



# CENTRALCITY 2035

## Volume 3A SCENIC RESOURCES PROTECTION PLAN

Part 1: Summary, Results  
and Implementation

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**Proposed Draft**  
June 20, 2016



Bureau of Planning and Sustainability  
Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon  
Charlie Hales, Mayor • Susan Anderson, Director



# Acknowledgments

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# 1. INTRODUCTION

## A. What are Scenic Resources?

A scenic resource is any structure, feature, or element (natural or built) that is valued for its appearance. The “scenic” part of the resources is the focal feature or features, such as Mt Hood, Tilikum Crossing, or Terwilliger Boulevard, which have broadly appealing scenic qualities. These focal features are observed by the viewer from identified locations including viewpoints, trails or streets. It is the combination of the focal features and the ability to view the focal features that make up scenic resources. Since resources are experienced by individuals, their significance or importance will differ from person to person.

The *Central City Scenic Resources Protection Plan (CCSRPP)* addresses scenic resources that are accessible to the general public. The resources are located on or viewed from public property, in a public right-of-way, along public trails or on institutional campuses. Scenic resources viewed from private property, such as a view from an office or apartment, are not part of the CCSRPP.

The CCSRPP uses the following definitions for these key terms:

**Views:** 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 to a faraway object, such as a mountain, or of a nearby object, such as a city bridge. Views are also referred to as view corridors in the plan.



*Mt Hood.*

**Viewpoints:** A viewpoint is a location from which one enjoys a view. A viewpoint may be developed with features such as benches, signs, and lighting or may simply be an area from which to take in a view.



*Viewpoint on Greenway Trail.*

**View streets:** A view street is a linear scenic resource that is enclosed or bordered on both sides (for example, by buildings or trees) and leads to a visual focal point that has an aesthetically pleasing, scenic quality and is the terminus of the view. River access ways are a subset of view streets.

**Visual focal points:** A visual focal point is a feature or element of the natural or built environment that is 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.



*Union Station Clock Tower.*

**Scenic sites:** 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 or may not include scenic viewpoints.



*Japanese American Historical Plaza.*

**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, 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. A scenic corridor differs from a view street in that a view street includes a single designated point on the street where looking from that point you can see one or more visual focal features. A scenic corridor is an aesthetically pleasing resource in and of itself.

## B. Why Protect Scenic Resources

Scenic resources are an important part of the fabric of a city. Views of areas, such as Mt Hood, and sites, such as the Japanese American Historical Plaza, are iconic to Portland and also help depict the historical and cultural diversity of the city. Scenic resources are important to Portland's tourism economy. Views from the International Rose Test Garden and Governor Tom McCall Waterfront Park draw thousands of tourists every year. Scenic resources can also inform the design of buildings, parks, and monuments.

In addition, protection of scenic resources is required by Oregon statewide planning goals and by the City of Portland's Comprehensive Plan.

### Statewide Land Use Planning Goals

The State of Oregon adopted sixteen statewide planning goals in 1974. Goals 5, 8, and 15 provide for protection of scenic resources.

Oregon State Land Use Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources, 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.

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.

Oregon State Land Use Goal 15, Willamette 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.

#### City of Portland Comprehensive Plan

Local jurisdictions are required to develop and update Comprehensive Plans to demonstrate compliance with the statewide land use planning goals. Portland updated its Comprehensive Plan in 2016. The following Comprehensive Plan goals and policies form the basis for this CCSRPP and future scenic resource protection plans.

#### **Goal 4.A: Context-sensitive design and development**

New development is designed to respond to and enhance the distinctive physical, historic, and cultural qualities of its location, while accommodating growth and change.

#### **Policies: Scenic resources**

Portland's signature views of Mt Hood and other mountain peaks, bridges, and rivers are important to the city's identity. These views strengthen connections to the local and regional landscape. The policies below encourage the recognition, enhancement, and protection of public views and significant scenic resources, as designated in the Scenic Resources Inventory and Protection Plans.

*Policy 4.40 Scenic resources.* Enhance and celebrate Portland's scenic resources to reinforce local identity, histories, and cultures and contribute toward way-finding throughout the city. Consider views of mountains, hills, buttes, rivers, streams, wetlands, parks, bridges, the Central City skyline, buildings, roads, art, landmarks, or other elements valued for their aesthetic appearance or symbolism.

*Policy 4.41 Scenic resource protection.* Protect and manage designated significant scenic resources by maintaining scenic resource inventories, protection plans, regulations, and other tools.

*Policy 4.42 Vegetation management.* Maintain regulations and other tools for managing vegetation in a manner that preserves or enhances designated significant scenic resources.

*Policy 4.43 Building placement, height, and massing.* Maintain regulations and other tools related to building placement, height, and massing in order to preserve designated significant scenic resources.

*Policy 4.44 Future development.* Encourage new public and private development to create new public viewpoints providing views of Portland's rivers, bridges, surrounding mountains, hills and buttes, the Central City skyline, and other landmark features.

## C. History of Scenic Resources Protection in the Central City

This section provides a brief history about how scenic resources have been protected and managed in and around the Central City. There are other plans and studies related to scenic resources located outside of the Central City, such as Rocky Butte and Mt Tabor, which are not included in this summary.

### 1979 Downtown Plan

As Portland has grown, the Central City (also known as downtown in previous plans) has gotten taller. Taller buildings add visual diversity to the skyline, which itself is a scenic resource. However, some taller buildings can block views from the western and southwestern hills across the Central City to area mountains. With implementation of the 1979 *Downtown Plan*, the City adopted building height restrictions intended to protect views of Mt Hood from Washington Park and a view of Mt St Helens from Terwilliger Boulevard.

### 1983 Terwilliger Parkway Corridor Plan

Terwilliger Boulevard was originally conceived by John Olmsted in 1903 as a recreational pleasure drive that would take advantage of the area's special scenic opportunities. Initially the land surrounding the parkway was clear cut, offering panoramic views of the region. Much of the land was donated, deeded, or acquired in order to improve it for public enjoyment. In the 1970s a bike lane was added. In the early 1980s, due to increased pressure for development around the parkway, the City undertook a study and adopted the *Terwilliger Parkway Corridor Plan* in 1983. Today Terwilliger Boulevard is designated as a scenic drive, which was a subset of scenic corridors. Most of the drive is located outside of the Central City and is not being addressed by the CCSRPP. However, there are some designated viewpoints along Terwilliger Boulevard with views of or across the Central City. Those views and viewpoints are addressed in the CCSRPP.

### 1988 Willamette Greenway Plan

The Willamette River has long been an important scenic resource in Portland. However, development along the riverbanks has limited the public enjoyment of this resource. Until 1974, the highway was located where Governor Tom McCall Waterfront Park is today. With the adoption of Oregon statewide planning goal 15, Willamette Greenway, the state required local jurisdictions to plan for public access to the Willamette River and protection of the scenic resources associated with the river. In 1987 the City adopted the *Willamette Greenway Plan*, which went into effect in 1988. The plan requires development of a public trail on properties with river frontage and numerous viewpoints along the river where designated. The views are primarily of the river itself, the bridges, and the city skyline. The zoning code requires that public viewpoints identified in the plan be developed when trail improvements are triggered by new development. The *Willamette Greenway Plan* also designated greenway view corridors, now called *river access ways*, where it is possible to see the Willamette River or Governor Tom McCall Waterfront Park from approaching streets and rights-of-way.

### 1988 Central City Plan

As the City of Portland was coming into compliance with the statewide planning goals, scenic resources were being identified through different planning processes. The 1988 *Central City Plan* envisioned "buildings, open spaces and streets which blend with the Tualatin Hills, the Cascades, and river vistas to create a dramatic backdrop for an attractive and memorable place." The plan went on to call out the importance of "access to the riverbank and the water's surface." The Central City Plan designated views and viewpoints.



#### 1991 Scenic Resources Protection Plan

Previous plans identified scenic resources and began to designate specific views, viewpoints, and drives to protect and manage for their aesthetic qualities. Donations, deeds, and acquisition of lands set aside significant resources for the public. Then, in 1989-1990, all of the previous plans were brought together. The 1991 *Scenic Resources Protection Plan* identified 131 scenic resources throughout Portland. Implementation of the plan included application of a Scenic Resources (s) overlay, amendments to the Scenic Resources chapter (33.480) of the zoning code and adjustment of building height restrictions.

#### 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 to reflect the 1991 *Scenic Resources Protection Plan*. The maximum heights map was updated to better protect specific views, such as the view of Mt Hood from Vista Bridge.

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

The Union Station Clock Tower is a landmark and historic structure in Portland. The clock tower can be seen from different vantage points including down streets, from the riverfront, and from bridges. This study analyzed the area surrounding the clock tower - an area that has a 75-foot maximum height limit as set by the 1988 *Central City Plan* to protect views of Union Station and the neighborhood's historic resources. The result of the study was to continue to protect views of the clock tower, but to increase the floor area ratio (FAR) in specific locations and to allow bonuses to be used to increase the maximum height limits.

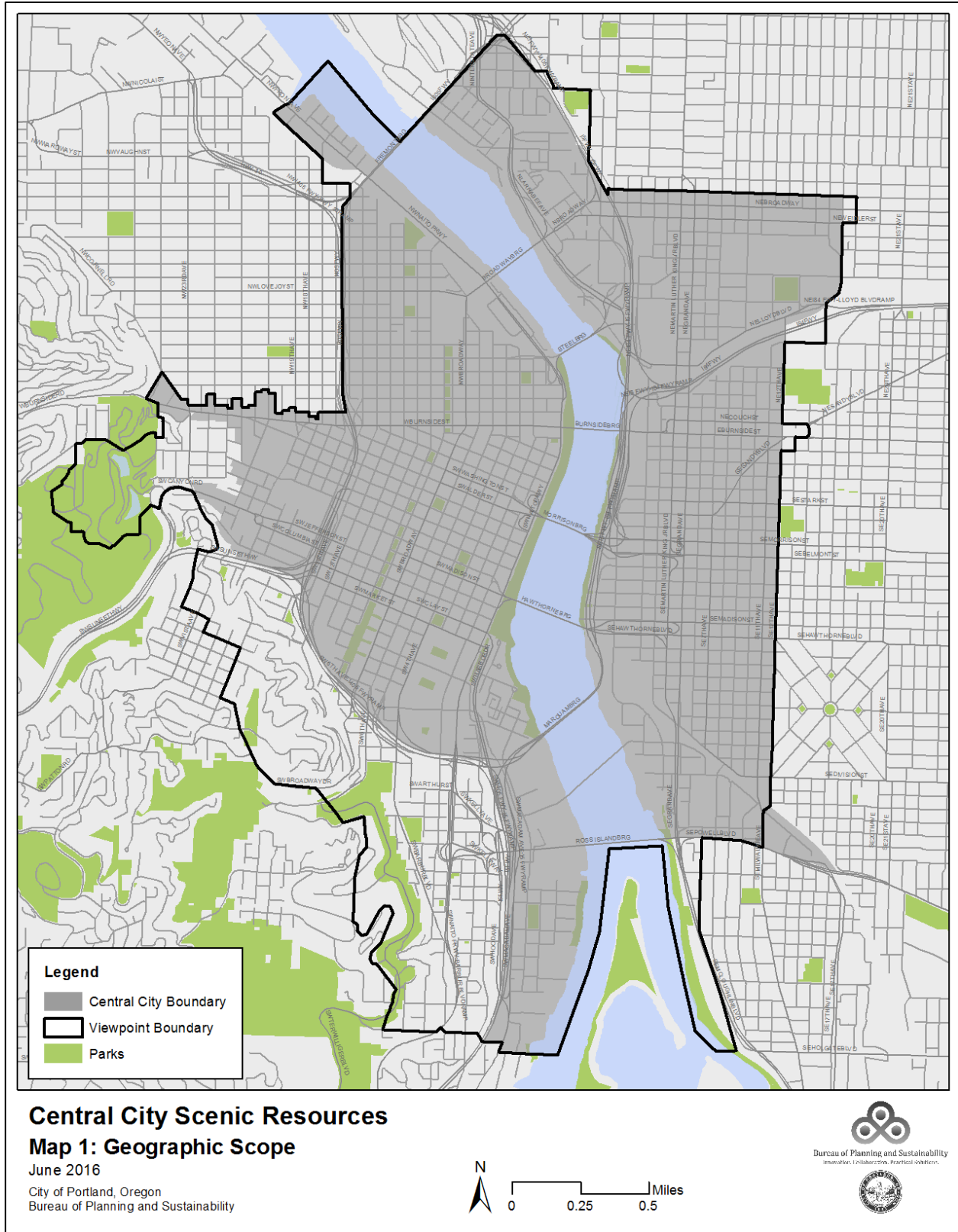
#### 2002 South Waterfront Plan & 2006 Public Views and Visual Permeability Assessment

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.

## **D. Relationship to Central City 2035**

As part of the Central City 2035 (CC2035) Plan, the City reevaluated its scenic resources and the impacts of potential in building heights and vegetation management on the resources. The CCSRPP analysis informed updates to the zoning code including revisions to the heights map and location and extent of Scenic Resources (s) overlay zones, and landscaping requirements within (s) overlay zones.

The CCSRPP includes scenic resources located in the CC2035 plan district as well as viewpoints located outside of the Central City where the view could be impacted by building height or vegetation within the Central City (Map 1).



### Central City 2035 Policies

The goals and policies that form the basis for the CCSRPP are found in *Central City 2035 Plan (CC2035)* Volume 1, Goals and Policies, in the Urban Design section. These goals and policies are intended to comply with and refine the Comprehensive Plan goals and policies for scenic resources in the Central City.

**Goal 5.A:** The Central City is composed of diverse, high-density subdistricts that feature high-quality spaces and a character that facilitates social interaction and expands activities unique to the Central City.

**Goal 5.B:** The Central City's public realm is characterized by human-scaled accessible streets, connections, parks, open space, and recreation opportunities that offer a range of different experiences for public interaction.

*Policy 5.3 Scenic Resources.* Protect public views of key landmarks and scenic resources (Vista Bridge, Union Station, Mt Hood, Willamette River bridges) which define the Central City, help with wayfinding, and connect residents, employees and visitors to Portland's varied and unique landscape.

*Policy 5.5 Large site development.* Encourage redevelopment of large sites that includes new compatible uses, green buildings and equity considerations, scenic resource preservation, new pedestrian connections through the site, strong street presence, green infrastructure, and new open space amenities.

*Policy 5.11 Regional corridors and connections.* Promote the presence, character and role of physical and visual corridors such as trails, transit lines, streets and scenic corridors, helping to bridge neighborhoods across physical and psychological barriers.



*View of Mt St Helens and Central City skyline from Terwilliger Boulevard.*

## E. How to Use the CCSRPP

The CCSRPP includes three Parts:

**Part 1: Central City Scenic Resources Summary, Results and Implementation** – Part 1 summarizes the *Central City Scenic Resources Inventory (CCSRI)* and *Central City Scenic Resources Economic, Social, Environmental and Energy Analysis (ESEE)* methodologies and results; describes the policy priorities for the resources; provides an at-a-glance summary of the resource protection decisions; and updates portions of the city-wide *Scenic Resources Protection Plan (1991)*, scenic overlay zones and zoning code, and the building heights that are applied through the land use review and building permit processes. The adopting ordinance is included in Appendix A.

**Part 2: Central City Scenic Resources Inventory (CCSRI)** – The CCSRI is an inventory of all existing scenic resources in the Central City and viewpoints within the viewpoints boundary. The inventory includes detailed descriptions, scores and rankings, photos, and maps of the resources.

**Part 3: Central City Scenic Resources Economic, Social, Environmental and Energy Analysis (ESEE)** – The ESEE evaluates the impacts of protecting (or not) the scenic resources. A decision for each resource is made – whether to protect the resource and prohibit or limit impacts, such as buildings or trees, from blocking or reducing the scenic qualities of the view or to not protect the resource and allow impacts.

The CCSRI and ESEE are intended to be used during land use review and building permit processes to provide additional information and explanation about the decisions to protect or not protect a scenic resource. Both parts also provide recommendations about on-going management and improvements that would enhance the resources.

The CCSRPP, Parts 1-3, maintain Portland’s compliance with Statewide Goal 5 requirements and rules related to scenic resources.

## 2. Part 2 and 3 Summary

The *Central City Scenic Resources Protection Plan (CCSRPP)* includes Part 2: *Central City Scenic Resources Inventory (CCSRI)* and Part 3: *Central City Economic, Social, Environmental and Energy Analysis (ESEE)*. A summary of the approach, methodology, and results for each Part is presented below.

### A. Scenic Resources Inventory

The first step in updating the CCSRPP was to produce the *Central City Scenic Resources Inventory (CCSRI)*. 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 scenic views of or across the Central City.

#### 1. Approach

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 Plan (2002)*, and *South Waterfront Public Views and Visual Permeability Assessment (2006)*. 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 from CC2035 advisory committees and public open house events.
- 2) An inter-bureau technical committee consisting of staff from the Bureau of Planning and Sustainability, Portland Parks and Recreation, Bureau of Environmental Services, and Bureau of Transportation 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 each existing and potential new scenic resource, recorded a standard set of information and took a standard set of photographs. All existing and potential public scenic resources

were documented using a set of criteria; however, a slightly different methodology, described below, was used to evaluate each type of scenic resource.

## 2. Methodology

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 and best practices in the field.

### Views and Viewpoints

A view is an aesthetically pleasing landscape or scene comprised of one or more visual features. 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. It 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 155 views from 146 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.



*Fremont Bridge as seen from the Broadway Bridge.*

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 likely 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 and Tier III including the lowest 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 Group A River views include views of Mt Hood from Governor Tom McCall Waterfront Park, 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 is 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.



*Union Station Clock Tower viewed from NW 6<sup>th</sup> Ave.*

River access ways are a subset of view streets. For river access ways, the view street must terminate at or within the Willamette Greenway boundary and provide a visual or physical connection to the Willamette River. A view street, including river access ways, may include a background focal point (e.g., the West Hills) such that the full extent of the view extends beyond the street grid and public right-of-way. The CCSRI includes 26 view streets. Examples of view streets include a view of Salmon Street Springs looking down SW Salmon Street from SW 4<sup>th</sup> Avenue and a view of Union Station looking north on NW 6<sup>th</sup> 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, 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 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.

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. The CCSRI includes six scenic corridors: the North Park Blocks, the South Park Blocks, the Willamette



*Willamette Greenway Trail.*

Greenway Trail (west), the Willamette Greenway Trail (east), the Portland Aerial Tram, and the 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 Gateway, Mt Hood, the Fremont Bridge, and the White Stag sign.



*Chinatown Gateway.*

### 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 or may not include scenic views and viewpoints. 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: the North Park Blocks, the South Park Blocks, Lan Su Chinese Garden, the Japanese American Historical Plaza, and the Mark O. Hatfield U.S. Courthouse 8<sup>th</sup> floor rooftop terrace sculpture garden.



*Japanese American Historical Plaza.*



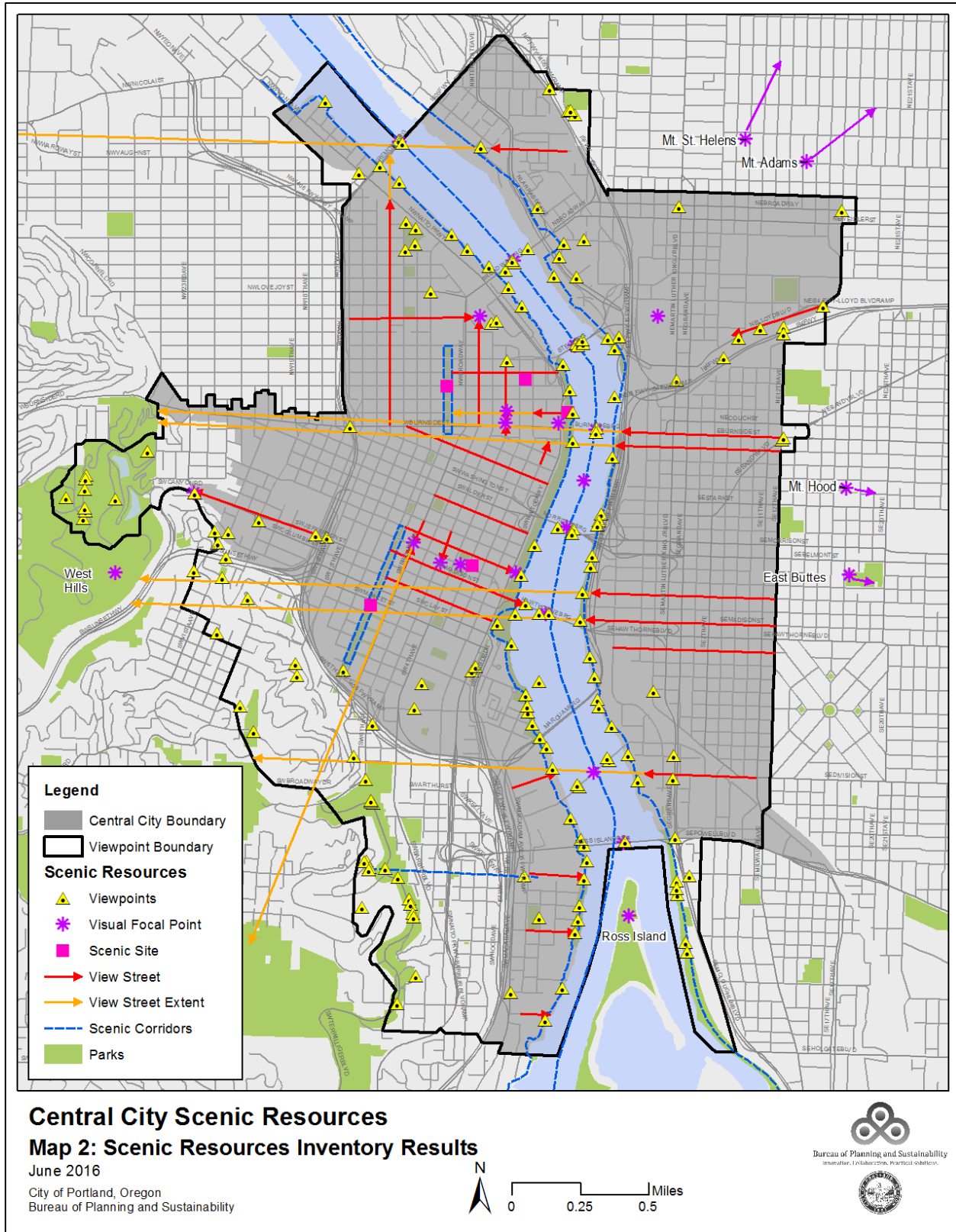


*View of Tilikum Crossing from SE Caruthers Street*

### **3. Results**

The CCSRI includes a mix of scenic resources: 155 views from 146 viewpoints, 26 view streets, six scenic corridors, 25 visual focal points, and five scenic sites (Map 2). 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. Map 2 shows all of the scenic resources.

The CCSRI does not include recommendations about future protection of, management of, or enforcement measures related to the scenic resources. An in-depth analysis of the trade-offs involved in protecting, or not protecting, each scenic resource is included in Part 3, the Central City Scenic Resources Economic, Social, Environmental and Energy Analysis (CCESEE).



## B. Economic, Social, Environmental and Energy Analysis

The next step, Part 3, of the CCSRPP was to conduct the *Central City Scenic Resources Economic, Social, Environmental and Energy Analysis* (ESEE). The purpose of the ESEE is to identify uses that may conflict with (e.g., block or detract from) a scenic resource and determine if those conflicting uses should be limited using regulatory or non-regulatory tools. Staff considered 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.

### 1. Methodology

Performing an ESEE analysis is a requirement of Oregon State Land Use Goal 5; however, no methodology is prescribed by the goal. Therefore, staff developed a methodology intended to understand the economic, social, environmental, and energy impacts of protecting or not protecting the scenic resources. The City's methodology included five steps.

The first step was a determination of significance. Per Goal 5, only *significant* resources are carried forward to the ESEE analysis. Based on the experts' scores from the CCSRI, Upland Tier I and Tier II and River Group A, B, and C views were determined to be significant. Upland Tier III views were determined to not be significant because the views were scored low.

The second step was to identify conflicting uses. Types of conflicting uses in the Central City include: buildings height and massing (where a tower is located on a site), rooftop structures, sky bridges, vegetation, above-ground utilities, permanent fencing, and other uses such as garbage or recycling receptacles, or loud noises such as a freeway. The conflicts posed by each of these uses is described.

The third step was an analysis of the economic, social, environmental, and energy benefits of both the scenic resources and the conflicting uses. For example, there are economic benefits associated with views including tourism and property values. There are also economic benefits associated with buildings including employment and housing. All of the benefits are considered together to produce a general recommendation for each grouping of scenic resources. The recommendations are intended to generally balance the various benefits of both the scenic resources and the conflicting uses. The outcome of this step are general recommendations of when to prohibit, limit, or allow conflicting uses.

- *Prohibit* means that the conflicting uses, such as a building or vegetation, should be not allowed within the view. A prohibit recommendation is used when the benefits of the scenic resource outweigh the benefits of the conflicting uses.
- *Limit* means that the conflicting uses, such as vegetation, should be managed to reduce the impacts on the view (e.g., pruning branches). A limit recommendation is used when the benefits of both the scenic resource and the conflicting uses should be protected.
- *Allow* means that conflicting uses do not need to be managed. An allow recommendation is used when the benefits of the conflicting uses outweigh the benefits of the scenic resource. When an allow recommendation is applied, the scenic resource will remain until such time as a conflicting use, such as a building, blocks or impacts the resource.

For both the limit and prohibit decisions, it is important to keep in mind that the decision only applies to *conflicting* uses. For example, vegetation can be a focal feature of the view or contribute to the view by framing the focal features. Vegetation is only considered a *conflicting* use if it blocks (or severely detracts from) a view. Another example is the city skyline. The city skyline is expected to change over time. New buildings may partially block older buildings in the background, but as long as the skyline is visible then the new buildings are not considered a *conflicting* use. Structures that would block a view of the skyline are considered a *conflicting* use.

The biggest economic impact of protecting a scenic resource happens when a view corridor crosses part of the Central City and buildings in the Central City would be tall enough to block or partially block the view. In these circumstances, additional analysis was performed to better understand the economic impacts. This was the fourth step.

The fourth step included two parts: conflicts between views and potential building height and the economic impacts of protecting any given view. The first part was to determine, of the Tier I and Group A views that received a *prohibit* or *limit* decision, which views could be impacted by buildings based on the current allowed heights in the Central City. In other words, if buildings were to develop to the maximum heights allowed today, would they block a view? The analysis used GIS to create a view corridor between each viewpoint and primary focal features to compare that with the allowed heights for every site within the view corridor (see Figure 1 below). Priority was given to sites identified in the City's *Buildable Lands Inventory* (BLI) because those sites are the most likely to be redeveloped by 2035 and result in buildings blocking the view. Using this analysis, the general amount of conflicts were identified – many, few, or no buildings could block or partially block the view.

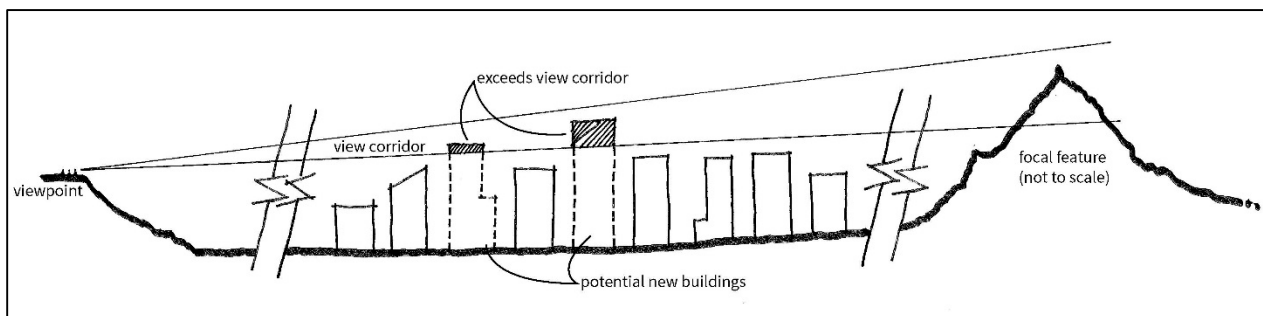


Figure 1: Example view corridor surface elevation and building height

The second part of the analysis was to determine, of these same Tier I and Group A views, what is the economic impact on the BLI sites of prohibiting any portion of a building from protruding into the view corridor. This analysis considered the number of potential stories that would have to be eliminated to protect the view and the per-square-foot value, in terms of money and jobs, of those stories. The result is a potential reduction in development value and reduction in job capacity if the view is fully protected.

The fifth, and final, step was a site-specific recommendation. In this step, the general recommendations and results of the economic analysis is applied to each individual scenic resource. The general recommendation may remain the same or be adjusted. One way in which adjustments were made is if there are three viewpoints in very close proximity that offer similar or identical views. Of those three, perhaps one has better public access from a nearby sidewalk and also includes a bench or information sign. Although the general recommendation may be to protect all three viewpoints, the site-specific recommendation is to protect the more accessible and developed viewpoints. Another example of an adjustment is if there are five viewpoints with similar views but in different locations and with very different economic impacts on future development. The general recommendation may be to protect all five viewpoints and the site-specific recommendation is to protect the two viewpoints with fewer economic impacts on future development or to continue to protect one or more due to proximity to the surrounding neighborhood.

Recommendations about the type of protections and management and maintenance are also included. For example, some views from the West Hills to Mt Hood can only be protected if building heights in the Central City are limited. The amount of limitation varies greatly from a few feet to more than 100 feet. Other recommendations address vegetation management and investments in public access and amenities.

## 2. Results

There are four categories of ESEE recommendations:

1. **Prohibit** – The most stringent of the recommendations, *prohibit*, means that conflicting uses, including buildings and vegetation, should be prohibited from blocking or partially blocking the scenic resource. A *prohibit* recommendation is implemented by setting maximum building/vegetation heights through the zoning code.
2. **Limit** – A *limit* recommendation is flexible. It means that impacts of the conflicting use on the scenic resource should be limited but not prohibited. It can be implemented by requiring building designs to reduce impacts on the resource or by allowing tree pruning or removal.
3. **Allow** – An *allow* recommendation means that the benefits of the conflicting uses outweigh the benefits of protecting the scenic resource. There are no restrictions on conflicting uses.
4. **Not Significant** – This category relates only to views. Tier III Upland Views, which are the lowest scoring of the views, are determined to be not significant. These are not included in the ESEE analysis and are not recommended for future protection.

Map 6, at the end of this section, shows the ESEE recommendations for all scenic resources. Below is a short summary of the results.

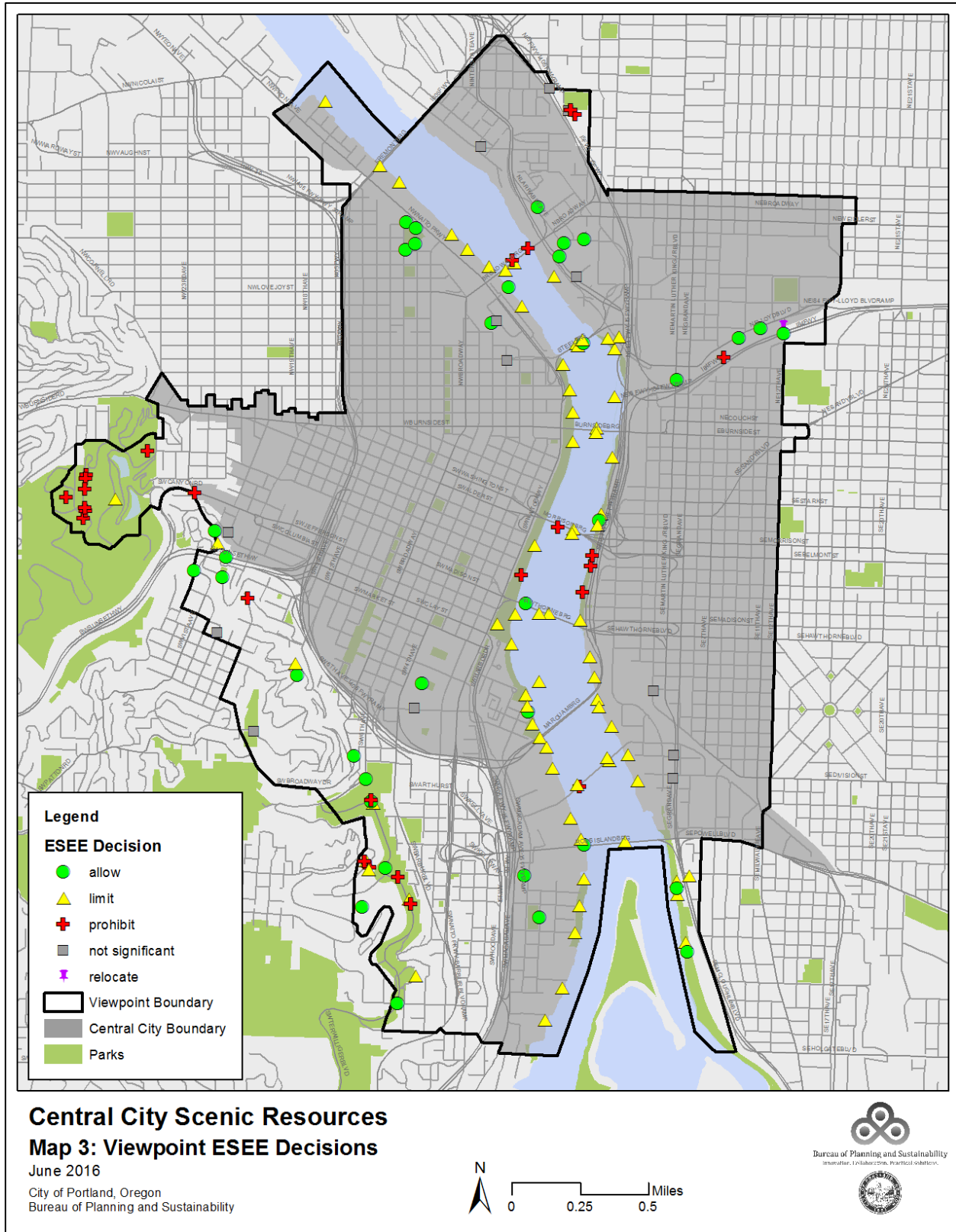
### Views and Viewpoints

Tier I Upland and Group A River views of Mt Hood, Mt St Helens, Willamette River bridges, or the Central City skyline are recommended for the highest level of protection including prohibiting or limiting building and/or vegetation heights within one or more view corridors. Tier II Upland and Group B River views are also recommended for some limitations on buildings and/or vegetation. An allow

recommendation is made for most Group C River views. (As a reminder, Tier III Upland views were determined to be not significant.) Map 3 shows the ESEE decisions for each viewpoint and view.

The recommendation for a viewpoint itself is based on the recommendation for its respective view(s). For any view with a limit or prohibit recommendation, that recommendation applies to the viewpoint as well. This includes maintaining the viewpoint, relocating trash receptacles or fencing, and limiting the degree of shadow cast on the viewpoint. For undeveloped or underdeveloped viewpoints, viewpoint amenities should be added, such as a bench, plaque or telescope that both identify the viewpoint and enhance the overall viewing experience. For viewpoints on bridges, the Willamette Greenway Trail, sidewalks, or other areas that may lack a safe location to pull out of traffic and enjoy the view, a designated and marked location should be added. For all viewpoints, staff recommend improving ADA access.

There are some views from viewpoints located in places where, based on the current regulations, there will not be conflicting uses. For example, there are multiple viewpoints located along the Governor Tom McCall Waterfront Park seawall offering views of the Willamette River, bridges and the Central Eastside skyline. No buildings, utilities or fences will be built or vegetation planted in front of the viewpoints to block the views. Therefore there are no conflicting uses with most of these view corridors. Although there are no conflicting uses with the views, there may still be conflicting uses with the viewpoints such as the placement of fencing or garbage cans. For all of the views with no conflicting uses the ESEE recommendation to allow, limit or prohibit remains but no implementation actions may need to be put in place.



### View Streets

The recommendation for view streets is to limit building placement and massing and to limit vegetation that would block or substantially reduce the air space around the focal terminus of the view. For example, the recommendation may be to use tall trees, which could be limbed-up, in landscaping as a way to frame the view of a statue at the end of a street (see Figure 2). Another example is setting back buildings and increasing the width of the public space along the street (see Figure 3). Map 4 shows the ESEE decisions for each view street.

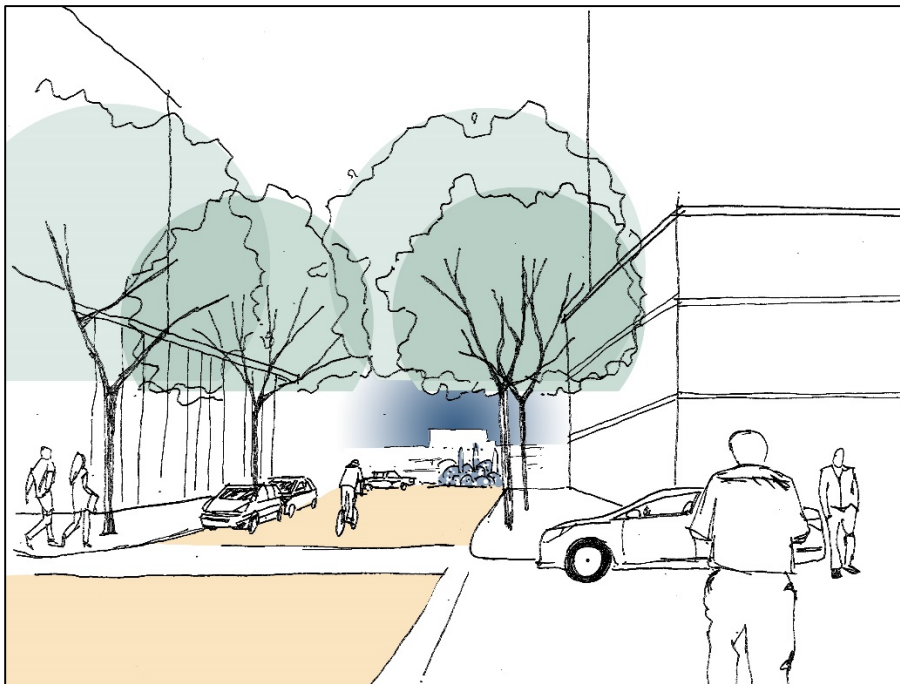


Figure 2: Example of a River Access Way with Vegetation Framing a Focal Feature.

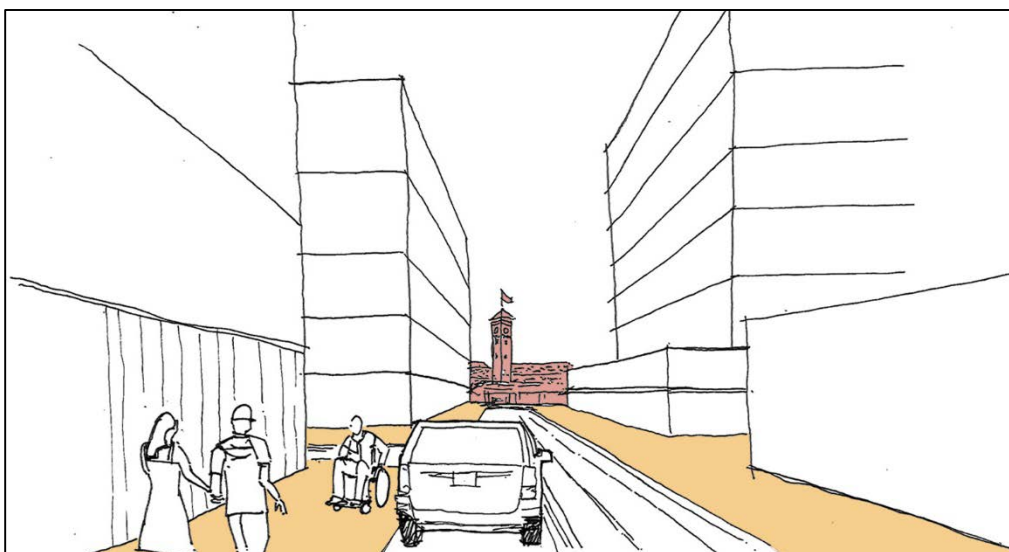
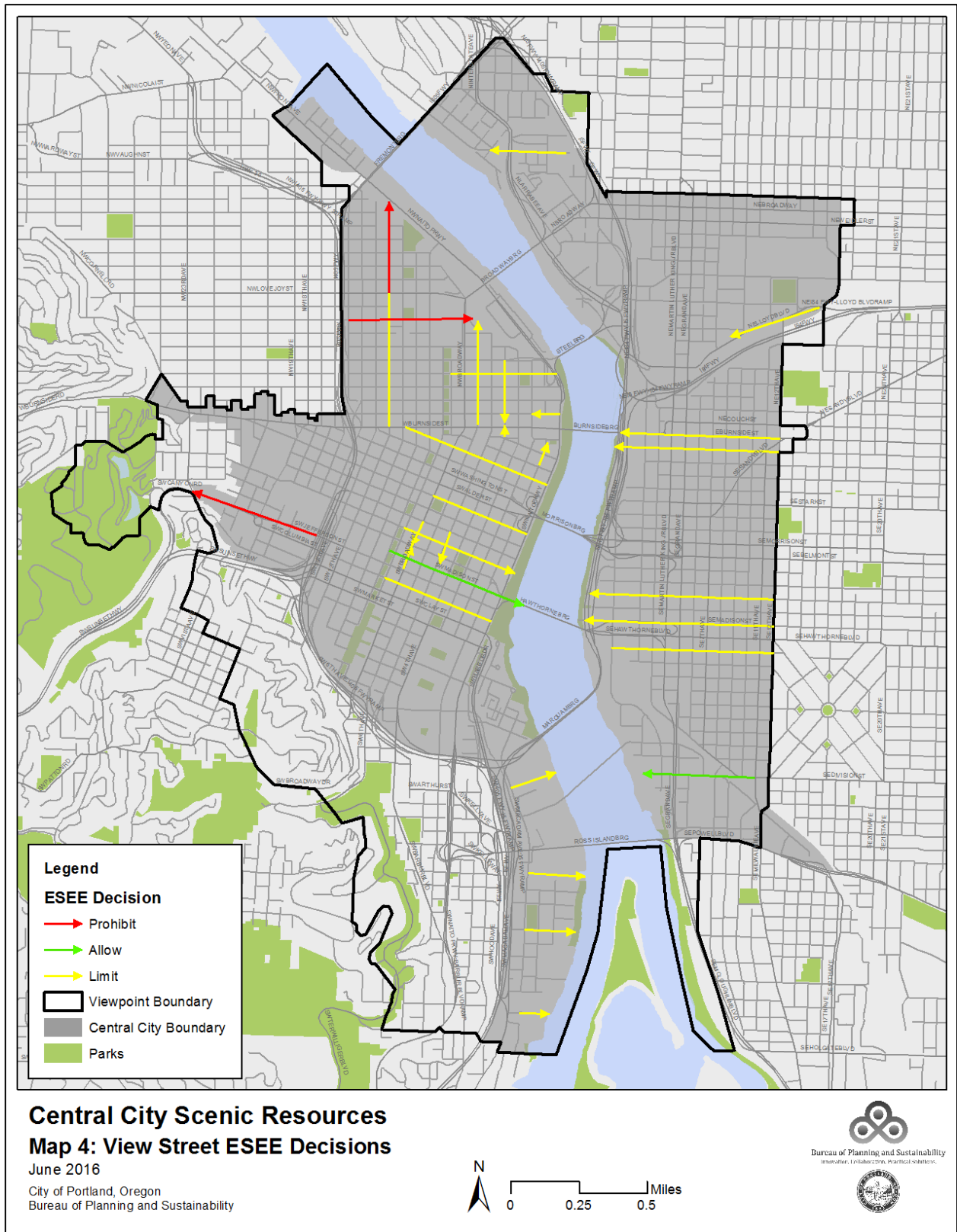


Figure 3: Example of a View Street with Air Space around a Focal Feature.





### Scenic Corridors

The recommendation for scenic corridors is to limit building placement and massing that would create a predominance of shade on the resources, particularly at developed viewpoints located along the corridor. Conflicting vegetation should also be limited. In many situations the vegetation located along the scenic corridor is a primary or secondary feature of the resource itself and contributes to its scenic quality. However, in some instances the vegetation can become discordant; for example, if the vegetation were to block protected views extending from viewpoints located along the scenic corridor. In general, vegetation along a scenic corridor should be retained and only *conflicting* vegetation should be limited. Figure 4 shows an example of vegetation along a scenic corridor that contributes to the scenic quality and frames, but does not obstruct, the view from a designated viewpoint. Map 5 shows the ESEE decisions for each scenic corridor.

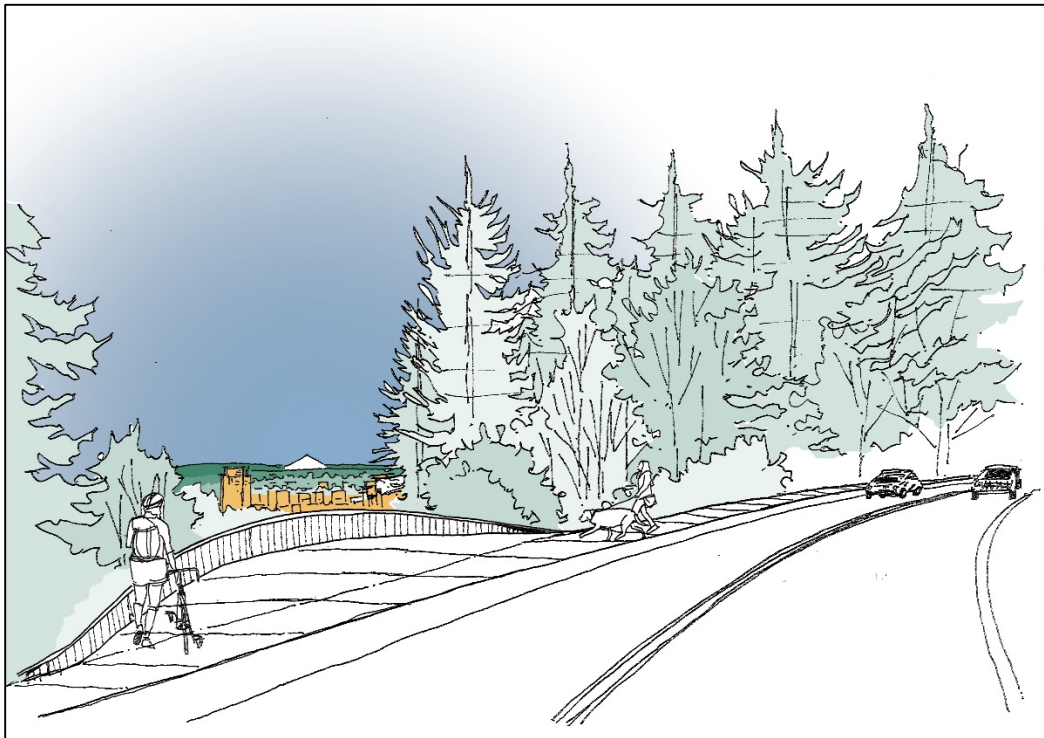
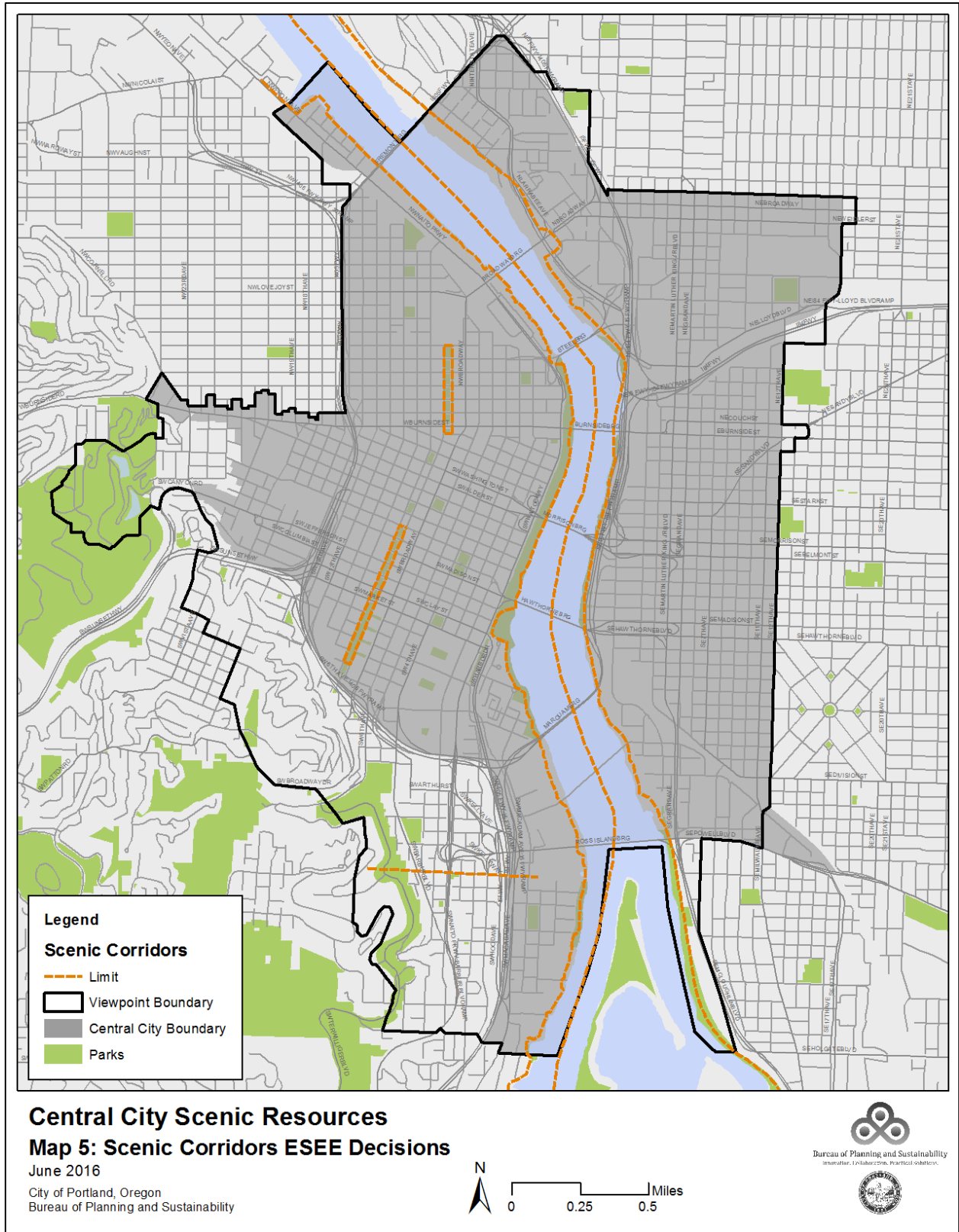


Figure 4: Example Scenic Corridor with Vegetation and Viewpoint.



### Scenic Sites

The scenic sites in the Central City are: the North Park Blocks, the South Park Blocks, Lan Su Chinese Garden, the Japanese American Historical Plaza, and the Mark O. Hatfield U.S. Courthouse 8<sup>th</sup> floor rooftop terrace sculpture garden. The sites in and of themselves are all in public ownership or under public management. The sites require no additional protections. However, surrounding buildings and vegetation could become conflicting uses with the scenic site if the building or vegetation would create a predominance of shade on the scenic site. The ESEE recommendation for scenic sites is to limit building massing and placement of large structure vegetation surrounding the sites.

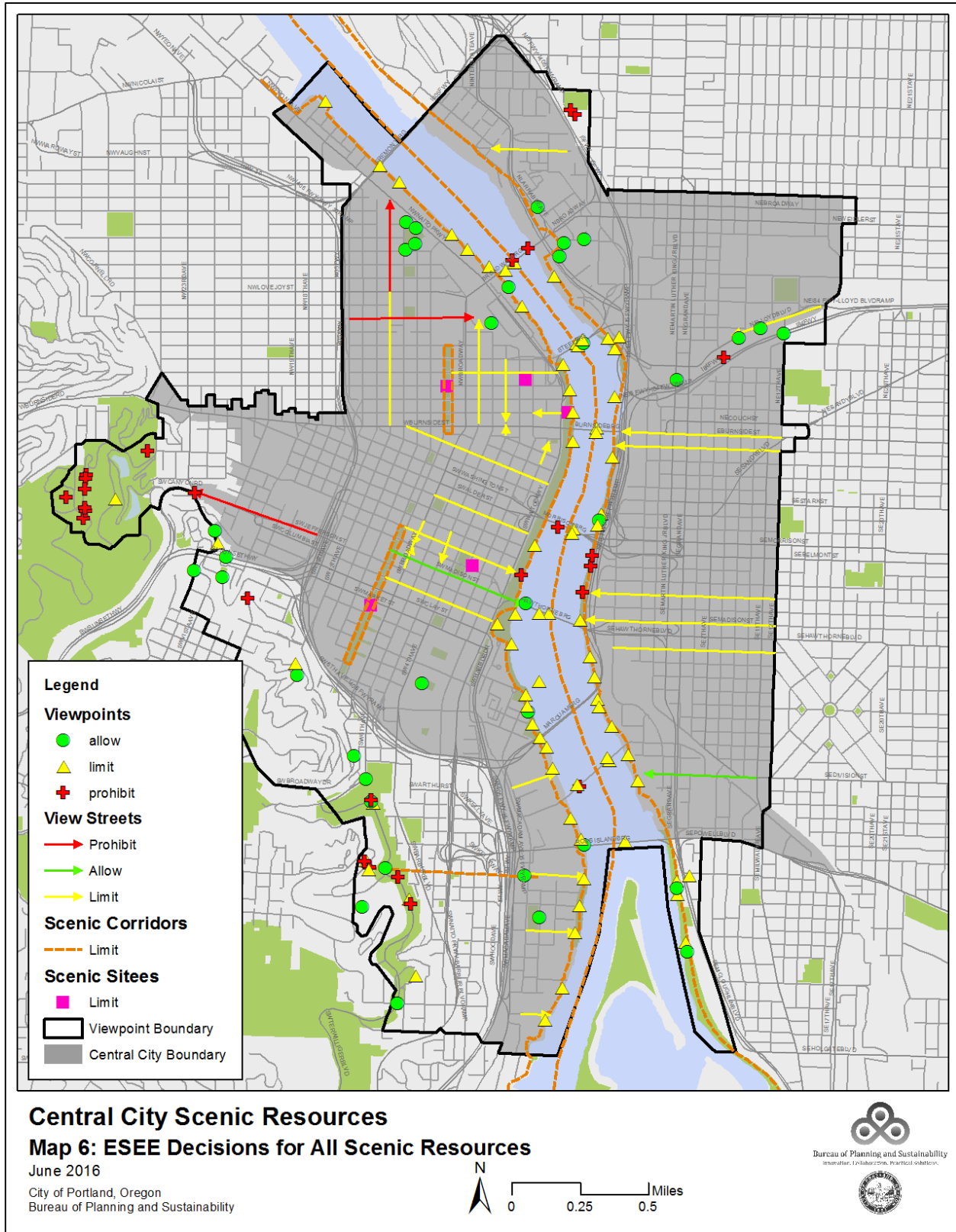


*Mark O. Hatfield U.S. Courthouse 8<sup>th</sup> floor rooftop terrace*

### Visual Focal Points

Visual focal points are things like Mt Hood, Mt St Helens, Tilikum Crossing, and the Salmon Street Springs fountain. They are the primary or secondary focal feature of a view or the focal terminus of a view street. The ESEE decision for a view or view street therefore extends to the visual focal point(s) identified for that view. There are no individual recommendations for visual focal points.

Map 6 shows all of the Central City scenic resources with their ESEE decisions.



### **3. Viewpoints and View Corridors Summary of ESEE Decisions**

This section includes a summary of the ESEE decisions for viewpoints and view corridors in the Central City. The other scenic resources – view streets, scenic corridors, scenic sites and focal features – are addressed in Chapter 4.

Viewpoints and view corridors are protected by limitations on heights that apply to both buildings and vegetation and views that allow for management of vegetation. The protected viewpoints and view corridors are represented in the zoning code, Title 33, in three ways:

1. In Chapter 33.480, Scenic Resources, the maps of the view corridors are included in the Chapter and referenced in the code. The maximum heights shown on these maps apply to both structures and vegetation planted since the adoption of the plan.
2. In Chapter 33.510, Central City, the building heights are adjusted based on the view corridors.
3. The city's official zoning maps include scenic overlay zones when the scenic overlay zone overlaps with another environmental overlay zone: conservation, protection or river environmental.

Below is a summary of the protected viewpoints and view corridors. Please see Table 1 at the end of section B.

## A. Policy Priorities

The policy priorities are intended to describe the general approach to protect views and viewpoints in and around the Central City. The description of the protected views and viewpoints refines the general policy priorities based on the *Central City Scenic Resources Economic, Social, Environmental and Energy Analysis (ESEE)*.

### Mountains

Surrounding Portland are mountains that help define the visual setting of the city. Mt Hood and Mt St Helens can be seen from various viewpoints that have been protected over time. These views are iconic to Portland and draw tourists to locations like the International Rose Test Garden in Washington Park. Continued protection of views of Mt Hood and Mt St Helens is a high priority. This can be achieved by limiting building and vegetation heights and allowing vegetation management within the view corridor. When possible, Mt Rainier, which can be seen to the west of Mt St Helens, should be included in the view corridor for Mt St Helens.

Mt Adams can also be seen from some upland viewpoints; however, Mt Adams is partially blocked by the foothills of the Cascades. Overall, views of Mt Adams are not a priority for protection. The exception is when there is a view of Mt Adams from an established and well visited viewpoint and the view has few conflicts with potential building height.



*Mt St Helens with Mt Rainier in the view.*

Central City Skyline and West Hills

Views of Portland's Central City skyline are a priority for protection. The skyline is evolving and will change over time. Today one building may be a dominant feature of the skyline, but 10 years from now a different building may dominate the view. The policy of protecting views of the Central City skyline is not intended to preserve a view of any single or mix of existing buildings but rather to protect wide views of the changing skyline. This can be achieved by limiting building and vegetation height near viewpoints.



*Central City skyline looking north.*



From the east, looking west, the skyline is set against the backdrop of the West Hills. The contrast of built and natural features creates a dynamic view. Maintaining permeability between the buildings to the West Hills is a policy priority. This can be achieved by using a combination of setting building heights and floor-to-area ratios (FAR) that incentivize towers that occupy half or quarter blocks, rather than bulky buildings that occupy entire city blocks.



*Central City skyline looking west, with West Hills in background.*

### Willamette River Bridges

Portland is also known as “Bridge City USA” because there are 12 bridges that cross the Willamette River, nine of which are located in the Central City. There are unique and significant views of the bridges. The Willamette River bridges can be seen in most views of and across the Central City. However, in many of the views bridges are contributing, not primary, features. Views of the Willamette River bridges are a priority when the bridge is a primary feature of the view. Generally, views of Willamette River bridges can be preserved by continued vegetation management.



*View of Steel Bridge.*

### Views Unique to a Neighborhood

Portland's terrain includes hills on the west side of the Willamette River and flatter areas on the east side, with a few prominent buttes and ridges. By virtue of their height, there are many views from the West Hills to the Central City skyline and area mountains. This allows more flexibility when choosing which viewpoints and views to protect.

A large portion of the views from viewpoints in the West Hills are from small, neighborhood streets that primarily serve the residents near the viewpoint. Many of the viewpoints are difficult to find and lack infrastructure, like sidewalks, benches or nearby parking. Typically vegetation growing on the hillside in front of the viewpoint is blocking or partially blocking the view. The slopes are very steep and the vegetation is providing slope stability, as well as habitat. The priority is to choose to protect views that are more frequently used by the public, are more easily accessible and have developed viewpoints or are at locations where a viewpoint could be developed. Choosing one representative view to protect from like situations, such as nearby viewpoints with similar views, is recommended to minimize removal of vegetation on the steep slopes.

Due to the lower elevation of the eastside, there are not as many views from eastside neighborhoods to the Central City skyline or Willamette River bridges. When an upland view from the east looking west is identified, it is a priority for protection even if the viewpoint is not developed or frequently used.



*View of Central City skyline and West Hills from Lillis Albina Park.*

Developed and Frequently Visited Viewpoints

Portland has been protecting views for many years. There are long established, developed viewpoints with supporting infrastructure, such as benches or telescopes, throughout the Central City. Typically, these viewpoints have been invested in, are maintained as viewpoints, and exist in locations that are frequently visited by a high volume of people, such as the International Rose Test Garden, Terwilliger Boulevard and Governor Tom McCall Waterfront Park. Views from developed and frequently visited viewpoints are a priority for continued protection, maintenance, and investment.



*View of Central City skyline and Mt St Helens from Terwilliger Boulevard developed viewpoint.*



*Terwilliger Boulevard scenic corridor developed viewpoint with off-street parking and sidewalk.*

In some situations, there are views that are a priority for protection but the viewpoint itself is not developed. These viewpoints are typically in locations that lend themselves to easy access from multiple forms of transportation – vehicle, bus, bike, foot – and have enough space for supporting infrastructure such as adding a bench and informational sign.



*View of Central City from Greenway Trail undeveloped viewpoint.*



*Greenway Trail undeveloped viewpoint.*

## B. Summary of ESEE Decisions

Table 1 and Map 7 are a summary of all of the ESEE recommendations for views and viewpoints in and around the Central City. There are four categories of recommendations:

1. **Prohibit** – The most stringent of the recommendations, *prohibit*, means that conflicting uses, including buildings and vegetation, should be prohibited from blocking or partially blocking the views of the primary focal features. A *prohibit* recommendation is typically narrowed to the most significant portion of the view, not the entirety of the view. A *prohibit* recommendation is implemented by setting maximum building/vegetation heights through the zoning code.
2. **Limit** – A *limit* recommendation is flexible. It means that conflicting uses should be limited within the view but not prohibited. It can be implemented by requiring building designs to reduce impacts on the view or by allowing tree pruning or removal within the view corridor.
3. **Allow** – An *allow* recommendation means that the benefits of the conflicting uses outweigh the benefits of protecting the view. There are no restrictions on conflicting uses. In some situations, it may be recommended that a viewpoint be maintained as long as the view remains, but eventually the view may be blocked.
4. **Not Significant** – Tier III Upland Views, which are the lowest scoring of the views, are determined to be not significant. These are not included in the ESEE analysis and are not recommended for future protection.

When there is more than one primary focal feature in the view, there may be more than one recommendation. For example, the view from one viewpoint may include Mt Hood, the Willamette River and the Central City skyline. Based on the ESEE analysis, it may be determined that protecting the view of Mt Hood will have too large of an economic impact on future development. Therefore, the view of Mt Hood may receive an *allow* recommendation, while the view of the Willamette River and Central City skyline may receive a *limit* recommendation.

The table includes two types of implementation tools: height limits and vegetation management. An X indicates that the zoning is updated to implement the ESEE decision. For some views, the implementation is NCU, meaning “no conflicting use.” There are two different kinds of situations where there are no conflicting uses in the Central City:

1. **Viewpoints located near or over the Willamette River.** There are viewpoints located on bridges, along a seawall or pilings, or on a structure that extends out over the riverbank or water. No conflicting buildings, vegetation, or utilities could be placed within the view corridor. There may be a need to limit conflicting uses such as a tall sign on a dock or the placement of garbage cans or fencing that would negatively impact the viewpoint or view.
2. **Views protected by current regulations.** There are viewpoints located in the West Hills that are at a high enough elevation that the existing regulations on building heights in the Central City keep the view corridor clear of conflicting uses. However, the recommendation to *prohibit* or *limit* building heights may remain because allowed building heights could be changed in the future.

Views with no conflicting uses retain the ESEE decision of allow, limit or prohibit. If circumstances change in the future, the implementation tool may need to be updated to reflect the ESEE decision. For example, if building heights were adjusted to allow taller buildings that may impact a view with a prohibit decision, the ESEE decision for that view corridor should be implemented by limiting building heights. Another example, if a floating structure, such as a maritime museum, were to be permanently moored on the Willamette River within a view corridor with a prohibit or limit recommendation, the ESEE decision should be implemented to protect the view.

For any view with a *limit* or *prohibit* recommendation, that recommendation applies to the viewpoint as well as the view corridor. The recommendation for the viewpoints includes ongoing maintenance, relocating trash receptacles, and limiting the degree of shadow cast on the viewpoint. For undeveloped or underdeveloped viewpoints, viewpoint amenities should be added, such as a bench, plaque or telescope, which both identify the viewpoint and enhance the overall viewing experience. Figures 5 and 6 provide an example of a viewpoint before and after development. For viewpoints on bridges, the Willamette Greenway Trail, sidewalks, or other areas that may lack a safe location to pull out of traffic and enjoy the view, a designated and marked location should be added. For all viewpoints, staff recommend improving ADA access.



Figure 5: Example of an Undeveloped Viewpoint



Figure 6: Example of the Viewpoint after Development – includes viewpoint amenities (bench, sign) and landscaping that does not conflict with the view corridor



Table 1 provides a summary of the ESEE decisions for views and viewpoints. The table includes the viewpoint identification number, the location of the viewpoint, the focal features of the view from that viewpoint, the ESEE decision, an explanation of the decision and the recommended tools to implement the decision. Some viewpoints have multiple views. For example, the viewpoint NW13, which is located on the Greenway Trail just north of the Broadway Bridge, has a view of the Willamette River, the Broadway Bridge and the Fremont Bridge. There may be a single ESEE decision that applies to all of the views or different ESEE decisions for each view.

There are two implementation tools: height limits and vegetation management. When there is an “X” in the column that means that the view should be protected using that tool. When there is “NCU” that means that the view should be protected but the current location of the viewpoint means that there are no conflicting uses. For example, a viewpoint that is located on the seawall at Governor Tom McCall Waterfront Park will not have the view of the Willamette River blocked by vegetation and therefore there is no conflicting use associated with vegetation. In the case where there is no conflicting use with building height that is because the current allowed heights set in the Central City are already protective of the view. However, in the future, if the allowed heights were changed then the heights could become conflicting with the view.

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
N	01	N Russell St under I5	Fremont Bridge	not significant	Tier III		
N	02	Lillis Albina Park	Fremont Bridge	prohibit	This is a view of the Fremont Bridge from Lillis Albina Park. The view crosses an industrial area. The view corridor analysis shows no impact on development capacity. Maintain a view of the Fremont Bridge by adding height limits. Upgrades to the park should include developing a formal viewpoint with a bench and marker.	X	X
N	03	N Commercial Ave at Lillis Albina Park	Central City Skyline	not significant	Tier III		
N	04	Lillis Albina Park	Central City Skyline	prohibit	There is currently a height limit to maintain a view from Lillis Albina park to the Central City skyline. The policy was reinforced during the N/NE Quadrant Plan. The extent of the view corridor has been adjusted based on the current scenic resources inventory. Maintain a view of the Central City skyline and adjust building heights accordingly. Upgrades to the park should include developing a formal viewpoint with a bench and marker.	X	X
N	05	N Tillamook at N Lewis	Fremont Bridge	not significant	Tier III		
N	07	N Larrabee Ave – N Dixon/N Hancock	Central City Skyline	allow	This previously protected view is compromised by development along the river and the viewpoint is not located in a heavily visited location. There are better views from the Broadway Bridge and along the Greenway Trail. Remove height limits.		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
N	09	N Winning Way & N Flint Ave	Broadway Bridge	allow	Viewpoints N09, N10 and N12 are located in the same vicinity and are views of the Broadway Bridge and the Central City skyline. The views were rated as Tier II and the viewpoints are not located in a frequently visited location. There are better views along the Greenway Trail alignment.		
N	10	N Larrabee Ave & N Winning Way	Central City Skyline, Broadway Bridge	allow			
N	11	Broadway Bridge – north side	Central City Skyline, Fremont Bridge	limit prohibit	Viewpoint located on bridge; no height limits or vegetation management necessary.	NCU	NCU
N	12	N Larrabee Ave & N Interstate Ave	Central City Skyline, Broadway Bridge	allow	See notes for N09 and N10.		
N	13	N Drexler Dr & N Interstate Ave	Central City Skyline	not significant	Tier III		
N	14	N Thunderbird Way	Central City Skyline	limit	This viewpoint is located along the future Greenway Trail alignment. Immediately in front of the view corridor is the railroad and then the river. No height limits are necessary. The exact location of the viewpoint should be determined when the Greenway Trail is developed. A formal viewpoint should be developed including space for people to move out of the flow of traffic and a bench and marker. Vegetation should be managed to maintain the view.		X
N	15	Steel Bridge – north side, east	Willamette River	limit	Viewpoint located on bridge; no height limits or vegetation management necessary.		NCU

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
NW	1	Riverscape Pier	Willamette River	limit	Viewpoint located on pier overlooking the river; no height limits or vegetation management necessary.		NCU
NW	2	Greenway Trail West – Fremont Bridge	Willamette River	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
NW	4	Greenway Trail West – south Fremont Bridge	Willamette River	limit	Viewpoint located on pier overlooking the river; no height limits or vegetation management necessary.		NCU
NW	5	The Fields Park	Fremont Bridge	allow	The economic benefits of redeveloping the impacted Buildable Lands Inventory (BLI) site outweigh protecting this Tier II view. In addition, there are multiple other views of Fremont Bridge from the Greenway Trail and bridges.		
NW	6	The Fields Park	Broadway Bridge	allow	This is a Tier II view at an undeveloped viewpoint. In addition, the view of the bridge is obscured by development.		
NW	7	Greenway Trail West – NW 9th Ave	Willamette River	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
NW	8	The Fields Park	Fremont Bridge	allow	The economic benefit of redeveloping the impacted Buildable Lands Inventory (BLI) site outweighs protecting this Tier II view. In addition, there are multiple other views of Fremont Bridge from the Greenway Trail.		
NW	9	Greenway Trail West – NW Northrup St	Willamette River, Fremont Bridge, Broadway Bridge	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
NW	10	The Fields Park	Centennial Mills	allow	This historic Centennial Mills building, which is the focal feature of this view, will be demolished in the near future.		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
NW	11	Broadway Bridge – north side	Willamette River, Fremont Bridge	prohibit	Viewpoint located on bridge; no height limits or vegetation management necessary.	NCU	NCU
NW	12	Broadway Bridge – south side	Willamette River, Steel Bridge	limit	Viewpoint located on bridge; no height limits or vegetation management necessary.		NCU
NW	13	Greenway Trail West – north Broadway Bridge	Willamette River, Broadway Bridge, Fremont Bridge	limit	Viewpoint located on a pier over the river; no height limits or vegetation management necessary.		NCU
NW	14	Broadway Bridge – south side	Willamette River Mt Hood	limit allow	Viewpoint located on bridge; no height limits or vegetation management necessary.		NCU
NW	15	Greenway Trail West – south Broadway Bridge	Willamette River	allow	Viewpoint located on a pier over the river; no height limits or vegetation management necessary.		
NW	16	Greenway Trail West – Pearl pedestrian crossing	Willamette River, Broadway Bridge, Steel Bridge	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
NW	17	Union Station pedestrian bridge – east	Central City Skyline	not significant	Tier III		
NW	18	Union Station pedestrian bridge – west	Broadway Bridge, Fremont Bridge	allow	This is a Tier II view at an undeveloped viewpoint in a location not frequently visited by a lot of people. The view of the bridges is adequate, but there are much better views of bridges in many other locations.		
NW	19	Steel Bridge – north side, center	Willamette River	limit	Viewpoint located on bridge; no height limits or vegetation management necessary.		NCU

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
NW	20	Steel Bridge – south side (upper deck), center	Willamette River	limit	Viewpoint located on bridge; no height limits or vegetation management necessary.		NCU
NW	21	NW Glisan Street and NW 4th Ave	Union Station	not significant	Tier III		
NW	22	Greenway Trail West – south of Steel Bridge	Willamette River	limit	Viewpoint located on a seawall; no height limits or vegetation management necessary.		NCU
NW	23	Greenway Trail West – stairs near NW Everett Street	Willamette River	limit	Viewpoint located on a seawall; no height limits or vegetation management necessary.		NCU
NW	24	Greenway Trail West – NW Couch Street	Willamette River	limit	Viewpoint located on a seawall; no height limits or vegetation management necessary.		NCU

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
NE	1	NE 12th Ave I-84 overpass – west side, north	Central City Skyline	prohibit	<p>There are 4 viewpoints in the same area with a very similar view: NE01, NE02, NE03 and NE05. The experts rated NE01 and NE05 as the best views; these were further evaluated for impacts to Buildable Lands Inventory (BLI) sites. Between NE01 and NE05, NE01 had fewer BLI impacts. In addition, there is an opportunity to move NE01 to a new bike/pedestrian bridge connecting NE 7th and NE 8th Ave over Interstate 84. The new bridge will be the primary bicycle and pedestrian crossing of I- 84 and can be designed to incorporate a formal viewpoint separated from lanes of travel. Building heights should be adjusted to protect views of the Central City skyline from the relocated NE01 viewpoint.</p>	X	X
NE	2	NE Lloyd Blvd – west of NE 11th	Central City Skyline	allow			
NE	3	NE 12th Ave I-84 overpass – west side, south	Central City Skyline	allow			
NE	4	Greenway Viewpoint at Peace Park	Central City Skyline, Steel Bridge	limit	View crosses rights- of-way and Greenway Trail; no conflicting uses associated with building heights. Vegetation should be managed to maintain the view.		X
NE	5	NE Lloyd Blvd – west of NE 9th	Central City Skyline	allow	See notes for NE01-03.		
NE	6	Mid-ramp on bike/ped path to Steel Bridge	Central City Skyline, Steel Bridge	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
NE	7	Steel Bridge – lower deck, center	Willamette River	allow	Viewpoint located on a bridge; no height limits or vegetation management necessary.		
NE	8	Eastbank Esplanade – south of Steel Bridge	Central City Skyline, Steel Bridge	limit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. A formal viewpoint should be developed with a bench and marker.		X
NE	9	NE MLK Jr Blvd & I-84 overpass	Central City Skyline	allow	This is a Tier II view of the Central City skyline. There are viewpoints located at the NE 12 <sup>th</sup> Street/I84 overpass that provide a better view of the Central City skyline and are recommended for protection.		
NE	10	Duckworth Dock – south end	Willamette River	limit	Viewpoint located on a dock over the river; no height limits or vegetation management necessary.		NCU
NE	11	Burnside Bridge – north side, center	Willamette River	limit	Viewpoint located on a bridge; no height limits or vegetation management necessary.		NCU
SE	01	Burnside Bridge – south side, center	Willamette River	limit	Viewpoint located on a bridge; no height limits or vegetation management necessary.		NCU
SE	02	Eastbank Esplanade – south of Burnside Bridge	Willamette River	limit	Viewpoint located on a platform over the river; no height limits or vegetation management necessary.		NCU



Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SE	03	Eastbank Esplanade – at SE Washington Street	Central City Skyline, Willamette River, Morrison Bridge	limit	There are 3 viewpoints located along the Greenway Trail in close proximity and with a similar view: SE03, SE04 and SE05. The northern and southern are developed as viewpoints. The middle, SE04, is a seating area along the trail.		X
SE	04	Eastbank Esplanade – between SE Washington & Alder Streets		allow			
SE	05	Eastbank Esplanade – at SE Alder Street		limit			X
SE	06	Morrison Bridge – north side, east	Willamette River	limit	Viewpoint located on a bridge; no height limits or vegetation management necessary.		NCU
SE	07	Morrison Bridge – south side, east	Willamette River, Mt Hood	limit allow	<p>There are 5 viewpoints from Willamette River bridges and 5 viewpoints from the Greenway Trail from which one can see Mt Hood. All were evaluated to determine if one or two have a minimal impact on Buildable Lands Inventory (BLI) sites and therefore could be protected by limiting building height in the Central Eastside.</p> <p>The economic analysis results showed that protection of any of the views would have a significant impact on development at BLI sites. The viewpoints located on the Tilikum Crossing (see SE21 and SW46) and Salmon Springs (SW17) had the least impact. Recommendation: allow building heights to impact the view of Mt Hood from SE07. The viewpoint is located on a bridge, therefore neither height limits nor vegetation management are necessary to protect views of the Willamette River.</p>		NCU

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SE	08	Eastbank Esplanade – south of SE Belmont Street	Central City Skyline, Willamette River, Hawthorne Bridge	prohibit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. A formal viewpoint should be developed with a bench and marker.	NCU	X
SE	09	Eastbank Esplanade – at SE Yamhill Street	Central City Skyline, Willamette River, Hawthorne Bridge	prohibit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. A formal viewpoint should be developed with a bench and marker.	NCU	X
SE	10	Eastbank Esplanade – at SE Salmon Street	Central City Skyline, Willamette River, Hawthorne Bridge	prohibit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.	NCU	X
SE	11	Eastbank Esplanade – Fire Station	Willamette River	limit	Viewpoint located on a platform over the river; no height limits or vegetation management necessary.		NCU
SE	12	Greenway Trail East – at Holman Dock	Central City Skyline, Willamette River, Hawthorne Bridge	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
SE	13	Greenway Trail East – OMSI north of Marquam Bridge	Central City Skyline, Willamette River, Hawthorne Bridge	limit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. A formal viewpoint should be developed with a bench and marker.		X
SE	14	SE Stephens Street & SE 3rd Avenue	Tilikum Crossing	not significant	Tier III		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SE	15	Greenway Trail East – OMSI north point	Willamette River, Tilikum Crossing	limit	Viewpoint located on a platform over the river; no height limits or vegetation management necessary.		NCU
SE	16	Greenway Trail East – OMSI middle point	Willamette River, Tilikum Crossing	limit	Viewpoint located on a platform over the river; no height limits or vegetation management necessary.		NCU
SE	17	Greenway Trail East – OMSI south point	Willamette River, Tilikum Crossing	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
SE	18	Tilikum Crossing – north side, east	Willamette River	limit	Viewpoint located on bridge; no height limits or vegetation management necessary.		NCU
SE	19	Greenway Trail East – at SE Caruthers Street	Willamette River, Tilikum Crossing	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
SE	20	MLK Viaduct above SE Caruthers Street	Tilikum Crossing	not significant	Tier III		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SE	21	Tilikum Crossing – south side, east	Willamette River, Mt Hood	limit allow	There are 5 viewpoints from Willamette River bridges and 5 viewpoints from the Greenway Trail from which one can see Mt Hood. All were evaluated to determine if one or two have a minimal impact on BLI sites and therefore could be protected by limiting building height in the Central Eastside. The economic analysis results showed that protection of any of the views would have a significant impact on development at Buildable Lands Inventory (BLI) sites. However, the viewpoints located on the Tilikum Crossing are large developed viewpoints with significant use by pedestrians and bicyclists. In addition, views of Mt Hood from this general area are culturally significant to Native Americans. It is recommended that the view of Mt Hood from SW46 be protected by limiting building heights in the Central Eastside. SE21 was not chosen because the development sites within view SW46 are larger and allow more flexibility to redistribute building height and because SW46 includes more water within the view and therefore provides more scenic quality than SE21.		NCU
SE	22	Greenway Trail East – between SE Division Place and SE Ivon Street	Tilikum Crossing, Ross Island Bridge	limit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
SE	23	MLK Viaduct above SE Division Place	Tilikum Crossing	not significant	Tier III		
SE	24	Ross Island Bridge – north side, center	Willamette River	limit	Viewpoint located on a bridge; no height limits or vegetation management necessary.		NCU

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools		
				Decision	Explanation	Height Limit	Vegetation Management	
SE	25	Brooklyn Community Garden - SE Franklin Street at SE McLoughlin Blvd	Central City skyline	limit	This is a Tier II view at an undeveloped viewpoint; however, it is the only view of the Central City from the Brooklyn neighborhood.  There are three developed viewpoints located along this section of the Springwater Corridor. The recommendation is to manage vegetation to maintain the views from SE26 and SE28.		X	
SE	26	Springwater Corridor – between SE Franklin & Haig Streets, north point	Willamette River, Ross Island Bridge, Ross Island	limit			X	
SE	27	Springwater Corridor – between SE Franklin & Haig Streets, middle point		allow				
SE	28	Springwater Corridor – between SE Franklin & Haig Streets, south point	Willamette River, Ross Island, South Waterfront Skyline	limit			X	
SE	29	Springwater Corridor – near SE Rhone Street, north point	Willamette River, Ross Island, South Waterfront Skyline	limit		Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
SE	30	Springwater Corridor – near SE Rhone Street, south point	Central City skyline	allow		The view to the Central City Skyline is compromised by vegetation on Ross Island. This viewpoint should be considered with the Willamette River South Reach as a view of the Holgate Channel and Ross Island.		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	01	Greenway Trail West – at SW Ankeny Street	Willamette River, Mt Hood	limit allow	See notes for SE07.		NCU
SW	02	Lewis and Clark – Monument at SW Park Place	Mt Hood	prohibit	Though the view of Mt Hood is compromised by development, this is a frequently visited, accessible viewpoint at the entrance to Washington Park. Recommendation: Height limits should be retained and vegetation should be managed to maintain a view of Mt Hood.	X	X
SW	03	International Rose Test Garden – north side, picnic tables	Mt Hood	prohibit	There are no conflicting uses associated with building heights. However, vegetation should be managed to maintain the view of Mt Hood.	NCU	X
SW	04	International Rose Test Garden – top of stairs near telescope	Mt Hood, Central City Skyline	prohibit limit	Building heights should be limited and vegetation should be managed to protect the view of Mt Hood.	X	X
SW	05	International Rose Test Garden – top of stairs above gazebo	Mt Hood, Central City Skyline	prohibit limit	Building heights should be limited and vegetation should be managed to protect the view of Mt Hood.	X	X
SW	06	Portland Japanese Garden	Mt Hood, Central City Skyline	prohibit limit	There are no conflicting uses associated with building heights. However, vegetation should be managed to maintain the view of Mt Hood.	NCU	X
SW	07	SW Sherwood Blvd above reservoir 4	Vista Bridge, Central City Skyline	limit	Undeveloped viewpoint along street near Rose Garden. Vegetation should be managed to maintain the view. A formal viewpoint should be developed with space for people to move out of the flow of traffic and a bench and marker.		X
SW	08	Morrison Bridge – south side, west	Willamette River	prohibit	Viewpoint located on a bridge; no height limits or vegetation management necessary.	NCU	NCU

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	09	International Rose Test Garden – near garden store, north point	Mt Adams	prohibit	There are no conflicting uses associated with building heights. However, vegetation should be managed to maintain the view of Mt Adams.	NCU	X
SW	10	International Rose Test Garden – near garden store, south point	Mt Hood City Skyline	prohibit allow	Located at the Garden Store is a large viewing area with seating and two telescopes. Historically, the viewpoint offered a wide view of Mt Hood and the Central City skyline; the skyline is no longer visible. Building heights should be limited and vegetation should be managed to protect the view of Mt Hood. The view of the Central City skyline should not be re-established because it would require significant tree removal on a steep slope.	X (Mt Hood)	X (Mt Hood)
SW	11	Greenway Trail West – between SW Morrison & Yamhill Streets	Willamette River Mt Hood	limit allow	See notes for SE07.		NCU
SW	12	Washington Park – Zoo Train station by rose garden	Mt St Helens City Skyline	prohibit allow	Located at the terminus of the Zoo Train is a large viewing area. Historically, the viewpoint offered a wide view of Mt St Helens and the Central City skyline; the skyline is no longer visible. There are no conflicting uses with current building heights but vegetation should be managed to protect the view of Mt St Helens. The view of the Central City should not be re-established because it would require significant tree removal on a steep slope.	NCU	X (Mt St Helens)

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	13	SW Vista Ave north of SW Montgomery Drive – north point	Mt St Helens, Central City Skyline	allow	Viewpoints SW13 and SW16 are next to each other. SW16 has a limit recommendation because it is located at the top of a public staircase.		
SW	14	SW Market Street Drive above SW 20th Avenue		not significant	Tier III		
SW	15	Vista Bridge – east side, center	Mt Hood, Central City Skyline	prohibit limit	This is a historic and iconic view of Portland and Mt Hood from a frequently used location. It is recommended that the developed viewpoint be re-opened to the public.	X	X
SW	16	SW Vista Ave north of SW Montgomery Drive – above stairs	Mt St Helens, Central City Skyline	prohibit limit	Viewpoints SW13 and SW16 are next to each other. SW16 has a limit recommendation because it is located at the top of a public staircase. No conflicting uses associated with building heights.	NCU	X



Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	17	Greenway Trail West – at Salmon Street Springs	Willamette River, Mt Hood	limit prohibit	There are 5 viewpoints from Willamette River bridges and 5 viewpoints from the Greenway Trail from which one can see Mt Hood. It is a priority to protect a view of Mt Hood from the Willamette River. Viewpoint SW17 is located in Governor Tom McCall Waterfront Park at Salmon Springs. This regional tourist attraction is visited by tens of thousands of people every year. The viewpoint is developed with a wide seating area and two telescopes. It is also located at the terminus of SW Salmon Street, which is a view street and river access way. Protecting this view does have significant impacts on development in the Central Eastside. However, of the 10 potential viewpoints consider, SW17 has fewer impacts. The recommendation is to protect SW17. Please also see notes for SW46.	X	NCU
SW	18	SW Mill Street Terrace	Central City Skyline	allow	This is a Tier II view at an undeveloped viewpoint with low use. Development blocks the historic view of Mt Hood. The view of the Central City skyline is adequate, but there are much better views of the skyline in many other locations that are easier to access.		
SW	19	SW Montgomery Drive north of SW Carter Lane	Mt Hood, Central City Skyline	allow	This is a Tier II view at an undeveloped viewpoint with low use. In addition, it would require significant vegetation removal on a steep slope to reestablish the view.		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	21	SW Montgomery Drive – at Frank L Knight City Park	Central City Skyline	allow	This is a Tier II view at an undeveloped viewpoint that serves just the local neighborhood. In addition, it would require significant vegetation removal on a steep slope to reestablish the view.		
SW	23	Hawthorne Bridge – north side, west	Willamette River	allow	Viewpoint located on a bridge; no height limits or vegetation management necessary.		
SW	24	SW Upper Hall Street hairpin turn	Mt St Helens, Mt Adams, Central City Skyline  Mt Hood	prohibit  limit	This viewpoint offers one of the most expansive views of the Central City skyline and area mountains from within the Central City. However, the viewpoint has limited access and is not frequently visited. Staff recommend retaining height limits within the view corridor to the Central City skyline and adding new height limits within view corridors to Mt Adams and Mt St Helens. Staff recommend removing the height limits within the view corridor to Mt Hood because there are many views of Mt Hood from viewpoints in the West Hills that receive much more frequent use as a viewpoint. A formal viewpoint should be developed with space for people to move out of the flow of traffic and a bench and marker.	X (Mt St Helens, Mt Adams, Central City Skyline)	X
SW	25	Hawthorne Bridge – south side, center	Willamette River	limit	Viewpoint located on a bridge; no height limits or vegetation management necessary.		NCU
SW	26	Hawthorne Bridge – north side, center	Willamette River, Mt Hood	limit allow	See notes for SE07.		NCU
SW	27	Greenway Trail West – north of the Hawthorne Bowl	Willamette River	limit	Viewpoint located on a seawall; no height limits or vegetation management necessary.		NCU

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	28	Hawthorne Bowl – palm tree planter	Willamette River, Hawthorne Bridge	limit	View across Hawthorne Bowl. No height limits are necessary; vegetation should be managed to protect the view of the river and bridge.		X
SW	29	Greenway Trail West – at SW Clay Street	Willamette River, Hawthorne Bridge, Riverplace Marina	limit	Two views from one developed viewpoint along Greenway Trail. No height limits are necessary; vegetation should be managed to protect the view of the river, Hawthorne Bridge, and marina.		X
SW	30	SW 18th Ave – at SW Clifton Street	Mt St Helens	not significant	Tier III		
SW	31	SW Cardinell Drive – at top of stairs	Central City Skyline	limit	Viewpoints SW31 and SW33 are near each other and provide very similar views. Both require vegetation maintenance on a steep slope to preserve the view. SW31 has a limit recommendation because it is located at the top of a public staircase and therefore more accessible than SW33 which has an allow recommendation.		X
SW	32	Riverplace South Public Dock – at end of dock	Willamette River	limit	Viewpoint located on a dock over the river; no height limits or vegetation management necessary.		NCU
SW	33	SW Rivington Drive	Central City Skyline	allow	See notes for SW31.		
SW	34	Lovejoy Fountain	Mt Hood	allow	Not a developed viewpoint, many impacts on BLI sites.		
SW	35	Greenway Trail West – South of Riverplace	Willamette River	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	36	Greenway Trail West – Montgomery St Gardens	Willamette River, Mt Hood	limit allow	See notes for SE07.		X
SW	37	SW Lincoln St – Pedestrian Trail		not significant	Tier III		
SW	38	Greenway Trail West – Pedestrian Trail	Mt Hood	allow	Not a developed viewpoint, many impacts on Buildable Lands Inventory (BLI) sites. See notes for SE07.		
SW	39	Greenway Trail West – north of Marquam Bridge	Willamette River	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
SW	40	Greenway Trail West – SW Hall St	Willamette River	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
SW	41	SW Davenport St – at Governors Park		not significant	Tier III		
SW	42	Greenway Trail West – south of Marquam Bridge	Tilikum Crossing	limit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. A formal viewpoint should be developed with space for people to move out of the flow of traffic and a bench and marker.		X
SW	43	Tilikum Crossing – northwest	Willamette River	limit	Viewpoint located on a bridge; no height limits or vegetation management necessary.		NCU
SW	44	Greenway Trail West – north of Tilikum Crossing	Willamette River	limit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. A formal viewpoint should be developed with space for people to move out of the flow of traffic and a bench and marker.		X

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	45	SW Broadway Dr	Mt Hood	allow	The 2006 South Waterfront Views and Permeability Study addresses views from the West Hills to Mt Hood. That plan remains in effect.		
SW	46	Tilikum Crossing – southwest	Mt Hood, Willamette River	prohibit limit	There are 5 viewpoints from Willamette River bridges and 5 viewpoints from the Greenway Trail from which one can see Mt Hood. The viewpoints located on the Tilikum Crossing are large developed viewpoints with significant use by pedestrians and bicyclists. In addition, views of Mt Hood from this general area are culturally significant to Native Americans. It is recommended that the view of Mt Hood from SW46 be protected by limiting building heights in the Central Eastside. SE21 was not chosen because the development sites within view SW46 are larger and allow more flexibility to redistribute building height.	X (Mt Hood)	NCU
SW	47	Duniway Park	Mt Hood	allow	The 2006 South Waterfront Views and Permeability Study addresses views from Terwilliger Boulevard to Mt Hood. That plan remains in effect. Additional vegetation management should occur to maintain the view.		

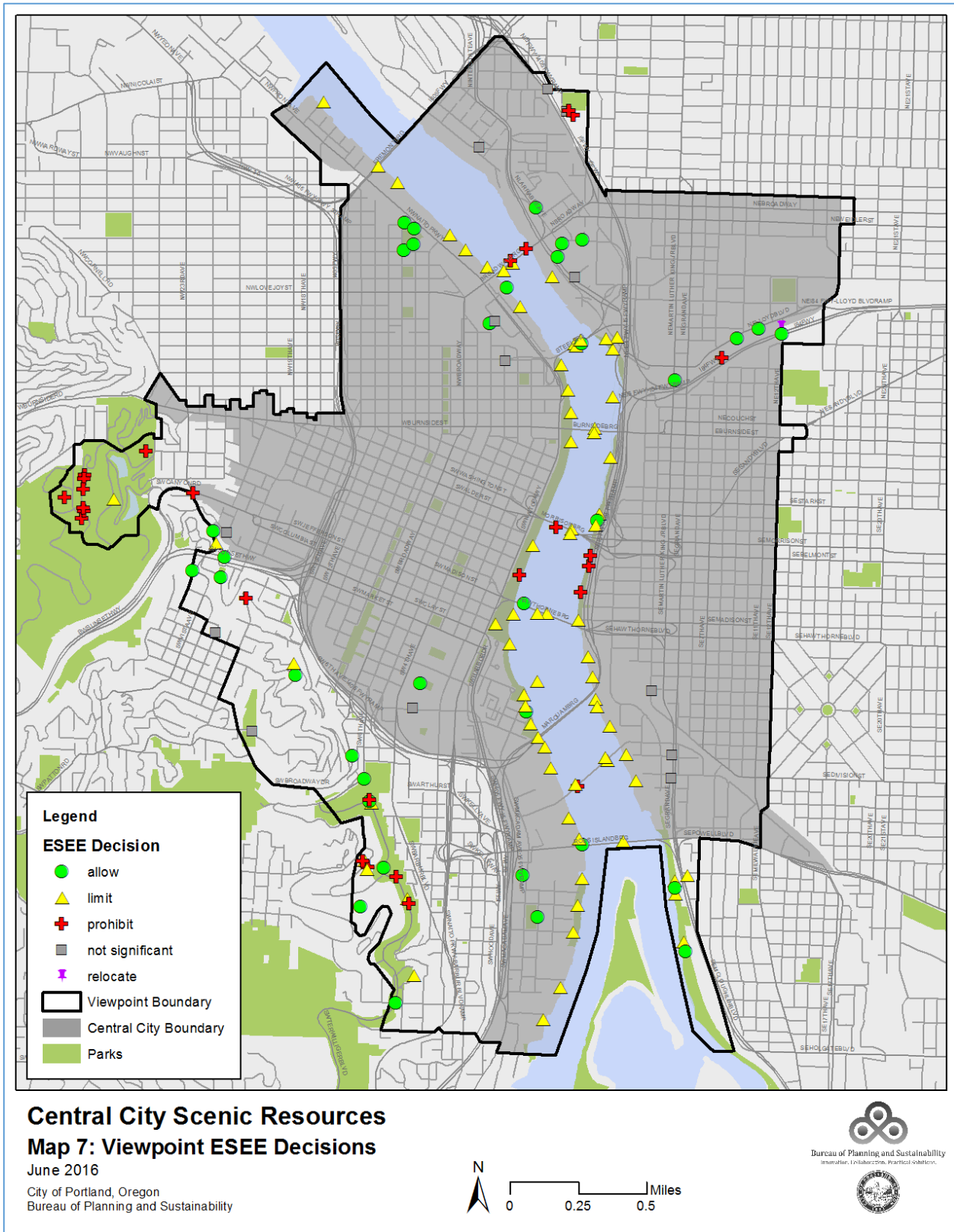
Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	48	Greenway Trail West – south of Tilikum Crossing	Willamette River, Tilikum Crossing, Ross Island Bridge	limit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. A formal viewpoint should be developed with space for people to move out of the flow of traffic and a bench and marker.		X
SW	49	SW Terwilliger Blvd – north of SW Campus	Mt St Helens, Central City Skyline	prohibit limit	Viewpoints SW49, SW50, and SW51 are located at the same larger viewing area. SW49 and SW51 are views of the mountains. The panorama view from SW50 is no longer a view. SW51 is a South Waterfront viewpoint.	X (Mt St Helens)	X
SW	50	SW Terwilliger Blvd – north of SW Campus	Historic Panorama	allow			
SW	51	SW Terwilliger Blvd – north of SW Campus	Mt Hood	limit			X
SW	52	Greenway Trail West – north of Ross Island Bridge	Tilikum Crossing	limit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. A formal viewpoint should be developed with space for people to move out of the flow of traffic and a bench and marker.		X
SW	53	Ross Island Bridge – north side, west	Willamette River, Tilikum Crossing	allow	Viewpoint located on a bridge; no height limits or vegetation management necessary.		
SW	54	OHSU – Viewing Platform, lower deck	Mt Hood, Mt St Helens, Mt Adams, Tilikum Crossing	prohibit limit	No conflicting uses associated with building heights; vegetation should be managed to maintain the view.	NCU	X
SW	55	OHSU – Viewing Platform, upper deck	Mt Hood, Mt St Helens, Mt Adams, Hawthorne and Morrison Bridges	prohibit limit	No conflicting uses associated with building heights; vegetation should be managed to maintain the view.	NCU	X

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	56	OHSU – Tram loading deck, north	Mt Hood, Mt St Helens, Mt Adams, Hawthorne and Morrison Bridges	prohibit limit	No conflicting uses associated with building heights within view corridors to Mt Hood or Mt Adams; vegetation should be managed to maintain the view.	NCU (Hood, Adams) X (Helens)	X
SW	57	SW Terwilliger Blvd – north of SW Campus	Mt Hood	allow	The 2006 South Waterfront Views and Permeability Study addresses views from Terwilliger Boulevard to Mt Hood. That plan remains in effect.		
SW	58	Gibbs Street Platform	Mt Hood	allow	There are four views from this viewpoint; three are Tier II and one is Tier III (not significant). Only one of the Tier II views is a view of a mountain. The 2006 South Waterfront Public Views and Permeability Study addresses views from Terwilliger Boulevard to Mt Hood. That plan remains in effect.		
SW	59	Greenway Trail West – Zidell	Ross Island Bridge, Ross Island	limit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. A formal viewpoint should be developed with space for people to move out of the flow of traffic and a bench and marker.		X
SW	60	OHSU – Tram loading deck, south	Mt Hood, Mt St Helens, Mt Adams, Hawthorne and Morrison Bridges	prohibit limit	No conflicting uses associated with building heights within view corridors to Mt Hood or Mt Adams; vegetation should be managed to maintain the view.	NCU (Hood, Adams) X (Helens)	X
SW	61	SW Terwilliger Blvd – south of SW Campus	Mt St Helens, Central City skyline	prohibit limit	Developed viewpoint on SW Terwilliger Boulevard. Height limits needed to protect view of Mt St Helens; vegetation should be managed to maintain the view.	X	X

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	62	SW Terwilliger Blvd – north of SW Condor (N)	Mt Hood	limit	The 2006 South Waterfront Views and Permeability Study addresses views from Terwilliger Boulevard to Mt Hood. That plan remains in effect. Additional vegetation management should occur to maintain the view.		X
SW	63	OHSU/Veteran's Sky bridge	Mt St Helens	allow	Not a public view, difficult to find, no developed viewpoint.		
SW	64	SW Terwilliger Blvd – north of SW Condor (S)	Mt St Helens	prohibit limit	This developed viewpoint provides a maintained view of Mt St Helens. Height limits needed to protect view of Mt St Helens; vegetation should be managed to maintain the view.	X	X
SW	65	Greenway Trail West – at SW Curry	Ross Island Bridge, Ross Island	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
SW	66	Caruthers Park	OHSU	allow	Tier II – not a view of mountains.		
SW	67	Greenway Trail West – SW Gaines Street	Ross Island	limit	Developed viewpoint along the Greenway Trail.		X
SW	68	Eagle Point Park	Mt Hood Mt St Helens	limit	The 2006 South Waterfront Views and Permeability Study addresses views from Terwilliger Boulevard to Mt Hood. That plan remains in effect. Additional vegetation management should occur to maintain the view.	NCU	X
SW	69	Greenway Trail West – Old Spaghetti Factory	Ross Island	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X



Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	70	SW Terwilliger Blvd at SW Bancroft St	Mt Hood	allow	The 2006 South Waterfront Views and Permeability Study addresses views from Terwilliger Boulevard to Mt Hood. That plan remains in effect. Keep vegetation on steep slope.		
SW	71	Greenway Trail West – south of Unnamed Drive	Ross Island	limit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. A formal viewpoint should be developed with space for people to move out of the flow of traffic and a bench and marker.		X



## C. River Views

River views are views where the Willamette River is a primary focal feature of the view. The view may also include other primary focal features, such as the Central City skyline. All river views received a high relative rank by the experts as part of the inventory. The recommendations for river views are summarized into the following categories:

1. Views of Mt Hood
2. Views of Willamette River Bridges and the Central City Skyline

### Views of Mt Hood

There are multiple locations along the western riverbank where one can see Mt Hood. This occurs today because building heights in the Central Eastside have been historically low, supporting primarily industrial uses. It is anticipated that new development, with an evolving focus on high tech and creative industrial uses, will result in buildings that are taller. In addition, there is a lot of potential along Martin Luther King Junior and Grand Boulevards for tall commercial buildings. Buildings located in the Central Eastside with heights more than three to four stories will have the potential of blocking a view from the western riverbank to Mt Hood.

Views of Mt Hood are a high priority for protection in the Central City. Mt Hood is a defining feature for Portland and views of Mt Hood attract tourists, particularly views from viewpoints located along the Greenway Trail at Governor Tom McCall Waterfront Park and from bridges with bike and pedestrian paths and sidewalks. There are a total of 10 viewpoints where there is a view of Mt Hood today – including five along the Greenway Trail and five located on bridges.

Staff performed an economic analysis of each of the views of Mt Hood from the Greenway Trail and bridges to determine if it would be possible to protect one or two views without creating a significant economic impact on redevelopment in the Central Eastside. The result of economic analysis is that, due to the low elevation of the viewpoints along the riverbank, all of the view corridors would require significant limitations on building heights. The potential economic impact ranges from \$8M-\$37M and from 1,100 to 18,000 jobs per viewpoint (see Table 2).

Table 2: Economic Impact of Protecting Views of Mt Hood from the Willamette River

Viewpoint	Location	Focal Features	Square Feet of Conflict within View Corridor [1]	Reduction in Development Value within View Corridor [2]	Reduction in Job Capacity within View Corridor [2]
NW14	Broadway Bridge	Mt Hood	2,607,772	\$93,879,792	13,044
SE07	Morrison Bridge	Mt Hood	437,537	\$15,751,332	2,192
SE21	Tilikum Crossing - East	Mt Hood	223,000	\$8,028,000	1,115
SW01	Greenway Trail at SW Ankeny	Mt Hood	986,467	\$35,512,812	4,937
SW11	Greenway Trail at SW Morrison	Mt Hood	838,994	\$30,203,784	4,197
SW17	Salmon Springs	Mt Hood	432,915	\$15,584,940	2,166
SW26	Hawthorne Bridge	Mt Hood	743,279	\$26,758,044	3,720
SW36	Greenway Trail - Montgomery St Gardens	Mt Hood	981,598	\$35,337,528	4,912
SW38	Greenway Trail - Pedestrian Trail	Mt Hood	1,026,698	\$36,961,128	5,138
SW46	Tilikum Crossing - Southwest	Mt Hood	218,168	\$7,854,048	1,093

[1] If a view corridor crosses any portion of a BLI site, the entire BLI site is treated as if it were within the view corridor.

[2] Assumes \$36/sq ft and 1 job/200 sq ft

*\*The views highlighted in gray are proposed for protection*

Three of the viewpoints, with the least economic impacts, warranted additional evaluation due to their location and high frequency of use: Salmon Springs and Tilikum Crossing (2 viewpoints).

### Salmon Springs (SW17)

Salmon Springs is located at Governor Tom McCall Waterfront Park just north of the Hawthorne Bridge. This viewpoint was further evaluated because of the high volume and frequency of use as a tourist destination. The view from Salmon Springs extends across the Willamette River, the Interstate-5 (I-5) freeway and 13 blocks of the Central Eastside. Building heights within the view corridor would have to be no higher than 35 feet near I-5 to 40 ft along SE Martin Luther King Jr. (MLK) and SE Grand Boulevards. The current regulations would allow a 275 ft tall building along MLK and Grand. The economic impact of protecting the view of Mt Hood from Salmon Springs is a reduction of approximately \$21.9M in potential development value and approximately 3,000 reduction in jobs capacity. However, when compared to other potential viewpoints in Governor Tom McCall Waterfront Park, Salmon Springs has fewer economic impacts.

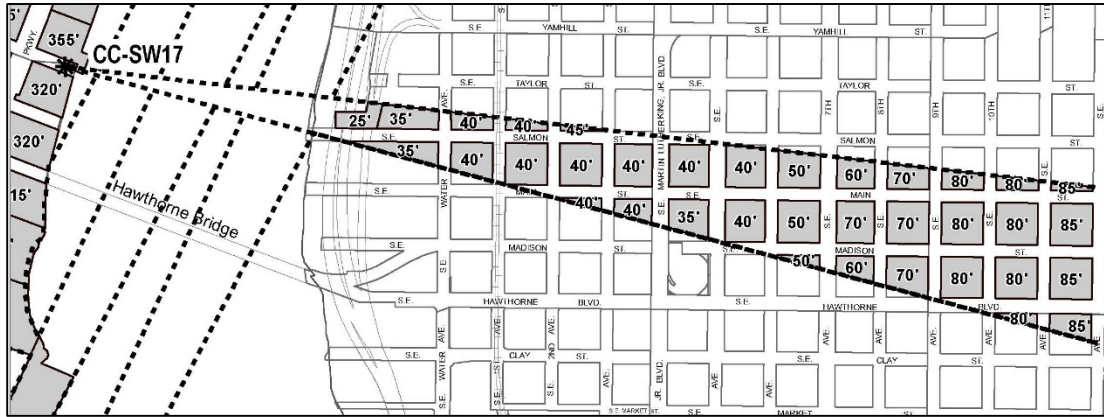


Figure 7: Draft Potential Height Limitations from Viewpoint SW17 to Mt Hood.

Salmon Springs is a regional tourist attraction. The viewpoint is developed with a wide seating area and two telescopes. The Salmon Springs fountain is a popular attraction in the summer. Multiple summer events at the Park result in tens of thousands of tourists visiting Salmon Springs every year. The Portland Spirit has a dock extending from Salmon Springs, which is the main boarding location for tours of the Willamette River. It is also located at the terminus of SW Salmon Street, which is a view street and river access way.

The recommendation is that protecting a view of Mt Hood from the Willamette River is a high priority and Salmon Springs is the best overall viewpoint location to protect the view. There are four other existing views of Mt Hood from the Willamette Greenway trail (SW01, SW11, SW36 and SW38) that are not recommended for protection and the views of Mt Hood will likely be blocked by future development. In the future, with full buildout of the Central Eastside, the Salmon Springs view of Mt Hood may be the only place within Governor Tom McCall Waterfront Park where one can see Mt Hood.

Figures 8 and 9 depict how the view may change. The figures show each Buildable Lands Inventory (BLI) site with a potential building envelope that is extruded to the maximum height (shown in yellow). There are two examples shown:

1. The first is based on the existing bonus heights. Existing bonus heights would allow for up to 275 foot tall buildings that would completely block the view of Mt Hood.
2. The second example is based on limiting the bonus heights to the view corridor elevation. The proposed bonus building heights would protect the view of Mt Hood.



Figure 8: View of Mt Hood from SW17 – Existing Bonus Heights



Figure 9: View of Mt Hood from SW17 – Proposed Bonus Heights

**Tilikum Crossing (SW46 and SE21)**

Tilikum Crossing, also known as Bridge of the People, is the newest bridge crossing the Willamette River. The bridge was constructed for the MAX Orange Line light rail passenger trains and also serves city busses and the Portland Streetcar. There are large lanes for pedestrians and bicyclists. Private cars and trucks are not permitted on the bridge, although emergency vehicles can access the bridge if needed. Four viewpoints were constructed on the bridge – one at each of the cable-stayed towers. Both of the south side viewpoints offer panorama views of the Willamette River, Ross Island Bridge, and Ross Island, as well as a view east to Mt Hood. The viewpoints are wide locations where one can move out of the flow of traffic to enjoy the view.

The view of Mt Hood from this general area is culturally significant. During the opening ceremony for the Tilikum Crossing, a representative from the Confederated Tribes of Grand Ronde spoke about Mt Hood and the relationship to Tilikum Crossing. Protecting a view from the bridge would support the history and culture of the area.

The views from SW46 (south western viewpoint) and SE21 (south eastern viewpoint) to Mt Hood cross the portion of the Central Eastside known as the Southern Triangle. This area developed with industrial uses on sites larger than the typical Central City block pattern. Along the riverfront the uses are commercial. Current building heights are relatively low, but there is potential for taller buildings with redevelopment. To protect the view, building heights along the riverfront would need to be below 60 ft or a 5 story building. Inland, building heights would need to be below 45 ft (4 stories) to 95 ft (8 stories).

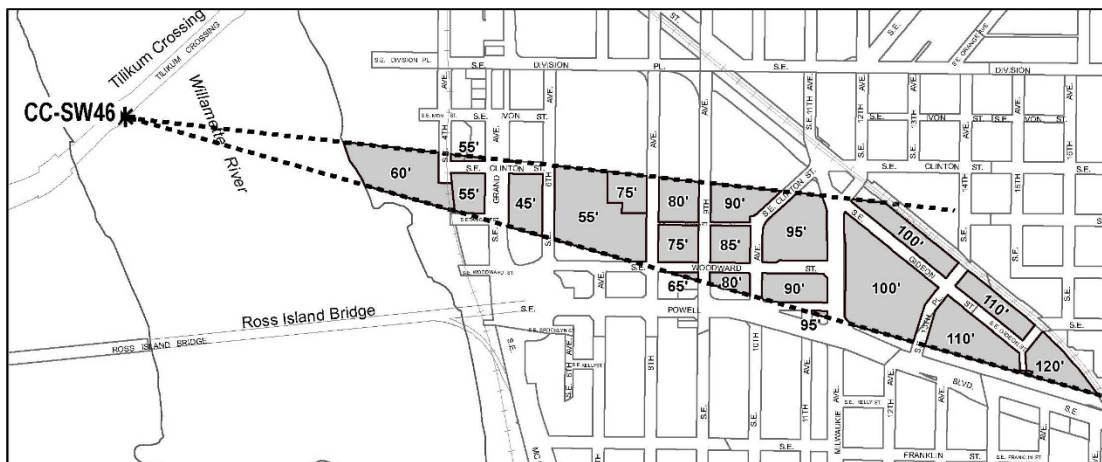


Figure 10: Draft Potential Height Limitations from Viewpoint SW46 to Mt Hood.

The economic impacts of protecting either one of the views is a reduction in potential development value approximately \$8M and roughly 1,100 reduction in job capacity. However, the real impact would likely be much less because the impacted blocks are very large, ranging from 50,000 sq ft to 200,000 sq ft. (For comparison, a typical city block in the Central City is 40,000 sq ft.) Typically, the view corridor occupies between 2% and 50% of any given site. That means that there is sufficient space outside of the view corridors on nearly all of the impacted sites to transfer the height from within the view corridor to outside of the view corridor.

Of the two views, the view from SW46 crosses larger sites providing more potential for transferring floor area ratios outside of the view corridors and thus has less potential economic impacts. In addition, the view from SW46 includes more of the Willamette River in the foreground of the view of Mt Hood. This increases the quality of the view from SW46, making it more scenic than the view from SE21.

The recommendation is to set building heights in the Southern Triangle to protect the view of Mt Hood from SW46, the south western viewpoint located on the Tilikum Crossing. The view from SE21, the south eastern viewpoint, should be maintained as a view of the Willamette River, the Ross Island Bridge, Ross Island, and the Central Eastside skyline, and not as a view of Mt Hood.

Figures 11 and 12 depict how the view may change. The figures show each Buildable Lands Inventory (BLI) site with a potential building envelope that is extruded to the maximum height (shown in yellow). There are two examples shown:

1. The first is based on the existing base heights. Two sites could be built with buildings that would partially block the view of Mt Hood.
2. The second example is based on limiting the base heights to the view corridor elevation. The proposed base building heights would protect the view of Mt Hood.





Figure 11: View of Mt Hood from SW46 – Existing Bonus Heights



Figure 12: View of Mt Hood from SW46 – Proposed Bonus Heights

### Views of Willamette River Bridges and the Central City Skyline

From the Greenway Trail on the western riverfront and the Eastbank Esplanade on the eastern riverfront, there are many opportunities to view the multiple Willamette River bridges and the Central City skyline. The location of these viewpoints is riverward of any development; therefore, there are no conflicting uses with building heights or massing that would potentially impact the views. However, some of the viewpoints could be impacted by vegetation growing on the riverbank and partially blocking the view.

Riverbank vegetation is an important part of a healthy riparian corridor along the Willamette River. Vegetation provides localized shade, nutrients, and structure to the river, particularly at shallow water locations. Vegetation also provides resting, nesting, and feeding opportunities for birds and other animals. The Willamette River is on the Pacific Flyway for migrating birds. In addition, vegetation helps to stabilize the riverbanks. For all of these reasons, it is important to allow the riverbanks to be revegetated where possible.

To maximize the riverbank enhancement opportunities, the viewpoints that offer the best views of each of the bridges and the best views of the skyline are recommended for protection of those views. Vegetation within these view corridors should be limited to shrubs and groundcover and maintained to keep the vegetation from blocking the views. Trees should not be planted within these view corridors.



*View of Steel Bridge as the primary focal feature.*



*View of Willamette River as the primary focal feature, with the Steel Bridge as a contributing feature.*

## D. Upland Views

Upland views are views where the primary focal features of the view are area hills and mountains, the Central City skyline, or upland vegetation. The Willamette River may be visible but is not a primary focal feature of the view. In the inventory, the views received a wide range of scores by the experts. Tier I and Tier II views were determined to be significant and warrant additional analysis in the ESEE; Tier III views, with the lowest scores, were determined to not be significant. Tier III views often lacked prominent focal features and had many discordant objects detracting from the views. In addition Tier III viewpoints were typically located in hard to find locations.

The recommendations for Tier I and Tier II upland views are summarized based on their geographic location:

1. Lillis Albina Park
2. Sullivan's Gulch
3. Vista Bridge
4. Washington Park and the International Rose Test Garden
5. West Hills
6. Terwilliger Boulevard
7. Oregon Health and Science University
8. South Waterfront

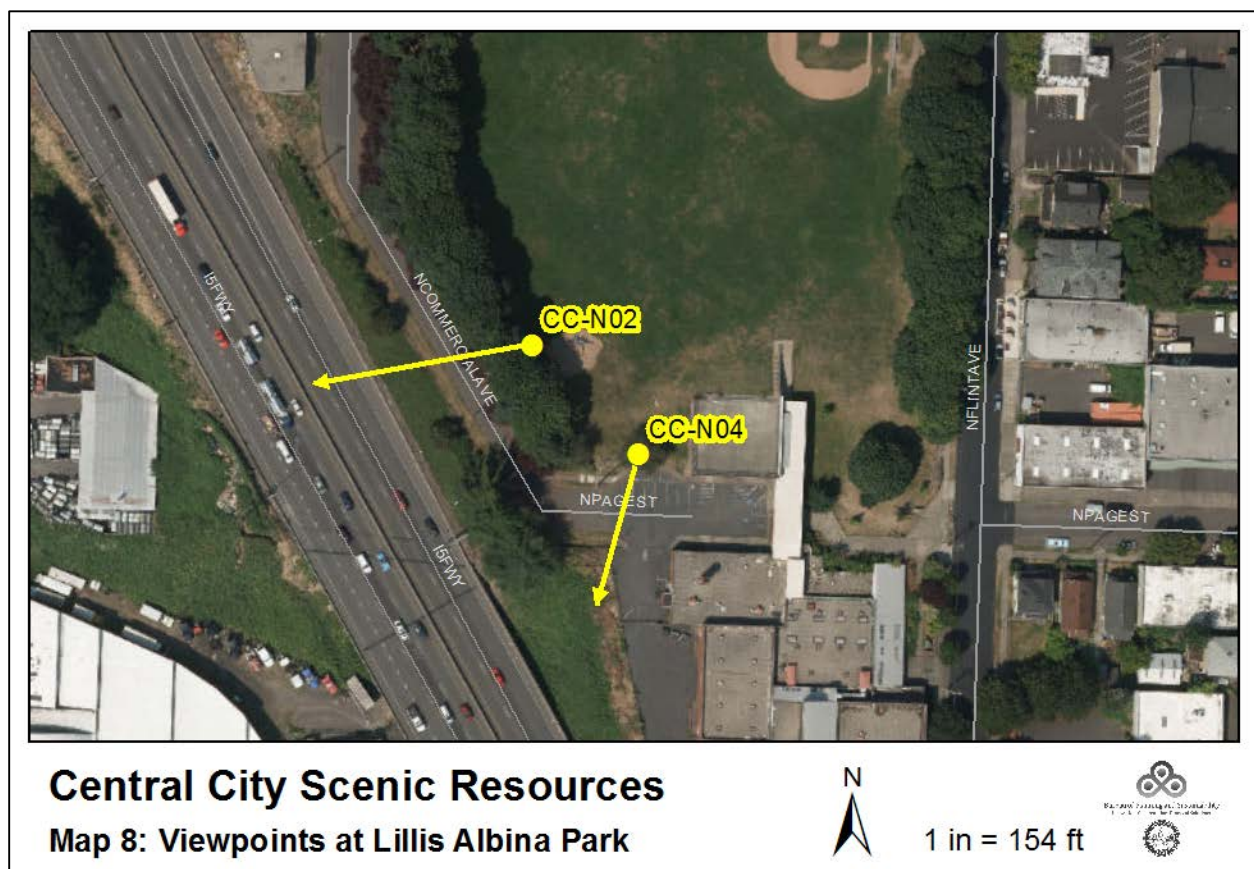


*View of Mt St Helens and Mt Adams from Oregon Health and Science University, Peter O. Kohler Pavilion Upper Level (SW55).*

Lillis Albina Park

Located in the Lower Albina District of the Central City, Lillis Albina Park has long been planned include a view of the Central City skyline from a yet-to-be-developed viewpoint located near the parking lot on the south side of the park. During the North/Northeast Quadrant Plan the stakeholders recommended to continue to protect the view corridor from Lillis Albina Park to the Central City skyline.

During field visits, staff evaluated multiple locations along the southern and western edges of the park for views of the Central City skyline. The result was that the best view of the Central City skyline continues to be from the southern edge near the parking lot, although the viewpoint was moved slightly east from its original location to avoid existing trees. Staff also discovered a view of the Fremont Bridge from the western edge of the park. Neither of these views was scored as a Tier I view by the experts. However, due to the topography of the east side in the Lloyd District, there are few opportunities for a view of the Central City skyline or Willamette River bridges from upland sites. Therefore, it is recommended that both view corridors be protected by limiting building heights and vegetation within the view corridors. In addition, investments in both viewpoints are recommended to add infrastructure including benches, informational placards, telescopes or other amenities to create formal developed viewpoints.



Viewpoint N02 is a new view located between existing trees, across the industrial Lower Albina district to the Fremont Bridge with the West Hills in the background. New limits building heights are applied to the view corridor. Because the district is zoned for industrial uses, applying building heights ranging from 60 ft (5 stories) closest to the viewpoint to 150 ft (representing a grain tower) along the riverfront, will have no economic impacts.



*View of Fremont Bridge from Lillis Albina Park.*

Viewpoint N04 is the existing viewpoint with a view of the Central City skyline. Today, the most prominent features of the view are the US Bancorp Tower and the West Hills. However, with new development, particularly in the Pearl District, additional tall buildings could add diversity and interest to the view. The view corridor was created to protect a view from the US Bancorp Tower to the edge of the existing trees along N Commercial Avenue. This is a narrower view corridor than was previously protected, but does shift the eastern edge to include the US Bancorp Tower. Building heights in the view corridor were previously 50 ft. The new analysis shows that most of the view corridor can have heights increased to 70 ft (6 stories) or 80 ft (7 stories) and still be protective of the view.

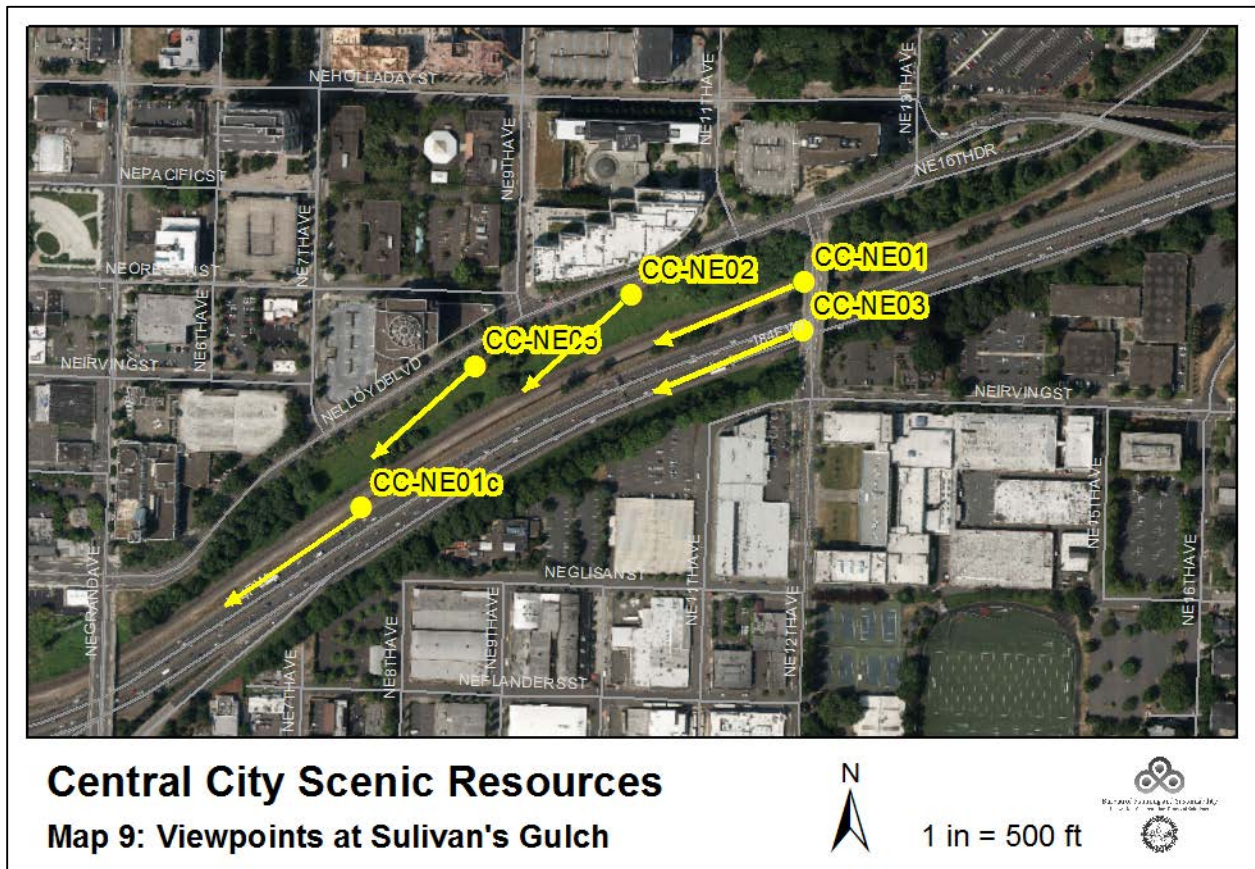


*View of Central City Skyline from Lillis Albina Park.*

Sullivan’s Gulch

Interstate-84 (I-84) runs through a topographic feature known as Sullivan’s Gulch. There are two I-84 overpasses within the Central City, with sidewalks and bike lanes that offer views west of the skyline. In addition there is a sidewalk along NE Lloyd Boulevard that also provides a view of the skyline. Since 1991, a viewpoint located on NE 12<sup>th</sup> Avenue has been designated and building heights limited to protect the view.

During field visits, staff evaluated both of the I-84 overpasses and multiple locations along the NE Lloyd Boulevard sidewalk to determine where a viewpoint with a view of the Central City skyline should be located. Experts scored four viewpoints; two ranked Tier I (NE01 and NE05) and two ranked Tier II (NE02 and NE03). After the inventory was completed, staff evaluated a fifth potential location on a yet-to-be-constructed pedestrian and bicycle I-84 overpass between NE 7<sup>th</sup> and NE 8<sup>th</sup> Avenues (NE01c). The views from each are very similar, although the view from the fifth viewpoint had to be interpolated based on the primary focal features of the other viewpoints and the elevations of the side streets.





Each of the viewpoints had a view corridor that would be impacted by redevelopment on *Buildable Lands Inventory* (BLI) sites. However, the view from the future pedestrian and bicycle overpass had the least impacts. In addition, the new overpass would be dedicated to pedestrians and cyclists; private cars and trucks would not be permitted. The overpass could be designed with a resting spot, where people could move out of traffic to enjoy the view, and supporting infrastructure, such as a bench or informational placards, could be included. Therefore, it is recommended that the historic viewpoint be moved from the NE 12<sup>th</sup> Avenue overpass to a new I-84 overpass between NE 7<sup>th</sup> and NE 8<sup>th</sup> Avenues. The relocated viewpoint is labelled NE01c on the map. The view corridor includes the US Bancorp Tower to the north and the Wells Fargo Center to the south. Building heights need to be limited to between 35 ft (3 stories) closest to the viewpoint and 150 ft (14 stories) nearer to the river.

Figures 13 and 14 depict how the view may change under the existing building heights and the proposed building heights. The figures show each Buildable Lands Inventory (BLI) site with a potential building envelope that is extruded to the maximum height plus bonuses (shown in yellow). There are two examples shown:

1. The first is based on the existing base heights plus additional allowed bonuses. Under existing bonus heights, lots south of I-84 could be built with buildings that would partially block the view of the Central City skyline from viewpoint NE01c (relocated NE01).
2. The second is based on the proposed bonus heights. The proposed bonus heights would better protect the view of the Central City skyline.

Note - Because the overpass has not been constructed it was not possible to use a photograph from that exact location. The view from NE01 was used as a proxy both Figures 13 and 14. However, the view corridor used to determine building height is based on viewpoint NE01c.



Figure 13: View of Central City from NE01 – Existing Bonus Heights



Figure 14: View of Central City from NE01 – Proposed Bonus Heights

### Vista Bridge

The historic Vista Bridge is located in the West End over SW Jefferson Street. There are two view corridors:

1. SW15 – This is a view from Vista Bridge looking across the Central City to Mt Hood.
2. Jefferson Street – This is a view looking from Jefferson Street and Interstate 405 to the Vista Bridge

Both views have long been designated and protected. Building heights in the Central City were refined in 1991 to continue to protect the views. However, the technology available in 1991 was not as accurate as it is today.

It is recommended that the view of Mt Hood continue to be protected by limiting building heights. The view corridor has been updated to reflect the existing conditions. The bottom elevation of the view corridor is set based on the height of existing buildings, rather than 1,000 ft below the timberline. This results in a step down in the view from the north to the south, with more view of Mt Hood timberline to the south. The view corridor has also been narrowed slightly to reflect the buildings to the north that obstruct part of the view. With the recommended building heights the view of Mt Hood will remain as it is today, although the skyline around the view will change.

It is recommended that the view of Vista Bridge from Jefferson Street and Interstate 405 continue to be protected by limiting building heights. The view corridor has been updated. It was possible to increase allowed building heights and still be protective of the view. The updates allow for more development potential along Jefferson Street near the transit station.

Figures 15 and 16 depict how the view may change under the existing building heights and the proposed building heights for SW15. Figures 17 and 18 depict how the view of Vista Bridge would change. The figures show each Buildable Lands Inventory (BLI) site with a potential building envelope that is extruded to the base height plus bonuses (shown in yellow). There are two examples shown:

1. The first is based on the existing base heights plus additional allowed bonuses. Under existing bonus heights, buildings would be required to be lower than is necessary to protect the view.
2. The second is based on the proposed bonus heights. The proposed bonus heights would allow some taller buildings while continuing to protect the view of Mt Hood. The view of the Central City skyline is also protected, although the view will change as new buildings are constructed.



Figure 15: View of Central City and Mt Hood from SW15 - Existing Bonus Heights



Figure 16: View of Central City and Mt Hood from SW15 – Proposed Bonus Heights



Figure 17: View of Vista Bridge from SW Jefferson Street – Existing Bonus Heights



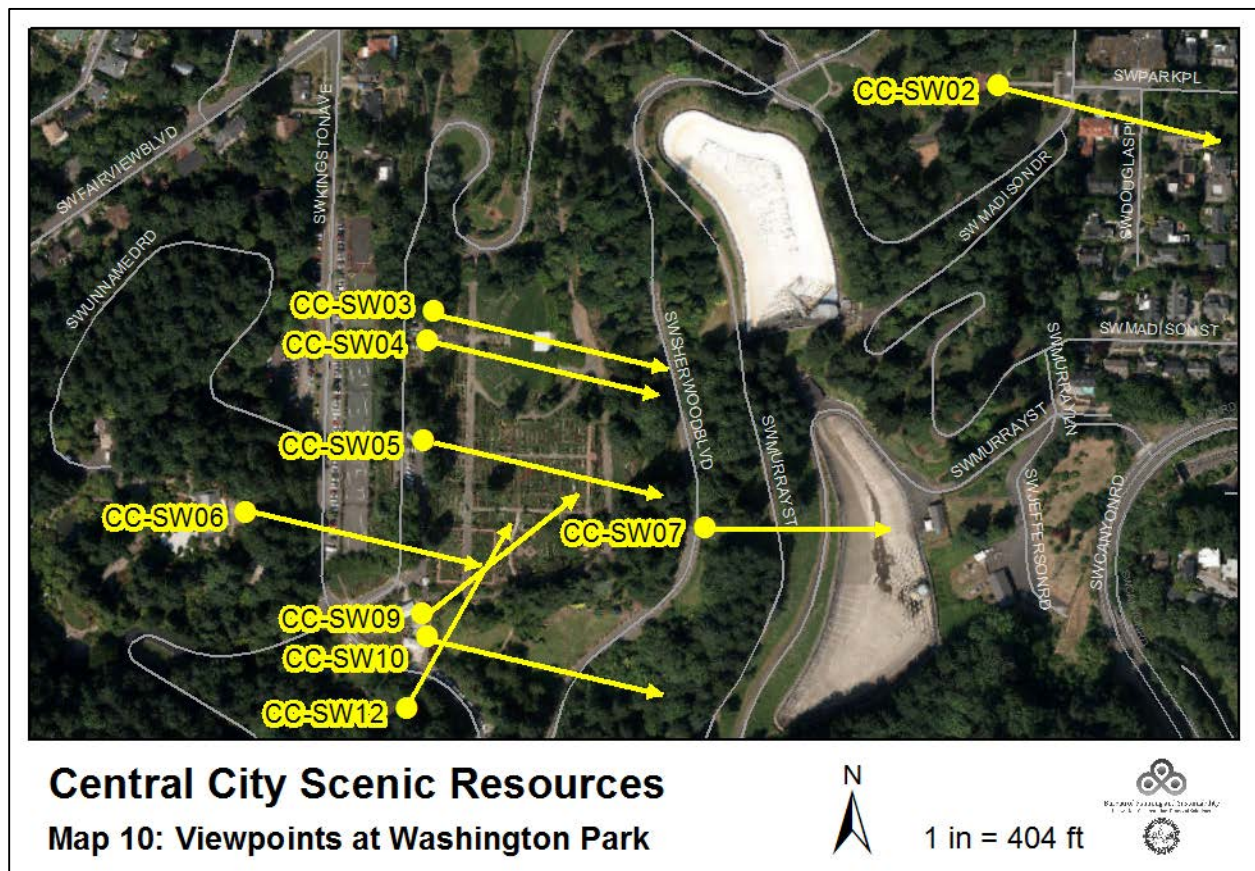
Figure 18: View of Vista Bridge from SW Jefferson Street – Proposed Bonus Heights

### Washington Park and the International Rose Test Garden

There are many viewpoints located in Washington Park. Washington Park is a significant tourist attraction in Portland, in part due to the beautiful views of Mt Hood, Mt St Helens, and the Central City skyline. This CCSRPP only includes viewpoints with views that cross the Central City and at a low enough elevation that building heights in the Central City could impact the view. There are nine viewpoints that fit this criteria. They fall into three categories:

1. Views of Mt Hood and Mt Adams
2. Views of the Central City Skyline
3. Views from High Elevations

The recommendation for all viewpoints in Washington Park is to protect the view corridors, maintain developed viewpoints, and invest in undeveloped viewpoints by adding infrastructure including benches, informational placards, and/or telescopes. The one exception is viewpoint SW02 located at the Lewis and Clark monument.



### **Views of Mt Hood and Mt Adams**

Historically Mt Hood could be seen from many locations at the International Rose Test Garden. Over the years, tall trees have matured on the steep hills and have begun to obstruct some of the views. However, the Rose Garden with views of Mt Hood remains one of the most important tourist destinations in Portland. Investment in infrastructure, including telescopes, benches, and viewing platforms, coupled with ease of access from multiple forms of transportation, make this area an important resource to protect.

Viewpoints SW02, SW03, SW04, SW05, SW09, and SW10, are recommended for continued protection. Due to the elevation of the viewpoints, except SW02, there are few conflicts between the view corridors and Buildable Lands Inventory (BLI) sites; therefore, the economic impacts of protecting the views are minimal.

- SW02 is located at the lower entrance to the park at the Lewis and Clark Monument. This is a historic viewpoint with a protected view of Mt Hood. However, due to the lack of technology available to determine adequate building height limits, some buildings have been constructed that partially obstruct the view of Mt Hood. The view corridor was adjusted to protect the remaining view.
- SW03 and SW04 are located to the north above the amphitheater stage. Viewpoint SW03 is located to the north of the staircase near a picnic table and SW04 is at the top of the staircase by the telescope. Vegetation management is needed at both viewpoints and building heights in the view corridor from SW04 need to be limited to maintain the view of Mt Hood.
- SW05 is located near the top of a staircase above the gazebo. The view of Mt Hood is obstructed by vegetation; however, selective tree pruning and potential removal could open up the view. Building heights need to be limited to maintain the view. This is also a view of the Central City and vegetation should be managed to maintain that view as well.
- SW09 and SW10 are located at the Rose Garden Store. There is a large seating area and a telescope. The Wells Fargo Center partially blocks the view of Mt Hood from SW10, though the experts still rated this view as a Tier I view. SW09 is a view of Mt Adams. Vegetation management is needed in the view corridors from both viewpoints to maintain the view of Mt Hood (SW10) and Mt Adams (SW09). Building heights need to be limited within the view corridor from SW10 to maintain the view of Mt Hood.



*View of Mt Hood and Central City Skyline from SW03 at the International Rose Test Garden.*



### **Views of Central City Skyline**

Historically, much more of the Central City could be seen from the park than can be seen today. Vegetation has matured and blocks many of the views of the skyline. The trees also provide multiple important functions including habitat, slope stabilization, stormwater management, and air temperature moderation. Therefore, it is recommended that vegetation be managed to re-establish and maintain views of the Central City skyline from SW02, SW05 and SW07 but not from the other viewpoints.

SW02 is located at the base of the slope. Vegetation can be selectively managed to maintain a view of the Central City Skyline with Mt Hood in the background.



*View of Mt Hood from SW02 at the Park Place Entrance to Washington Park.*

SW05 is located near the top of a staircase above the gazebo. There is an opportunity at this viewpoint to selectively remove some trees and prune others to maintain a view of the Central City skyline with Mt Hood in the background.



*View of Central City Skyline from SW05 at the International Rose Test Garden.*

SW07 is located along Washington Park's access road (SW Sherwood Boulevard), above the water reservoirs. The view is of the Central City skyline with the historic Vista Bridge in the foreground. Vegetation around the reservoirs should be maintained to protect the view.



*View of Central City Skyline from SW07 at Washington Park.*

### **Views from High Elevations**

Two of the viewpoints evaluated are located at elevations high enough that the current building heights limits in the Central City protect the views. If, in a future plan, increases in building heights were considered, these two views should be re-evaluated and building heights limited to continue protecting the views of Mt Hood and Mt St Helens. Vegetation management is also recommended at each viewpoint.

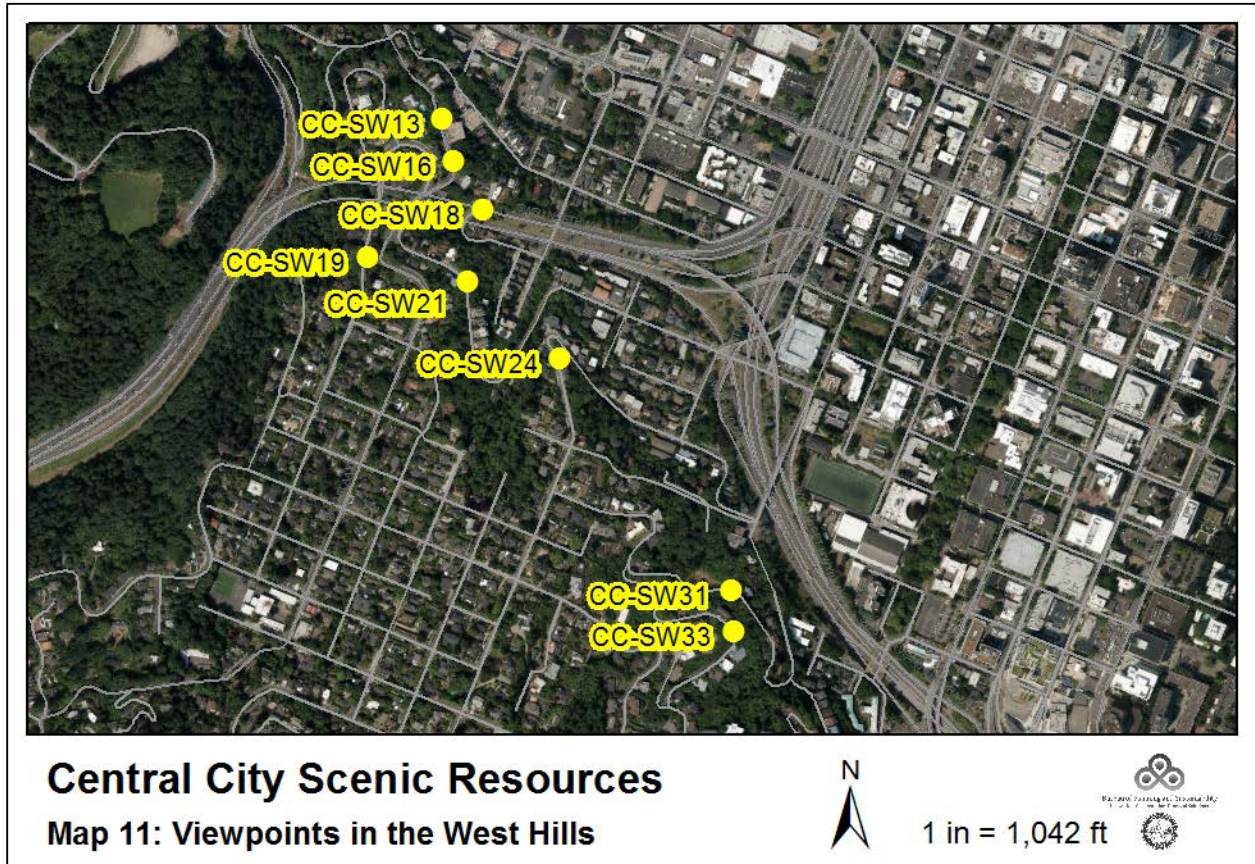
SW06 is located at the Japanese Garden, in front of the tea house. The view is of Mt Hood and the Central City skyline. SW12 is located at the Washington Park Zoo Train station with a view of Mt St Helens with Mt Rainier behind. This is a unique view at a location where many people exit and enter the train. Vegetation should be maintained to protect both views.



*View of Mt Hood from the Japanese Garden.*

West Hills

The topography of Portland includes west and southwest hills that provide many opportunities for views of the Central City and across the Central City to Mt Hood and Mt St Helens. However, a large portion of the views are from small, neighborhood streets that primarily serve the local residents. In addition, the viewpoints are difficult to find and lack infrastructure, like sidewalks, benches, or nearby parking. The policy priority is to protect views that are used frequently by the public, are easily accessible, and have developed viewpoints or viewpoints that could be developed. The viewpoints that are recommended for protection are SW16, SW24, and SW31.



There are two viewpoints in close proximity that offer a view of Mt St Helens and the Central City skyline. SW13 and SW16 are located on SW Vista Avenue. SW13 is a historic viewpoint that was recommended for protection; however, vegetation is currently obstructing the view. Vegetation on the steep slope is providing important functions including slope stability and habitat. SW16 is located at the top of a public staircase. The view of Mt St Helens from SW16 is mostly unobstructed and limited vegetation pruning will maintain the view. The elevation of viewpoint SW16 is high enough that building heights in the Central City, as they are currently set, will not impact the view. SW13 is not recommended for continued protection.



*View of Mt St Helens from SW16 at the top of the public staircase.*

Located on SW Upper Hall Street is viewpoint SW24. This viewpoint has been protected since 1991 by building height limits and vegetation management. The view includes all three mountains – Mt Hood, Mt Adams, and Mt St Helens – as well as the Central City skyline. However, the viewpoint has limited access and is not frequently visited. Staff recommend retaining height limits within the view corridor to the Central City skyline and adding new height limits within view corridors to Mt Adams and Mt St Helens. Due to the elevation of the viewpoint, there is minimal economic impact from protecting the views of Mt Adams and Mt St Helens. Staff recommend removing the height limits within the view corridor to Mt Hood because there are many views of Mt Hood from viewpoints in the West Hills that receive much more frequent use by the general public as a viewpoint. A formal viewpoint should be developed with a bench and marker.



*View of Central City, Mt St Helens, Mt Adams, and Mt Hood from SW Upper Hall Street.*

There are two viewpoints in close proximity that offer a view of Mt St Helens and the Central City skyline. SW31 is located on SW Cardinell Drive and SW33 is located on SW Rivington Drive. Although SW33 is located at a slightly higher elevation providing a slightly better viewing perspective, SW31 is located at the top of a public staircase. Both viewpoints serve primarily the local neighborhood and there is little opportunity to add infrastructure. It is recommended that SW33 not be protected and SW31 receive vegetation management to maintain the current view of the Central City skyline.

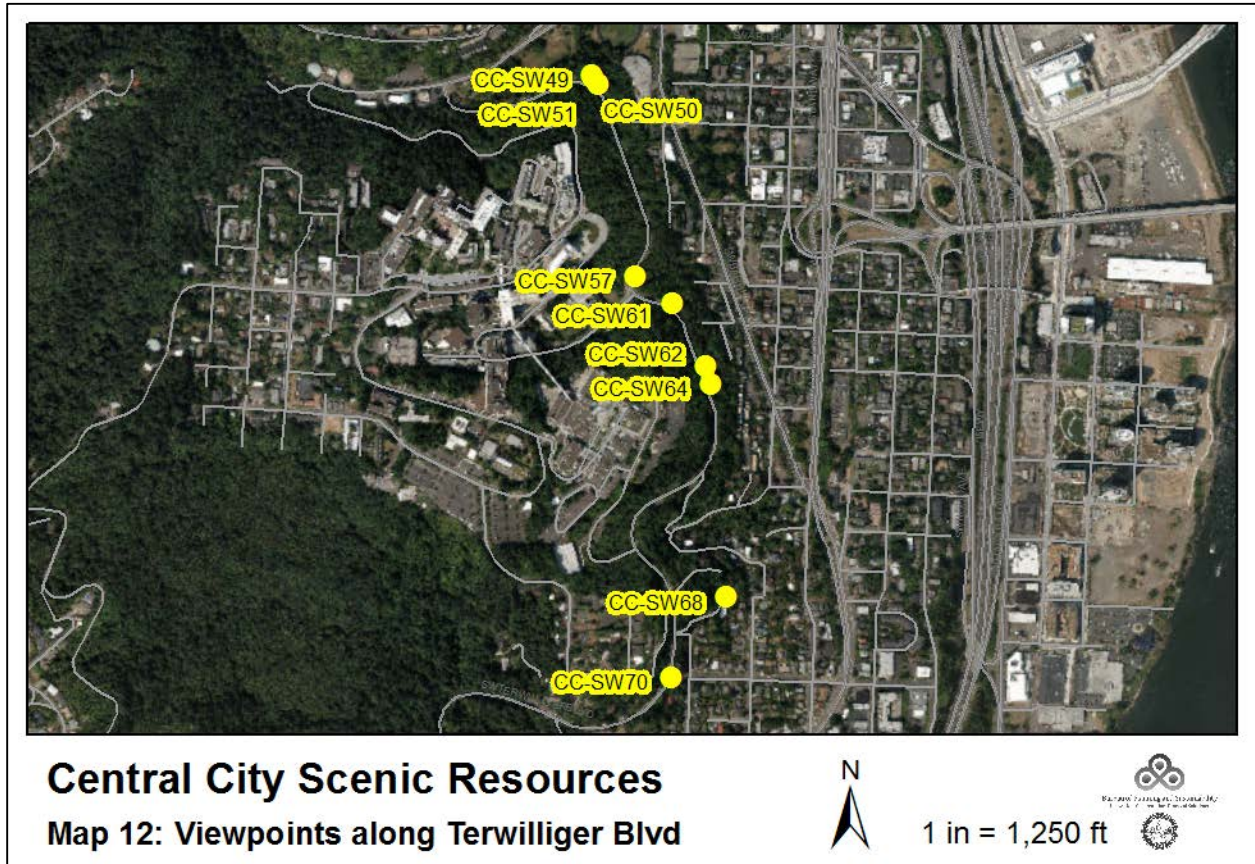


*View of the Central City and Mt St Helens from SW Cardinell Drive (SW31).*



Terwilliger Boulevard

Terwilliger Boulevard is one of the first formalized scenic corridors with public viewpoints in Portland. Historically, there were multiple panoramas from viewpoints that included all area mountains and the Central City skyline. Over time vegetation has matured and obscured many of the views. This vegetation provides important functions including habitat, slope stabilization, stormwater management, and air temperature moderation. The vegetation also adds to the scenic qualities of the drive. Therefore, it is recommended that continued protection of viewpoints along Terwilliger Boulevard focus on the developed viewpoints with views of Mt Hood and Mt St Helens.





*View of Mt St Helens from SW49 along SW Terwilliger Boulevard.*

There are a cluster of viewpoints (SW49, SW50, and SW51) located at a parking area on the northern section of Terwilliger Boulevard that are views of Mt St Helens, Mt Hood, and the Central City skyline. The view of Mt St Helens crosses the Central City and therefore there are some conflicts with existing building heights. It is recommended that building heights be adjusted to maintain the view of Mt St Helens. Building heights need to be limited to 175 ft closest to the viewpoint to 320 ft further from the viewpoint. The economic impact of the height limits is negligible. In addition, vegetation should be maintained to protect the view of Mt St Helens and the Central City skyline.

Figures 19 and 20 depict how the view may change under the existing building heights and the proposed building heights. The figures show each Buildable Lands Inventory (BLI) site with a potential building envelope that is extruded to the maximum height plus bonuses (shown in yellow). There are two examples shown:

1. The first is based on the existing base heights plus additional allowed bonuses. Under existing bonus heights, buildings would be required to be lower than is necessary to protect the view.
2. The second is based on the proposed bonus heights. The proposed bonus heights would allow some taller buildings while continuing to protect the view of Mt Hood.



Figure 19: View of Central City and Mt St Helens from SW49 - Existing Bonus Heights



Figure 20: View of Central City and Mt St Helens from SW49 – Proposed Bonus Heights

Viewpoints SW61 and SW64 are located further south along SW Terwilliger Boulevard and also offer views of Mt St Helens and the Central City Skyline. These viewpoints are at a slightly higher elevation than SW49-SW51 and offer a slightly better perspective of the mountain. Both are also developed viewpoints. It is recommended that building heights be limited and vegetation be managed to protect the views of Mt St Helens.



*View of Mt St Helens from SW61 along SW Terwilliger Boulevard.*

The views of Mt Hood from viewpoints along Terwilliger Boulevard were addressed in the *South Waterfront Public Views and Visual Permeability Assessment*, described below. No building height adjustments are recommended in the *South Waterfront Public Views and Visual Permeability Assessment* (2006). Vegetation management is recommended to preserve the views of Mt Hood and the South Waterfront skyline, including at viewpoints SW51, SW62, and SW68.



*View of Mt Hood from SW51 along SW Terwilliger Boulevard.*

Oregon Health and Science University

OHSU is one of the highest points in the southwest hills. An aerial tram transports employees, patients, and the public between the hill and the OHSU campus in South Waterfront. The upper platform for the tram has views of all area mountains (Mt Hood, Mt Adams, and Mt St Helens) as well as the Central City skyline and the Willamette River. Located immediately north of the platform are two additional viewing decks. There is an upper deck and lower deck, with seating and information placards. Due to the elevation of OHSU there are no conflicts with views of Mt Hood or Mt Adams and very few conflicts with the view of Mt St Helens. It is recommended that building heights be limited to protect the view of Mt St Helens. Vegetation needs to be selectively pruned or removed to protect the views of Mt Hood, Mt Adams, Mt St Helens, and the Central City skyline from all four viewpoints.



*View of Mt Hood, Mt Adams, Mt St Helens, and Central City Skyline from Oregon Health and Science University Aerial Tram Upper Platform (SW60).*

### South Waterfront

In 2006, the City conducted the *South Waterfront Public Views and Visual Permeability Assessment*, which included an analysis of views from Terwilliger Boulevard to Mt Hood and from the Springwater Trail to the West Hills. The plan identified five viewpoints that must be considered when designing buildings in South Waterfront. Those viewpoints are: the northernmost pullout along SW Terwilliger Boulevard (SW51), the pullout along SW Terwilliger Boulevard just south of SW Campus Drive (SW62), the pullout along SW Terwilliger Boulevard just north of the Charthouse Restaurant (which is outside of the CCSRPP boundary), the collection of picnic tables and benches along the Springwater Corridor west of SE Franklin (SE26-28), and the intersection of SE Caruthers Street and the Greenway/Springwater Trail (SE19). The recommendations of the *South Waterfront Public Views and Visual Permeability Study* are upheld. Building height limits in South Waterfront are not being amended by this CCSRPP. However, the viewpoints along the Willamette River have been moved slightly to reflect existing conditions and development that has already occurred in South Waterfront.

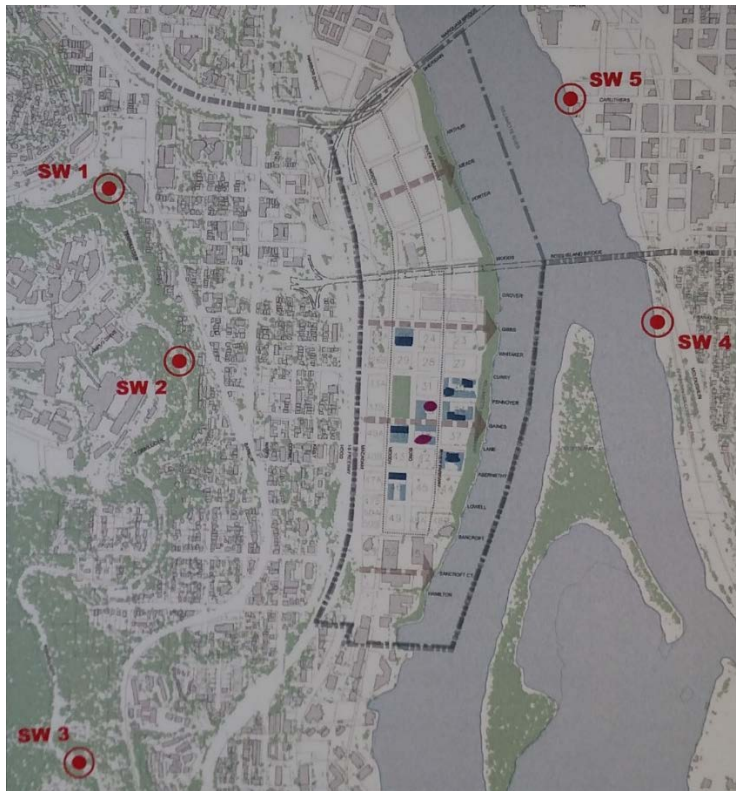
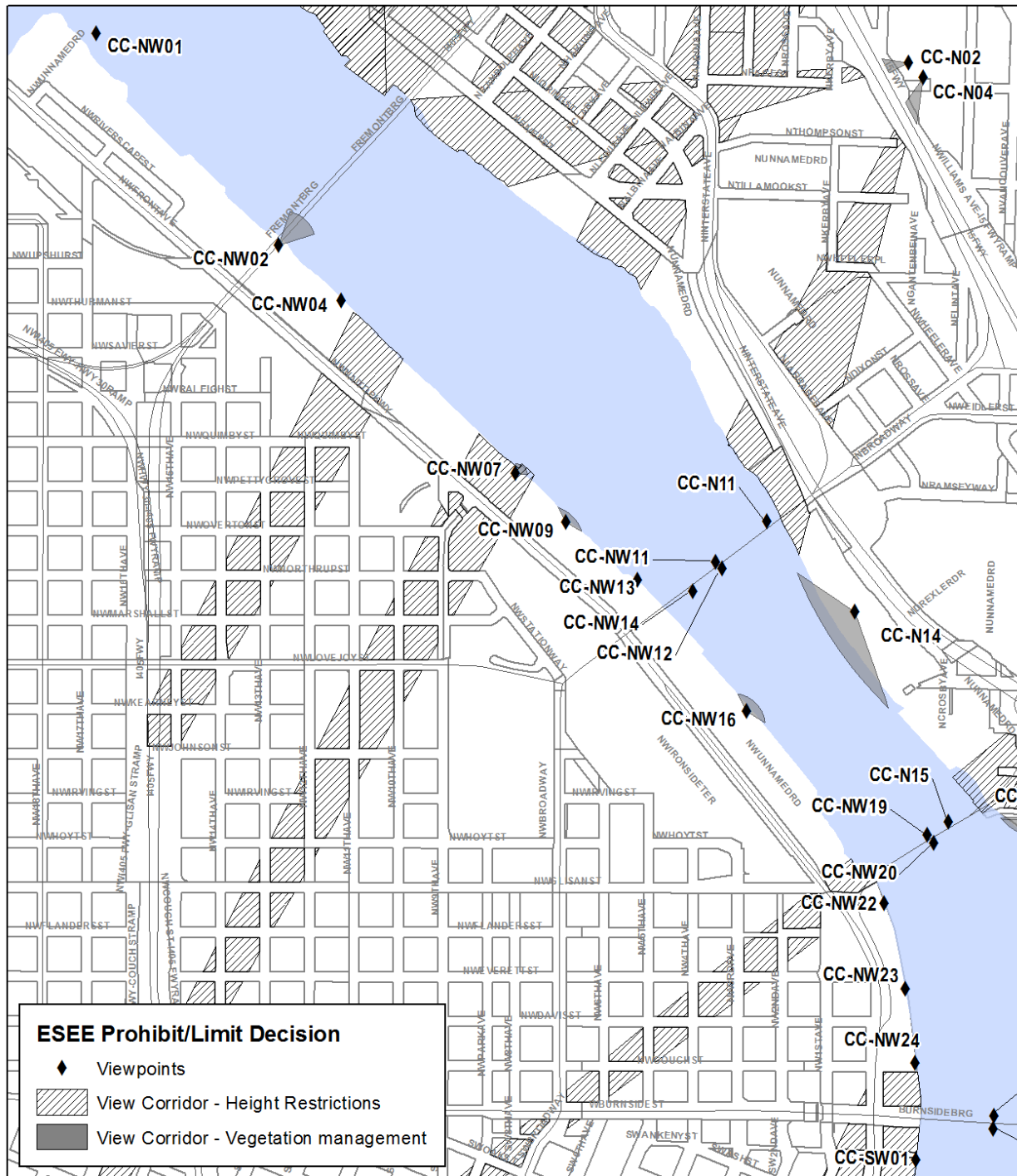


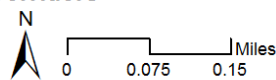
Figure 21: South Waterfront Public Views and Visual Permeability Assessment Viewpoints.

All of the viewpoint and view corridor recommendations are included in Maps 13a-13g. Where there is a recommendation to protect the view with limits on building heights, the entire view corridor is mapped. However, the base and bonus height maps in the zoning code, 510-3 and 510-4, may not require adjustments to allowed building heights through the full extent of the view corridor. For example, areas of some view corridors are also located with historic districts and the allowed building heights may be lower than the view corridor based on the historic district. So while the view corridor is shown on the map as requiring limits on building heights, the zoning code maps may already be protective.

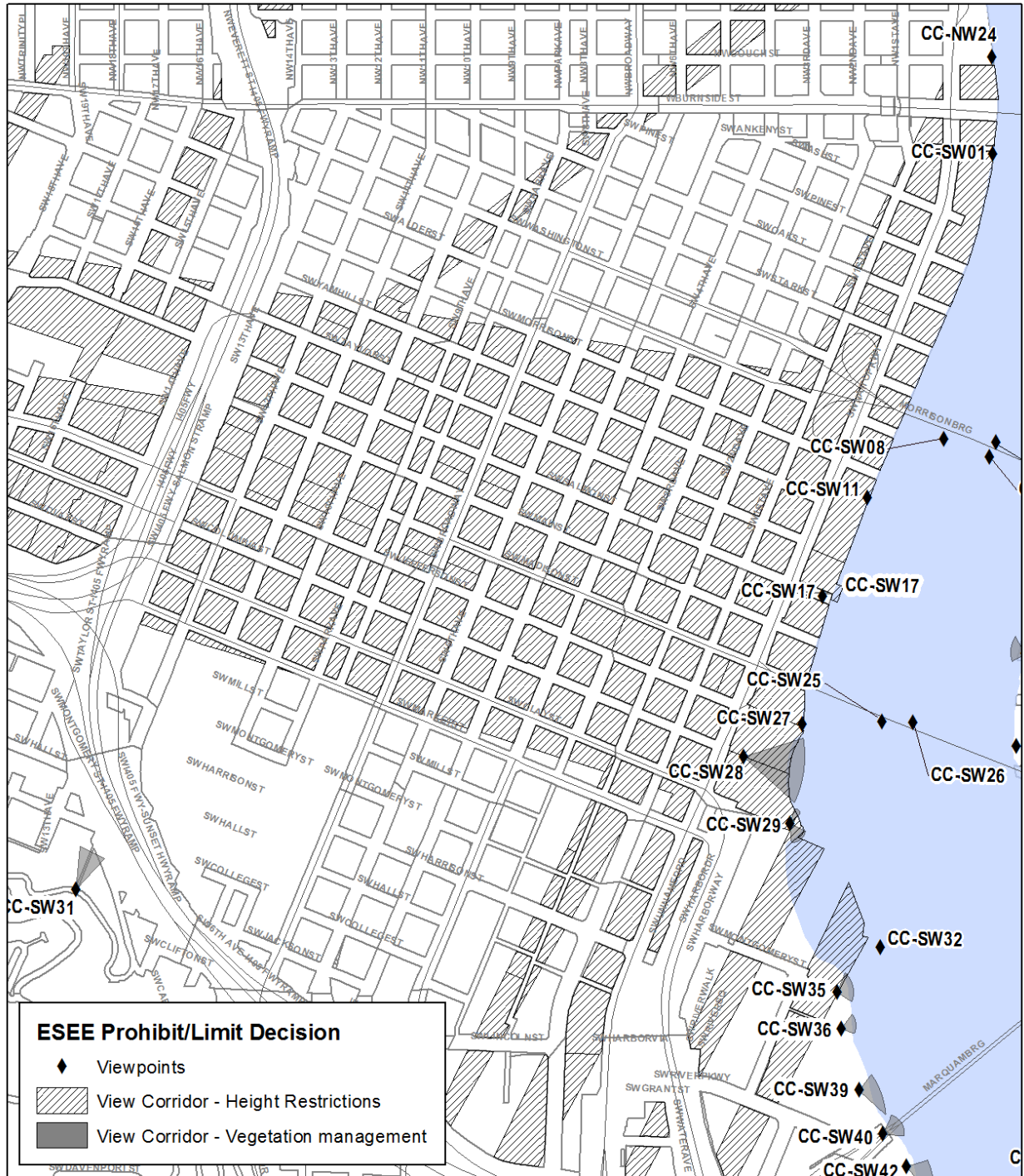


**Central City Scenic Resources**  
**Map 13a: ESEE Decisions Viewpoints and View Corridors**

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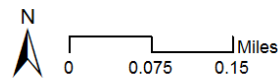


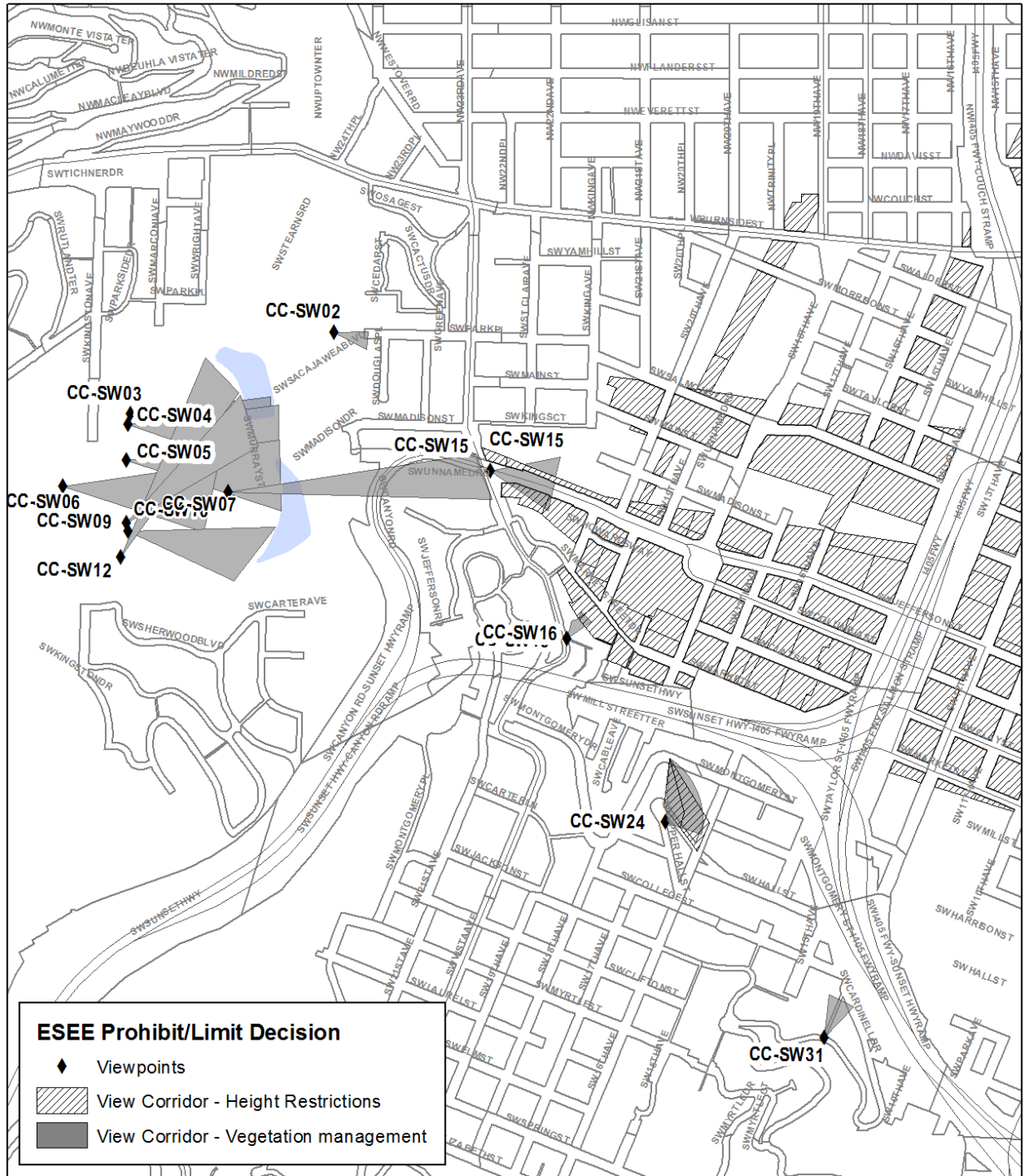




**Central City Scenic Resources**  
**Map 13b: ESEE Decisions Viewpoints and View Corridors**

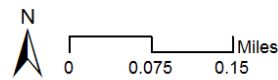
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**Central City Scenic Resources**  
**Map 13c: ESEE Decisions Viewpoints and View Corridors**

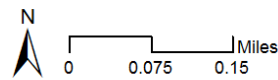
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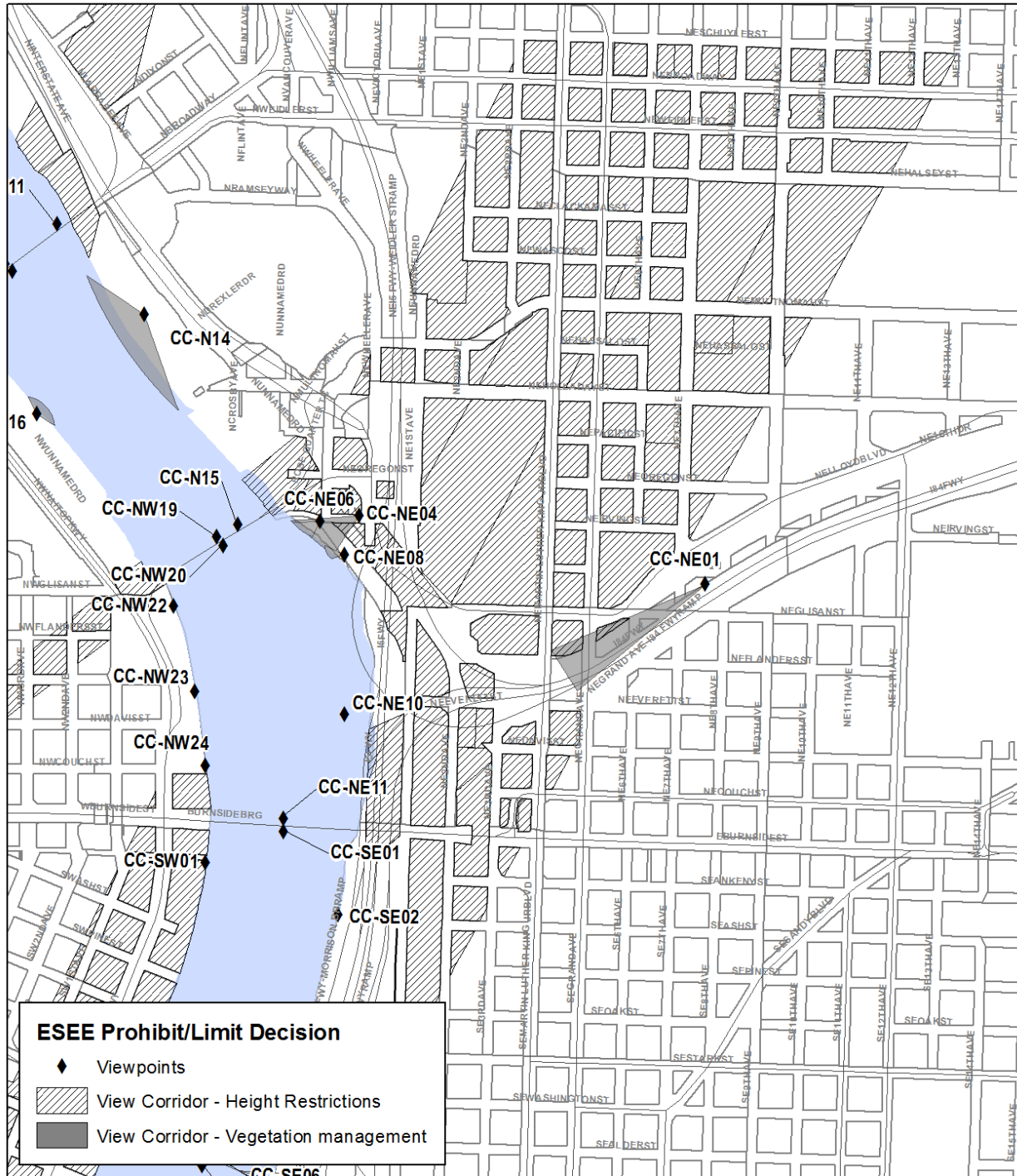




**Central City Scenic Resources**  
**Map 13d: ESEE Decisions Viewpoints and View Corridors**

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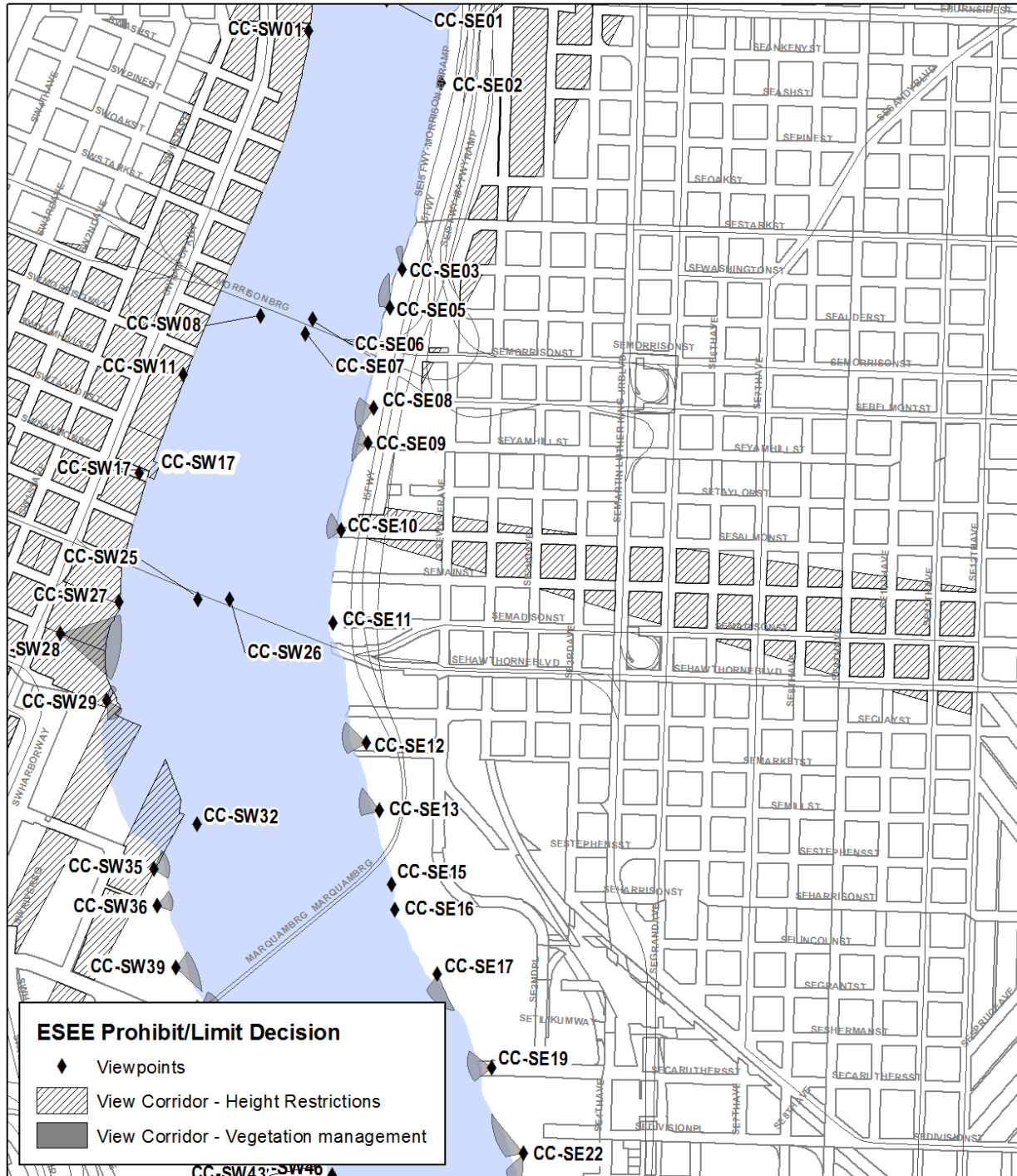




**Central City Scenic Resources**  
**Map 13e: ESEE Decisions Viewpoints and View Corridors**

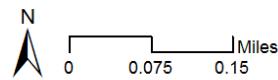
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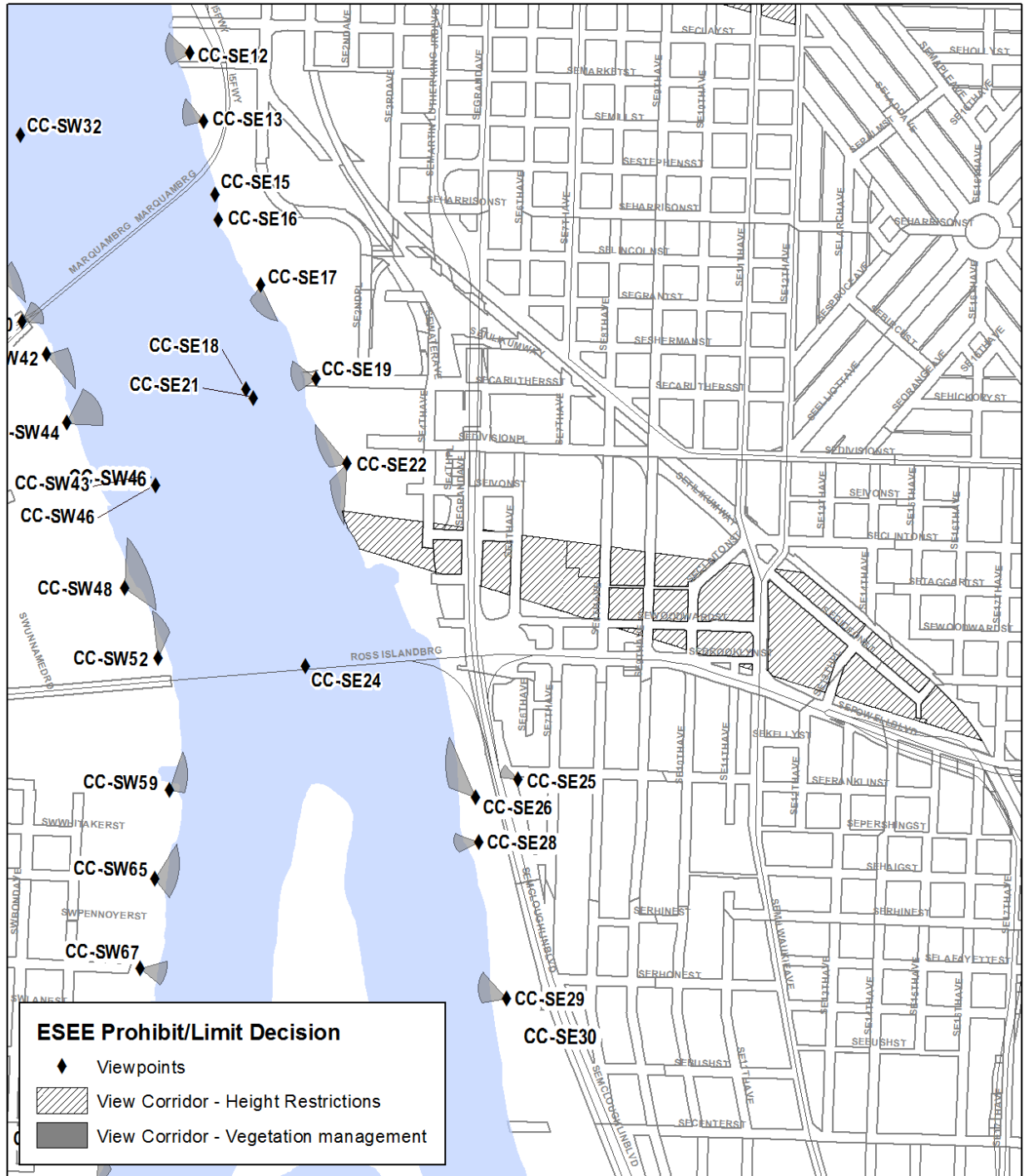




**Central City Scenic Resources**  
**Map 13f: ESEE Decisions Viewpoints and View Corridors**

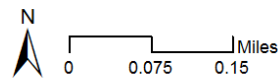
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**Central City Scenic Resources**  
**Map 13g: ESEE Decisions Viewpoints and View Corridors**

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## 4. Implementation Tools

This section summarizes the recommended City's zoning code amendments necessary to implement the Central City Scenic Resources Protection Plan. The proposed changes include:

- 33.480, Scenic Resources – New maps that show the locations of viewpoints, view corridors (with maximum view corridor heights), scenic corridors and scenic sites and clarifications to the zoning code.
- 33.510, Central City – Maps 510-3, Base Heights, is adjusted and a new Map 510-4, Bonus Heights, is added to be protective of views.
- 33.430, Environmental Zones – A new standard that allows tree removal, with replacement, within view corridors.

Chapter 33.480, Scenic Resources, includes zoning code and maps of viewpoints, view corridors, scenic sites and scenic corridors. Previously maps of the scenic resources were located in the 1991 *Scenic Resources Protection Plan* and Chapter 33.480 references the plan for location of resources. By moving the protected resources to maps within the zoning code, it will reduce confusion about the location and extent of the resources. In addition, many of the view corridors coincide with an environmental overlay zones. These view corridors will be added to the official zoning map as scenic (s) overlay zones. These two changes are occurring citywide, not just in the Central City.

The addition of maps to Chapter 33.480 and adding the scenic overlay zone to view corridors on official zoning maps is not a change in legislative intent from the 1991 *Scenic Resources Protection Plan*. Rather, adding the maps to the zoning code and adding the scenic overlay zones to the zoning maps makes the information easier to access and reduces the need to look at multiple documents to understand where the scenic resources are located in relation to the environmental resources.

Chapter 33.510, Central City, includes two maps that relate to building heights. Map 510-3 shows the base building heights and areas eligible for height increases using bonuses or transfers. Map 510-4 is the building heights that can be achieved with use of bonuses. The Central City Economic, Social, Environmental and Energy Analysis (CCESEE) decisions are used to adjust heights in both maps to be protective of views.

Chapter 33.430, Environmental Zones, is updated to allow vegetation maintenance within view corridors. There are viewpoints and view corridors within environmental overlay zones. Some of these view corridors have vegetation, particularly trees, which are blocking or partially blocking views of the Central City skyline or across the skyline to Mt Hood, Mt St Helens or Mt Adams. Currently, in Chapter 33.430 there is an exemption for vegetation removal within a viewpoint but tree removal in a view corridor requires an Environmental Review. A new standard has been added to allow tree removal, up to 12 inches diameter for a native tree and any size non-native tree, within view corridors provided that the trees are replaced. If the standard cannot be met, an applicant must go through Environmental Review.

The Central City 2035 Plan, Volume 2A contains the specific zoning code and map changes.





## 5. Public Involvement

Scenic resources have been an important issue in the Central City dating back to the late 1970s. Portlanders and visitors place value on scenic resources because these resources help define unique neighborhoods, represent our culture and history, increase property values and draw tourists. Many Portlanders have been involved in developing and reviewing parts of the Central City Scenic Resources Protection Plan (CCSRPP) in various ways.

Beginning with the Central City 2035 (CC2035) North/Northeast Quadrant Plan in 2012, followed by the West Quadrant and the Southeast Quadrant plans, staff from the Bureau of Planning and Sustainability have discussed scenic resources with advisory committees and the public. Scenic resources emerged as an important topic because some of the maximum building heights in the Central City were set based on the 1991 *Scenic Resources Protection Plan*. There were questions about whether those heights were protective of the public views. There were also questions about if some of the heights were too restrictive and taller buildings could actually be allowed without impacting public views.

In spring 2014, staff shared a map with the public that showed all existing scenic resources in and around the Central City and asked the public to nominate new resources for potential inclusion. A press release was issued in July 2015. There were 11 nominated views, all of which were evaluated as part of the Central City Scenic Resources Inventory (CCSRI). The draft CCSRI was published in April 2015 and was available for public review through May 31, 2015. Notice was sent to the Central City 2035 mailing list, which includes 1,100 addresses, and the River Plan mailing list, which includes 450 addresses.

The Discussion Draft CCSRPP, with updates from previous public comments, was published with the CC2035 Plan on February 8, 2016. The CC2035 Discussion Draft was announced via a press release and email notice.

The following public events were held for CC2035. The CCSRPP was included in materials and presentations at these events:

- Public Open House, February 24, 2016
- Public Open House, March 2, 2016

## **Appendix A: Adopting Ordinance**

This will be included in the Recommended Draft Plan.

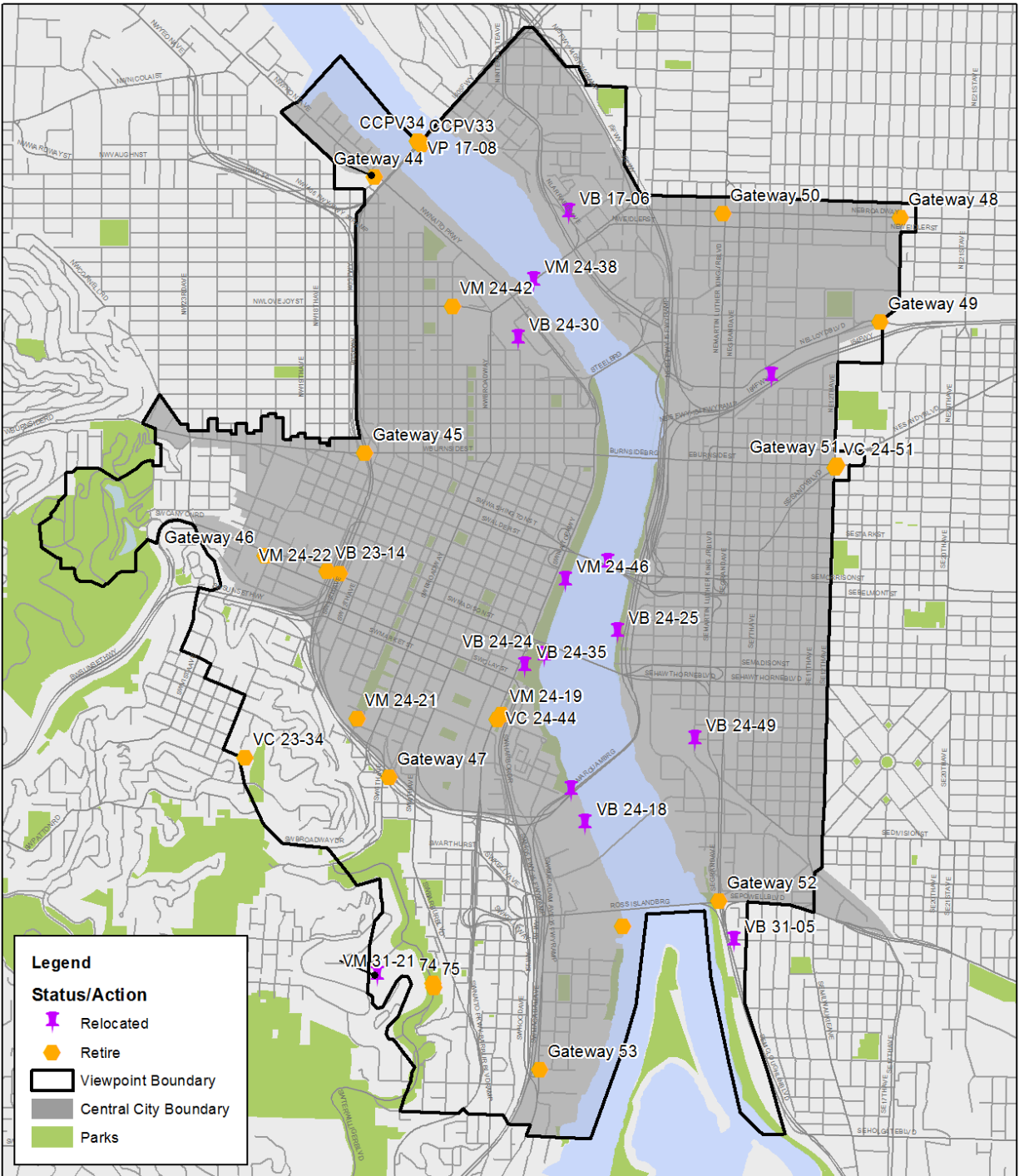


## Appendix B: Relocated, Re-designated and Retired Viewpoints and View Corridors

Through the process of developing the Central City Scenic Resources Inventory (CCSRI), staff have relocated, re-designated and retired some of the scenic resources that were previously inventoried through one or more of these plans:

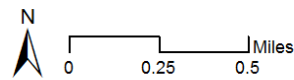
- 1) *Central City Plan* (1988)
- 2) *Willamette Greenway Plan* (1987)
- 3) *Scenic Views, Sites and Drives Inventory* (1989)
- 4) *Scenic Resource Inventory Map* (1989)
- 5) *Scenic Resources Protection Plan* (1991)

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).



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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.

#### Relocated or Re-designated View Corridors

Some view corridors were relocated if an alternative 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

Retired View Streets (called view corridors in the previous plans):

- 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.







Historic View of Mt Hood from the International Rose Test Garden circa 1988

# WHAT'S IN THE CENTRAL CITY 2035 PLAN?

## **Volume 1: Goals and Policies**

*The long-range vision for the Central City*

- Big ideas to inspire a generation of Portlanders
- A framework of goals and policies to guide City projects for the next 20 years
- Highlights of the plan by district

## **Volume 2A: Zoning Code and Map Amendments**

*Regulations to implement the Plan*

- Part 1: Central City Plan District
- Part 2: River, Scenic and Trails

## **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 Inventory**

## **Volume 4: Background Materials**

*Prior plans and research provided for reference*

## **Volume 5: Implementation Plan**

*City's targets and the actions it will take to implement the Plan*

## **Volume 6: Public Involvement**

*CC2035 public involvement*



# CENTRALCITY

2035

## Volume 3A

### SCENIC RESOURCES PROTECTION PLAN

**Part 2:** Scenic Resources Inventory

---

**Proposed Draft**  
June 20, 2016



Bureau of Planning and Sustainability  
Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon  
Charlie Hales, Mayor • Susan Anderson, Director



# Acknowledgments

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Dan Saltzman, Commissioner

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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 view inventories in these plans. The inventory is being done as part of the broader Central City 2035 project, which will 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.

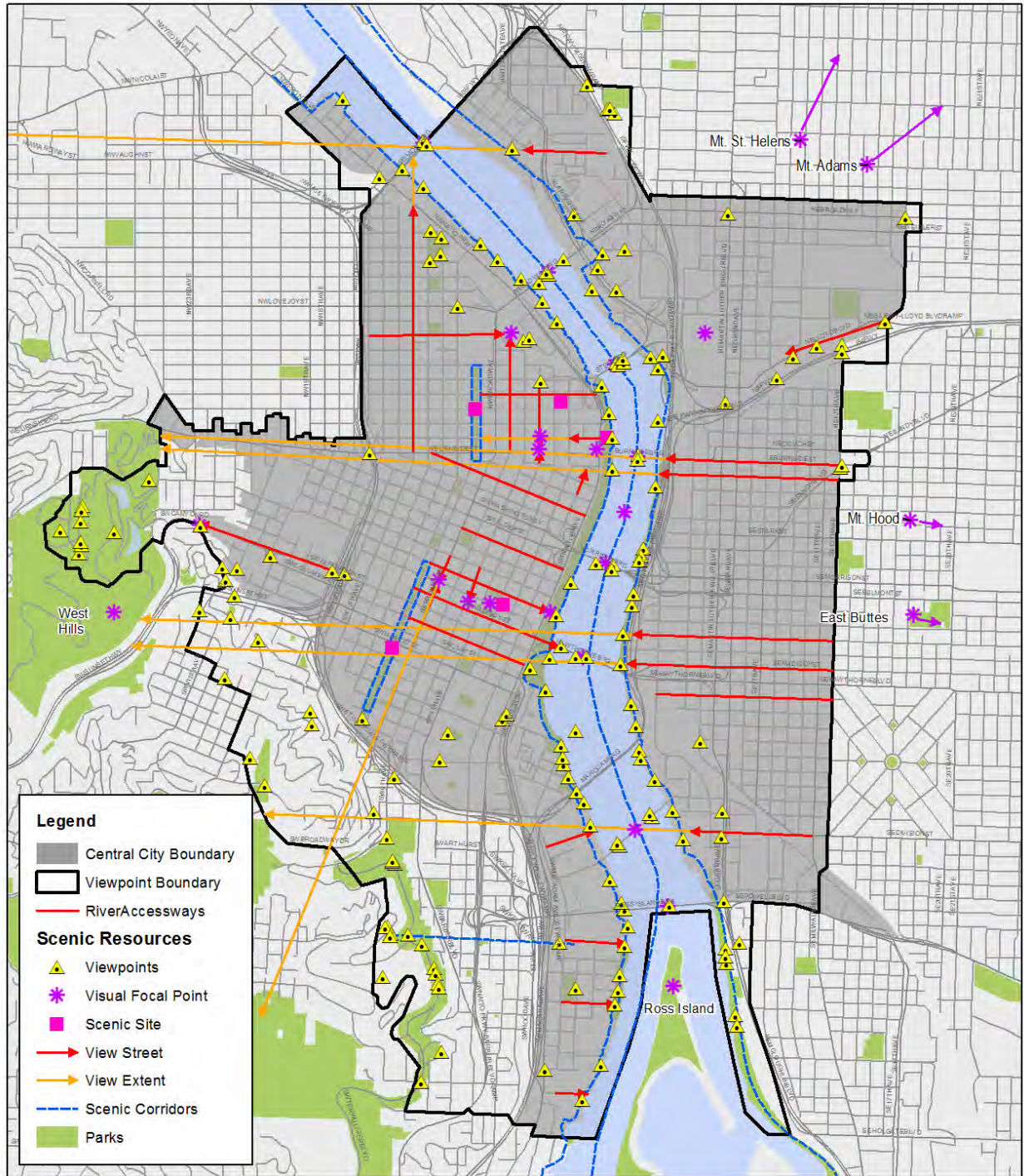
The CCSRI is intended to inform and support a broad array of City and community activities related to the Central City. Such activities include long-range planning, implementing and updating city programs to protect scenic resources, and identifying priorities for the maintenance and enhancement of scenic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

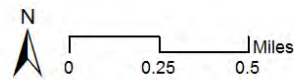
The CCSRI is an update of scenic resource information for the Central City only. The following map includes two boundaries:

- 1) Central City 2035
- 2) Viewpoints



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Map 1. Central City Scenic Resources Inventory Area



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 scenic 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.

## 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 – nominations were accepted 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 each existing and potential new scenic resource. Staff recorded a standard set of feature information and took a standard set of photographs. All existing and potential public 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 features. 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. It 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 155 views from 146 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.

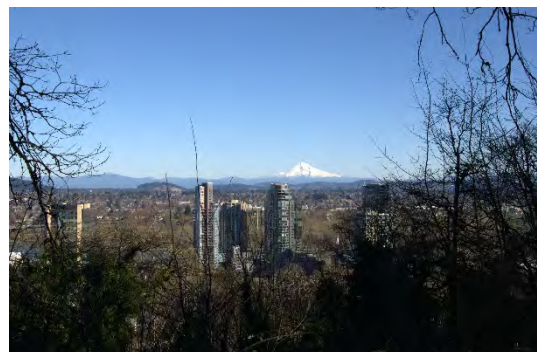
The viewpoints themselves were evaluated by project staff based on three factors:

- 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 or physical connection to the river. The CCSRI includes 26 view streets. Examples of view streets include a view of Salmon Street Springs looking down SW Salmon Street from SW 4<sup>th</sup> Avenue or a view of Union Station looking north on NW 6<sup>th</sup> 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, 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 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. 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. 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 8<sup>th</sup> floor rooftop terrace.



## **Conclusion**

The CCSRI includes a mix of scenic resources: 155 views from 146 viewpoints, 26 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.

# 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 case studies, which helped inform development of the methodology
- Appendix B – A summary of the statistical analysis of view and viewpoint rankings by the experts
- Appendix C – 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 D – A summary of the line of sight methodology
- Appendix E – 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 F – 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.

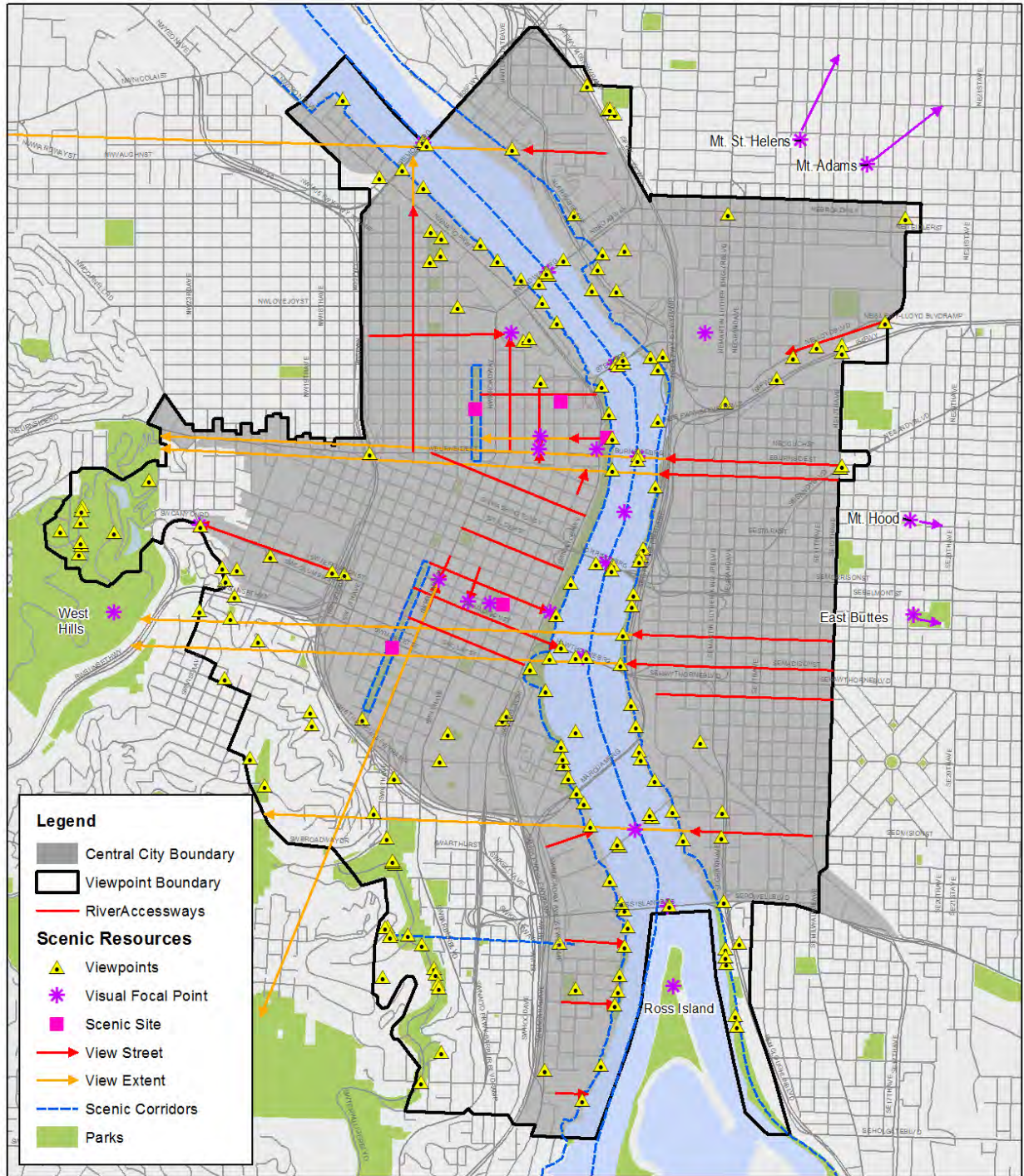
Like development, trees and other vegetation can also block a view. A view was included in this inventory if vegetation located within the CC2035 boundary could grow and partially block a primary visual feature of the view. Staff considered the elevation of the viewpoint and the elevation of the land 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

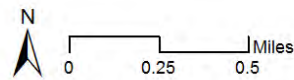
Map 1 shows the study area for the Scenic Resource Inventory Update for the Central City and the viewpoints, view streets, scenic corridors, scenic sites and visual focal points that were included in this inventory.





### Central City Scenic Resources Protection Plan

June 2016  
 City of Portland, Oregon  
 Bureau of Planning and Sustainability



Map 1: Central City Scenic Resources Inventory Area

## 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: Economy of the State and Goal 12: Transportation, are addressed in separate planning documents.

Oregon State Land Use Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources, 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 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

The City of Portland is updating its comprehensive plan for the Central City. Central City 2035 (CC2035) will be a new plan with policies, actions and updates to land use regulations. Currently 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 is proposing to make changes to building height allowance to facilitate new development or to preserve or change the character of land uses. Those changes could affect 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 will inform discussions about building height allowances and/or design guidelines in the Central City. The results may 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.

<b>Table 1: Scenic Resources Nomenclature in City Plans</b>			
<b>1989 Scenic Views, Sites and Drives Inventory</b>	<b>1989 Scenic Resource Inventory Map</b>	<b>1991 Scenic Resources Protection Plan</b>	<b>2015 Scenic Resources Inventory</b>
Scenic Views	Views	View Corridors (w/ height restrictions) Scenic Viewpoints (no special height restrictions)	Views and Viewpoints
N/A	Viewpoints	N/A	Views and Viewpoints
N/A	View Corridors	N/A	View Streets
N/A	Gateways and Focal Points	N/A	View Streets
N/A	View Corridors	N/A	View Streets
Scenic Drives (includes Willamette River)	Scenic Drives and Scenic Waterways	Scenic Corridors	Scenic Corridors
N/A	N/A	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 full case study report is found in Appendix A. 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
2. London, United Kingdom
3. National Park Service Scenery Conservation
4. Cincinnati, Ohio
5. Vancouver, British Columbia
6. Seattle, Washington
7. Edinburgh, Scotland
8. Valencia, Spain
9. San Francisco, California
10. Denver, Colorado
11. Napa County, California
12. Austin, Texas
13. Honolulu, Hawaii
14. Auckland, New Zealand
15. Mississippi National River Park and Recreation Area

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 detractors.

- 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.

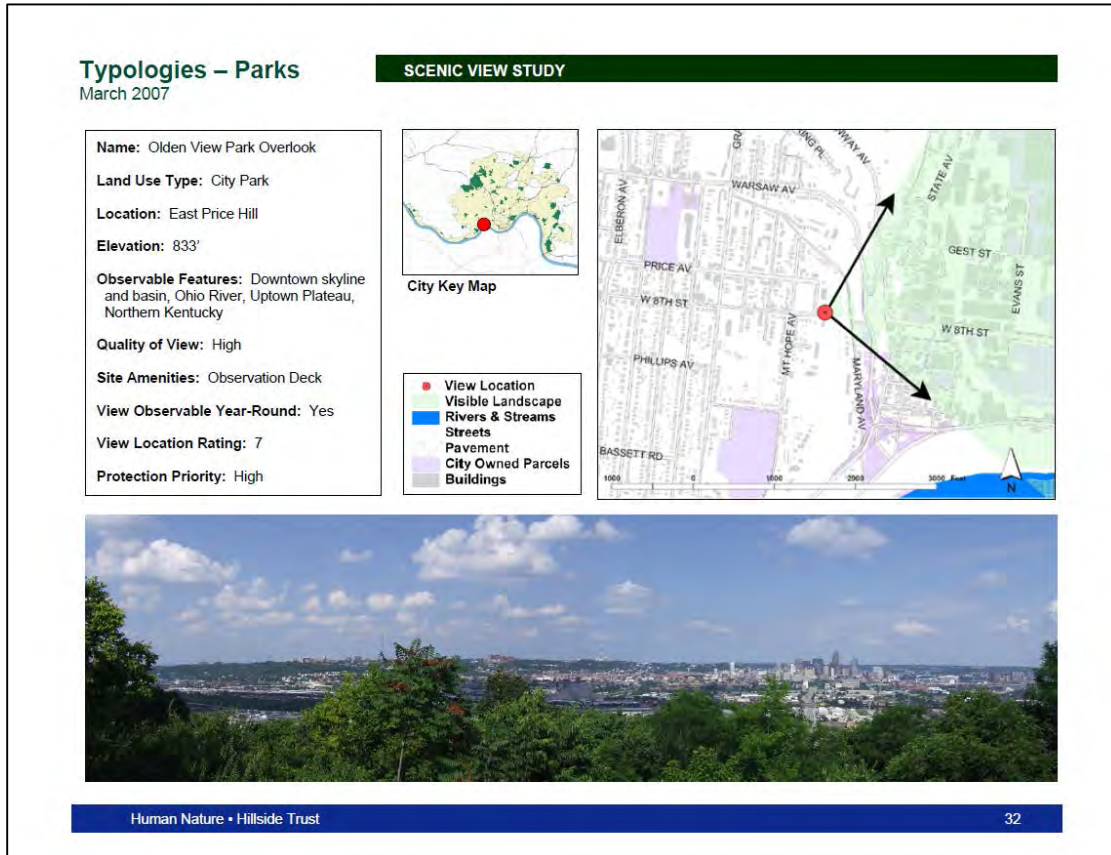


Figure 1: Scenic View Study Report Layout, Cincinnati, OH



*Downtown Portland from the NE 12<sup>th</sup> 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 F.

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 E 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 2<sup>nd</sup> 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+ milesIf 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 E.

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 B 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 Toulan 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, 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 2<sup>nd</sup> 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 assess each expert's score for each view at 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 scored 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.

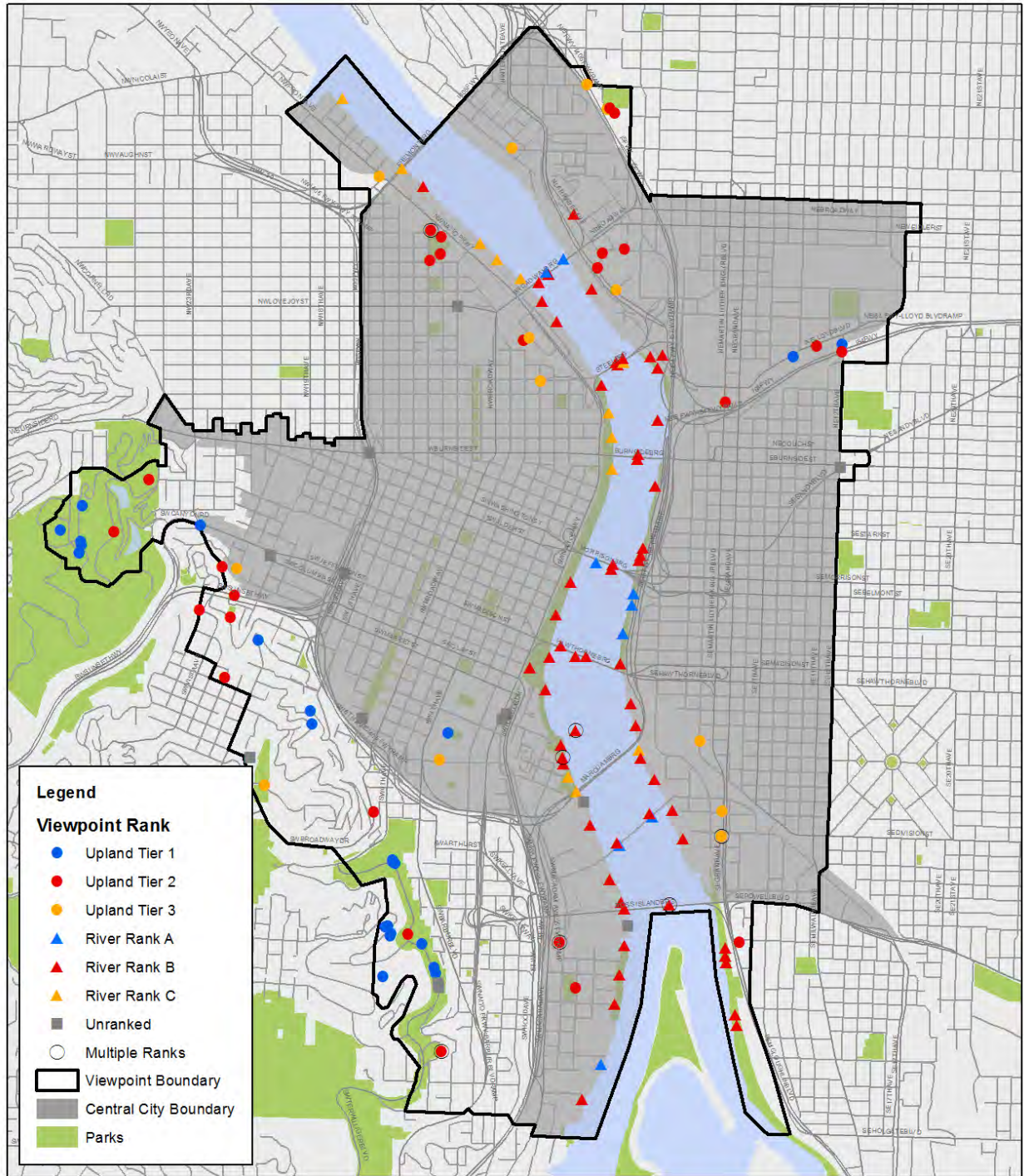
- Ignore construction fencing in the picture and focus on the elements of the view beyond the fencing.
- Rate the views accounting for the extent to which the average viewer would focus beyond discordant features in the immediate foreground (e.g., overgrown vegetation, roads/rail lines) but might still 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**

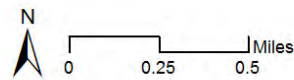
### **3.b.1. Analysis of Results**

There are 155 views from 146 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).



## Central City Scenic Resources Protection Plan

June 2016  
 City of Portland, Oregon  
 Bureau of Planning and Sustainability



Map 2: Scenic Views and Viewpoints

## 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 (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.

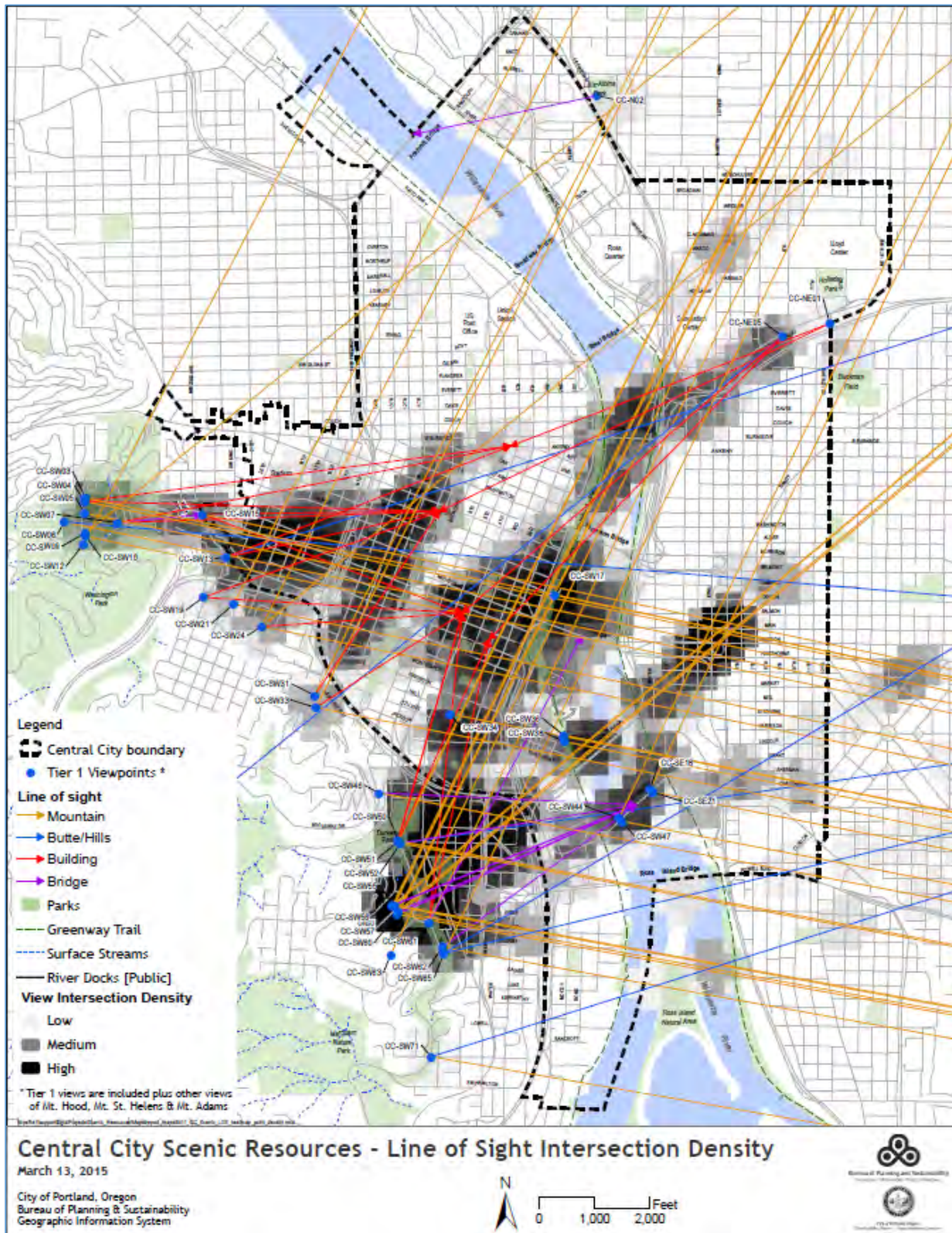
Next an ArcGIS spatial analysis was performed to understand the relationship of the views to each other. Below are detailed explanations of each ArcGIS analysis. A more detailed explanation of the ArcGIS analysis can be found in Appendix D.

### Line of Sight: Intersection Density

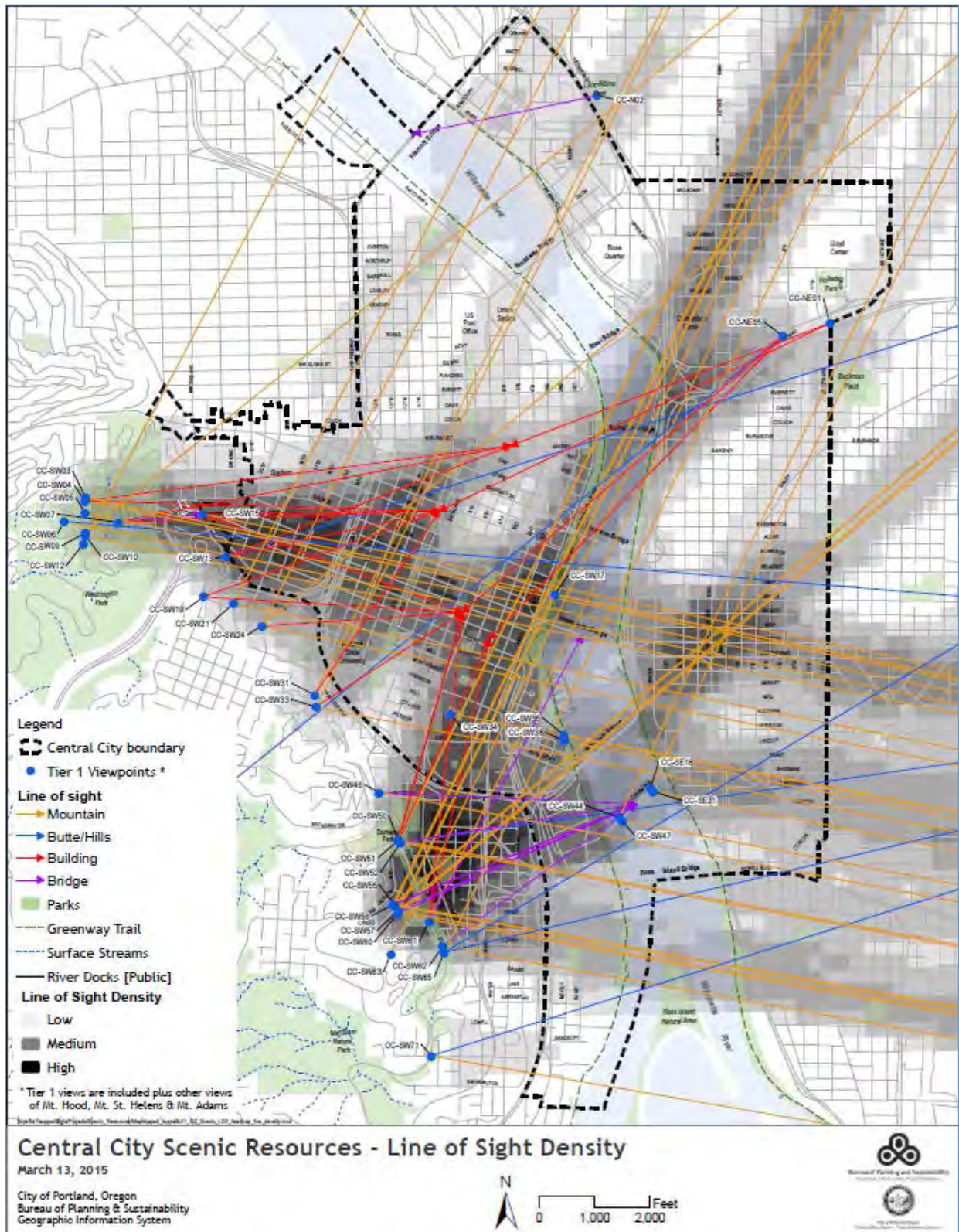
A data layer of points was created where the lines of sight intersect each other and an ArcGIS Spatial Analyst Point Density Tool was used to calculate the density of the intersection points from the lines of sight. In other words, the number of lines of sight intersect at any given point. The results 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



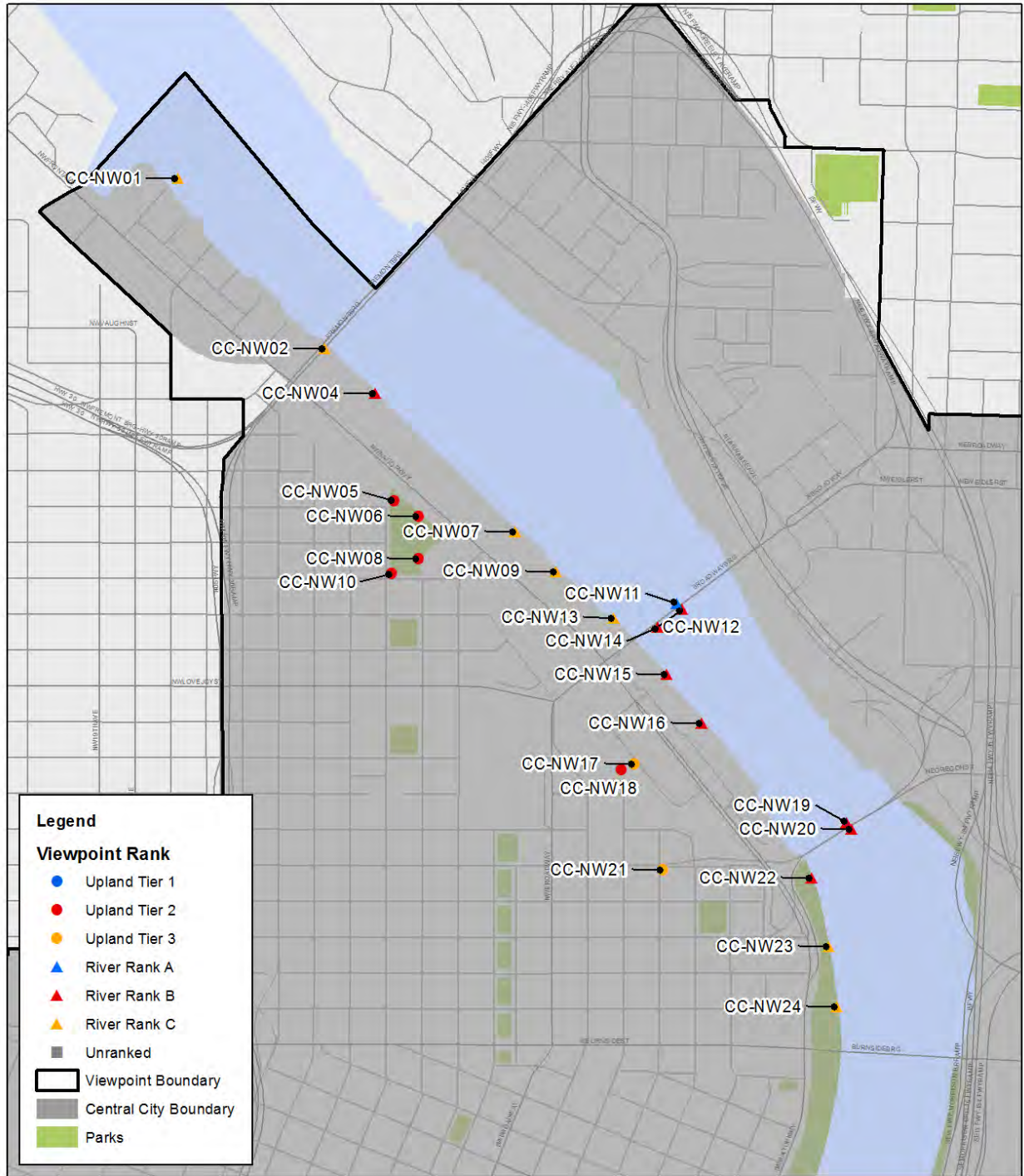
Map 4: Scenic Views - Line of Sight Line Density

### **3.b.2. Results for Northwest**

There are 23 viewpoints in the northwest 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 Riverscape Pier south to W Burnside Street.

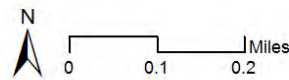
Note – Viewpoint CCNW03 is intentionally missing. Photos and data were collected; however, after the preliminary analysis, it was determined that the view did not meet the criterion for inclusion. Viewpoint CCNW05 has two views.





### Central City Scenic Resources Protection Plan

June 2016  
 City of Portland, Oregon  
 Bureau of Planning and Sustainability



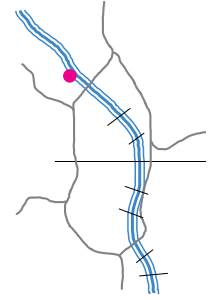
Map 5: Scenic Views and Viewpoints - Northwest Quadrant

## 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

**Vegetation:** 3.43

**Horizon/Ridgetops:** 0.57

**Water:** 4.14

**Focal Features:** 4.29

**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:**



View Direction = NE  
Horizontal Angle = 180



# SCENIC RESOURCES INVENTORY

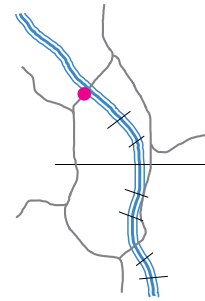
## RIVER VIEW

### 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

**Vegetation:** 2.00

**Horizon/Ridgetops:** 1.43

**Water:** 2.43

**Focal Features:** 2.29

**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:**



View Direction = NE  
Horizontal Angle = 190



# SCENIC RESOURCES INVENTORY

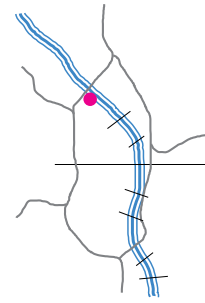
## RIVER VIEW

### 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

**Vegetation:** 2.14

**Horizon/Ridgetops:** 2.14

**Water:** 5.00

**Focal Features:** 4.86

**Iconic:** 5.57



View from Greenway Trail just south of Fremont Bridge



Viewpoint along Greenway Trail just south of Fremont Bridge

**Viewpoint Amenities**

- Platform
- Benches
- Lighting
- Guardrail

**Access**

- Formal trail
- Transit stop
- Limited parking



Fremont Bridge from Greenway Trail just south of Fremont Bridge

**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:**

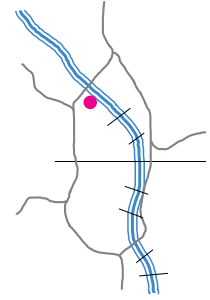
**Old Central City ID: CCPV32**



**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

**Vegetation:** 1.29

**Horizon/Ridgetops:** 0.71

**Water:** 0.00

**Focal Features:** 6.57

**Iconic:** 5.00

**Depth:** 2.57

**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 Amenities**

- Platform
- Bench
- Lighting

**Access**

- Formal trail
- Transit stop



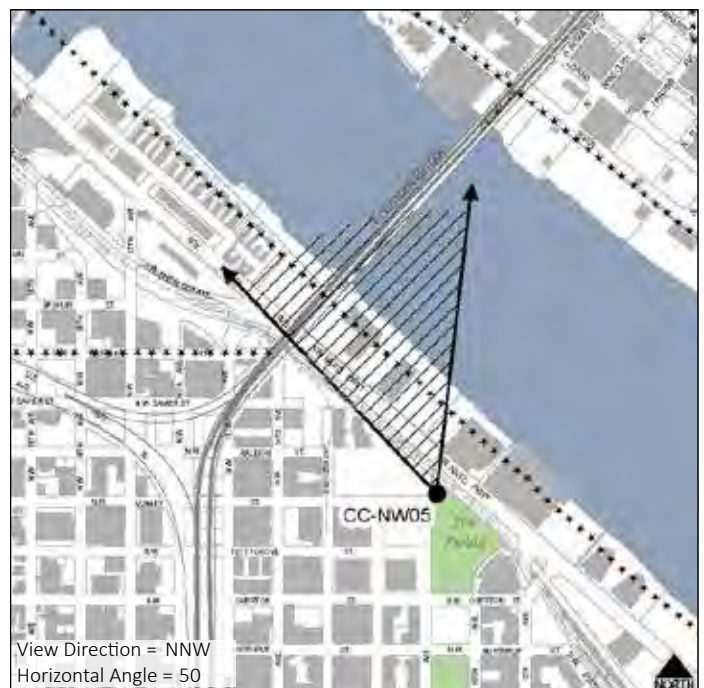
Viewpoint at The Fields Park near NW Quimby Street and NW 11th Avenue

**Management Considerations**

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

**Old SRI ID:**

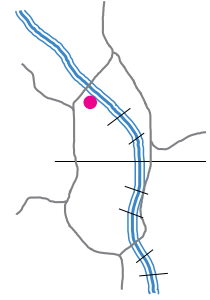
**Old Central City ID:**



**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                      **Focal 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

**Access**

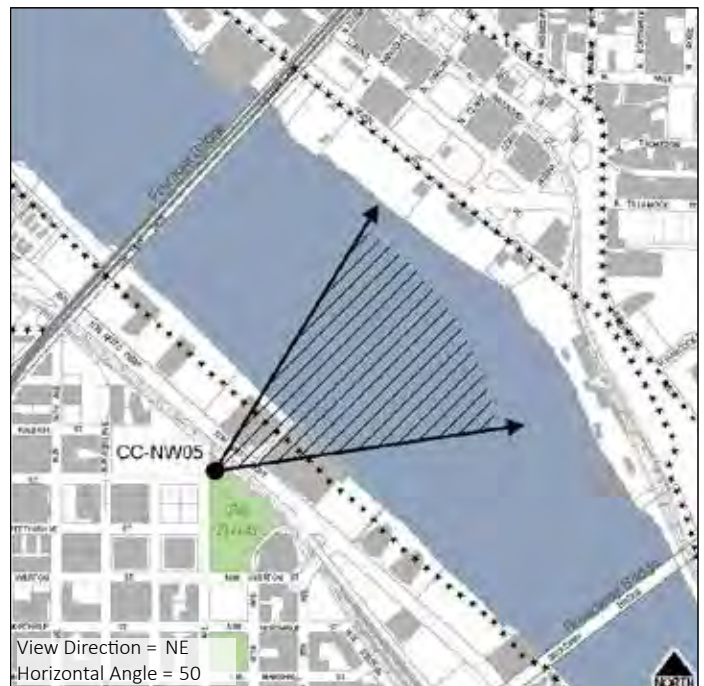
- Formal trail
- Transit stop

**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.

**Old SRI ID:**

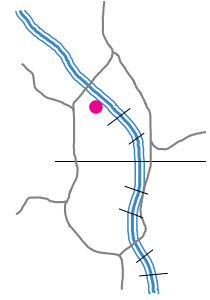
**Old Central City ID:**



**CCNW06:THE FIELDS PARK - EAST PATH**

**SCORE:** 6.2

**TIER:** II



**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

**Vegetation:** 1.00

**Horizon/Ridgetops:** 0.71

**Water:** 0.00

**Focal Features:** 4.43

**Iconic:** 4.57

**Depth:** 3.14

**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

**Access**

- Formal trail
- Transit stop

**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.

**Old SRI ID:**

**Old Central City ID:**

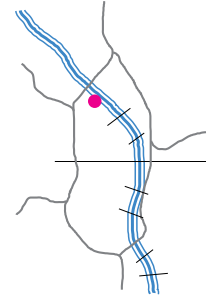


**CCNW07: GREENWAY TRAIL WEST - AT APPROXIMATELY  
NW 9th AVENUE**

**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                      **Focal Features:** 4.29  
**Vegetation:** 2.14                      **Iconic:** 4.71  
**Horizon/Ridgetops:** 0.29  
**Water:** 3.14



View from Greenway Trail West 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



Viewpoint along Greenway Trail at approximately NW 9th Avenue

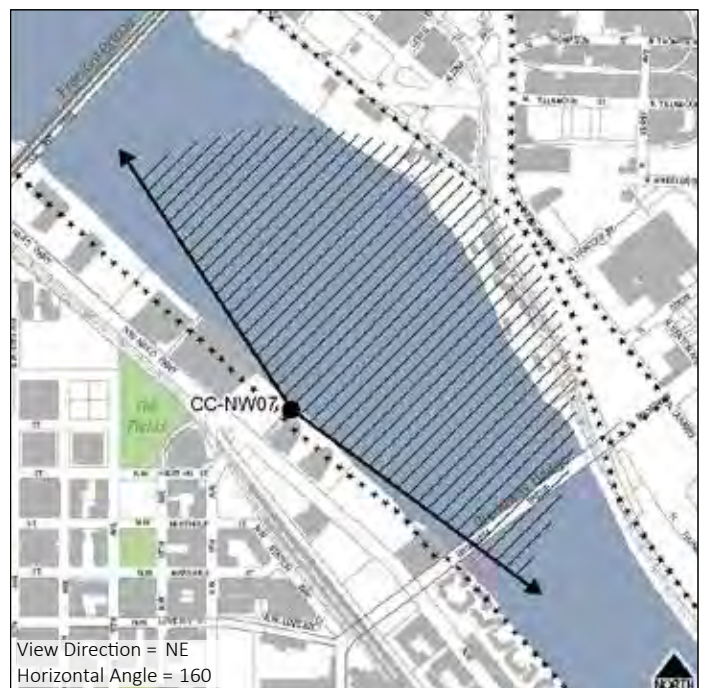
**Management Considerations**

- 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:**

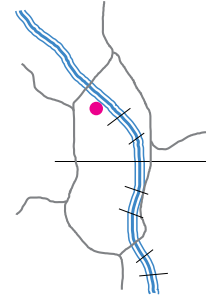
**Old Central City ID:**



**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

**Vegetation:** 1.00

**Horizon/Ridgetops:** 0.86

**Water:** 0.00

**Focal Features:** 7.57

**Iconic:** 7.00

**Depth:** 5.86

**Scope:** 4.86



View from The Fields Park southeast path





Viewpoint at The Fields Park southeast path

**Viewpoint Amenities**

- Nearby bench

**Access**

- Formal trail
- Public transit



View from The Fields Park southeast path

**Management Considerations**

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



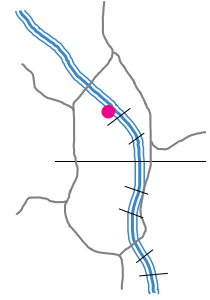
**Old SRI ID:**

**Old Central City ID:**



**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

**Vegetation:** 2.00

**Horizon/Ridgetops:** 0.43

**Water:** 3.43

**Focal Features:** 4.43

**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**

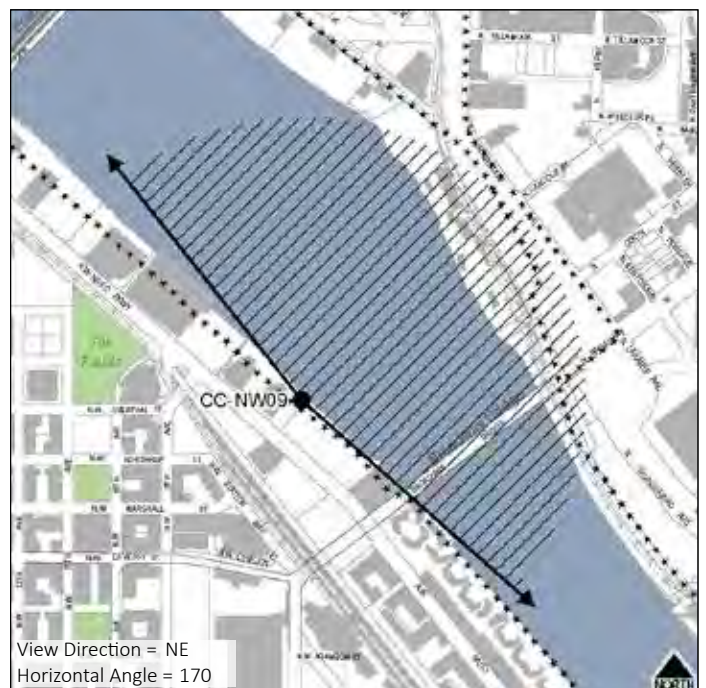
- Vegetation is encroaching on the view; vegetation management could open up the view.

**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

**Vegetation:** 0.86

**Horizon/Ridgetops:** 0.57

**Water:** 0.00

**Focal Features:** 6.43

**Iconic:** 5.86

**Depth:** 4.29

**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

**Viewpoint Amenities**

- Benches
- Lighting

**Access**

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



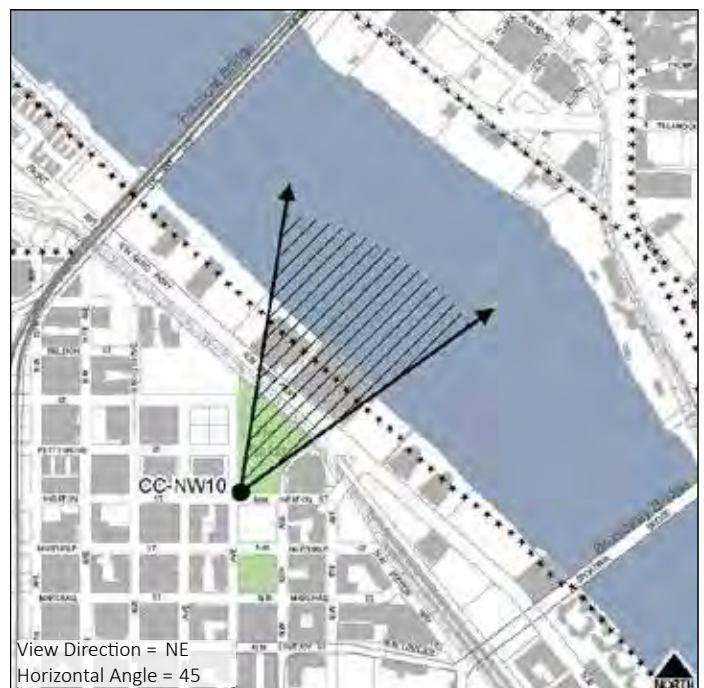
Centennial Mills from The Fields Park near NW Overton Street and NW 11th Ave.

**Management Considerations**

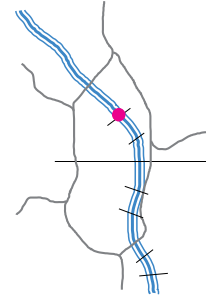
- Centennial Mills is in disrepair.
- Vegetation management is necessary to maintain the view.

**Old SRI ID:**

**Old Central City ID:**



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

**Vegetation:** 3.14

**Horizon/Ridgetops:** 2.71

**Water:** 5.57

**Focal Features:** 7.57

**Iconic:** 7.14



View from Broadway Bridge north side center



Viewpoint on 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



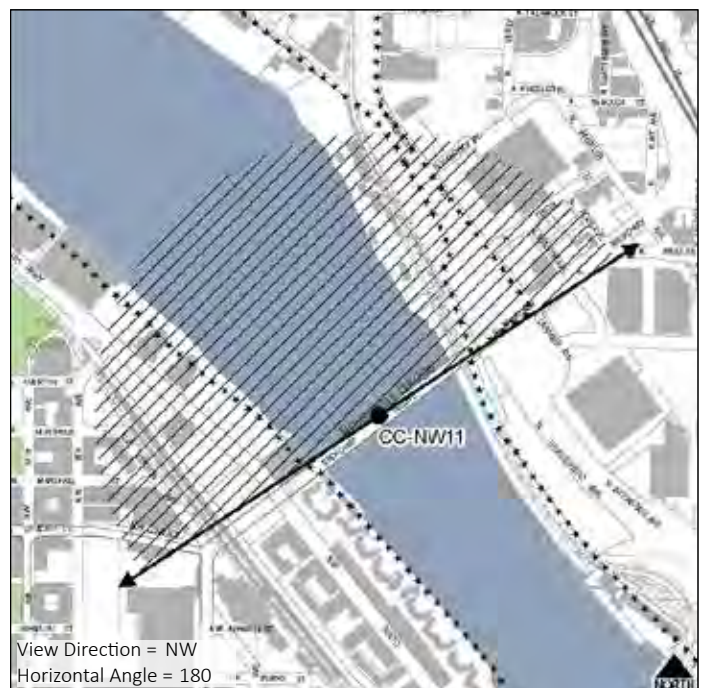
View from Broadway Bridge north side center

**Management Considerations**

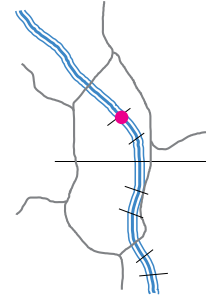
- Striping or signs to separate bike and ped traffic could be added to enhance the viewer's experience.
- The sidewalk is narrow and there are no pedestrian refuges; without a full redevelopment of the bridge, it would be difficult to add major viewpoint amenities such as pedestrian refuges.

**Old SRI ID:**

**Old Central City ID:** CCPV31



**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**

**Vegetation: 2.86**

**Horizon/Ridgetops: 2.29**

**Water: 4.43**

**Focal Features: 5.14**

**Iconic: 6.14**



View from Broadway Bridge south side center





Viewpoint at 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



View of Union Station from Broadway Bridge south side center

**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:** CCPV30

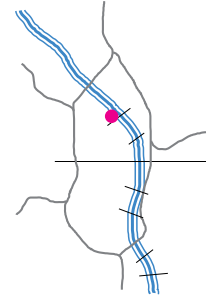


**CCNW13: GREENWAY TRAIL WEST - NORTH OF THE BROADWAY BRIDGE**

**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                      **Focal Features:** 3.29  
**Vegetation:** 2.00                      **Iconic:** 3.86  
**Horizon/Ridgetops:** 0.57  
**Water:** 3.57



View from Greenway Trail just north of Broadway Bridge



Viewpoint along Greenway Trail just north of Broadway Bridge



View from Greenway Trail just north of Broadway Bridge

**Viewpoint Amenities**

- Platform
- Guardrail
- Educational sign

**Access**

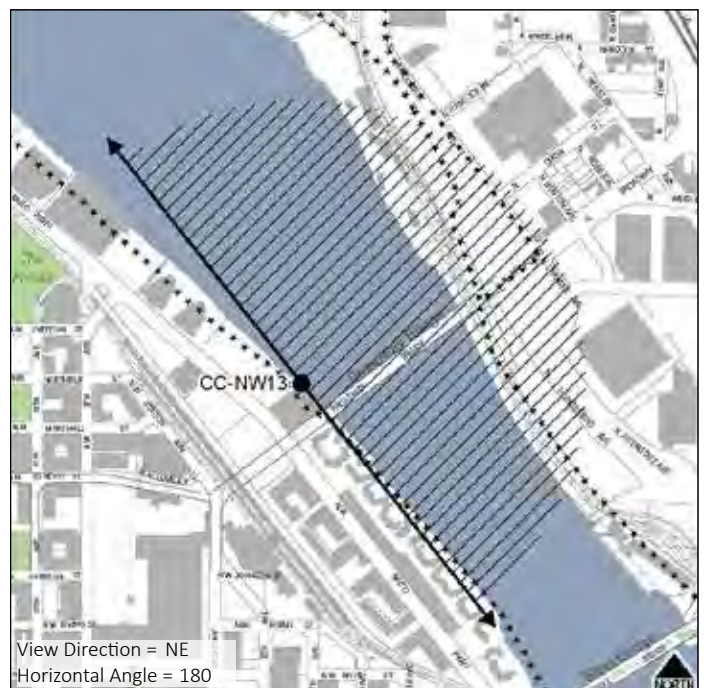
- Formal trail
- No transit stop
- Limited parking

**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.

**Old SRI ID:**

**Old Central City ID:**

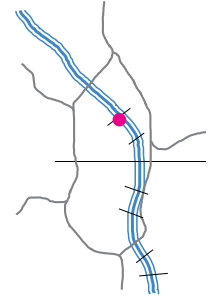


CCNW14:BROADWAY BRIDGE - SOUTH SIDE, WEST

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):** 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

**Vegetation:** 3.57

**Horizon/Ridgetops:** 2.43

**Water:** 5.57

**Focal Features:** 6.14

**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 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:** VM24-38 (Relocated)

**Old Central City ID:**



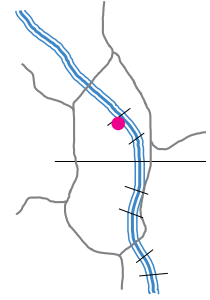
View Direction = SE  
Horizontal Angle = 180

**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                      **Focal Features:** 3.71  
**Vegetation:** 2.14                      **Iconic:** 4.43  
**Horizon/Ridgetops:** 0.00  
**Water:** 2.57



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**

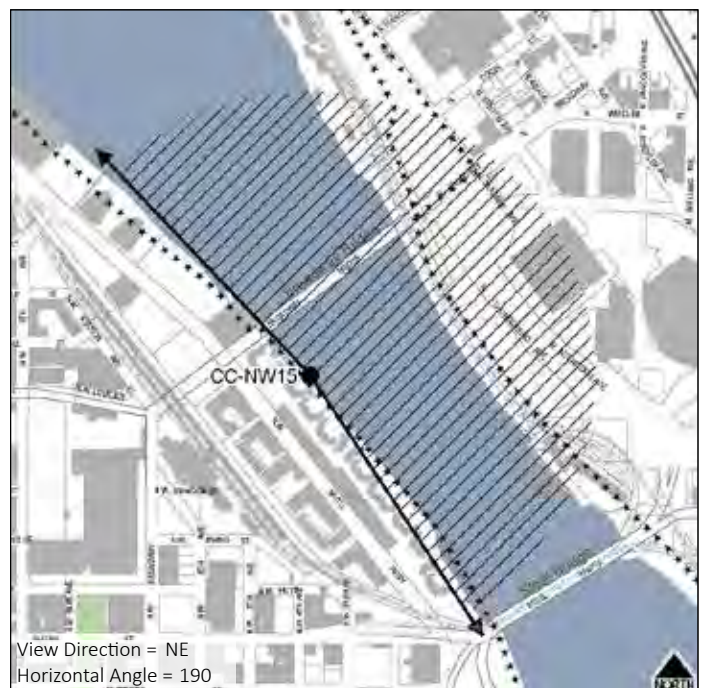
- Formal trail
- Transit stop
- Limited parking

**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 the Thunderbird site will affect this view.
- Additional amenities, such as benches, could enhance the viewer's experience.

**Old SRI ID:**

**Old Central City ID:**



**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

**Vegetation:** 2.43

**Horizon/Ridgetops:** 0.71

**Water:** 4.43

**Focal Features:** 5.71

**Iconic:** 5.71



View from Greenway Trail between Broadway and Steel Bridges





Viewpoint along Greenway Trail between Broadway and Steel Bridges

**Viewpoint Amenities**

- Seating wall
- Guardrail

**Access**

- Formal trail
- Transit stop
- Limited parking



Historic view from Greenway Trail between Broadway and Steel Bridges

**Management Considerations**

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

Old SRI ID: VB24-29

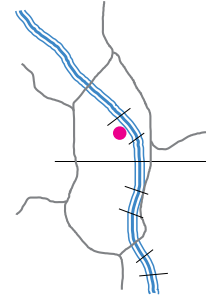
Old Central City ID: CCPV29



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):** Natural vegetation, West Hills

**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

**Vegetation:** 0.71

**Horizon/Ridgetops:** 0.71

**Water:** 0.43

**Focal Features:** 1.86

**Iconic:** 3.00

**Depth:** 1.14

**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:**

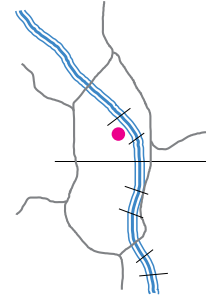
**Old Central City ID:**



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):** Union Station, Broadway Bridge

**Secondary Focal Feature(s):** Fremont Bridge, Centennial Mills, natural vegetation

**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

**Vegetation:** 2.14

**Horizon/Ridgetops:** 0.43

**Water:** 0.00

**Focal Features:** 5.86

**Iconic:** 6.71

**Depth:** 4.57

**Scope:** 4.14



View from Union Station pedestrian bridge



Viewpoint on Union Station pedestrian bridge

**Viewpoint Amenities**

- Guardrail

**Access**

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



Historic view from rail yards southwest of Union Station

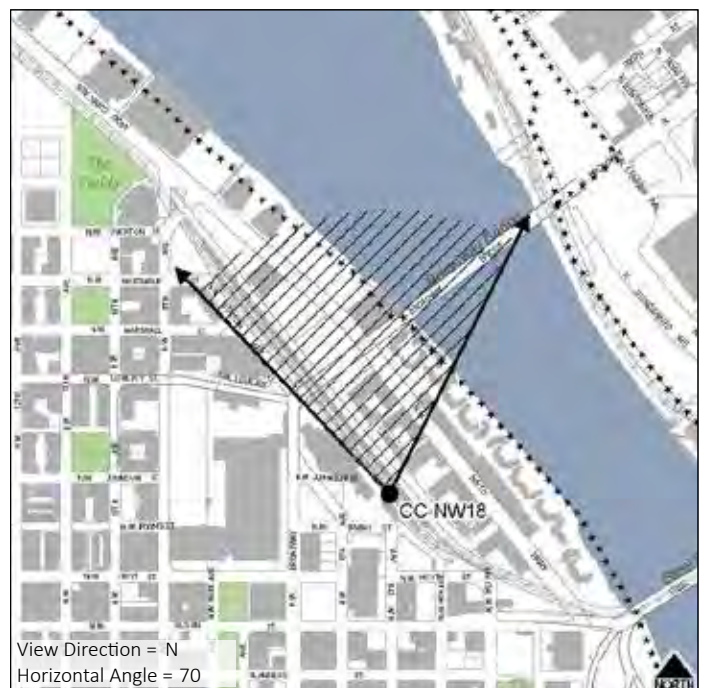
**Management Considerations**

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



**Old SRI ID:** VB24-30 (Relocated)

**Old Central City ID:**



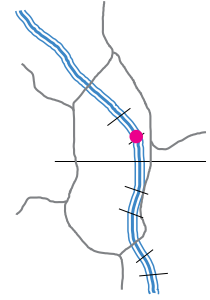
View Direction = N  
Horizontal Angle = 70

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

**Vegetation:** 3.43

**Horizon/Ridgetops:** 3.86

**Water:** 5.57

**Focal Features:** 5.29

**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

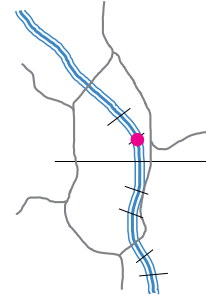


**CCNW20:STEEL BRIDGE - SOUTH SIDE (UPPER DECK),  
CENTER**

**GROUP: B**

**Description**

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

**Vegetation:** 4.43

**Horizon/Ridgetops:** 1.86

**Water:** 4.86

**Focal Features:** 5.43

**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



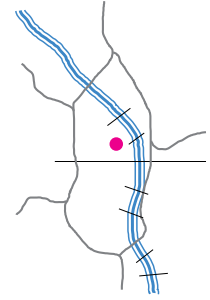
View Direction = SE  
Horizontal Angle = 180



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

**Vegetation:** 0.00

**Horizon/Ridgetops:** 0.00

**Water:** 0.00

**Focal Features:** 5.29

**Iconic:** 5.00

**Depth:** 3.14

**Scope:** 2.00



View from NW Glisan Street and NW 4th Avenue



Viewpoint at NW Glisan Street and NW 4th Avenue

**Viewpoint Amenities**

- None

**Access**

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



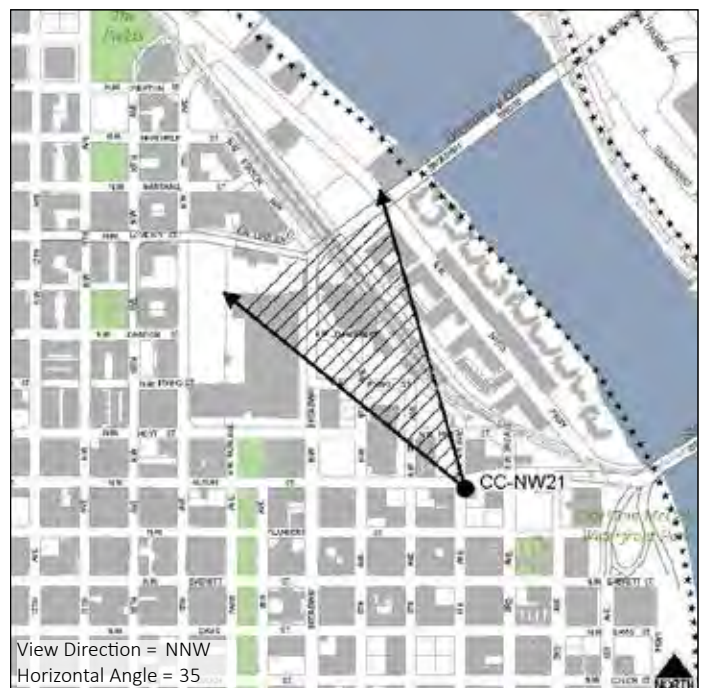
View of Steel Bridge from NW Glisan Street and NW 4th Avenue

**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.

**Old SRI ID:**

**Old Central City ID:**

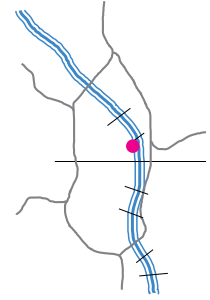


**CCNW22: GREENWAY TRAIL WEST - SOUTH OF STEEL  
BRIDGE**

**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

**Vegetation:** 2.14

**Horizon/Ridgetops:** 0.00

**Water:** 3.86

**Focal Features:** 4.71

**Iconic:** 5.57



View from Greenway Trail south of Steel Bridge



Viewpoint along Greenway Trail south of Steel Bridge

**Viewpoint Amenities**

- Seating wall
- Guardrail
- Lighting

**Access**

- Formal trail
- No transit stop
- Limited parking



View from Greenway Trail south of Steel Bridge

**Management Considerations**

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



**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

**Vegetation:** 1.43

**Horizon/Ridgetops:** 0.14

**Water:** 3.29

**Focal Features:** 5.14

**Iconic:** 5.29



View from Greenway Trail West at stairs near NW Everett Street



Viewpoint along Greenway Trail at stairs near NW Everett Street

**Viewpoint Amenities**

- Guardrail
- Lighting
- Water fountain

**Access**

- Formal trail
- Transit stop
- Limited parking



View from Greenway Trail at stairs near NW Everett Street

**Management Considerations**

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

**Old SRI ID:**

**Old Central City ID: CCPV25**

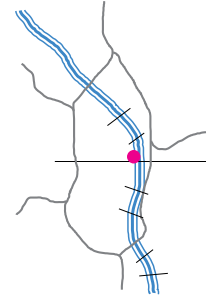


**CCNW24: GREENWAY TRAIL WEST - AT NW COUCH STREET**

**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                      **Focal Features:** 3.00  
**Vegetation:** 1.14                      **Iconic:** 4.57  
**Horizon/Ridgetops:** 0.00  
**Water:** 2.29



View from Greenway Trail at NW Couch Street





Viewpoint along Greenway Trail at NW Couch Street

**Viewpoint Amenities**

- Guardrail
- Lighting
- Water fountain

**Access**

- Formal trail
- Transit stop
- Limited parking



Japanese American Historical Plaza along Greenway Trail at NW Couch Street

**Management Considerations**

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

**Old SRI ID:**

**Old Central City ID:**



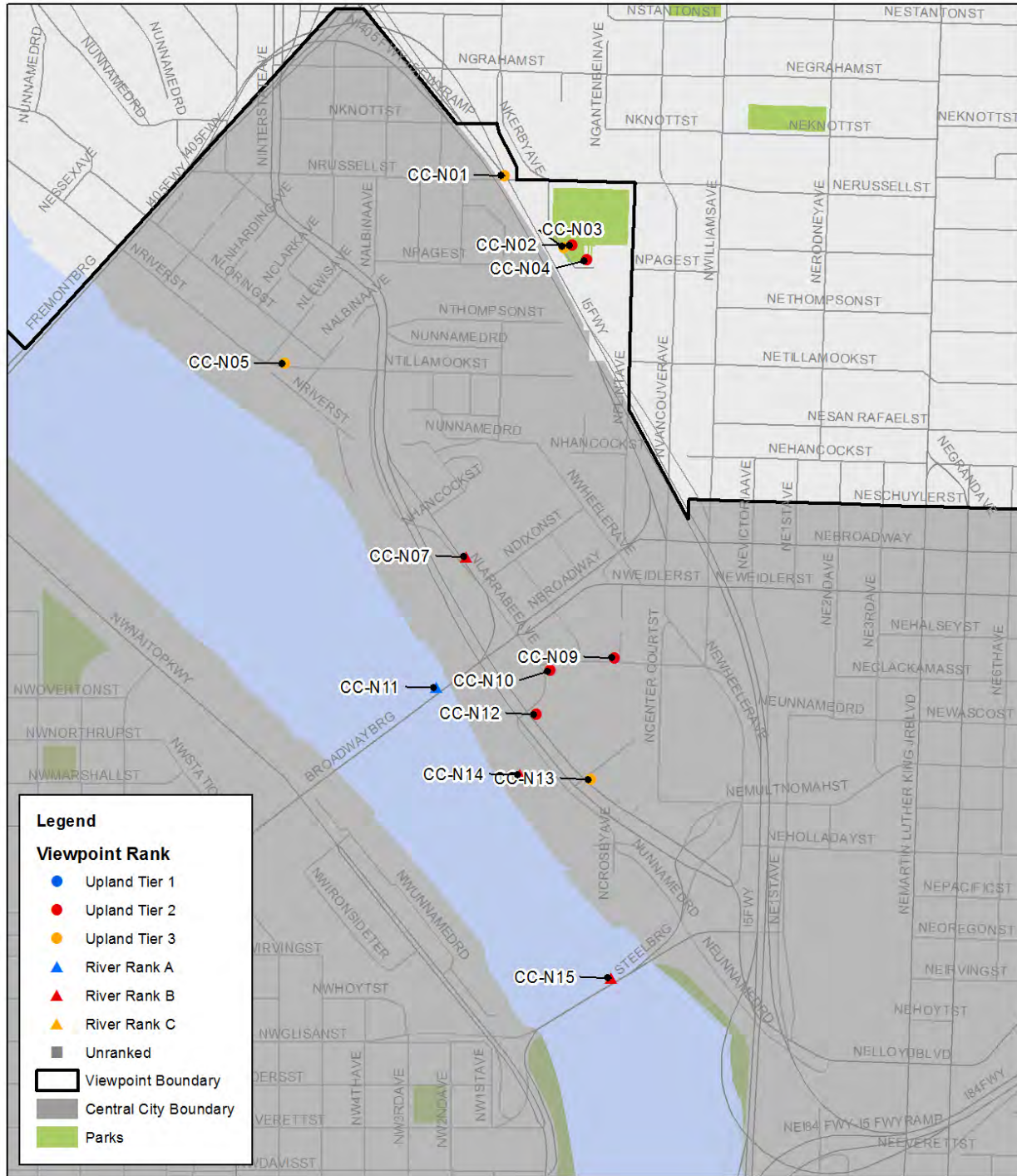
View Direction = E  
Horizontal Angle = 190



### **3.b.3. Results for North**

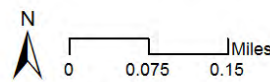
There are 13 viewpoints in the north quadrant of the Central City Scenic Resources Inventory. The viewpoints are numbered within the quadrant starting in the northwest corner and progressing left to right from N Graham Street south to E Burnside Street.

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.



### Central City Scenic Resources Protection Plan

June 2016  
 City of Portland, Oregon  
 Bureau of Planning and Sustainability

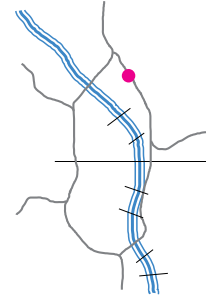


Map 6: Scenic Views and Viewpoints - North Quadrant

**CCN01: 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

**Vegetation:** 2.00

**Horizon/Ridgetops:** 3.14

**Water:** 0.00

**Focal Features:** 5.86

**Iconic:** 4.29

**Depth:** 2.29

**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**

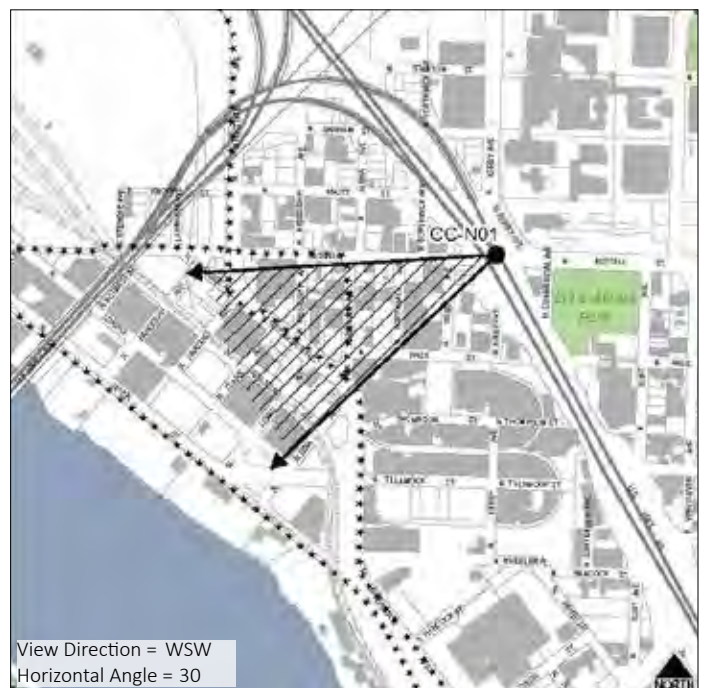
- Viewpoint location under the freeway makes it feel unsafe.

**Access**

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

**Old SRI ID:**

**Old Central City ID:**



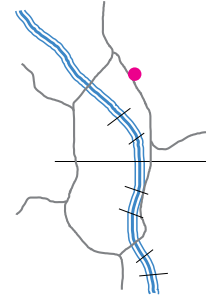
# SCENIC RESOURCES INVENTORY

## 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

**Vegetation:** 3.29

**Horizon/Ridgetops:** 2.86

**Water:** 0.29

**Focal Features:** 6.29

**Iconic:** 5.71

**Depth:** 3.43

**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

**Access**

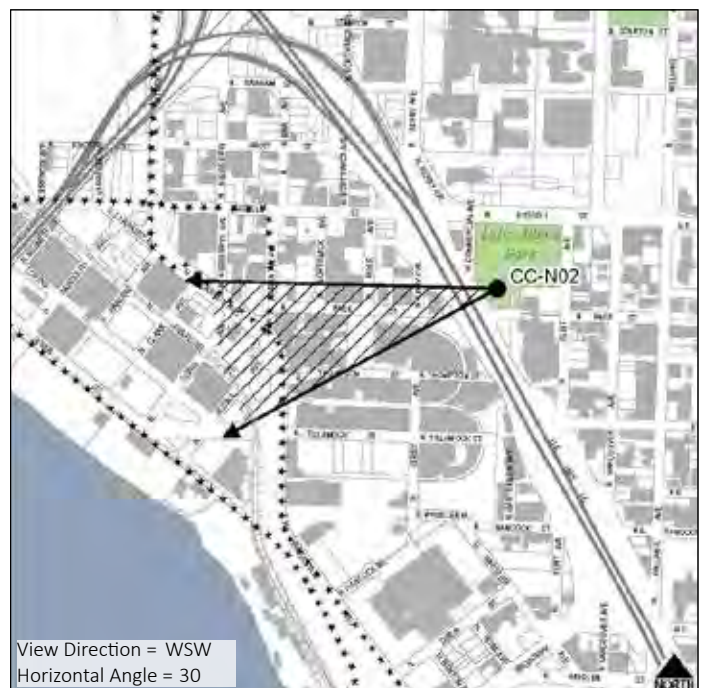
- Informal trail
- No transit stop
- Limited parking

**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.

**Old SRI ID:**

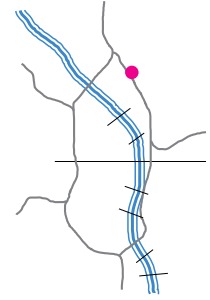
**Old Central City ID:**



**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

**Vegetation:** 3.00

**Horizon/Ridgetops:** 5.57

**Water:** 0.00

**Focal Features:** 3.57

**Iconic:** 5.14

**Depth:** 3.14

**Scope:** 3.29



View from N Commercial Avenue at Lillis Albina Park





Viewpoint at N Commercial Avenue at Lillis Albina Park

**Viewpoint Amenities**

- None

**Access**

- Street/Auto
- Sidewalk
- No transit stop



View from N Commercial Avenue at Lillis Albina Park

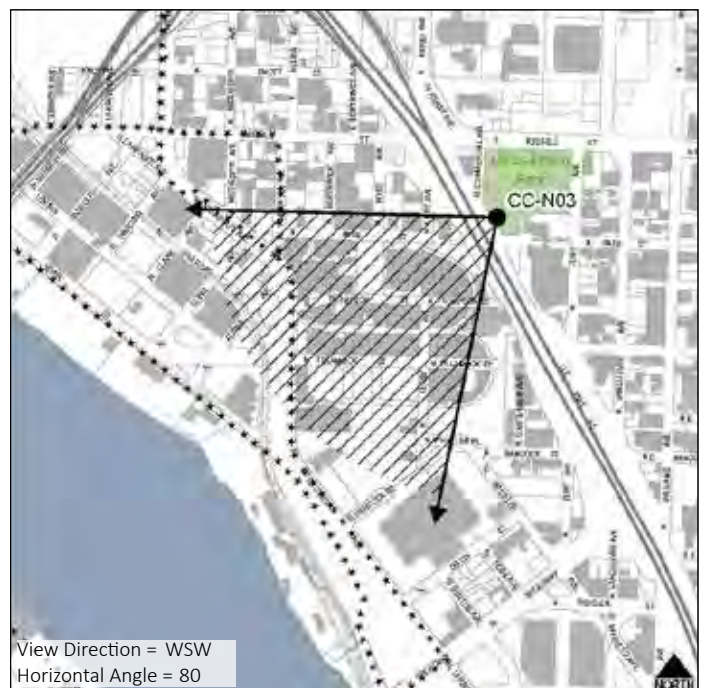
**Management Considerations**

- 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.



Old SRI ID:

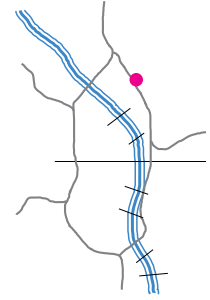
Old Central City ID:



**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

**Vegetation:** 3.71

**Horizon/Ridgetops:** 5.00

**Water:** 0.00

**Focal Features:** 5.57

**Iconic:** 4.86

**Depth:** 4.86

**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

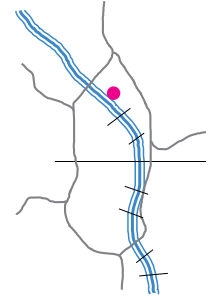
**Old Central City ID:**



**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

**Vegetation:** 0.71

**Horizon/Ridgetops:** 1.14

**Water:** 0.00

**Focal Features:** 5.14

**Iconic:** 4.71

**Depth:** 2.00

**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:**

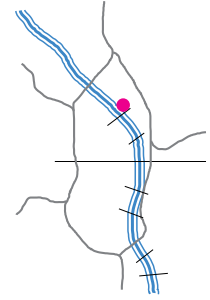


**CCN07: N LARRABEE AVENUE BETWEEN N DIXON STREET AND N HANCOCK STREET**

**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**

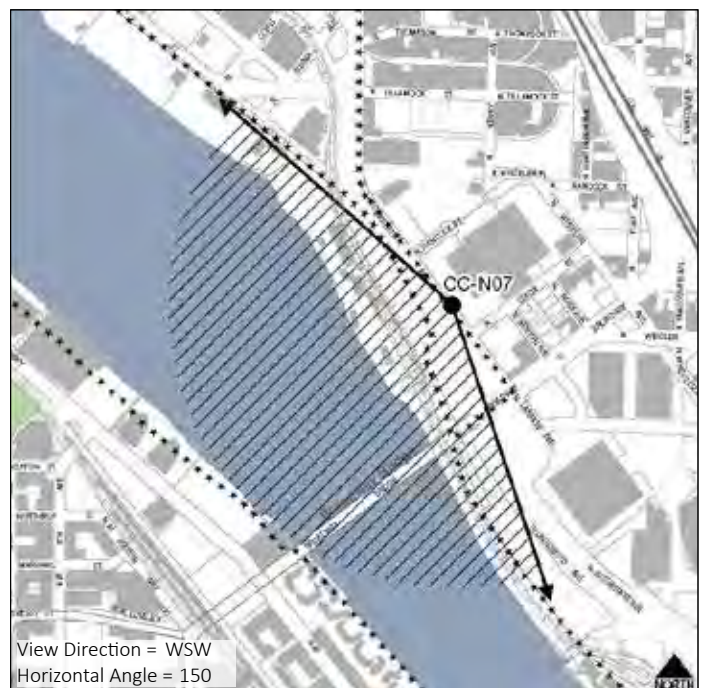
- Street/Auto
- Bike lane
- No transit stop
- Parking across the street

**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

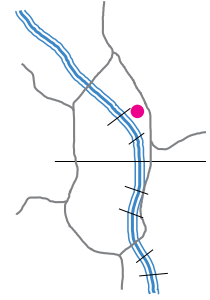
**Old Central City ID:**



**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):**

**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

**Vegetation:** 4.14

**Horizon/Ridgetops:** 4.14

**Water:** 0.00

**Focal Features:** 5.29

**Iconic:** 5.29

**Depth:** 3.29

**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

**Access**

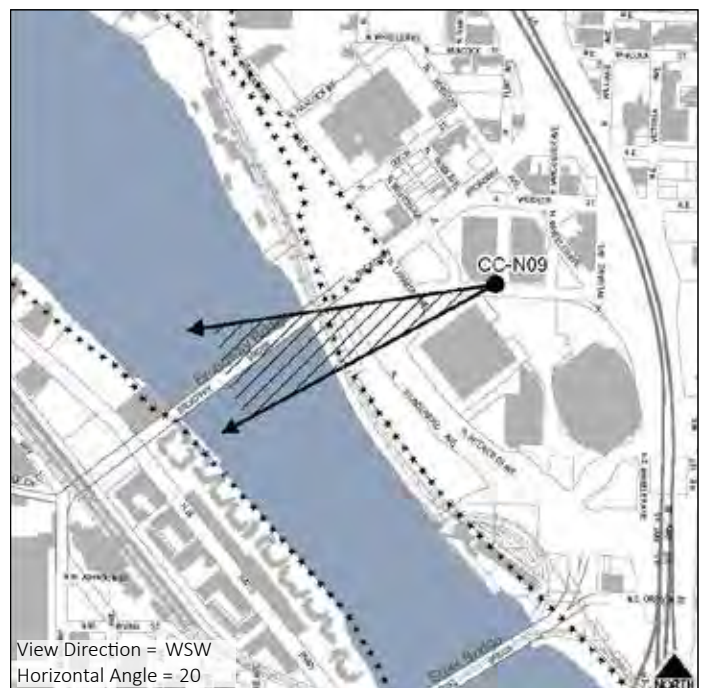
- Street/Auto
- Sidewalk
- Transit stop
- Limited parking

**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.

**Old SRI ID:**

**Old Central City ID:**

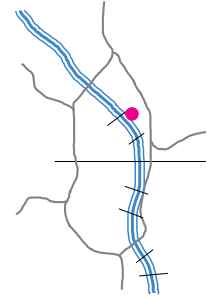


View Direction = WSW  
Horizontal Angle = 20

**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

**Vegetation:** 2.43

**Horizon/Ridgetops:** 3.57

**Water:** 0.00

**Focal Features:** 5.43

**Iconic:** 5.43

**Depth:** 4.00

**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**

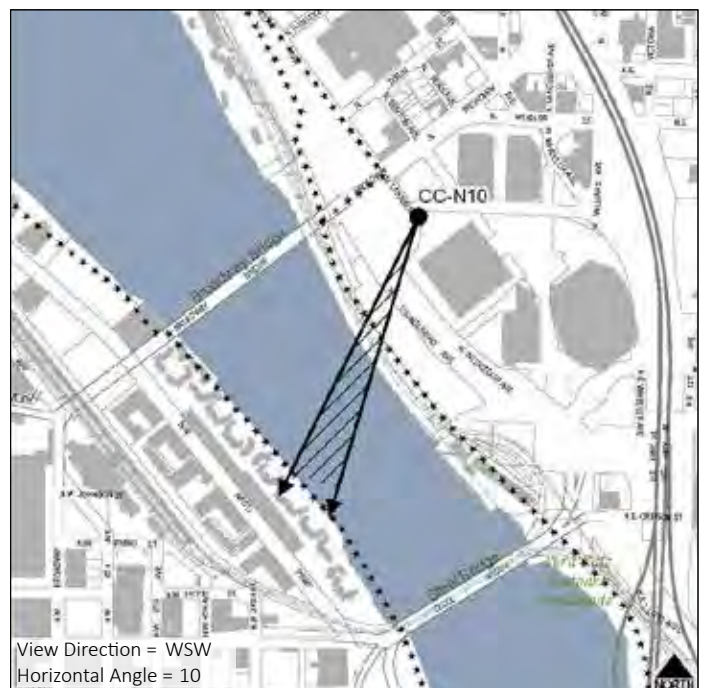
- Vegetation encroaches on this view from the sides; vegetation management could open up the view.

**Access**

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

**Old SRI ID:**

**Old Central City ID:**

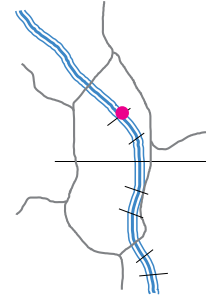


**CCN11: BROADWAY BRIDGE - NORTH SIDE, EAST**

**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

**Vegetation:** 3.83

**Horizon/Ridgetops:** 3.17

**Water:** 6.33

**Focal Features:** 7.67

**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**

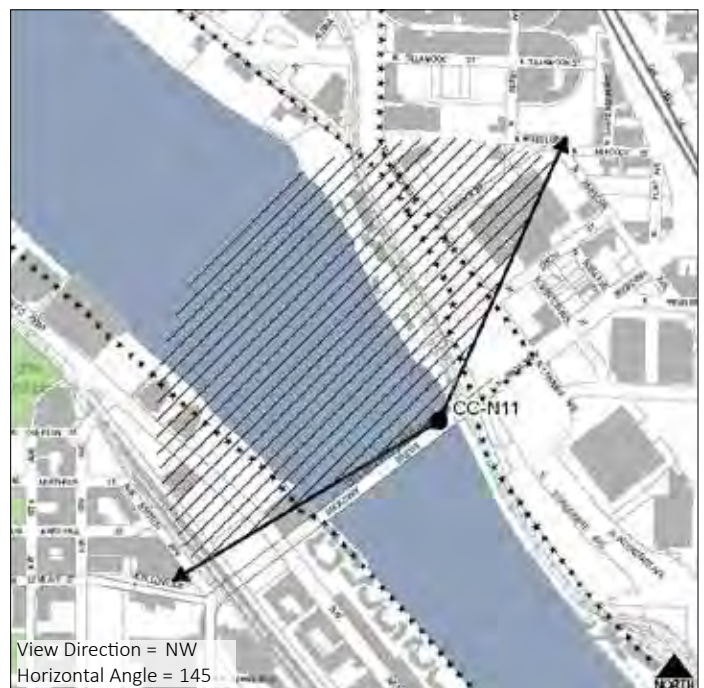
- Street/Auto
- Sidewalk
- No pedestrian refuges or separated bike/ped lanes
- No transit stop
- No parking

**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:**

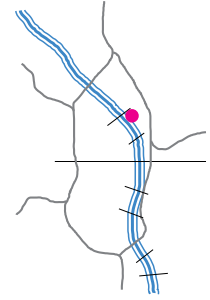


View Direction = NW  
Horizontal Angle = 145

**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

**Vegetation:** 0.86

**Horizon/Ridgetops:** 3.14

**Water:** 0.00

**Focal Features:** 5.29

**Iconic:** 6.14

**Depth:** 4.14

**Scope:** 4.43



View from N Larrabee Avenue and N Interstate Avenue



Viewpoint at N Larrabee and N Interstate Avenues

**Viewpoint Amenities**

- None

**Access**

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



View of Union Station from N Larrabee and N Interstate Avenues

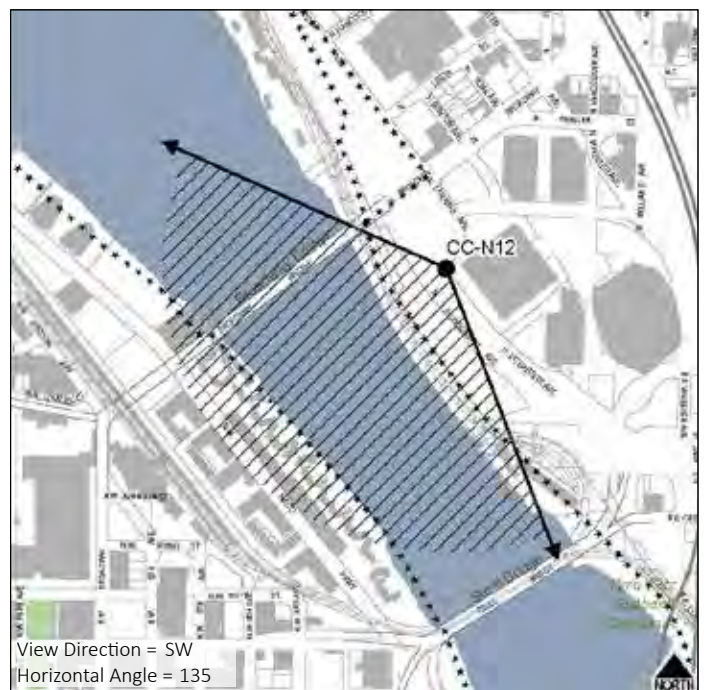
**Management Considerations**

- 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.

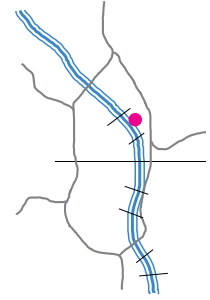


**Old SRI ID:**

**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**

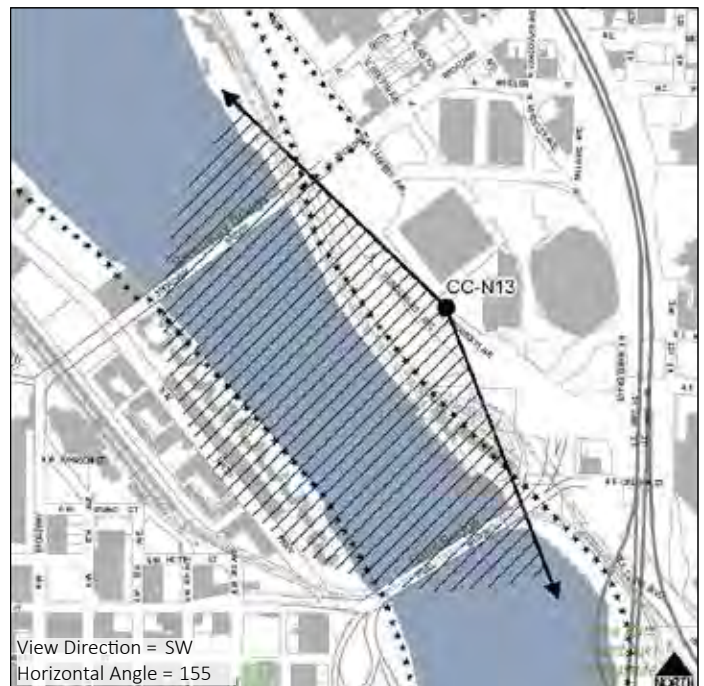
- Street/Auto
- Bike lane
- Partial sidewalk
- Transit stop
- Limited parking

**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

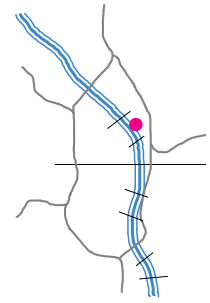
## RIVER VIEW

### 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

**Vegetation:** 2.14

**Horizon/Ridgetops:** 3.14

**Water:** 5.00

**Focal Features:** 5.29

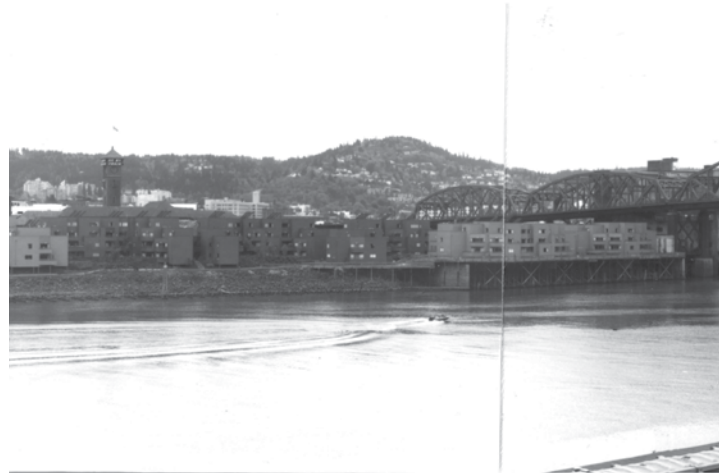
**Iconic:** 6.14



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

**Access**

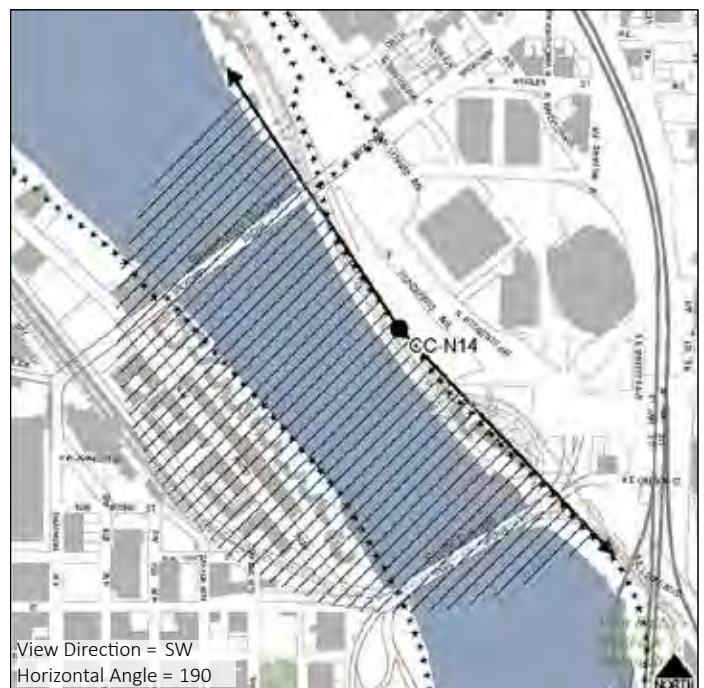
- Informal trail
- Potential transit stop (transit stop close-by but currently no connection as site is fenced off)
- Limited parking

**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.

**Old SRI ID:** VC24-47

**Old Central City ID:**

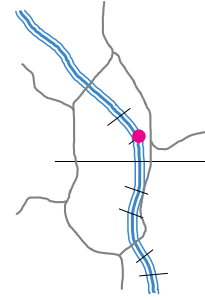


**CCN15: STEEL BRIDGE - NORTH SIDE, EAST**

**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

**Vegetation:** 3.57

**Horizon/Ridgetops:** 3.86

**Water:** 4.86

**Focal Features:** 5.29

**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**

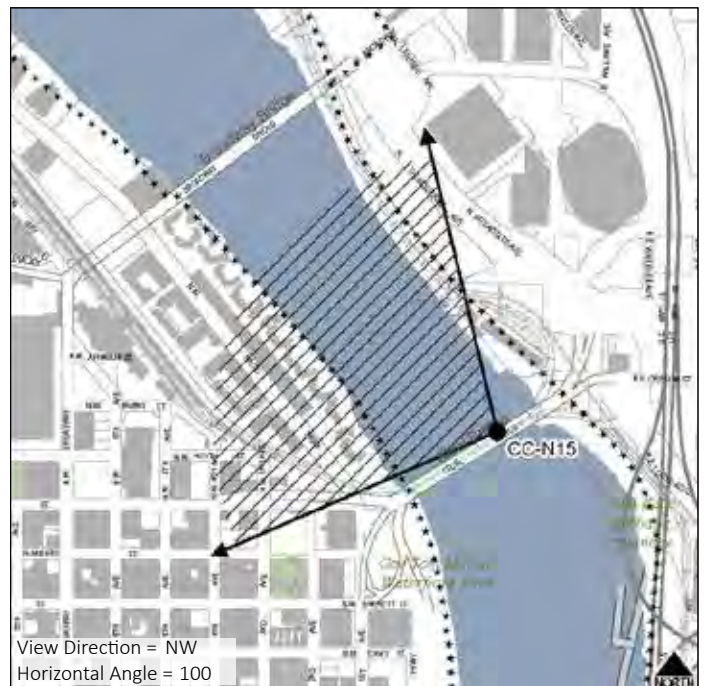
- Street/Auto
- Sidewalk
- No pedestrian refuges or separated bike/ped lanes
- No transit stop
- No parking

**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:**

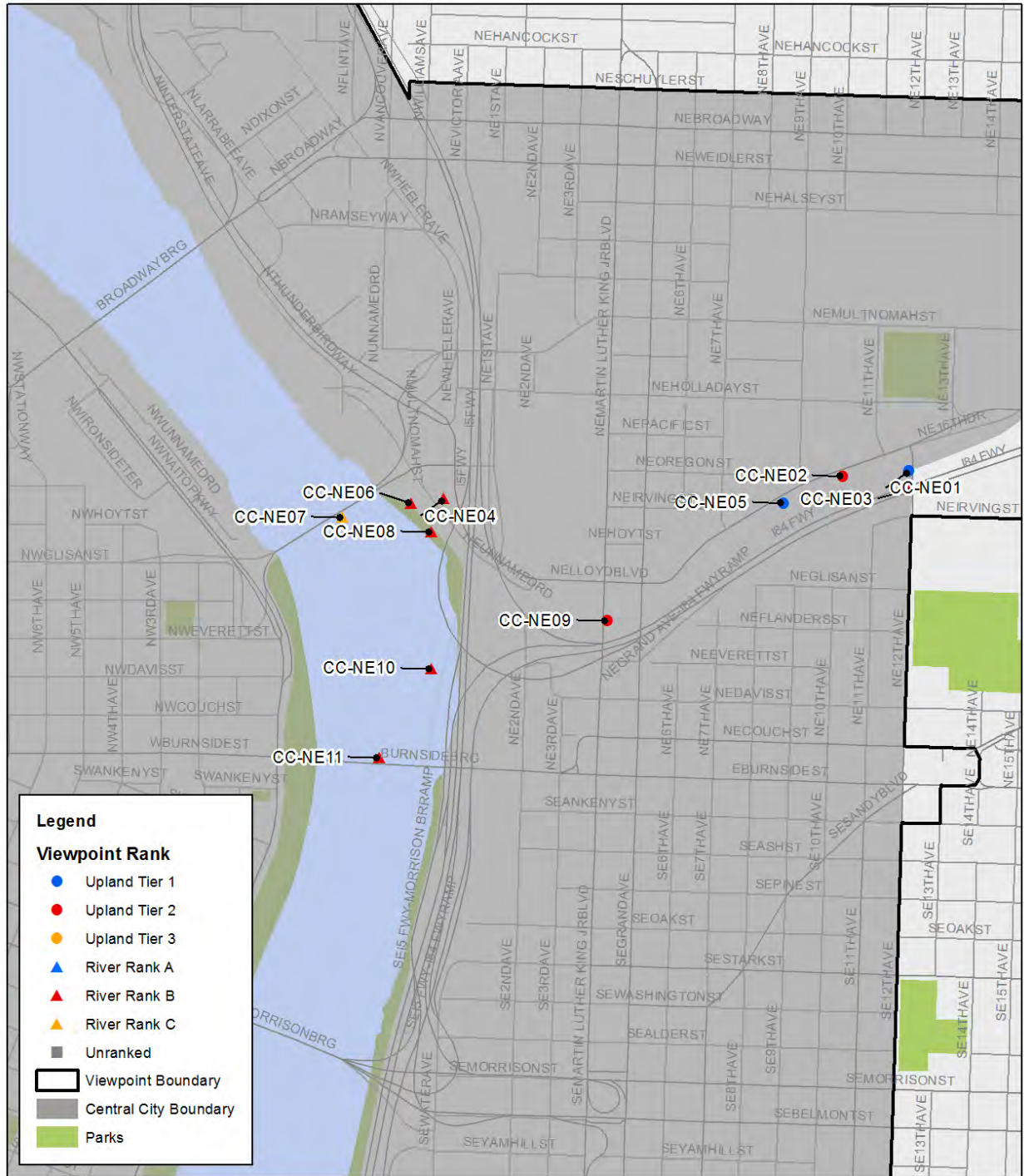
**Old Central City ID:**



View Direction = NW  
Horizontal Angle = 100

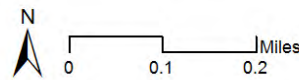
### **3.b.4. Results for Northeast**

There are 11 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.



### Central City Scenic Resources Protection Plan

June 2016  
 City of Portland, Oregon  
 Bureau of Planning and Sustainability



Map 7: Scenic Views and Viewpoints - Northeast Quadrant

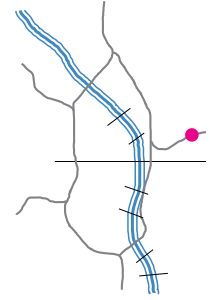
# SCENIC RESOURCES INVENTORY

## 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

**Vegetation:** 6.43

**Horizon/Ridgetops:** 6.86

**Water:** 0.00

**Focal Features:** 6.14

**Iconic:** 6.43

**Depth:** 6.14

**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**

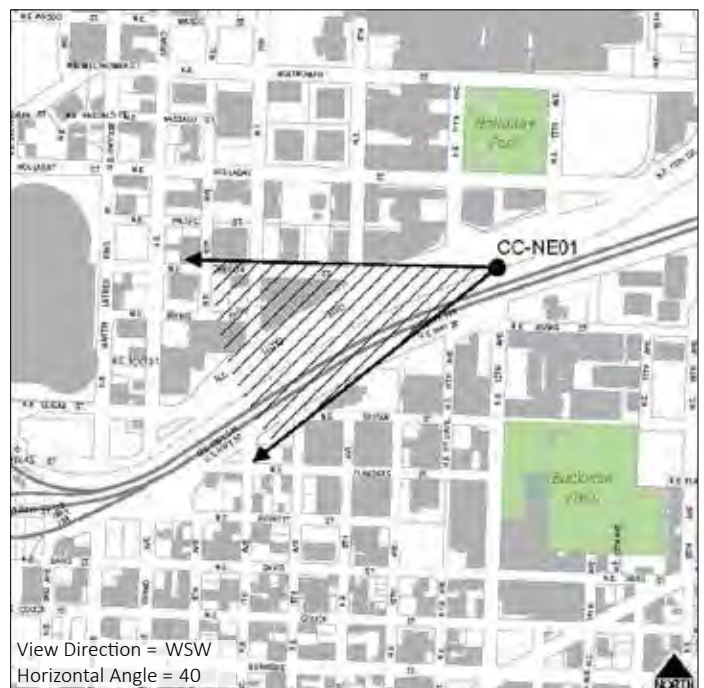
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- Limited parking

**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**

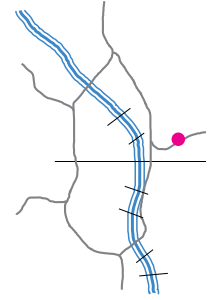
**Old Central City ID:**



**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

**Vegetation:** 3.29

**Horizon/Ridgetops:** 3.57

**Water:** 0.00

**Focal Features:** 5.71

**Iconic:** 5.71

**Depth:** 5.43

**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

**Access**

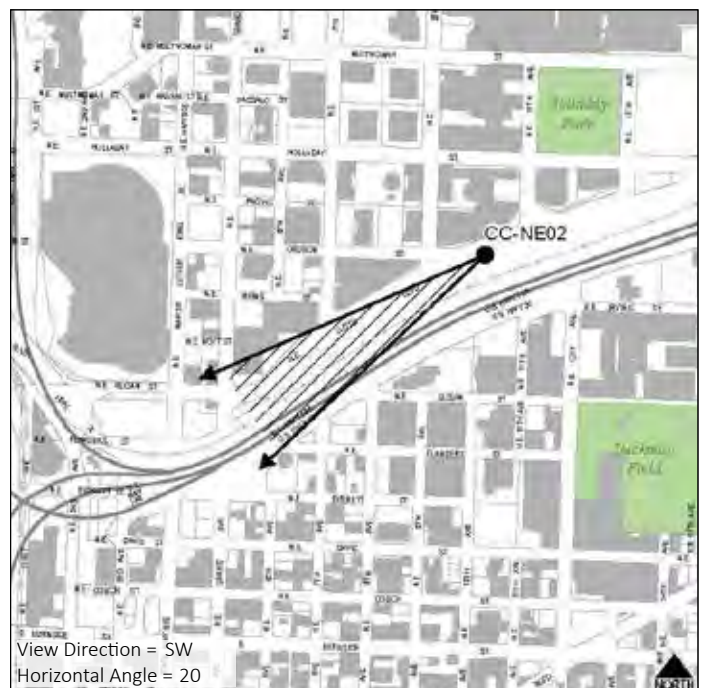
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- No parking

**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.

**Old SRI ID:**

**Old Central City ID:**



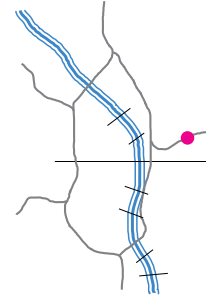
# SCENIC RESOURCES INVENTORY

## 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

**Vegetation:** 4.43

**Horizon/Ridgetops:** 2.71

**Water:** 0.00

**Focal Features:** 5.14

**Iconic:** 5.00

**Depth:** 4.57

**Scope:** 3.43



View from NE 12th Avenue and Interstate 84 overpass



Viewpoint at NE 12th Avenue and I-84 overpass

**Viewpoint Amenities**

- Guardrail

**Access**

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



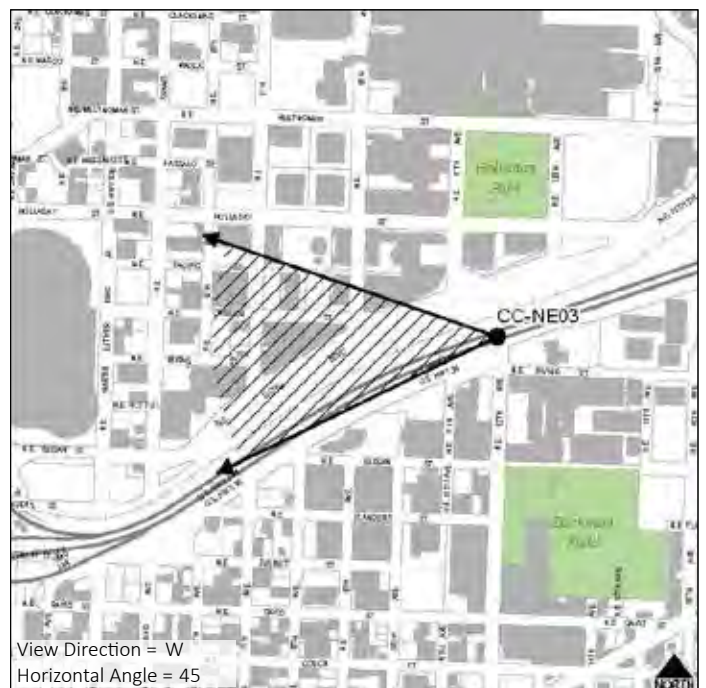
View from NE 12th Avenue and I-84 overpass

**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.

**Old SRI ID:**

**Old Central City ID:**



# SCENIC RESOURCES INVENTORY

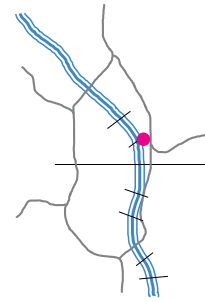
## RIVER VIEW

### 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

**Vegetation:** 3.14

**Horizon/Ridgetops:** 1.71

**Water:** 4.14

**Focal Features:** 5.00

**Iconic:** 5.57



View from Peace Park



Viewpoint at Peace Park

**Viewpoint Amenities**

- Seating wall
- Platform
- Guardrail
- Lighting

**Access**

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



View of downtown and White Stag sign from Peace Park

**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

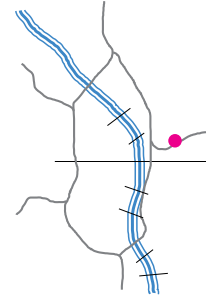
Old Central City ID:



**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

**Vegetation:** 4.00

**Horizon/Ridgetops:** 3.71

**Water:** 0.86

**Focal Features:** 5.86

**Iconic:** 6.00

**Depth:** 6.14

**Scope:** 4.57



View from NE Lloyd Boulevard west of NE 9th Avenue





Viewpoint at NE Lloyd Boulevard west of NE 9th Avenue

**Viewpoint Amenities**

- None

**Access**

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



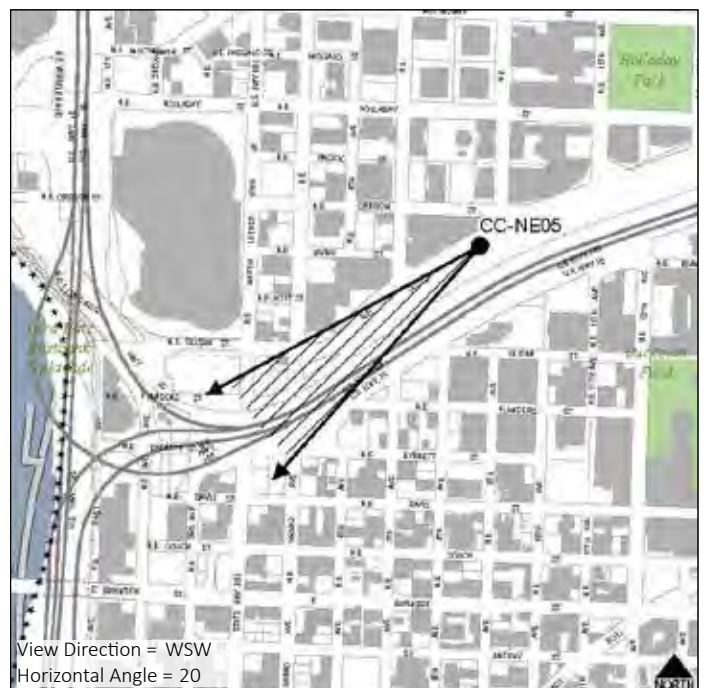
Overgrown vegetation at NE Lloyd Boulevard west of NE 9th Avenue

**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.

**Old SRI ID:**

**Old Central City ID:**

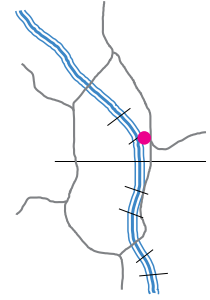


**CCNE06: MID-RAMP ON BIKE/PEDESTRIAN PATH TO  
STEEL BRIDGE**

**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

**Vegetation:** 5.29

**Horizon/Ridgetops:** 3.14

**Water:** 4.29

**Focal Features:** 6.00

**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

**Viewpoint Amenities**

- Platform
- Guardrail

**Access**

- Formal trail
- No transit stop
- No parking



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

**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.

**Old SRI ID:**

**Old Central City ID:**

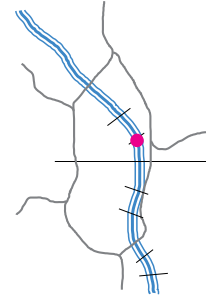


**CCNE07: STEEL BRIDGE - LOWER DECK, CENTER**

**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

**Vegetation:** 1.43

**Horizon/Ridgetops:** 0.00

**Water:** 2.43

**Focal Features:** 2.29

**Iconic:** 3.14



View from Steel Bridge lower deck bike/pedestrian path



Viewpoint along 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



View from Steel Bridge lower deck bike/pedestrian path

**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:**

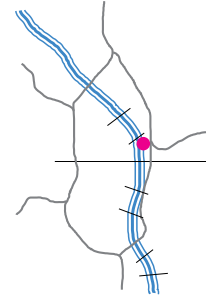


**CCNE08: EASTBANK ESPLANADE - SOUTH OF STEEL BRIDGE**

**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

**Vegetation:** 3.71

**Horizon/Ridgetops:** 2.71

**Water:** 5.14

**Focal Features:** 5.71

**Iconic:** 6.43



View from Eastbank Esplanade south of Steel Bridge



Viewpoint along Eastbank Esplanade south of Steel Bridge

**Viewpoint Amenities**

- Guardrail

**Access**

- Formal trail
- No transit stop
- No parking



View of Steel Bridge from Eastbank Esplanade south of Steel Bridge

**Management Considerations**

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



**Old SRI ID:**

**Old Central City ID: CCPV26**



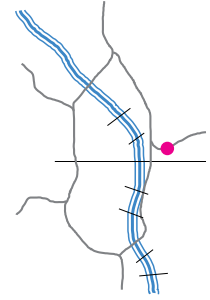
# SCENIC RESOURCES INVENTORY

## 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):** 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

**Vegetation:** 1.86

**Horizon/Ridgetops:** 2.86

**Water:** 0.00

**Focal Features:** 4.14

**Iconic:** 5.43

**Depth:** 3.71

**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

**Access**

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

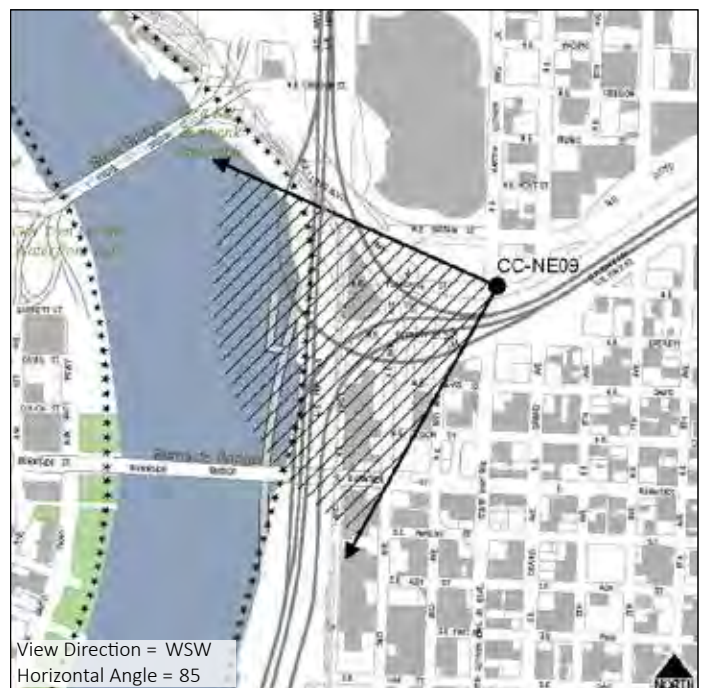
**Management Considerations**

- 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.



**Old SRI ID:**

**Old Central City ID:**

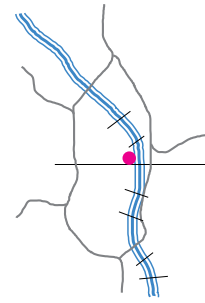


## CCNE10: DUCKWORTH DOCK - SOUTH END

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

**Viewpoint Amenities**

- Lighting

**Access**

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



View from Duckworth Dock south end

**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:**

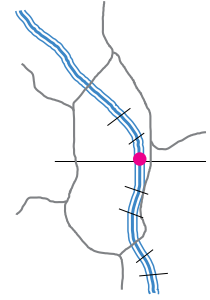


**CCNE11: BURNSIDE BRIDGE - NORTH SIDE, CENTER**

**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

**Vegetation:** 3.43

**Horizon/Ridgetops:** 2.57

**Water:** 5.29

**Focal Features:** 6.71

**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

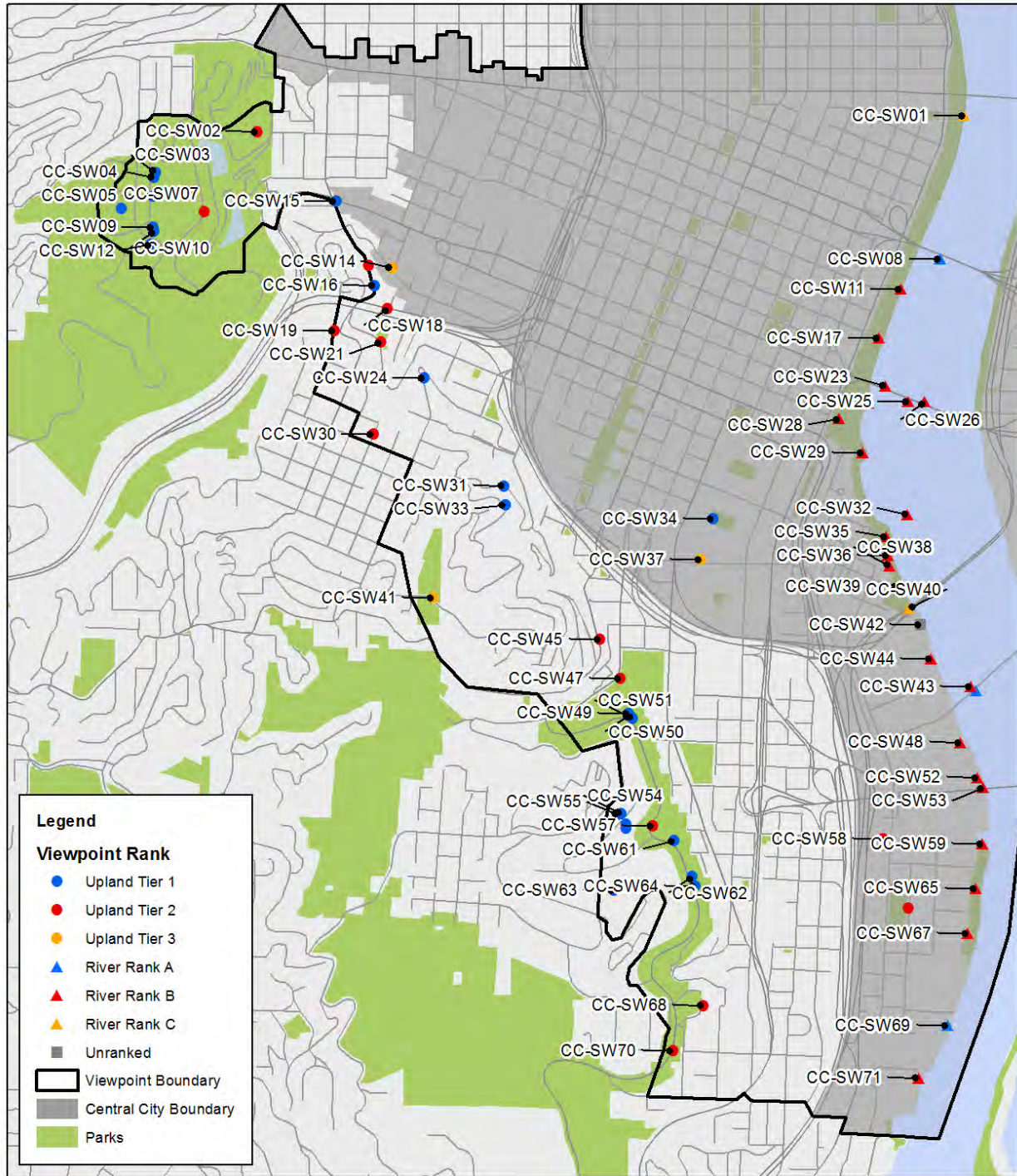
Old Central City ID: CCPV24



### **3.b.5. Results for Southwest**

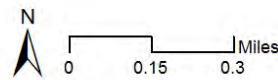
There are 69 viewpoints in the southwest quadrant of the Central City Scenic Resources Inventory. The viewpoints are numbered within the quadrant starting in the northwest corner and progressing left to right from W Burnside Street south to SW Hamilton Court (the boundary of the Central City 2035 Plan area).

Note – 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. Viewpoints CCSW32, CCSW36, and CCSW68 have two views; and CCSW58 has four views.



### Central City Scenic Resources Protection Plan

June 2016  
 City of Portland, Oregon  
 Bureau of Planning and Sustainability



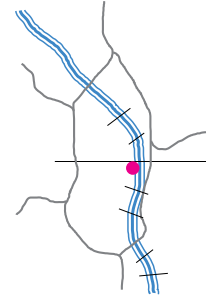
Map 8: Scenic Views and Viewpoints - Southwest Quadrant

**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                      **Focal Features:** 4.29  
**Vegetation:** 2.00                      **Iconic:** 3.71  
**Horizon/Ridgetops:** 0.86  
**Water:** 3.00



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

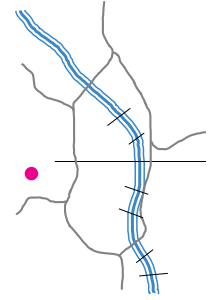


View Direction = E  
Horizontal Angle = 190

**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

**Vegetation:** 1.14

**Horizon/Ridgetops:** 3.14

**Water:** 0.00

**Focal Features:** 7.14

**Iconic:** 6.86

**Depth:** 4.14

**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

**Access**

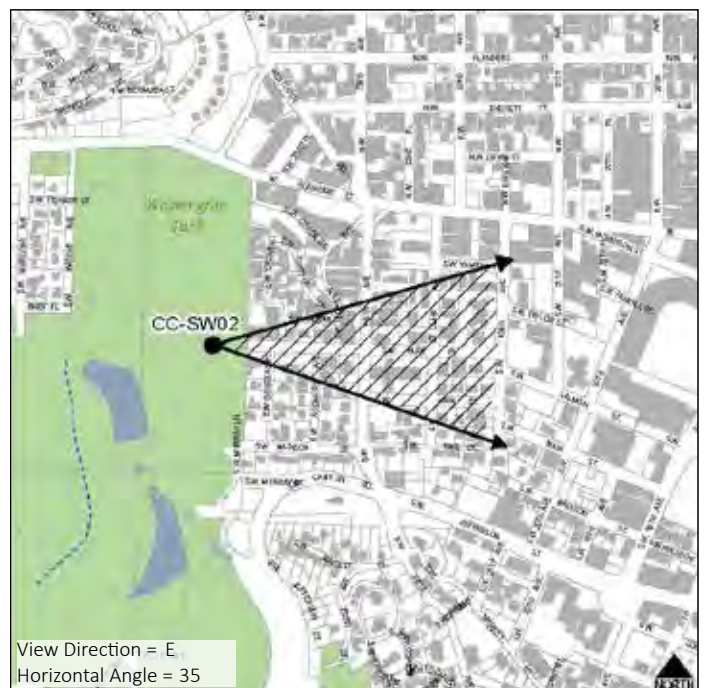
- Street/Auto
- Sidewalk
- Transit stop
- No parking

**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.

**Old SRI ID:** VC23-04

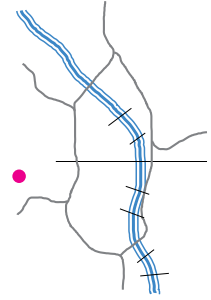
**Old Central City ID:**



**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

**Vegetation:** 4.71

**Horizon/Ridgetops:** 8.29

**Water:** 0.00

**Focal Features:** 9.57

**Iconic:** 8.29

**Depth:** 9.43

**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**

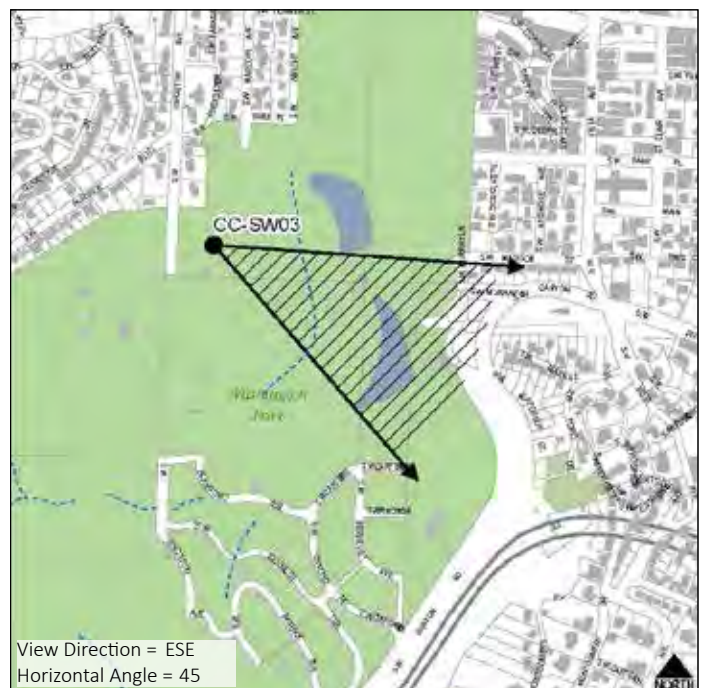
- Street/Auto
- Sidewalk
- No transit stop
- Adjacent parking

**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:**

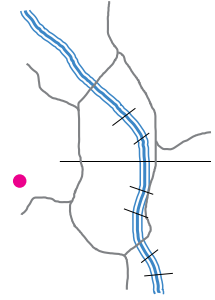
**Old Central City ID:**



**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

**Vegetation:** 4.29

**Horizon/Ridgetops:** 5.86

**Water:** 0.00

**Focal Features:** 6.57

**Iconic:** 7.29

**Depth:** 7.86

**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**

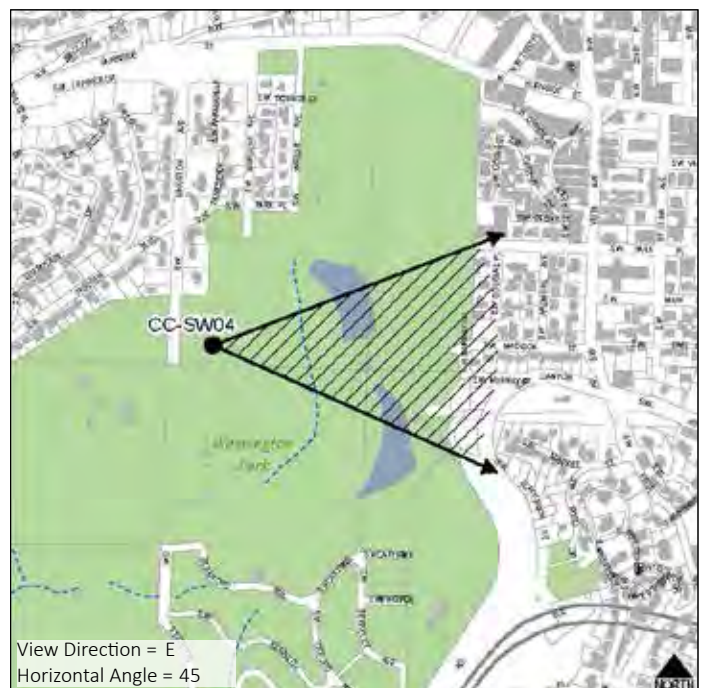
- Street/Auto
- Sidewalk
- Transit stop
- Adjacent parking

**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

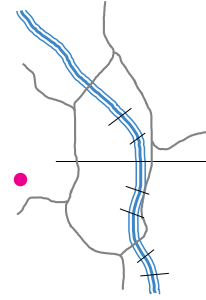
**Old Central City ID:**



**CCSW05: INTERNATIONAL ROSE TEST GARDEN - TOP OF STAIRS ABOVE GAZEBO**

**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

**Vegetation:** 1.43

**Horizon/Ridgetops:** 0.14

**Water:** 0.00

**Focal Features:** 5.00

**Iconic:** 6.57

**Depth:** 4.14

**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

**Access**

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

**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.

Old SRI ID: VM23-08

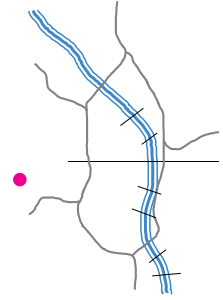
Old Central City ID:



**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

**Vegetation:** 5.71

**Horizon/Ridgetops:** 5.71

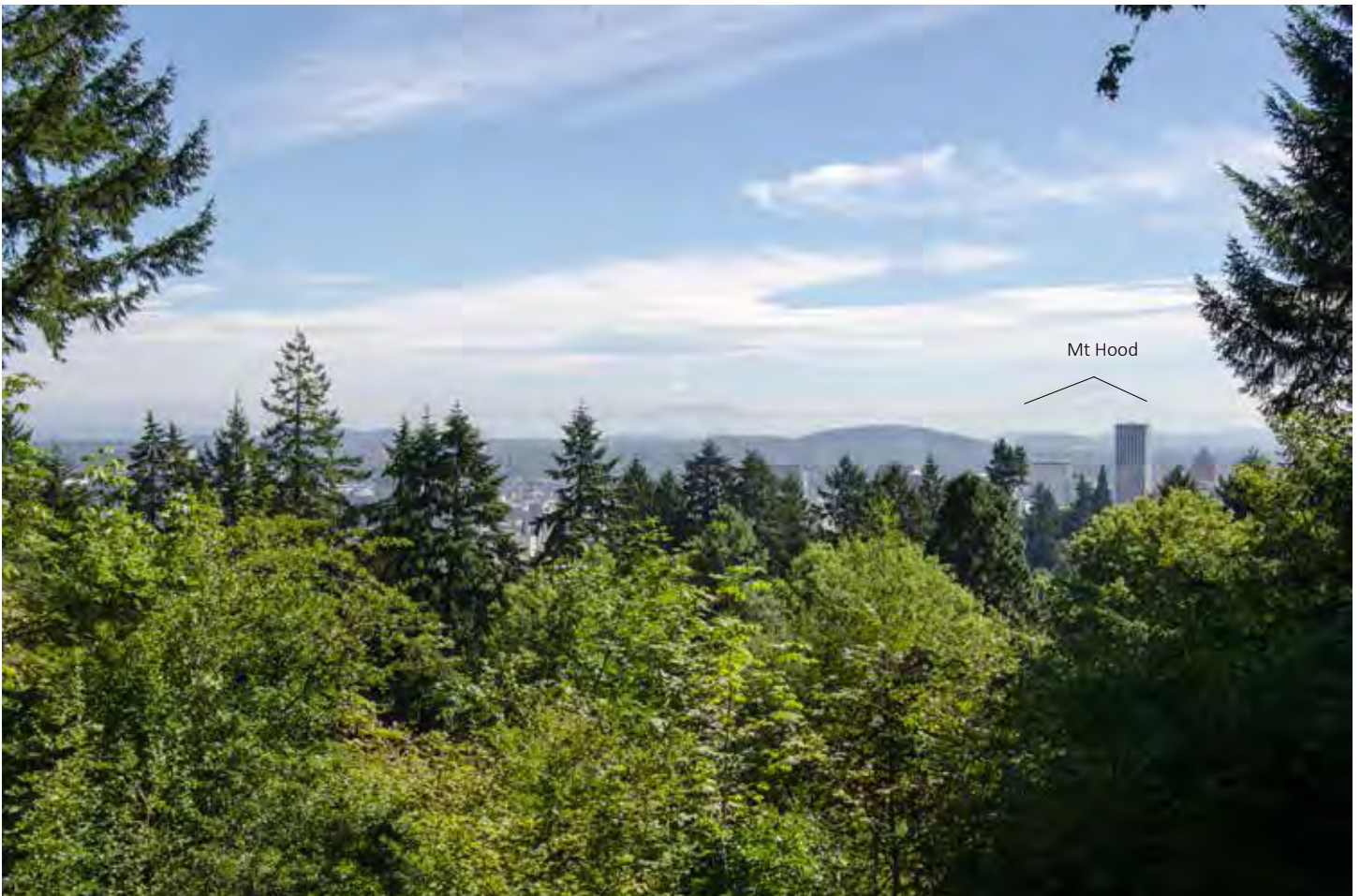
**Water:** 1.00

**Focal Features:** 7.43

**Iconic:** 7.57

**Depth:** 6.71

**Scope:** 4.86



View from Portland Japanese Garden



Viewpoint at Portland Japanese Garden

**Viewpoint Amenities**

- Platform

**Access**

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



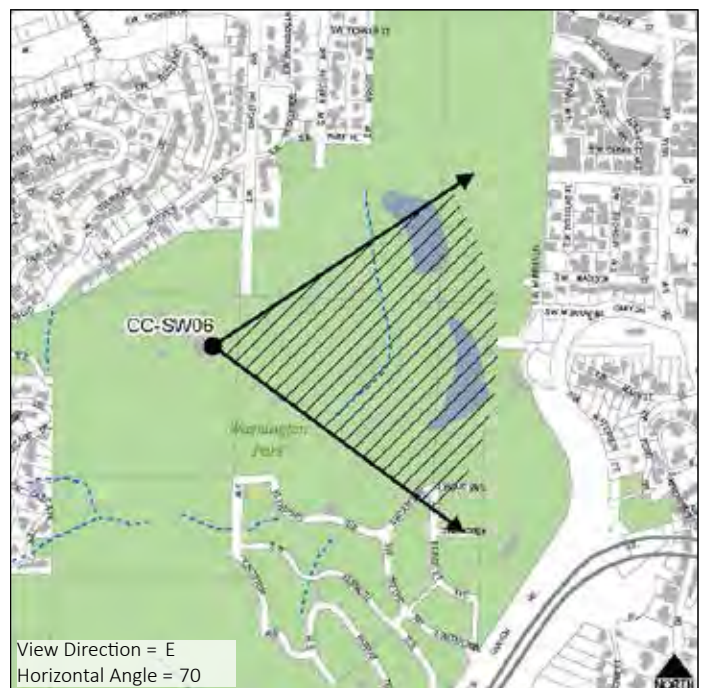
Historic view from Portland Japanese Garden (March 1971)

**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:**

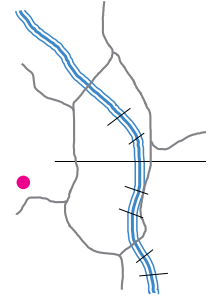
**Old Central City ID:**



**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

**Vegetation:** 4.71

**Horizon/Ridgetops:** 3.14

**Water:** 0.00

**Focal Features:** 5.29

**Iconic:** 6.00

**Depth:** 5.71

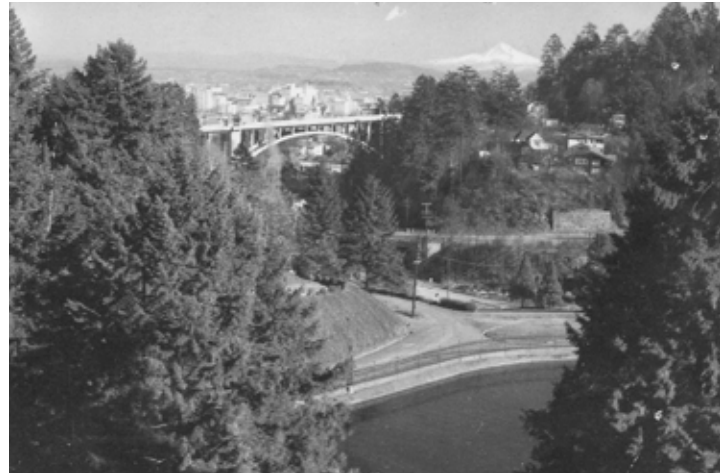
**Scope:** 4.29



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**

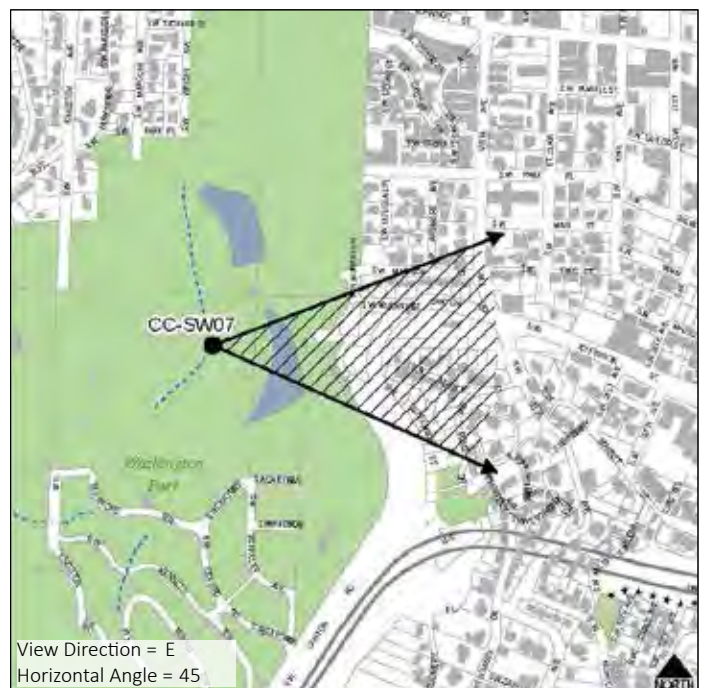
- Street/Auto
- Informal trail
- No sidewalk
- No bike lane
- No transit stop
- Adjacent parking

**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:**

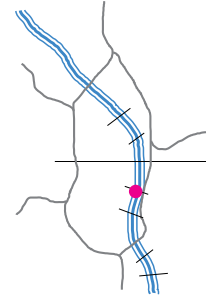


**CCSW08: MORRISON BRIDGE - SOUTH SIDE, WEST**

**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

**Vegetation:** 5.71

**Horizon/Ridgetops:** 3.29

**Water:** 5.14

**Focal Features:** 6.29

**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



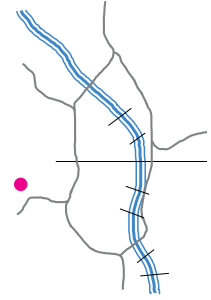
View Direction = SSW  
Horizontal Angle = 150



**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**

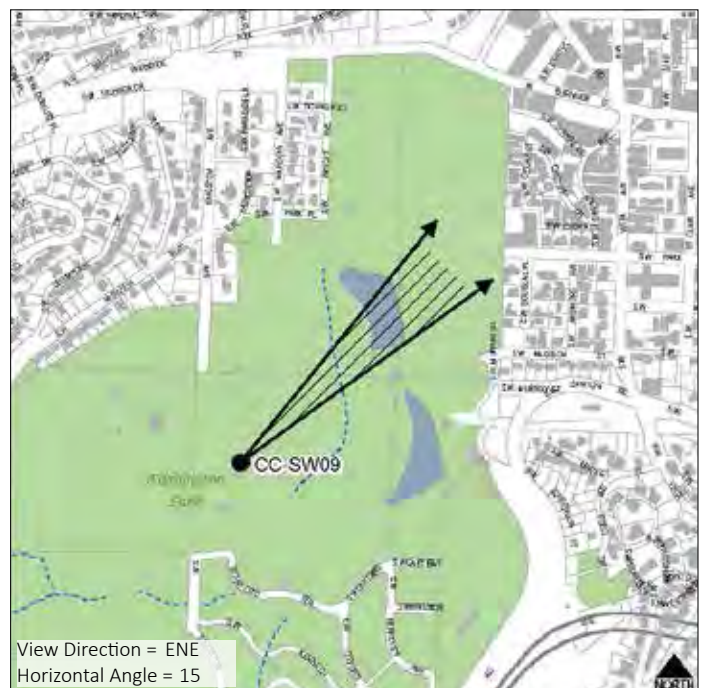
- Street/Auto
- Sidewalk
- Transit stop
- Adjacent parking

**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:**



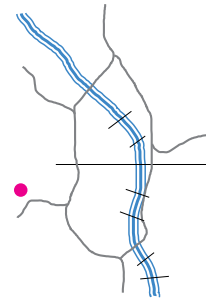
# SCENIC RESOURCES INVENTORY

## 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

**Vegetation:** 2.43

**Horizon/Ridgetops:** 2.71

**Water:** 0.00

**Focal Features:** 6.29

**Iconic:** 5.71

**Depth:** 5.43

**Scope:** 3.14



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



Viewpoint at Rose Garden near Garden Store



View of Mt Hood from Rose Garden near Garden Store

**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.
- Mt Hood is partially blocked by development.
- This is a highly developed viewpoint with many amenities.

**Old SRI ID:**

**Old Central City ID:**

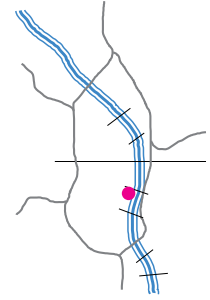


**CCSW11: GREENWAY TRAIL WEST - BETWEEN SW MORRISON STREET AND SW YAMHILL STREET**

**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

**Vegetation:** 2.14

**Horizon/Ridgetops:** 1.71

**Water:** 4.43

**Focal Features:** 5.86

**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

**Viewpoint Amenities**

- Benches
- Lighting
- Guardrail

**Access**

- Formal trail
- No transit stop
- Limited parking nearby



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

**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.

**Old SRI ID:** VM24-46 (Relocated)

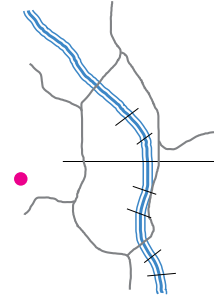
**Old Central City ID:**



**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

**Vegetation:** 4.43

**Horizon/Ridgetops:** 2.57

**Water:** 0.00

**Focal Features:** 3.29

**Iconic:** 6.00

**Depth:** 4.71

**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

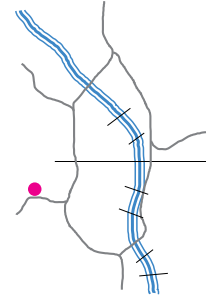
**Old Central City ID:**



**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

**Vegetation:** 3.71

**Horizon/Ridgetops:** 4.71

**Water:** 0.86

**Focal Features:** 5.86

**Iconic:** 6.43

**Depth:** 6.43

**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**

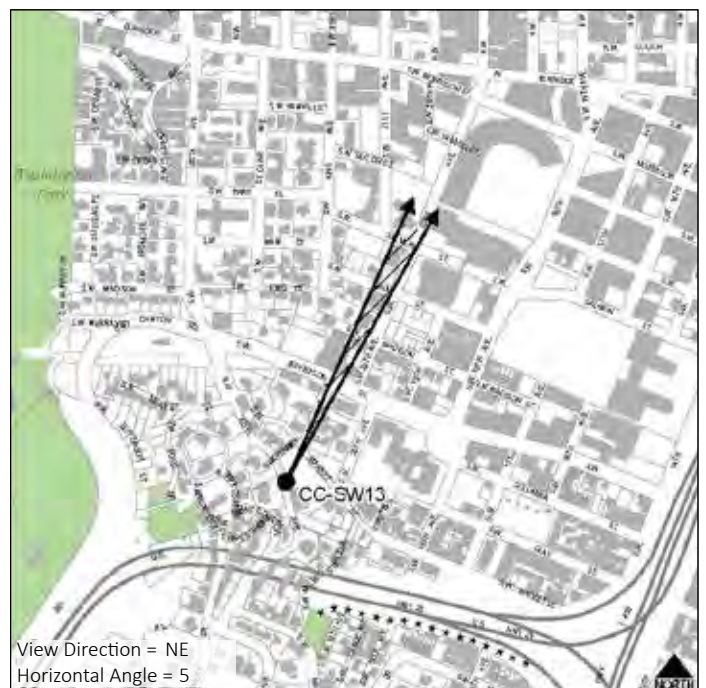
- Street/Auto
- Sidewalk
- No bike lane
- Transit stop
- Limited parking

**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

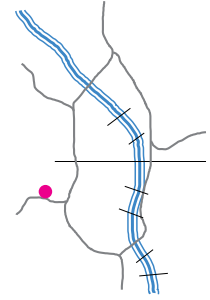
**Old Central City ID:**



**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

**Vegetation:** 0.71

**Horizon/Ridgetops:** 0.57

**Water:** 0.00

**Focal Features:** 2.00

**Iconic:** 2.43

**Depth:** 1.71

**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**

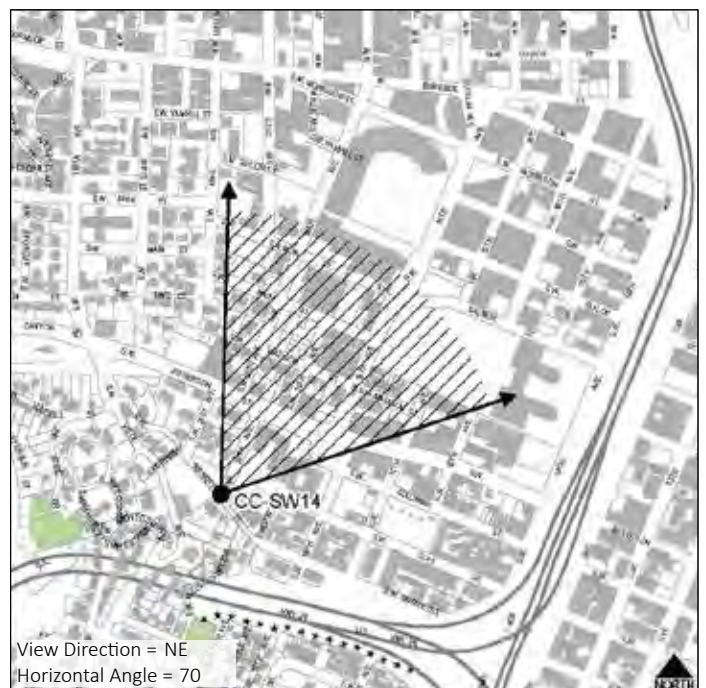
- Street/Auto
- Sidewalk
- Stairs connect down to SW 20th Avenue
- No bike lane
- No transit
- Adjacent parking

**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:**



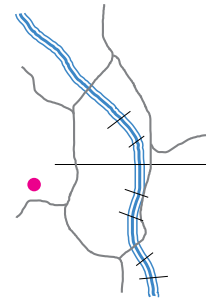
# SCENIC RESOURCES INVENTORY

## 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

**Vegetation:** 4.86

**Horizon/Ridgetops:** 6.57

**Water:** 0.00

**Focal Features:** 8.00

**Iconic:** 8.43

**Depth:** 8.00

**Scope:** 4.71



View from Vista Bridge east side, center



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

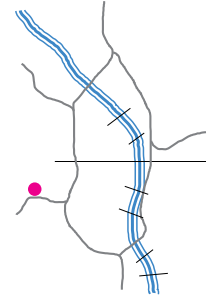
**Old Central City ID:**



**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

**Viewpoint Amenities**

- Guardrail

**Access**

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



Mt Adams from SW Vista Avenue north of SW Montgomery Drive

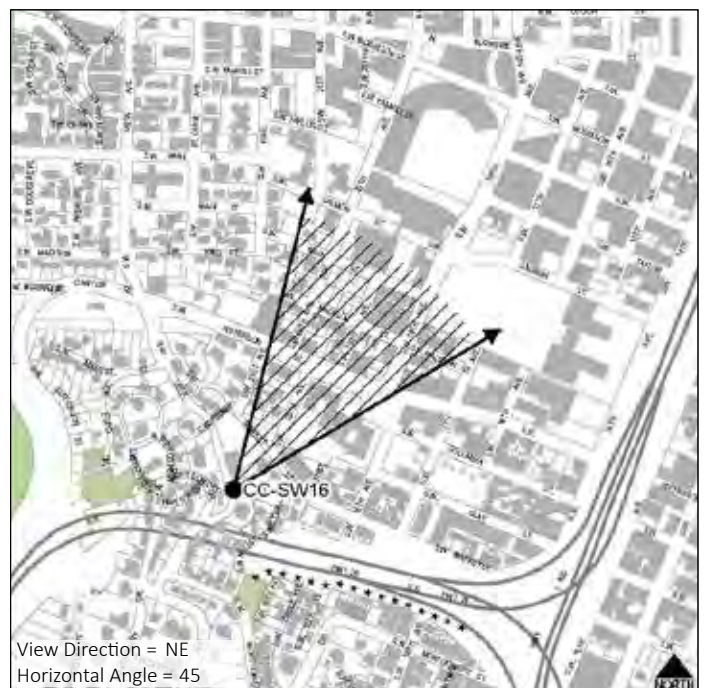
**Management Considerations**

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



**Old SRI ID:**

**Old Central City ID:**



View Direction = NE  
Horizontal Angle = 45

# SCENIC RESOURCES INVENTORY

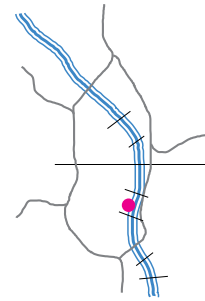
## RIVER VIEW

### 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

**Vegetation:** 2.57

**Horizon/Ridgetops:** 2.57

**Water:** 4.43

**Focal Features:** 5.43

**Iconic:** 6.00



View from Greenway Trail at Salmon Street Springs





Viewpoint along Greenway Trail at 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



Salmon Street Springs

**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



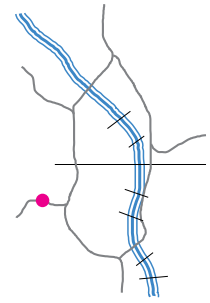
## CCSW18: SW MILL STREET TERRACE

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

**Vegetation:** 2.14

**Horizon/Ridgetops:** 3.14

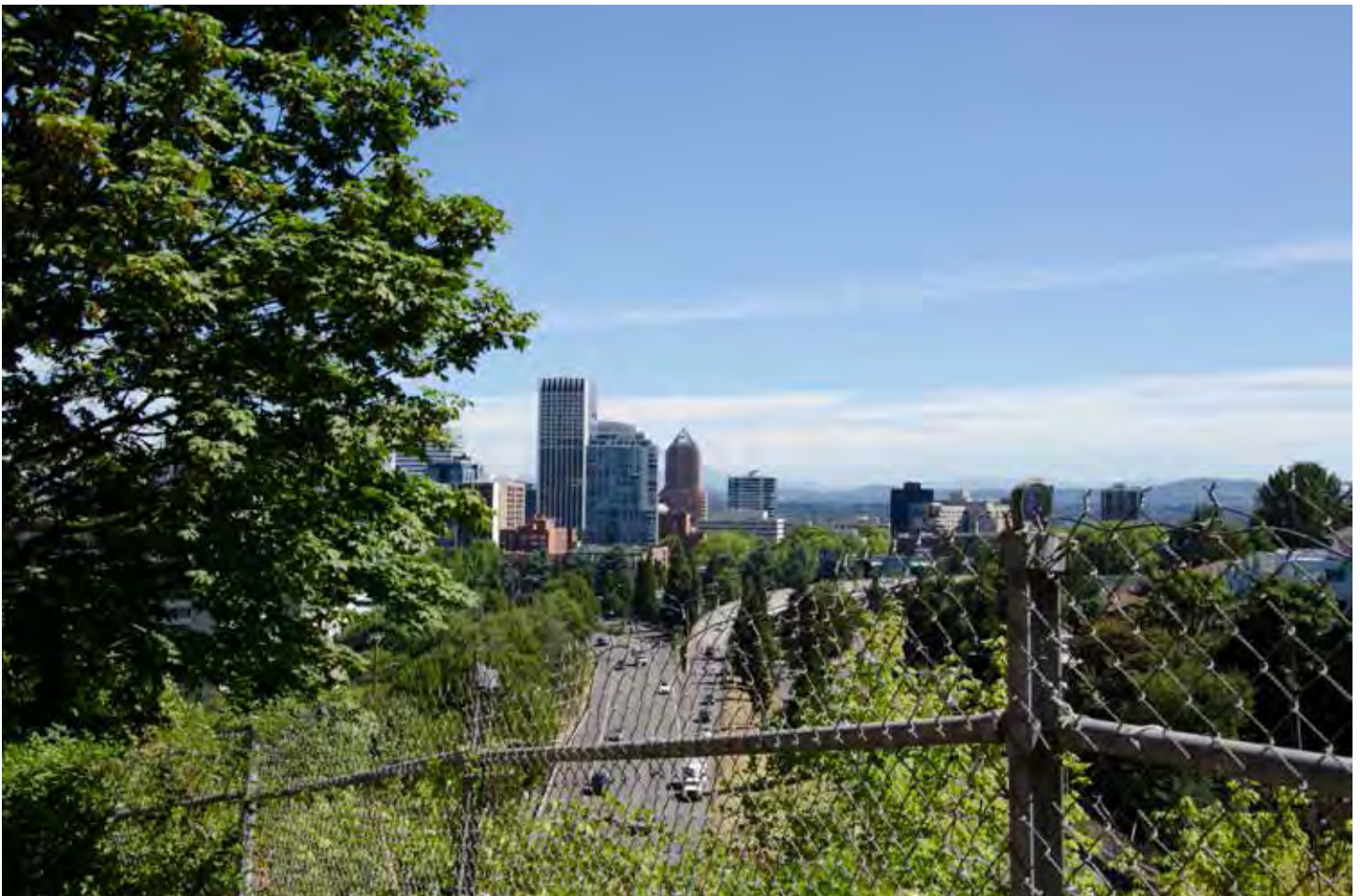
**Water:** 0.00

**Focal Features:** 5.14

**Iconic:** 5.86

**Depth:** 4.57

**Scope:** 3.86



View from SW Mill Street Terrace



Viewpoint at 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

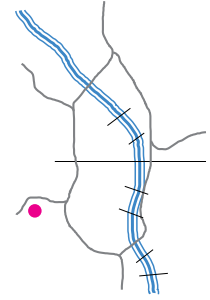
**Old Central City ID:**



**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

**Viewpoint Amenities**

- Guardrail

**Access**

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



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

**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.

**Old SRI ID:** VC23-30

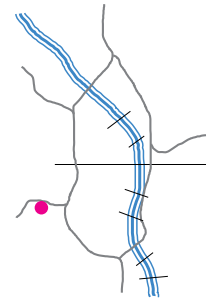
**Old Central City ID:**



## 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.



View from SW Montgomery Drive at Frank L Knight City Park, taken during leaf-off



Viewpoint at SW Montgomery Drive and Frank L Knight City Park

**Viewpoint Amenities**

- Guardrail

**Access**

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



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

**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.

**Old SRI ID:** VC23-29

**Old Central City ID:**



View Direction = NE  
Horizontal Angle = 5

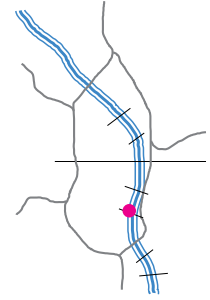


**CCSW23: HAWTHORNE BRIDGE - NORTH SIDE, WEST**

**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

**Vegetation:** 3.00

**Horizon/Ridgetops:** 0.00

**Water:** 4.57

**Focal Features:** 5.86

**Iconic:** 6.29



View from Hawthorne Bridge north side west of center





Viewpoint on 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



Historic view from Hawthorne Bridge north side west of center

**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

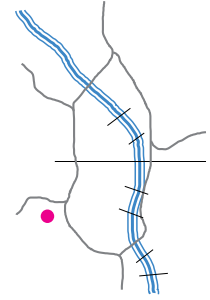
**Old Central City ID:**



**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

**Vegetation:** 3.14

**Horizon/Ridgetops:** 6.86

**Water:** 0.00

**Focal Features:** 8.14

**Iconic:** 9.00

**Depth:** 9.29

**Scope:** 9.57



View from SW Upper Hall Street



Viewpoint at SW Upper Hall Street

**Viewpoint Amenities**

- Guardrail

**Access**

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



View from SW Upper Hall Street

**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.

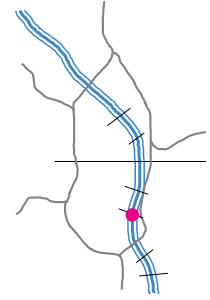
**Old SRI ID:** VP24-01

**Old Central City ID:**



View Direction = ENE  
Horizontal Angle = 160

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

**Vegetation:** 4.29

**Horizon/Ridgetops:** 3.86

**Water:** 6.14

**Focal Features:** 5.43

**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

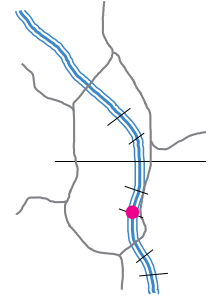


**CCSW26: HAWTHORNE BRIDGE - NORTH SIDE, CENTER**

**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

**Vegetation:** 3.29

**Horizon/Ridgetops:** 0.14

**Water:** 4.57

**Focal Features:** 4.43

**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



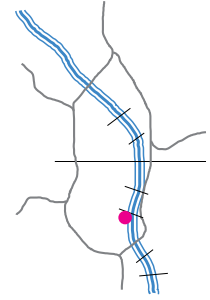
View Direction = NNE  
Horizontal Angle = 180

**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

**Vegetation:** 1.29

**Horizon/Ridgetops:** 0.29

**Water:** 4.00

**Focal Features:** 4.71

**Iconic:** 4.86



View from Greenway Trail north of Hawthorne Bowl





Viewpoint along Greenway Trail north of Hawthorne Bowl

**Viewpoint Amenities**

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

**Access**

- Formal trail
- Transit stop
- No parking



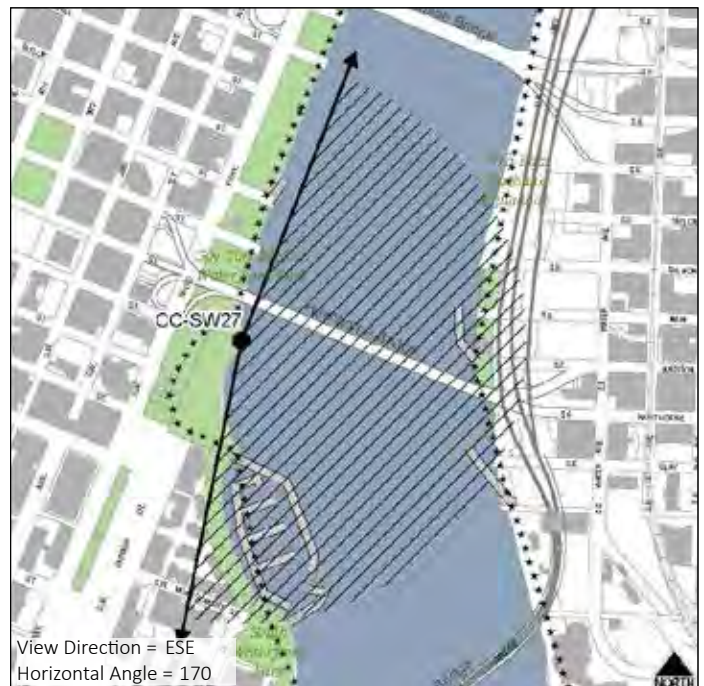
View from Greenway Trail north of Hawthorne Bowl

**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:**

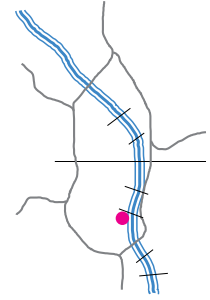


CCSW28: HAWTHORNE BOWL - PALM TREE PLANTER

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

**Vegetation:** 3.14

**Horizon/Ridgetops:** 0.14

**Water:** 3.14

**Focal Features:** 4.43

**Iconic:** 4.86



View from Hawthorne Bowl



Viewpoint at Hawthorne Bowl

**Viewpoint Amenities**

- Seating wall
- Lighting
- Amphitheater-style staircase

**Access**

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



Historic view from Hawthorne Bowl

**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)

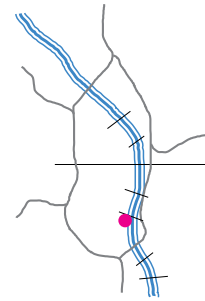
**Old Central City ID:**



# 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

**Vegetation:** 1.14

**Horizon/Ridgetops:** 0.14

**Water:** 4.00

**Focal Features:** 4.57

**Iconic:** 4.71



View from Greenway Trail at SW Clay Street



Viewpoint along Greenway Trail at SW Clay Street

**Viewpoint Amenities**

- Platform
- Benches
- Telescope
- Lighting
- Guardrail

**Access**

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



Historic view from Greenway Trail at SW Clay Street

**Management Considerations**

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

Old SRI ID: VB24-34

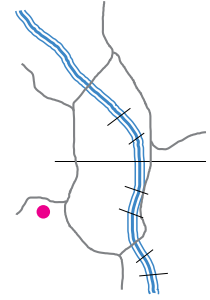
Old Central City ID: CCPV14



**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**

**Vegetation: 2.29**

**Horizon/Ridgetops: 2.43**

**Water: 0.00**

**Focal Features: 2.57**

**Iconic: 3.14**

**Depth: 1.86**

**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

**Viewpoint Amenities**

- None

**Access**

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



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

**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

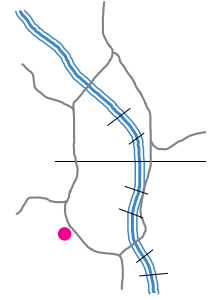
**Old Central City ID:**



## 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

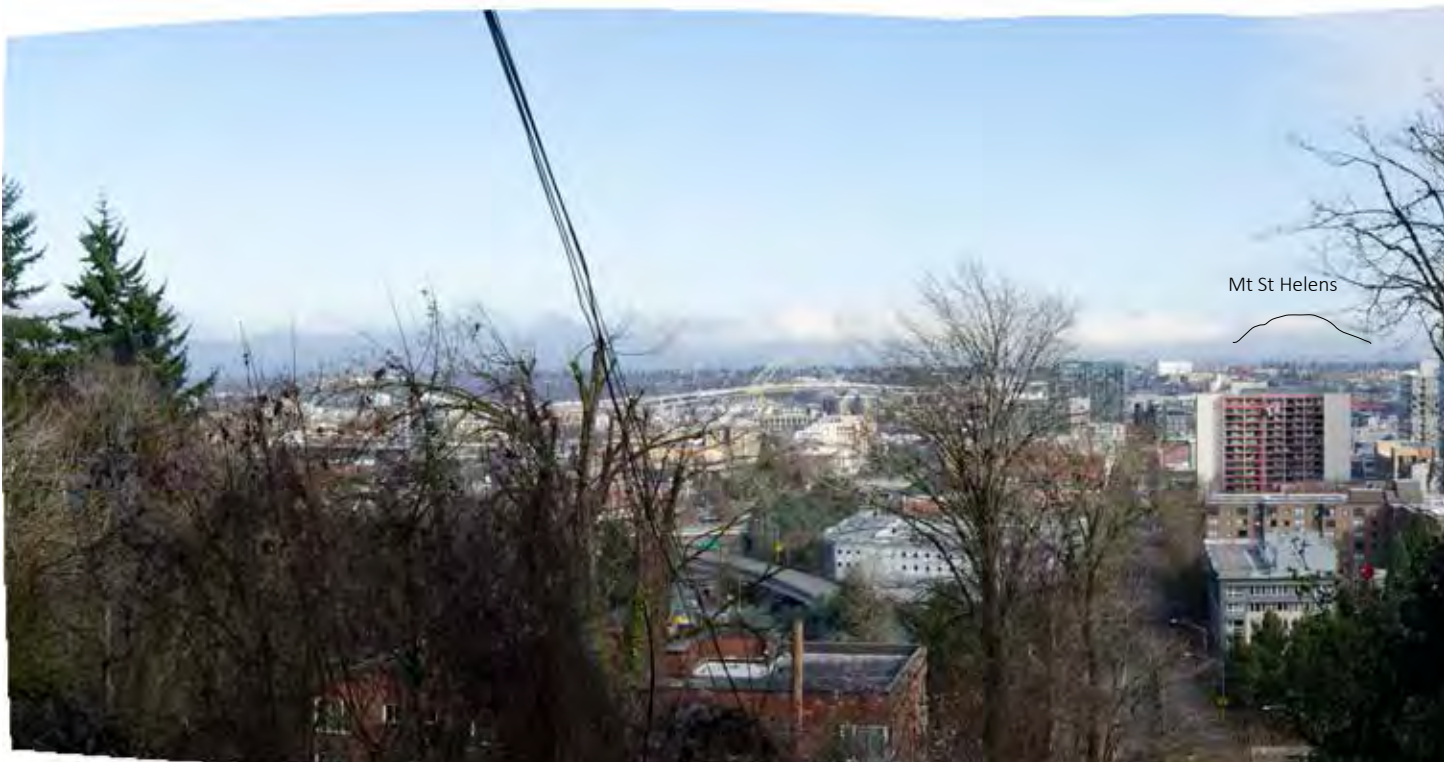
### RANKINGS

**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

**Viewpoint Amenities**

- None

**Access**

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



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

**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:**

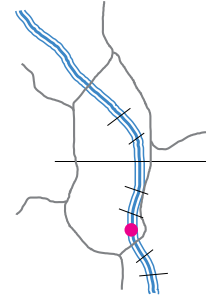


**CCSW32: RIVERPLACE SOUTH PUBLIC DOCK AT END OF DOCK, LOOKING NORTH**

**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                      **Focal Features:** 5.29  
**Vegetation:** 1.86                      **Iconic:** 6.86  
**Horizon/Ridgetops:** 0.00  
**Water:** 5.43



View from end of Riverplace south public dock, looking north



Viewpoint at end of Riverplace south public dock

**Viewpoint Amenities**

- Platform
- Bench
- Guardrail

**Access**

- Sidewalk
- Dock
- No transit stop
- No parking



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

**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.

**Old SRI ID:** VB24-33, VC24-43

**Old Central City ID:** CCPV29

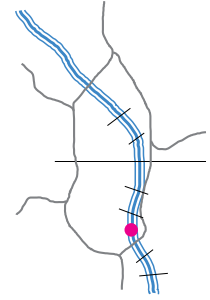


**CCSW32: RIVERPLACE SOUTH PUBLIC DOCK AT END OF DOCK, LOOKING SOUTH**

**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      **Focal Features:** 3.86  
**Vegetation:** 1.71      **Iconic:** 4.43  
**Horizon/Ridgetops:** 0.29  
**Water:** 4.00



View from end of Riverplace south public dock, looking south



Viewpoint at end of Riverplace south public dock

**Viewpoint Amenities**

- Platform
- Bench
- Guardrail

**Access**

- Sidewalk
- Dock
- No transit stop
- No parking



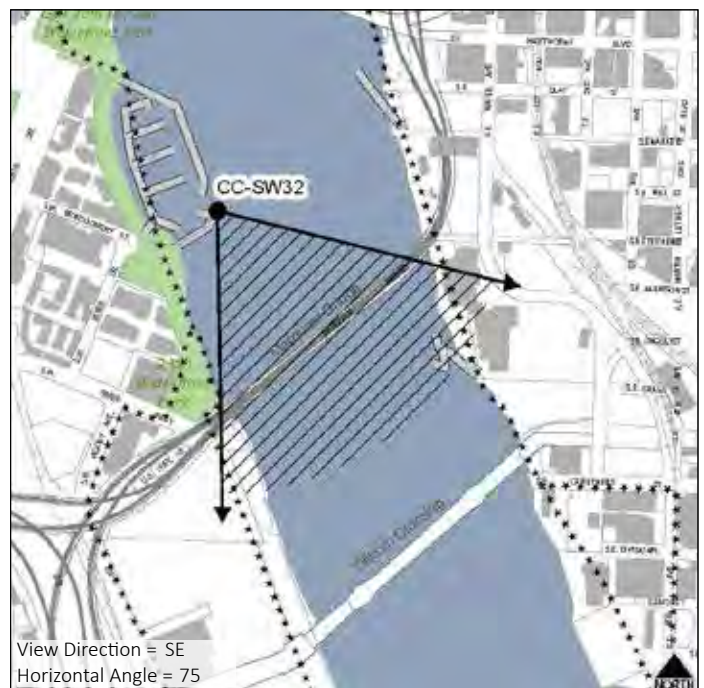
View from end of Riverplace south public dock

**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.

**Old SRI ID:** VB24-09

**Old Central City ID:** CCPV29



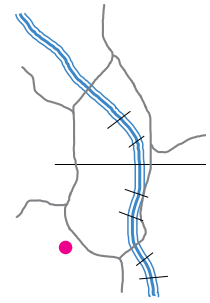
## CCSW33: SW RIVINGTON DRIVE

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:



View Direction = NE  
Horizontal Angle = 80

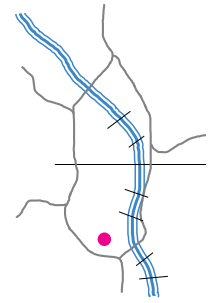
## CCSW34: LOVEJOY FOUNTAIN

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:**

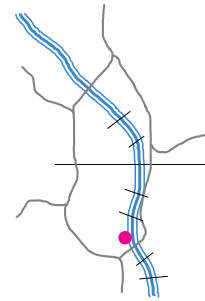


**CCSW35: GREENWAY TRAIL WEST - SOUTH OF  
RIVERPLACE PUBLIC DOCK**

**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

**Vegetation:** 2.43

**Horizon/Ridgetops:** 0.57

**Water:** 4.86

**Focal Features:** 5.43

**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**

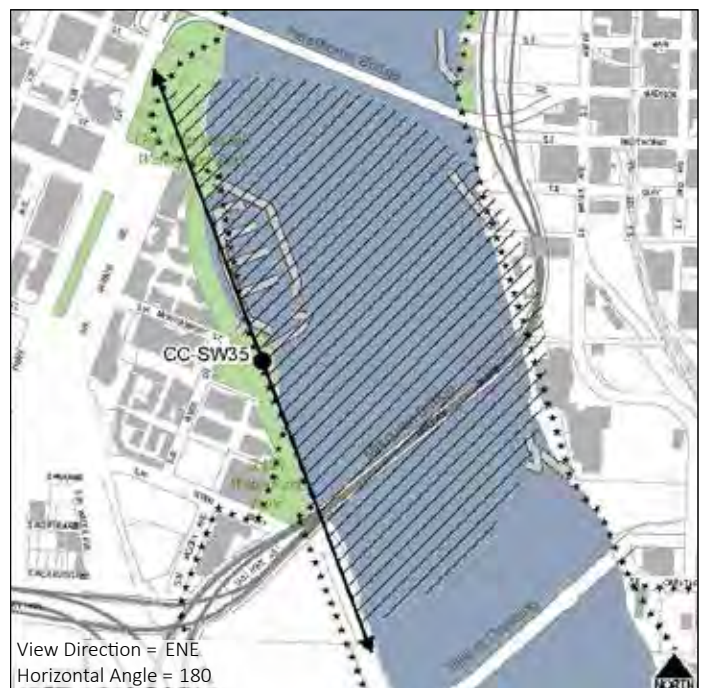
- Formal trail
- Dock
- No transit stop
- No parking

**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**

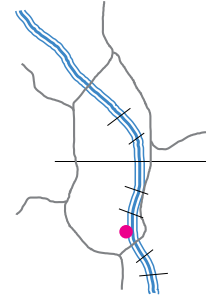


**CCSW36: GREENWAY TRAIL WEST - SW MONTGOMERY STREET GARDENS, LOOKING EAST**

**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

**Vegetation:** 3.29

**Horizon/Ridgetops:** 2.14

**Water:** 4.86

**Focal Features:** 6.29

**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**

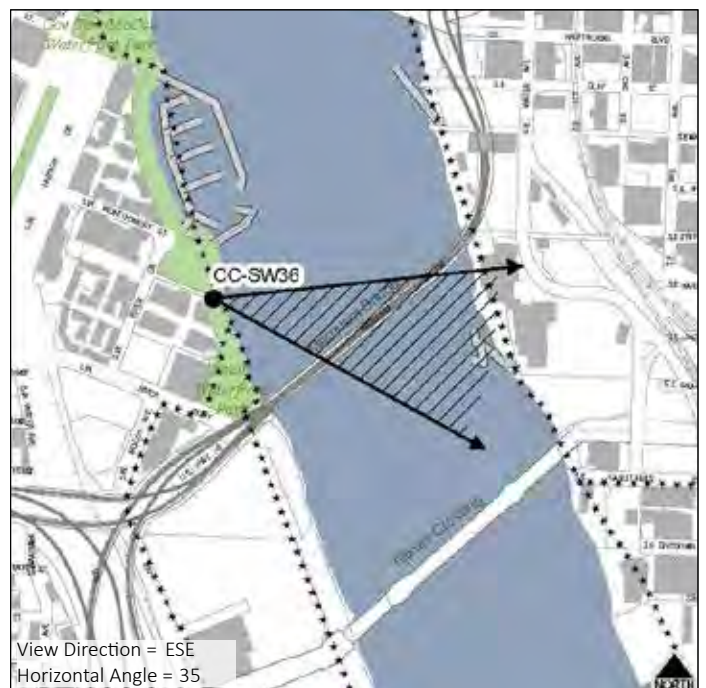
- Formal trail
- No transit stop
- No parking

**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:**

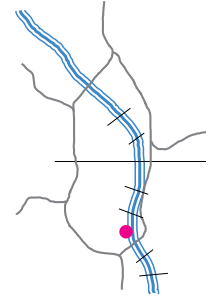


**CCSW36: GREENWAY TRAIL WEST - SW MONTGOMERY STREET GARDENS, LOOKING NORTH**

**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**

**Vegetation: 3.29**

**Horizon/Ridgetops: 0.00**

**Water: 3.00**

**Focal Features: 4.43**

**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:**

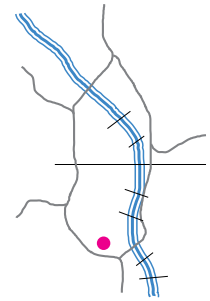
**Old Central City ID:**



## 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**

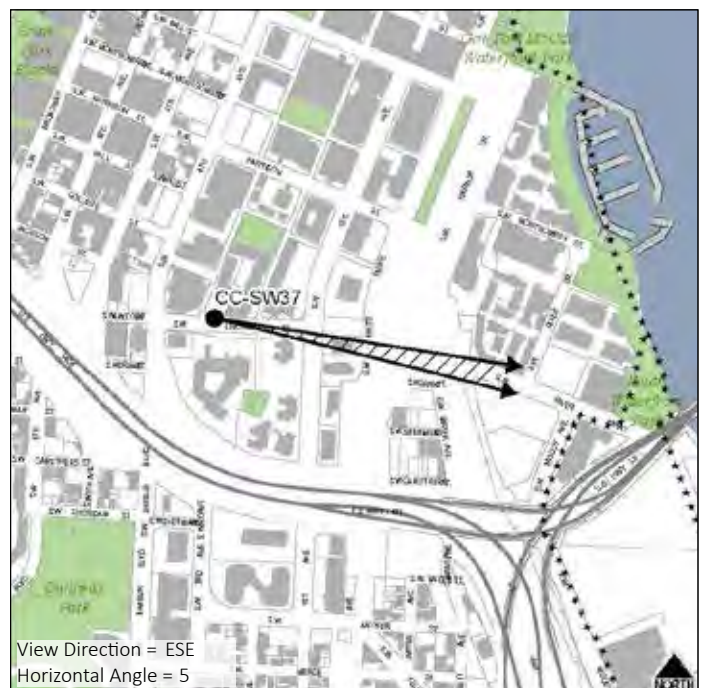
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- No parking

**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

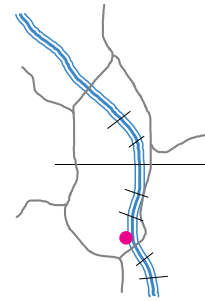
## RIVER VIEW

### 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

**Vegetation:** 5.00

**Horizon/Ridgetops:** 3.00

**Water:** 5.43

**Focal Features:** 8.00

**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**

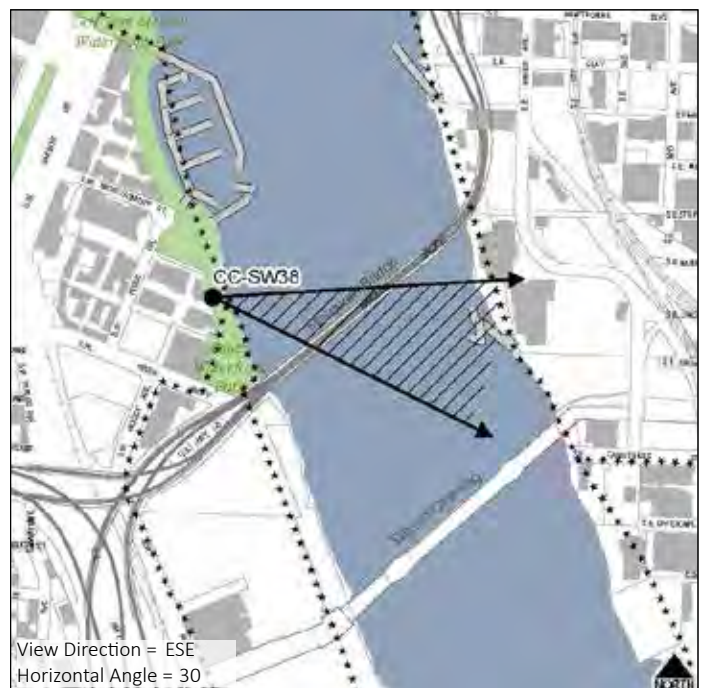
- Formal trail
- No transit stop
- No parking

**Management Considerations**

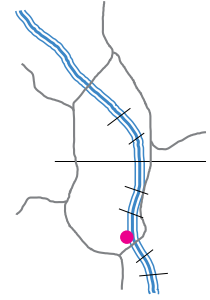
- Vegetation encroaches on the view from the right; vegetation management could open up the view to reveal more of Tilikum Crossing.
- The developed viewpoint just north (CCSW36) offers a similar view but this is a less obstructed view of Mt Hood.

**Old SRI ID:** VB24-23

**Old Central City ID:**



CCSW39: GREENWAY TRAIL WEST - AT SW HALL STREET



GROUP: C

**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

**Vegetation:** 2.29

**Horizon/Ridgetops:** 0.43

**Water:** 3.29

**Focal Features:** 3.43

**Iconic:** 4.43



View from Greenway Trail at SW Hall Street



Viewpoint at Greenway Trail at SW Hall Street

**Viewpoint Amenities**

- Platform
- Benches
- Lighting
- Guardrail

**Access**

- Formal trail
- No transit stop
- No parking



Greenway Trail at SW Hall Street

**Management Considerations**

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



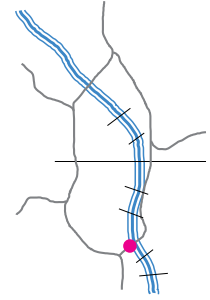
Old SRI ID:

Old Central City ID:



**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

**Vegetation:** 1.86

**Horizon/Ridgetops:** 0.86

**Water:** 4.00

**Focal Features:** 3.29

**Iconic:** 3.43



View from Greenway Trail under Marquam Bridge



Viewpoint along Greenway Trail under Marquam Bridge

**Viewpoint Amenities**

- Platform
- Seating rocks
- Lighting
- Guardrail

**Access**

- Formal trail
- No transit stop
- No parking



View from Greenway Trail under Marquam Bridge

**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:**

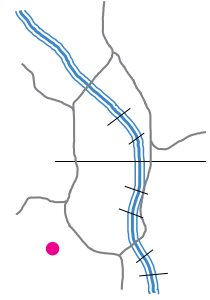
**Old Central City ID:** CCPV10 (Relocated)



## 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):**

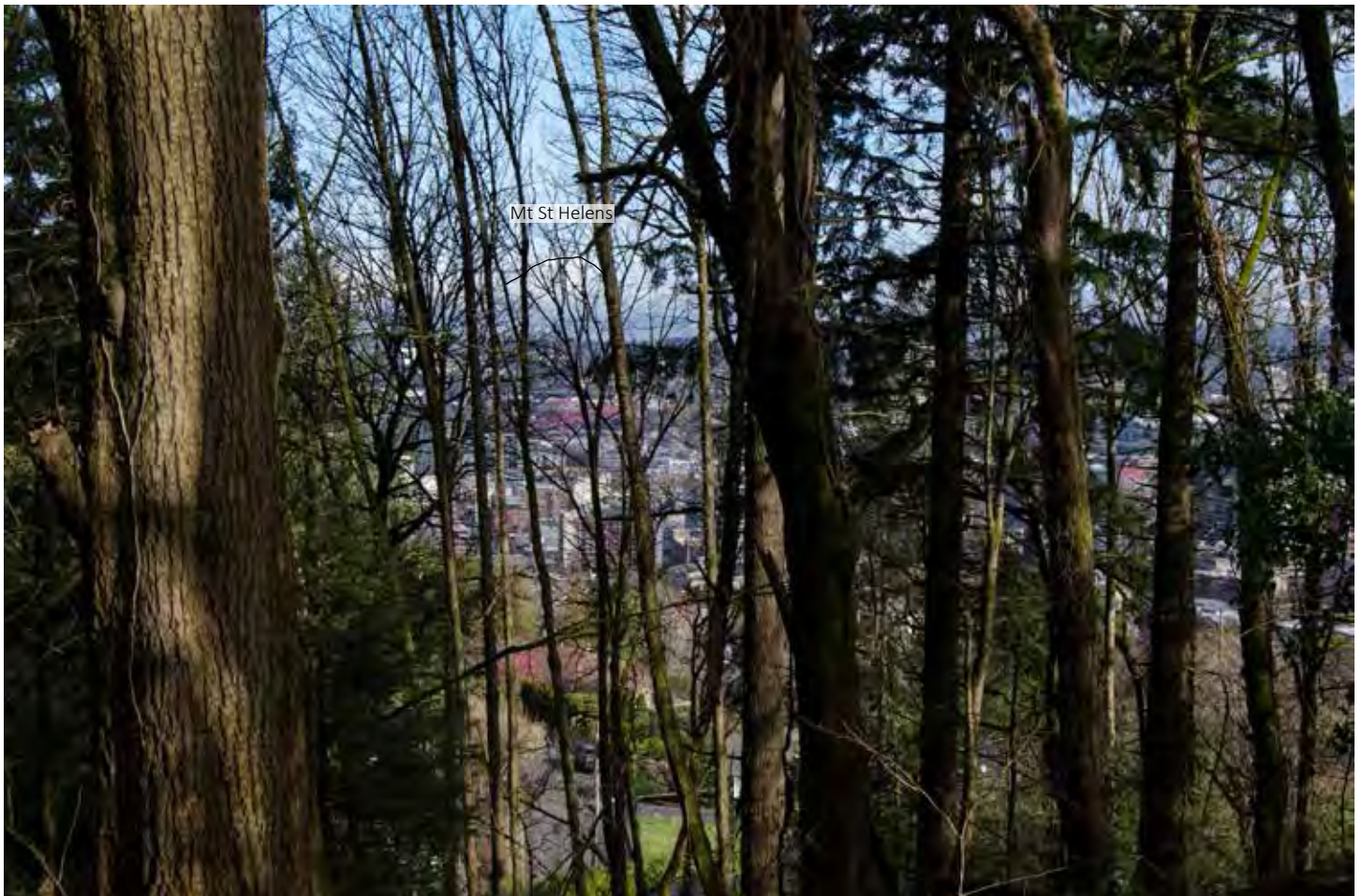
### RANKINGS

**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

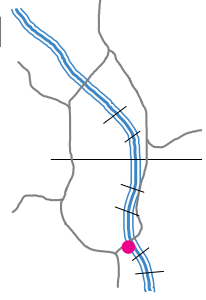
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**CCSW42: GREENWAY TRAIL WEST - SOUTH OF MARQUAM  
BRIDGE, NORTH POINT (INACCESSIBLE)**

**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):**

**Secondary Focal Feature(s):**

**RANKINGS**

**Universal Scenic Quality:** Extrapolated      **Access to Viewpoint:**

**Developed as a Viewpoint:**                      **Use as a Viewpoint:**

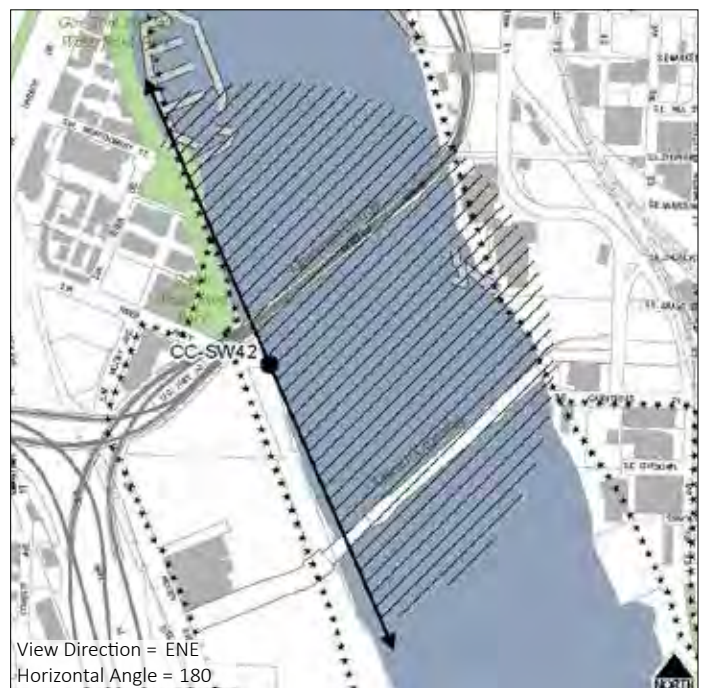
**Contributing Factors**

**Viewpoint Amenities**

**Management Considerations**

**Access**

**Old SRI ID:**  
**Old Central City ID: CCPV9**

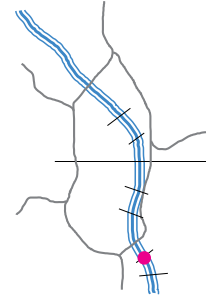


**CCSW43: TILIKUM CROSSING - NORTH SIDE, WEST**

**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**

- Tilikum Crossing is still under construction.
- 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

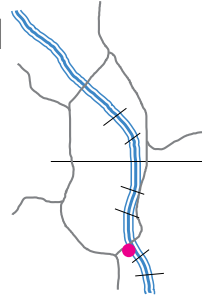
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**CCSW44: GREENWAY TRAIL WEST - SOUTH OF MARQUAM  
BRIDGE, SOUTH POINT (INACCESSIBLE)**

**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):**

**Secondary Focal Feature(s):**

**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**

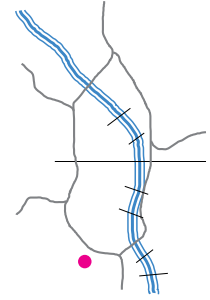
**Old Central City ID:**



**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

**Vegetation:** 5.00

**Horizon/Ridgetops:** 6.57

**Water:** 0.86

**Focal Features:** 8.14

**Iconic:** 7.14

**Depth:** 7.71

**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

**Access**

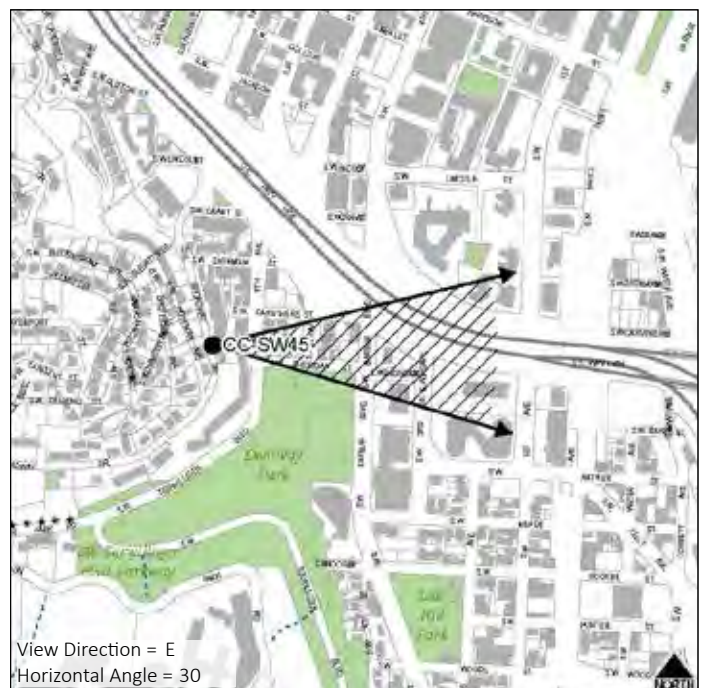
- Street/Auto
- Partial sidewalk
- No bike lane
- No transit stop
- Limited adjacent parking

**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.

**Old SRI ID: VM31-36**

**Old Central City ID:**

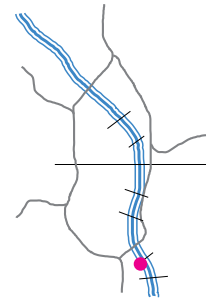


## CCSW46: TILIKUM CROSSING - SOUTH SIDE, WEST

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

**Viewpoint Amenities**

- Pedestrian bump-out
- Guardrails
- Physical separation of motorized/non-motorized

**Access**

- Bike lane
- Sidewalk
- Transit stop (future)
- No parking
- No automobiles



View from Tilikum Crossing, south side, west bump-out

**Management Considerations**

- Tilikum Crossing is still under construction.
- Additional amenities, such as a bench at the bump-out, could enhance the viewer's experience.



**Old SRI ID:**

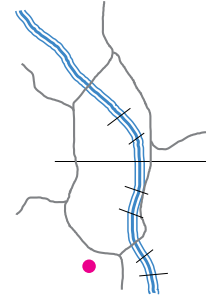
**Old Central City ID:**



**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.



View from Duniway Park



Viewpoint at Duniway Park

**Viewpoint Amenities**

- Bench

**Access**

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



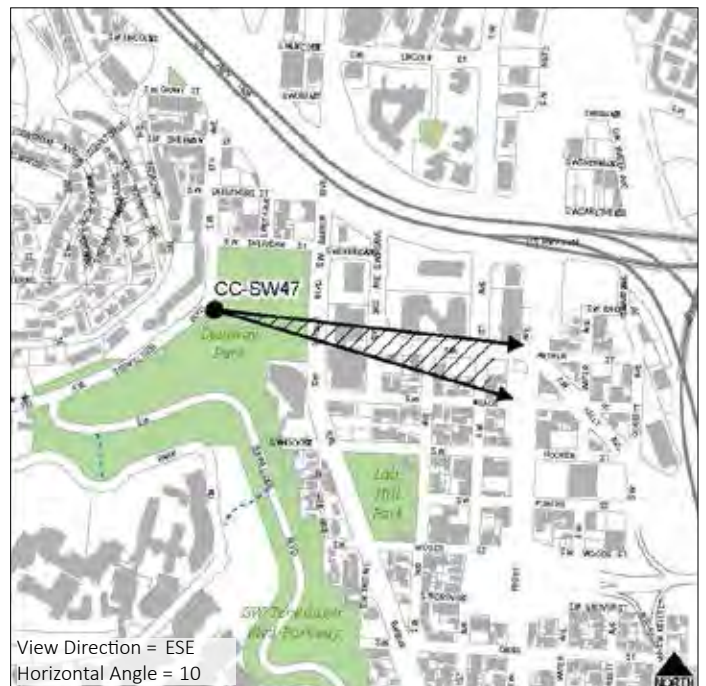
View of Duniway Park from Duniway Park

**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  
EXTRAPOLATED RIVER VIEW

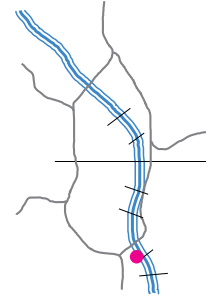
---

**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):**

**Secondary Focal Feature(s):**

**RANKINGS**

**Universal Scenic Quality:** Extrapolated      **Access to Viewpoint:**

**Developed as a Viewpoint:**                      **Use as a Viewpoint:**

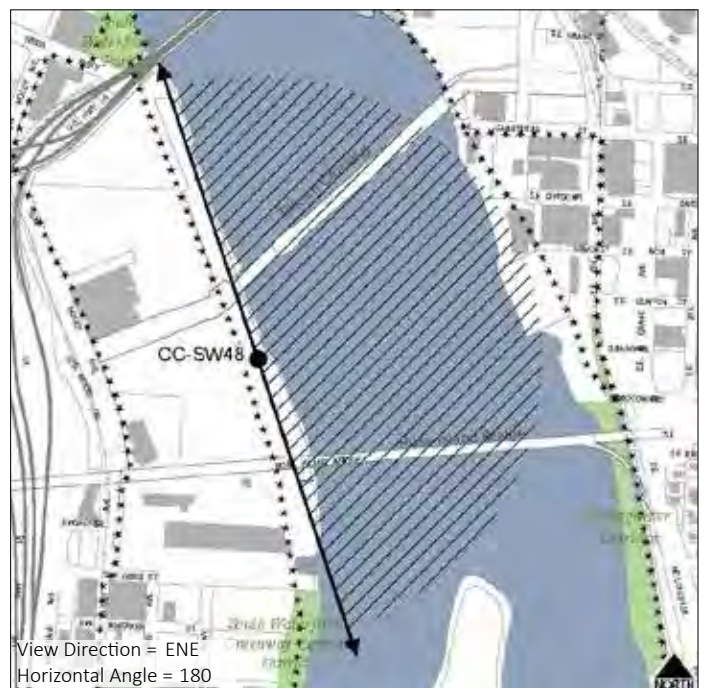
**Contributing Factors**

**Viewpoint Amenities**

**Management Considerations**

**Access**

**Old SRI ID:**  
**Old Central City ID: CCPV7**



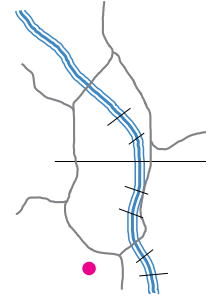
# SCENIC RESOURCES INVENTORY

## 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

**Vegetation:** 0.71

**Horizon/Ridgetops:** 0.86

**Water:** 0.00

**Focal Features:** 6.00

**Iconic:** 6.43

**Depth:** 5.71

**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**

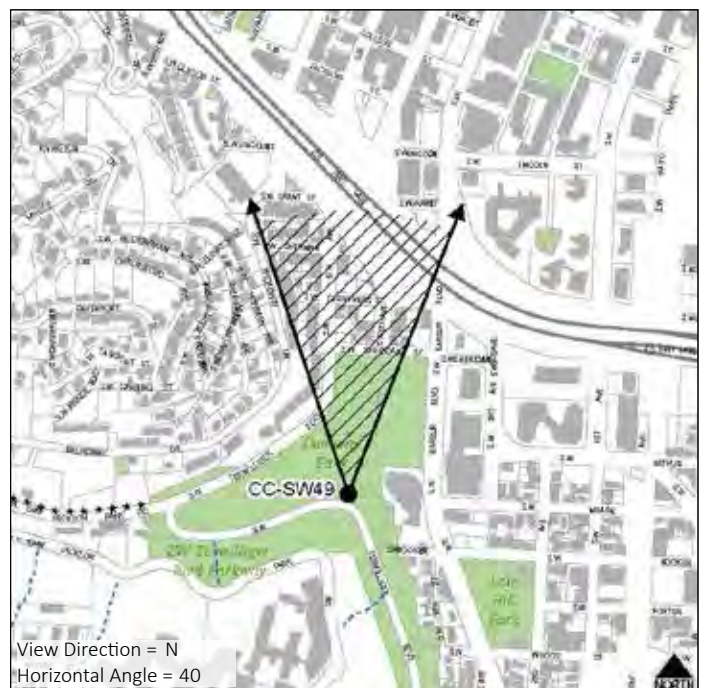
- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- Adjacent parking

**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

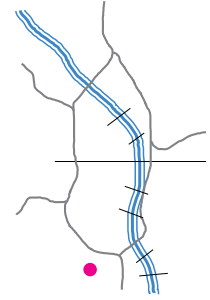
**Old Central City ID:**



**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 St Helens, Mt Hood, Downtown skyline

**Secondary Focal Feature(s):** Eastern foothills

**RANKINGS**

**Universal Scenic Quality:** Extrapolated      **Access to Viewpoint:** 1

**Developed as a Viewpoint:** 1                      **Use as a Viewpoint:** 1

**Contributing Factors**

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



View from SW Terwilliger Boulevard north of SW Campus Drive



Viewpoint at SW Terwilliger Boulevard north of SW Campus Drive

**Viewpoint Amenities**

- Automobile pull-out

**Access**

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



Historic view from SW Terwilliger Boulevard north of SW Campus Drive

**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

**Vegetation:** 4.86

**Horizon/Ridgetops:** 5.86

**Water:** 1.86

**Focal Features:** 4.29

**Iconic:** 6.14

**Depth:** 6.00

**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

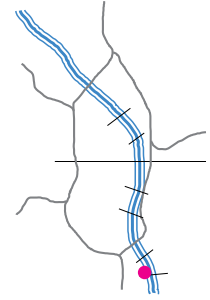
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**CCSW52: GREENWAY TRAIL WEST - NORTH OF ROSS  
ISLAND BRIDGE (INACCESSIBLE)**

**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:**

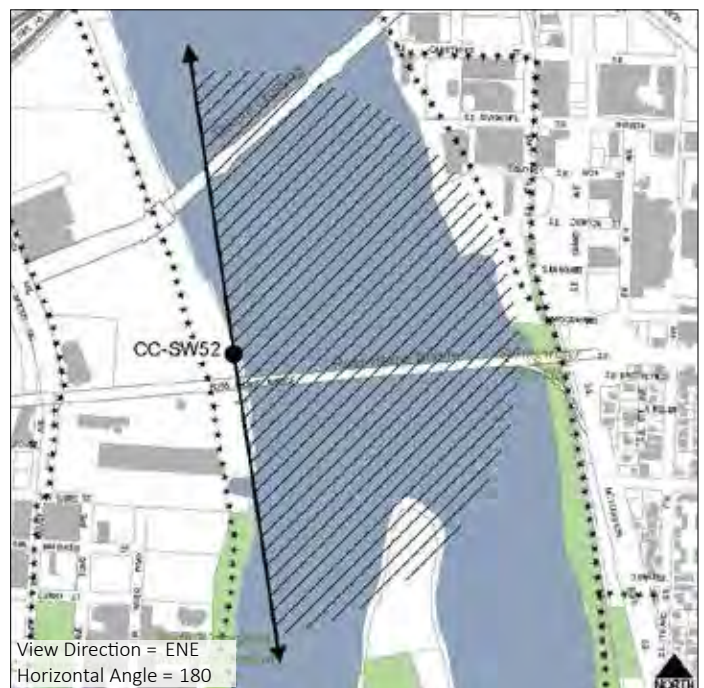
**Contributing Factors**

**Viewpoint Amenities**

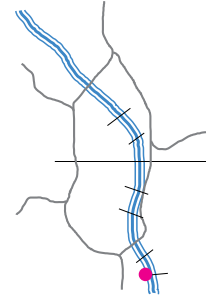
**Management Considerations**

**Access**

**Old SRI ID:**  
**Old Central City ID: CCPV6**



**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

**Vegetation:** 2.57

**Horizon/Ridgetops:** 3.57

**Water:** 4.14

**Focal Features:** 6.71

**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:**

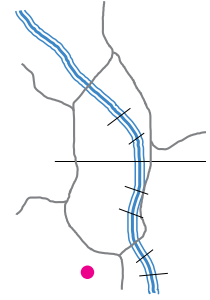
**Old Central City ID:**



**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**

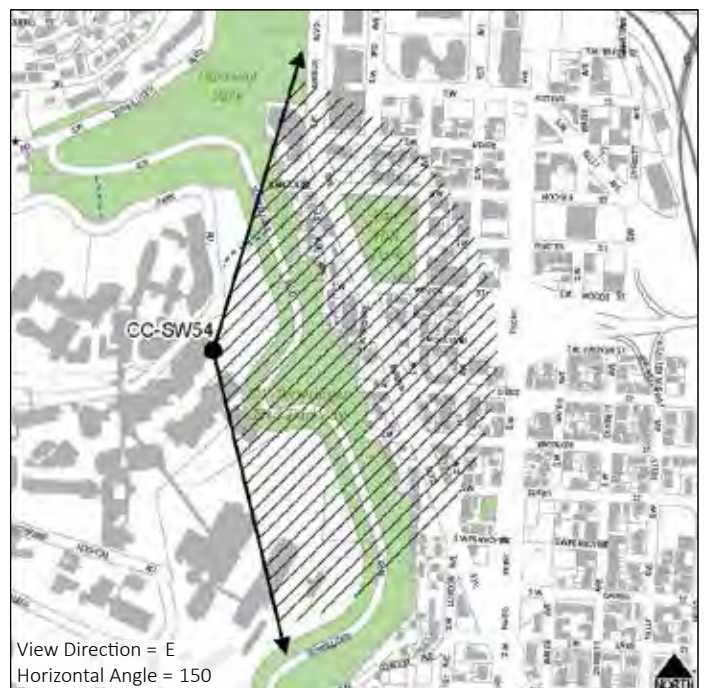
- Sidewalk
- Transit stop (bus and tram)
- No parking

**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 Hood, Mt St Helens

**Secondary Focal Feature(s):** Mt Adams, Tilikum Crossing, Willamette River, Mt Tabor, eastern foothills, South Waterfront, Rocky Butte, Kelly Butte, Powell Butte, Mt Scott, 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**

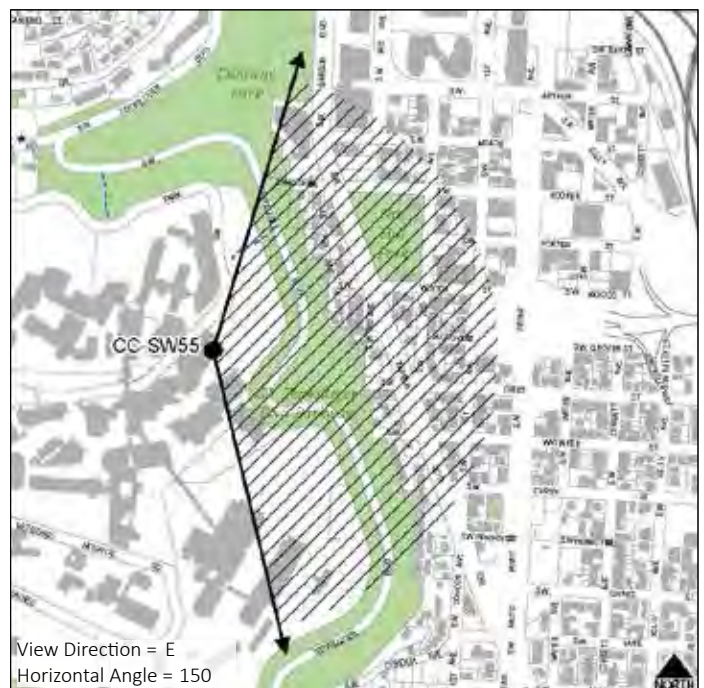
- Sidewalk
- Transit stop (bus and tram)
- No parking

**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

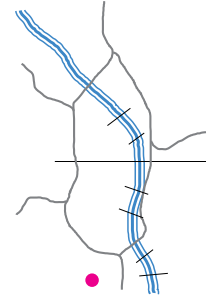
**Old Central City ID:**



**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

**Vegetation:** 5.71

**Horizon/Ridgetops:** 6.86

**Water:** 6.00

**Focal Features:** 7.29

**Iconic:** 7.86

**Depth:** 7.71

**Scope:** 8.57



View from the Portland Aerial Tram OHSU terminal north platform



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**

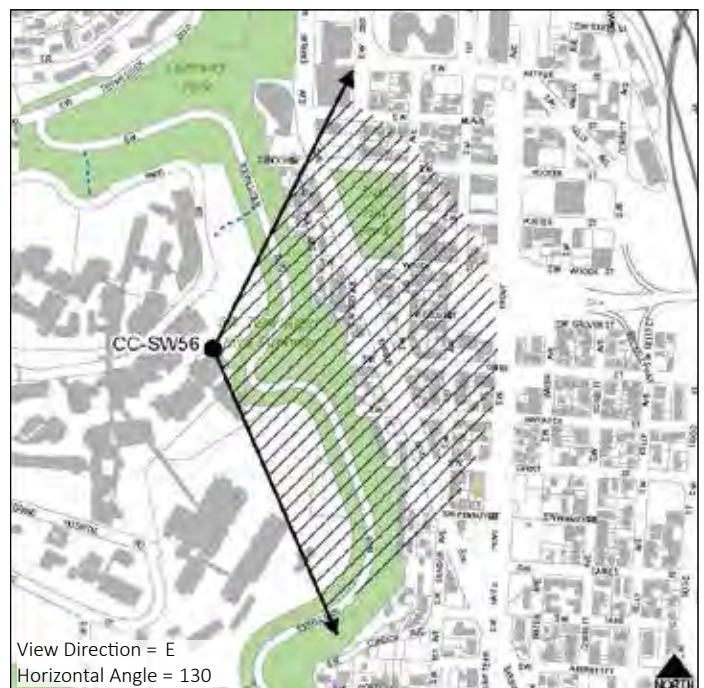
- Transit stop (tram)
- No parking

**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:**

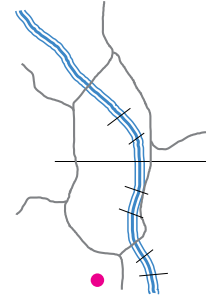
**Old Central City ID:**



**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

**Access**

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

**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.

**Old SRI ID:**

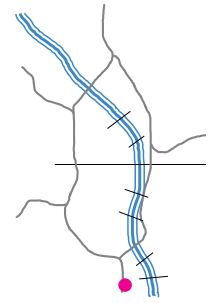
**Old Central City ID:**



**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 discordant elements in foreground detract from view.



View from SW Gibbs Street pedestrian bridge, looking east



Viewpoint at SW Gibbs Street pedestrian bridge

**Viewpoint Amenities**

- Platform
- Guardrail

**Access**

- Sidewalk
- Elevator/stairs
- Transit stop
- No parking



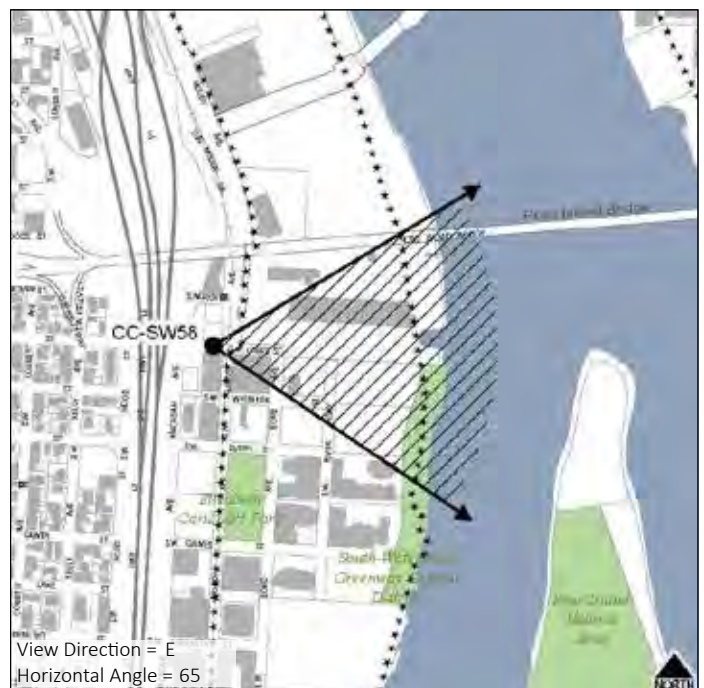
View from SW Gibbs Street pedestrian bridge

**Management Considerations**

- Development of Zidell Yards will affect this view.
- Additional amenities, such as a bench, could enhance the viewer’s experience.

**Old SRI ID:**

**Old Central City ID:**



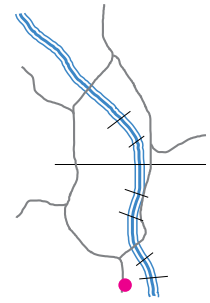
# SCENIC RESOURCES INVENTORY

## 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

**Vegetation:** 2.43

**Horizon/Ridgetops:** 2.29

**Water:** 0.86

**Focal Features:** 3.43

**Iconic:** 3.29

**Depth:** 2.86

**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

**Access**

- Sidewalk
- Elevator/stairs
- Transit stop
- No parking

**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.

**Old SRI ID:**

**Old Central City ID:**

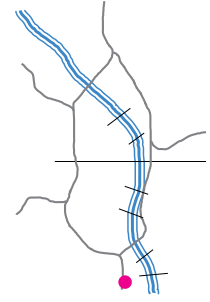


View Direction = SSE  
Horizontal Angle = 25

**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

**Vegetation:** 0.00

**Horizon/Ridgetops:** 0.00

**Water:** 0.71

**Focal Features:** 2.00

**Iconic:** 2.29

**Depth:** 0.86

**Scope:** 0.86



View from SW Gibbs Street pedestrian bridge, looking north



Viewpoint at SW Gibbs Street pedestrian bridge

**Viewpoint Amenities**

- Platform
- Guardrail

**Access**

- Sidewalk
- Elevator/stairs
- Transit stop
- No parking



Mt St Helens from SW Gibbs Street pedestrian bridge

**Management Considerations**

- Development of Zidell Yards will affect this view.
- Additional amenities, such as a bench, could enhance the viewer's experience.

**Old SRI ID:**

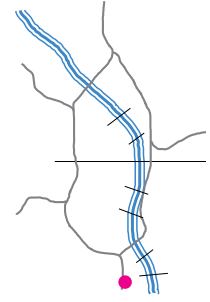
**Old Central City ID:**



**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

**Vegetation:** 3.86

**Horizon/Ridgetops:** 1.71

**Water:** 0.00

**Focal Features:** 4.71

**Iconic:** 5.00

**Depth:** 3.43

**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**

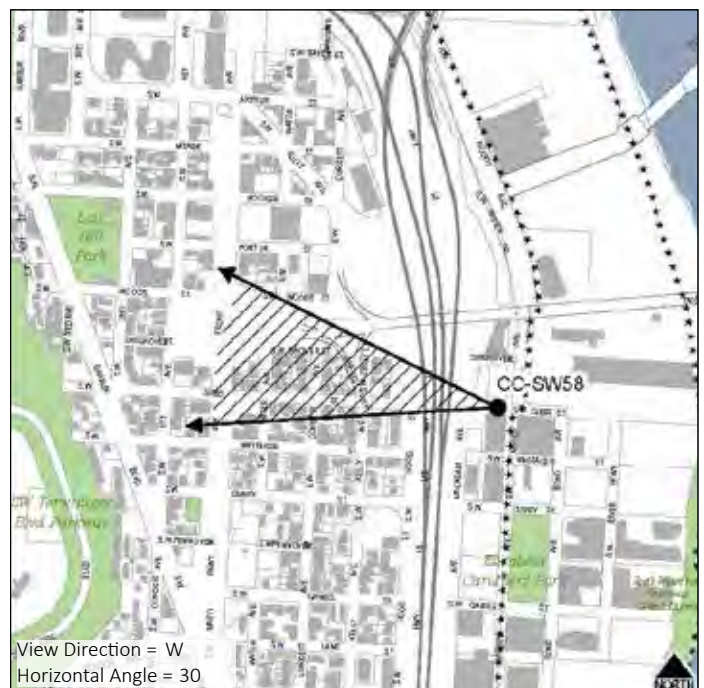
- The elevator structure constrains the view on the left.
- Additional amenities, such as a bench, could enhance the viewer's experience.

**Access**

- Sidewalk
- Elevator/stairs
- Transit stop
- No parking

**Old SRI ID:**

**Old Central City ID:**

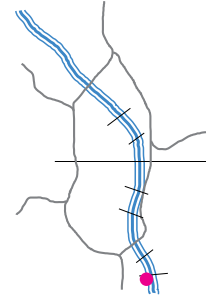


**CCSW59: GREENWAY TRAIL WEST - AT SW GIBBS STREET  
(ZIDELL)**

**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

**Viewpoint Amenities**

- Bench
- Lighting
- Guardrail

**Access**

- Formal trail
- No transit stop
- No parking



View of Ross Island from Greenway Trail at SW Gibbs Street

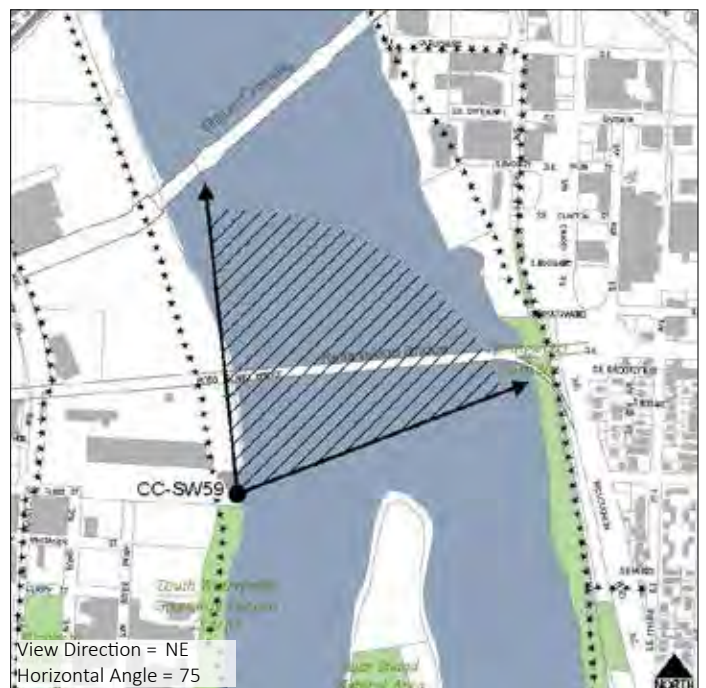
**Management Considerations**

- 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

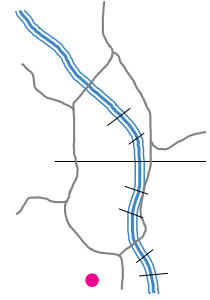
Old Central City ID: CCPV3



**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

**Vegetation:** 5.86

**Horizon/Ridgetops:** 7.14

**Water:** 7.29

**Focal Features:** 6.71

**Iconic:** 7.86

**Depth:** 7.57

**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**

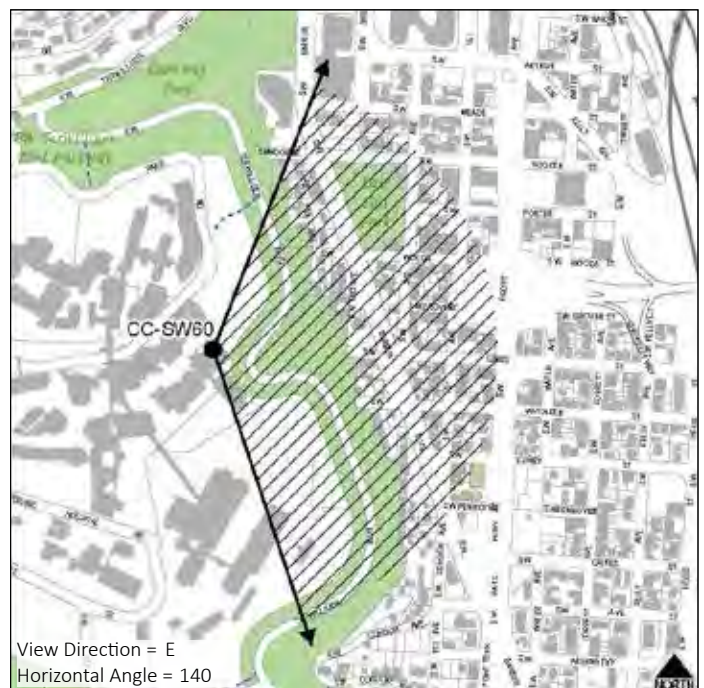
- Transit stop (tram)
- No parking

**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:**



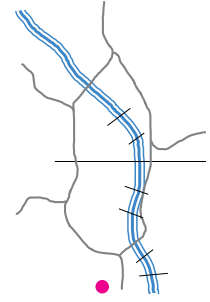
# SCENIC RESOURCES INVENTORY

## 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

**Vegetation:** 3.86

**Horizon/Ridgetops:** 2.71

**Water:** 4.57

**Focal Features:** 7.14

**Iconic:** 7.71

**Depth:** 7.00

**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:**



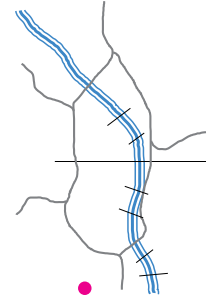
# SCENIC RESOURCES INVENTORY

## 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

**Vegetation:** 4.86

**Horizon/Ridgetops:** 5.43

**Water:** 3.86

**Focal Features:** 4.47

**Iconic:** 6.57

**Depth:** 7.14

**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**

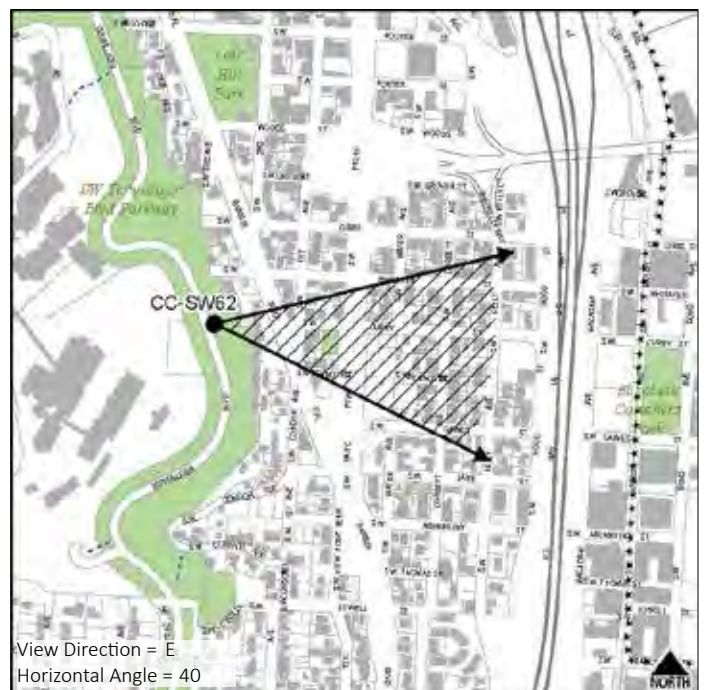
- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- Adjacent parking

**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:** VP31-29

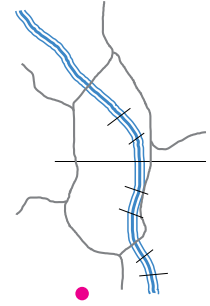
**Old Central City ID:**



## 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

Has all the characteristics of high rated upland views: 3 distance zones, focal points, mountains, natural vegetation, high elevation viewpoint, and the foreground is free of discordance.



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:

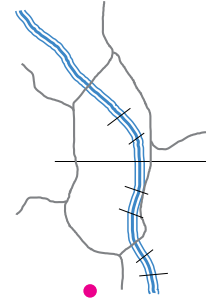


View Direction = NE  
Horizontal Angle = 75

**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:**



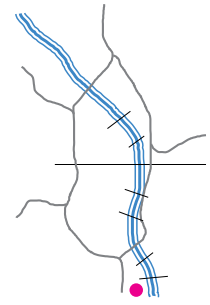
# SCENIC RESOURCES INVENTORY

## 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

**Vegetation:** 2.57

**Horizon/Ridgetops:** 1.71

**Water:** 0.00

**Focal Features:** 3.71

**Iconic:** 4.14

**Depth:** 2.86

**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:**

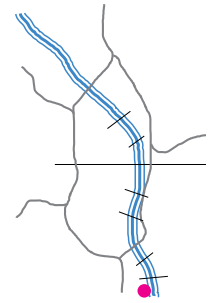


## CCSW67: GREENWAY TRAIL WEST - AT SW GAINES STREET

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

**Access**

- Formal trail
- No transit stop
- Limited adjacent 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.

**Old SRI ID:**

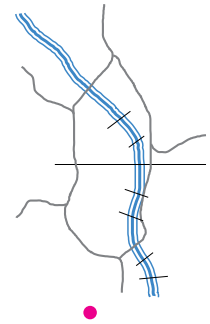
**Old Central City ID:**



**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

**Viewpoint Amenities**

- Benches

**Access**

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



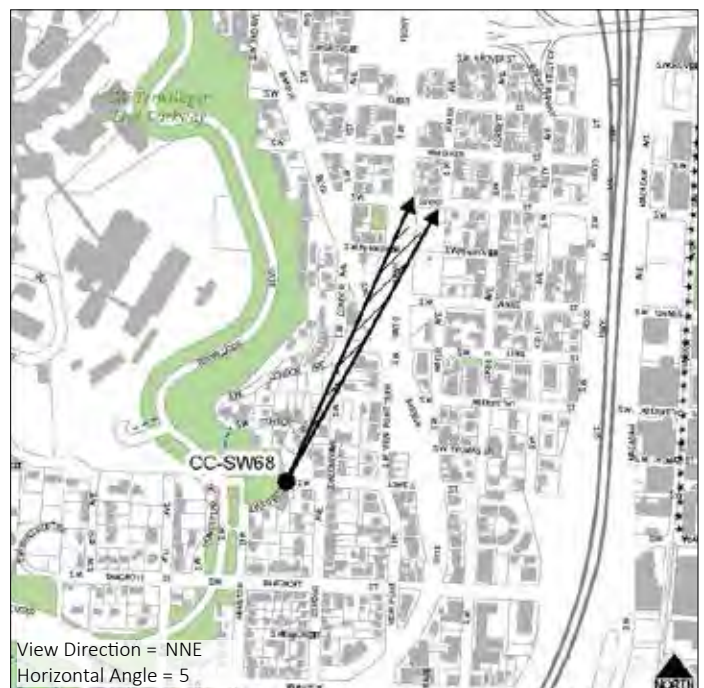
View from Eagle's Point, looking north

**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.

**Old SRI ID:**

**Old Central City ID:**



**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:**

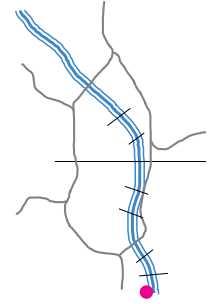


**CCSW69: GREENWAY TRAIL WEST - AT SW BANCROFT STREET**

**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                      **Focal Features:** 4.43  
**Vegetation:** 8.71                      **Iconic:** 5.57  
**Horizon/Ridgetops:** 6.29  
**Water:** 7.71



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:**

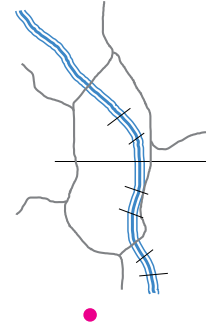
**Old Central City ID:** CCPV2



**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

**Vegetation:** 4.43

**Horizon/Ridgetops:** 5.00

**Water:** 0.14

**Focal Features:** 1.71

**Iconic:** 3.71

**Depth:** 4.71

**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**

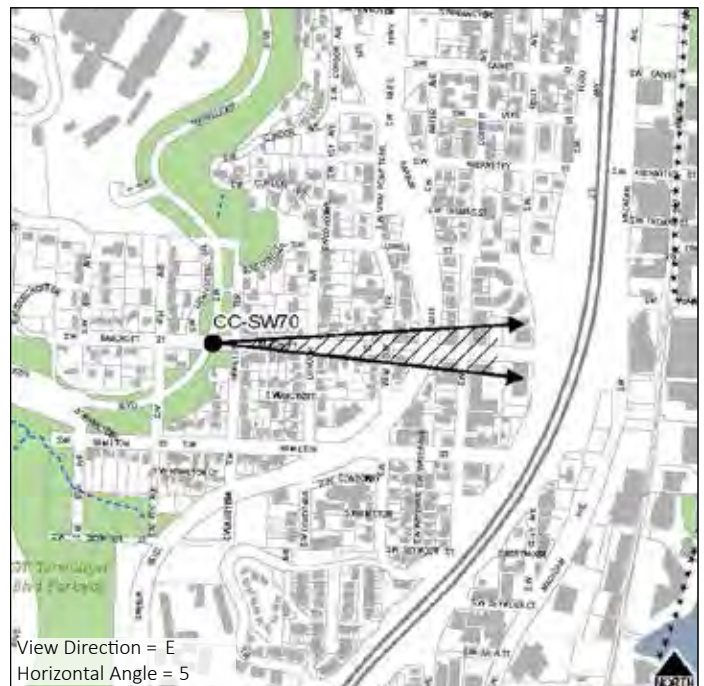
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- No parking

**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:**

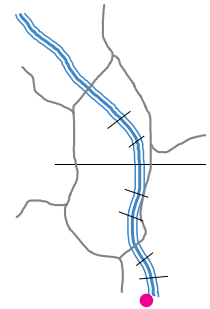


**CCSW71: GREENWAY TRAIL WEST - AT SW UNNAMED ROAD**

**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

**Access**

- Formal trail
- No transit stop
- No parking

**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.

**Old SRI ID:**

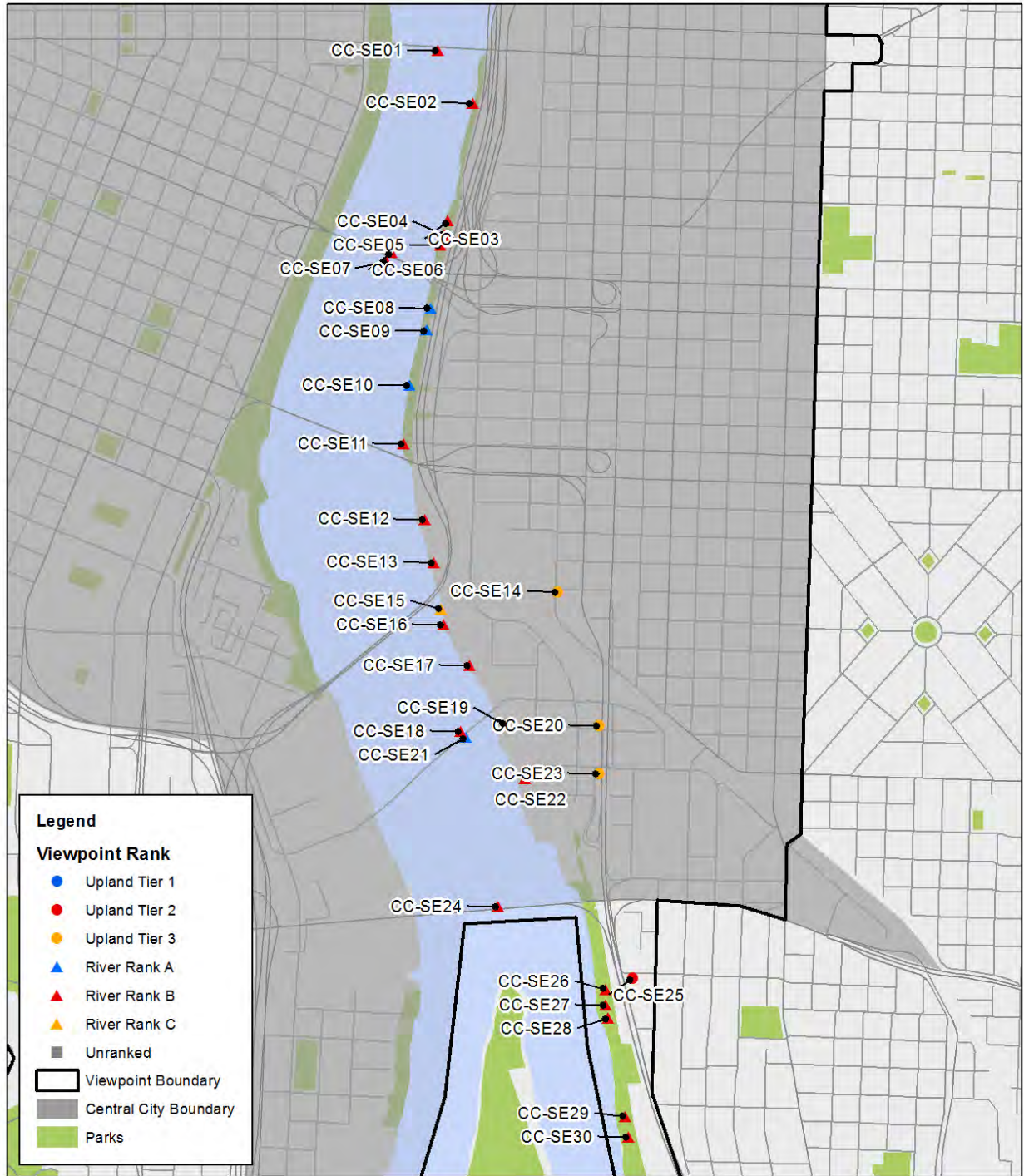
**Old Central City ID:**



### **3.b.6. Results for Southeast**

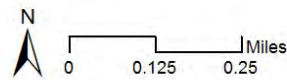
There are 30 viewpoints in the southeast quadrant of the Central City Scenic Resources Inventory. The viewpoints are numbered within the quadrant starting in the northwest corner and progressing left to right from E Burnside Street south to the Springwater Corridor.

Note – Viewpoints CCSE23 and CCSE24 have two views.



### Central City Scenic Resources Protection Plan

June 2016  
 City of Portland, Oregon  
 Bureau of Planning and Sustainability



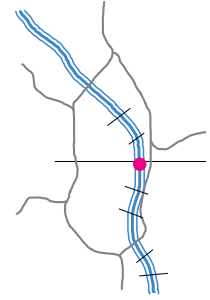
Map 9: Scenic Views and Viewpoints - Southeast Quadrant

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

**Vegetation:** 3.71

**Horizon/Ridgetops:** 3.14

**Water:** 4.86

**Focal Features:** 4.57

**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

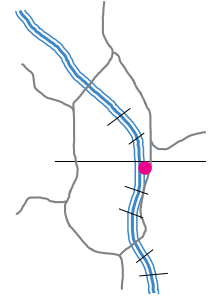


**CCSE02: EASTBANK ESPLANADE - SOUTH OF BURNSIDE BRIDGE**

**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

**Vegetation:** 5.14

**Horizon/Ridgetops:** 1.86

**Water:** 5.43

**Focal Features:** 5.57

**Iconic:** 6.71



View from Eastbank Esplanade south of Burnside Bridge



Viewpoint along Eastbank Esplanade south of Burnside Bridge

**Viewpoint Amenities**

- Platform
- Benches
- Guardrail

**Access**

- Formal trail
- No transit stop
- No parking
- No direct access from east side



White Stag sign from Eastbank Esplanade south of Burnside Bridge

**Management Considerations**

- This section of the Eastbank Esplanade is difficult to access from the east due to the presence of I-5.



**Old SRI ID:** VB24-27

**Old Central City ID:** CCPV22

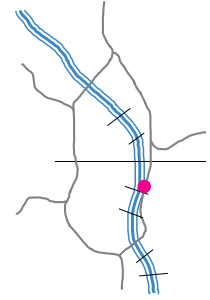


**CCSE03: EASTBANK ESPLANADE - AT SE WASHINGTON STREET**

**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

**Vegetation:** 2.71

**Horizon/Ridgetops:** 1.57

**Water:** 3.71

**Focal Features:** 3.57

**Iconic:** 5.43



View from Eastbank Esplanade north of Morrison Bridge at SE Washington Street



Viewpoint along Eastbank Esplanade at SE Washington

**Viewpoint Amenities**

- Platform
- Guardrail

**Access**

- Formal trail
- No transit stop
- No parking
- No direct access from east side



View from Eastbank Esplanade at SE Washington Street

**Management Considerations**

- Vegetation is beginning to encroach on the view; vegetation management could open up the view.
- Though the nearby large arced viewing platform has many benches, a bench at this viewpoint could enhance the viewer's experience.

**Old SRI ID:**

**Old Central City ID:**



**CCSE04: EASTBANK ESPLANADE - BETWEEN SE WASHINGTON STREET AND SE ALDER STREET**

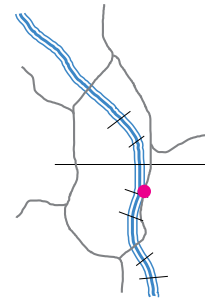
**GROUP: B**

**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**

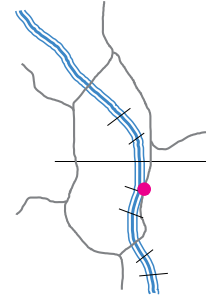
- Vegetation is beginning to encroach on the view; vegetation management could open up the view.
- Vegetation on the viewing platform itself obscures a view of the Burnside and Steel Bridges; vegetation management could restore the view.

**Old SRI ID:**

**Old Central City ID:**



**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

**Viewpoint Amenities**

- Platform
- Guardrail

**Access**

- Formal trail
- No transit stop
- No parking
- No direct access from east side



View from Eastbank Esplanade at SE Alder Street

**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:**

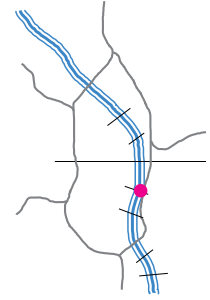


**CCSE06: MORRISON BRIDGE - NORTH SIDE, EAST**

**GROUP: B**

**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

**Secondary Focal Feature(s):** Convention Center spires, Steel Bridge, Burnside Bridge, Lloyd District

**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

**Vegetation:** 4.14

**Horizon/Ridgetops:** 0.00

**Water:** 4.29

**Focal Features:** 4.43

**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)



View Direction = NNE  
Horizontal Angle = 180

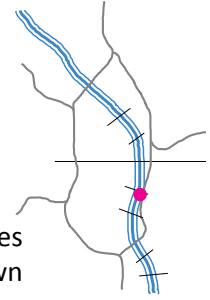


**CCSE07: MORRISON BRIDGE - SOUTH SIDE, EAST**

**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

**Vegetation:** 2.14

**Horizon/Ridgetops:** 1.86

**Water:** 3.43

**Focal Features:** 4.43

**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:**



View Direction = SSW  
Horizontal Angle = 150

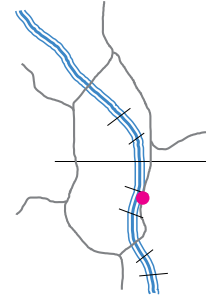


**CCSE08: EASTBANK ESPLANADE - SOUTH OF SE BELMONT STREET**

**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**

**Vegetation: 4.43**

**Horizon/Ridgetops: 3.43**

**Water: 7.57**

**Focal Features: 4.71**

**Iconic: 8.14**



View from Eastbank Esplanade just south of SE Belmont Street



Viewpoint along Eastbank Esplanade just south of SE Belmont Street

**Viewpoint Amenities**

- Seating wall
- Lighting

**Access**

- Formal trail
- No transit stop
- No parking
- No direct access from east side



Historic view from Eastbank Esplanade just south of SE Belmont Street

**Management Considerations**

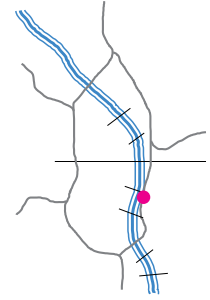
- This is a difficult section of the Eastbank Esplanade to access from the east due to the presence of I-5.
- Currently there is low growing vegetation along the riverbank in front of the entire two-block stretch of the seating wall, providing a long stretch of clear views across the river to the Downtown skyline.

**Old SRI ID:** VB24-36

**Old Central City ID:**



**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

**Vegetation:** 4.57

**Horizon/Ridgetops:** 3.00

**Water:** 7.29

**Focal Features:** 7.14

**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:**

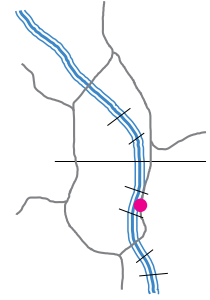


**CCSE10: EASTBANK ESPLANADE - AT SE SALMON STREET**

**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

**Vegetation:** 4.29

**Horizon/Ridgetops:** 2.29

**Water:** 6.43

**Focal Features:** 5.29

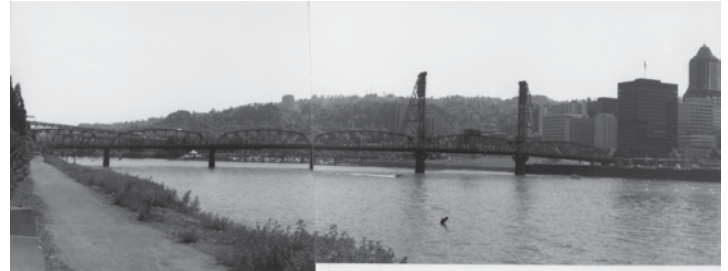
**Iconic:** 7.43



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:**

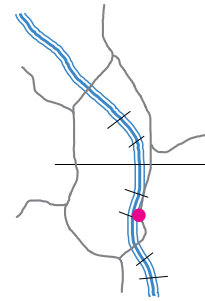


**CCSE11: EASTBANK ESPLANADE - NORTH OF  
HAWTHORNE BRIDGE**

**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**

**Vegetation: 2.00**

**Horizon/Ridgetops: 0.00**

**Water: 5.17**

**Focal Features: 4.00**

**Iconic: 6.33**



View from Eastbank Esplanade just north of Hawthorne Bridge



Viewpoint along Eastbank Esplanade just north of Hawthorne Bridge

**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



Entrance to Madison Dock

**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

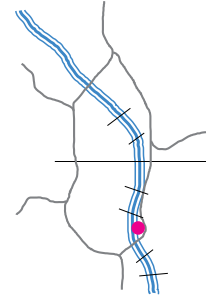


**CCSE12: GREENWAY TRAIL EAST - AT HOLMAN DOCK ACCESS**

**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

**Vegetation:** 6.14

**Horizon/Ridgetops:** 2.14

**Water:** 4.29

**Focal Features:** 5.00

**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

**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



Signage on Greenway trail (east) at Holman Dock

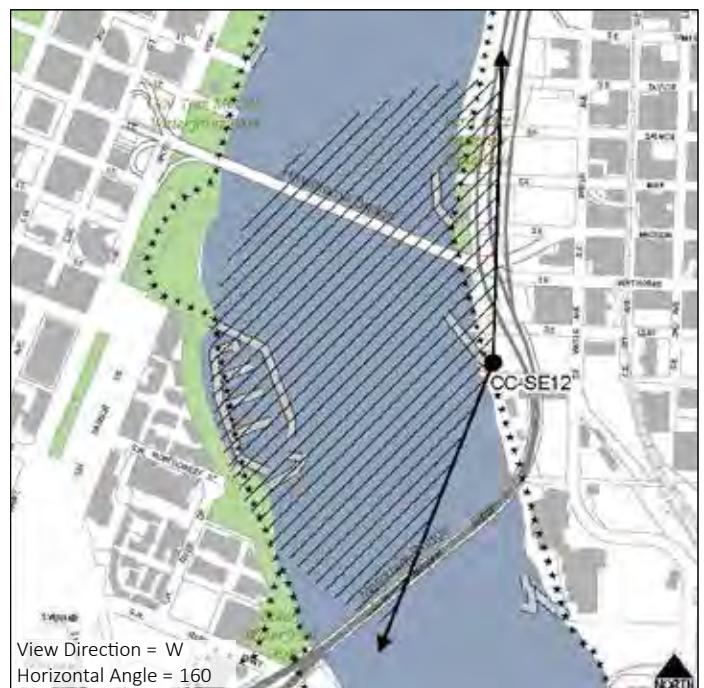
**Management Considerations**

- 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



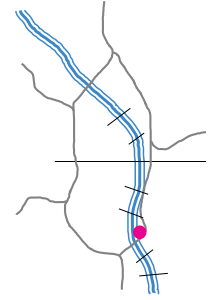
View Direction = W  
Horizontal Angle = 160

**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

**Vegetation:** 2.29

**Horizon/Ridgetops:** 3.43

**Water:** 6.00

**Focal Features:** 6.00

**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:**



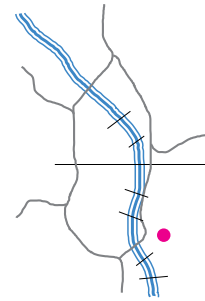
# SCENIC RESOURCES INVENTORY

## 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

**Vegetation:** 2.86

**Horizon/Ridgetops:** 4.14

**Water:** 0.00

**Focal Features:** 4.29

**Iconic:** 3.71

**Depth:** 3.43

**Scope:** 2.43



View from SE Stephens Street and SE 3rd Avenue



Viewpoint at SE Stephens Street and SE 3rd Avenue



View from SE Stephens Street and SE 3rd Avenue

**Viewpoint Amenities**

- None

**Access**

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

**Management Considerations**

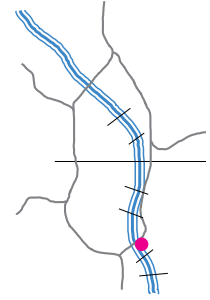
- The original viewpoint was on private property (Station L) located just west of SE Stephens Street and SE 3rd Avenue; the viewpoint has been relocated to the public ROW.
- Vegetation and fencing are encroaching on the view; vegetation management, removal of the fencing, or replacement of the fencing with a more permeable style could enhance the view.

**Old SRI ID:** VB24-49 (Relocated)

**Old Central City ID:**



**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

**Vegetation:** 1.71

**Horizon/Ridgetops:** 2.43

**Water:** 2.71

**Focal Features:** 3.29

**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

**Management Considerations**

- Multiple interpretive signs supplement the view by educating viewers about the Willamette River.

**Access**

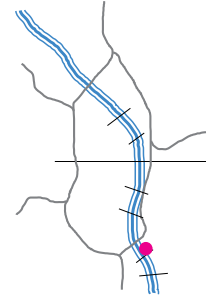
- Formal trail
- No direct access from east side
- No transit stop
- Limited parking nearby (OMSI lot)

**Old SRI ID:**

**Old Central City ID: CCPV11**



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

**Vegetation:** 1.71

**Horizon/Ridgetops:** 2.29

**Water:** 3.86

**Focal Features:** 3.71

**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**

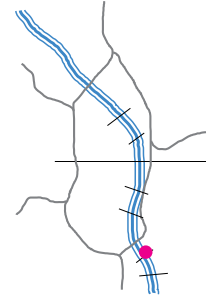
- Multiple interpretive signs supplement the view by educating viewers about the Willamette River.

Old SRI ID:

Old Central City ID:



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

**Vegetation:** 2.57

**Horizon/Ridgetops:** 3.00

**Water:** 4.43

**Focal Features:** 5.57

**Iconic:** 6.29



View from Greenway Trail (east) OMSI south viewpoint by Theory Eatery





Viewpoint along 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



Greenway Trail (east) at OMSI south viewpoint

**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

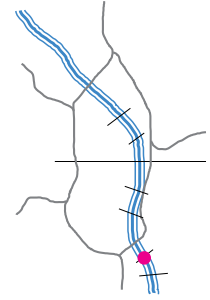
**Description**

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:**

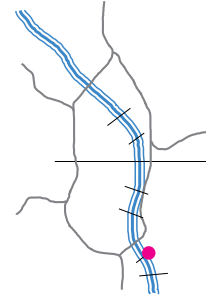


**CCSE19: GREENWAY TRAIL EAST - AT SE CARUTHERS STREET**

**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

**Vegetation:** 3.00

**Horizon/Ridgetops:** 2.43

**Water:** 4.29

**Focal Features:** 7.00

**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



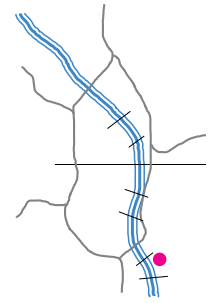
# SCENIC RESOURCES INVENTORY

## 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

**Vegetation:** 1.00

**Horizon/Ridgetops:** 2.86

**Water:** 0.57

**Focal Features:** 5.57

**Iconic:** 5.14

**Depth:** 3.86

**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

**Access**

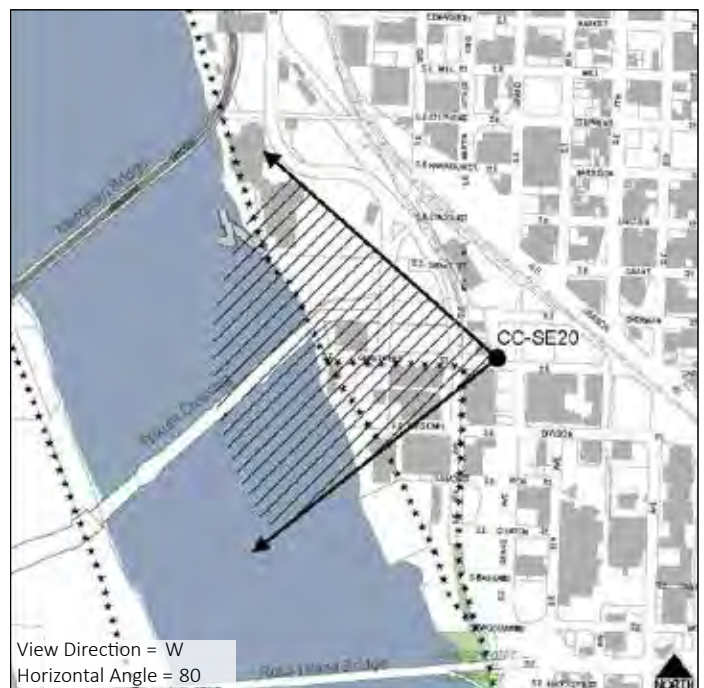
- Street/Auto
- Sidewalk
- No bike lane
- No transit stop
- No parking

**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.

**Old SRI ID:**

**Old Central City ID:**

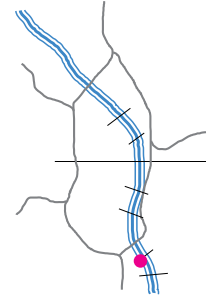


CCSE21: TILIKUM CROSSING - SOUTH SIDE, EAST

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

**Viewpoint Amenities**

- Pedestrian bump-out
- Guardrails
- Physical separation of motorized/non-motorized

**Access**

- Bike lane
- Sidewalk
- Transit stop
- No parking
- No automobiles



View of Mt Hood from Tilikum Crossing, south side, east bump-out

**Management Considerations**

- Tilikum Crossing is still under construction.
- Additional amenities, such as a bench at the bump-out, could enhance the viewer's experience.



**Old SRI ID:**

**Old Central City ID:**



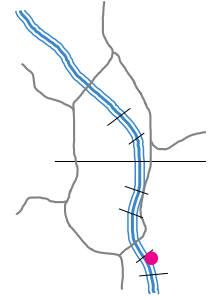
View Direction = SE  
Horizontal Angle = 180

**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                      **Focal Features:** 6.57  
**Vegetation:** 2.71                      **Iconic:** 6.71  
**Horizon/Ridgetops:** 3.71  
**Water:** 5.29



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:**

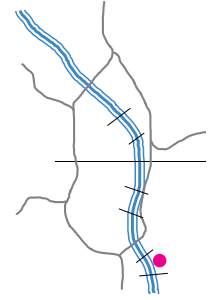
**Old Central City ID:**



**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

**Vegetation:** 1.29

**Horizon/Ridgetops:** 2.14

**Water:** 0.29

**Focal Features:** 5.00

**Iconic:** 4.86

**Depth:** 3.57

**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

**Access**

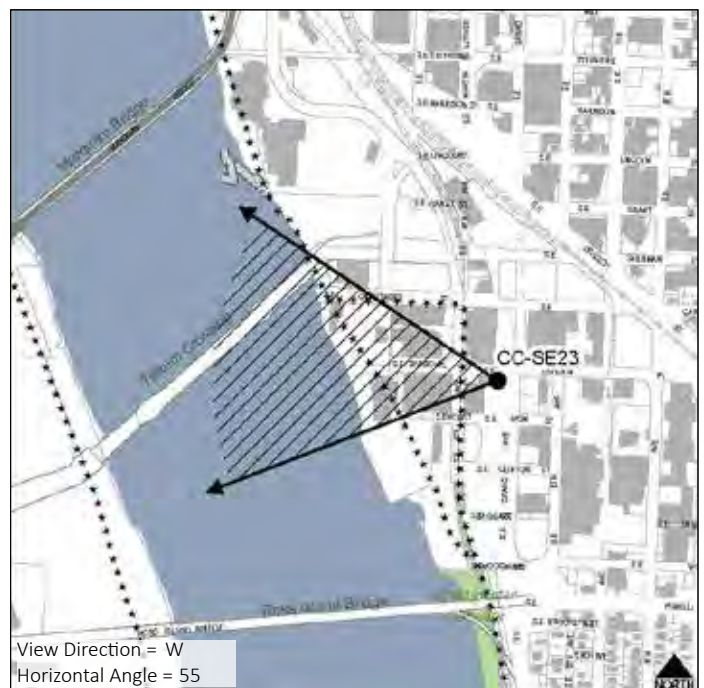
- Street/Auto
- Sidewalk
- No bike lane
- Pedestrian ramp up from SE Division Place
- No transit stop
- No parking

**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.

**Old SRI ID:**

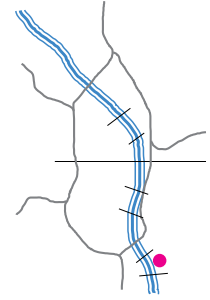
**Old Central City ID:**



**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**

**Universal Scenic Quality: 1.8**

**Access to Viewpoint: 0**

**Developed as a Viewpoint: 1**

**Use as a Viewpoint: 0**

**Contributing Factors**

**Skyline: 0.43**

**Vegetation: 0.00**

**Horizon/Ridgetops: 0.00**

**Water: 0.00**

**Focal 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

**Access**

- Street/Auto
- Sidewalk
- No bike lane
- Pedestrian ramp up from SE Division Place
- No transit stop
- No parking

**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.

**Old SRI ID:**

**Old Central City ID:**

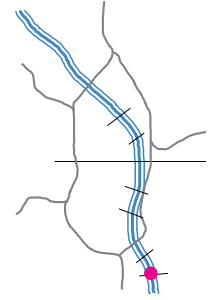


**CCSE24: ROSS ISLAND BRIDGE - NORTH SIDE, CENTER, LOOKING NORTH**

**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**

**Vegetation: 1.86**

**Horizon/Ridgetops: 1.86**

**Water: 4.57**

**Focal Features: 6.43**

**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

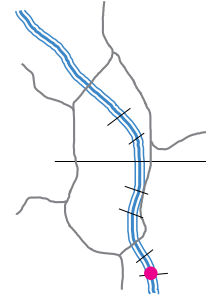


**CCSE24: ROSS ISLAND BRIDGE - NORTH SIDE, CENTER, LOOKING SOUTH**

**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

**Vegetation:** 5.00

**Horizon/Ridgetops:** 4.43

**Water:** 5.14

**Focal Features:** 4.00

**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:**

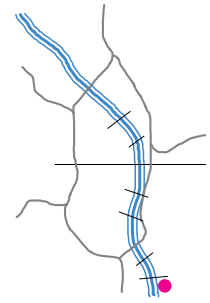
**Old Central City ID:** CCPV4



**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

**Access**

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

**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.

**Old SRI ID:** VB31-05

**Old Central City ID:**



# SCENIC RESOURCES INVENTORY

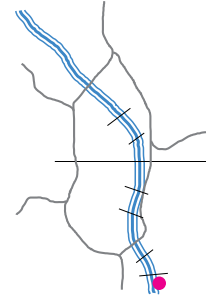
## RIVER VIEW

### 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

**Vegetation:** 3.86

**Horizon/Ridgetops:** 3.14

**Water:** 3.57

**Focal Features:** 2.14

**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

**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:

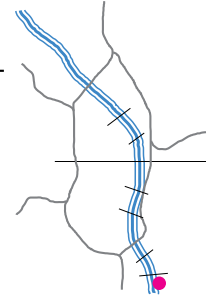


**CCSE27: SPRINGWATER CORRIDOR - BETWEEN SE FRANKLIN AND SE HAIG STREETS, MIDDLE POINT**

**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:** .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

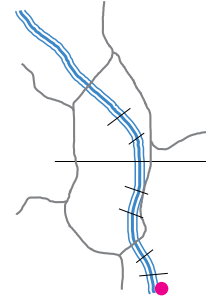
**Old SRI ID:**

**Old Central City ID:**



**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

**Vegetation:** 5.14

**Horizon/Ridgetops:** 3.00

**Water:** 3.57

**Focal Features:** 4.00

**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

**Viewpoint Amenities**

- Picnic table

**Access**

- Informal trail off Springwater Corridor
- No direct access from east side
- No transit stop
- No parking



Historic view from slope below SE McLoughlin & Haig (now Springwater Corridor)

**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:**



**CCSE29: SPRINGWATER CORRIDOR - NEAR SE RHONE STREET, NORTH POINT**

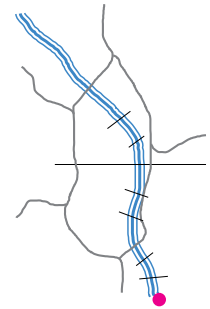
**GROUP: B**

**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:** .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

**Access**

- Formal trail
- Informal trail
- No direct access from east side
- No transit stop
- No parking

**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.

**Old SRI ID:** VP31-37

**Old Central City ID:**

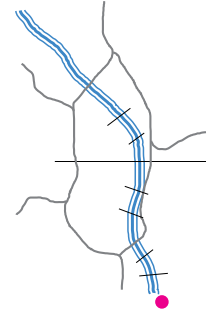


**CCSE30: SPRINGWATER CORRIDOR - NEAR SE RHONE STREET, SOUTH POINT**

**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:** .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

**Access**

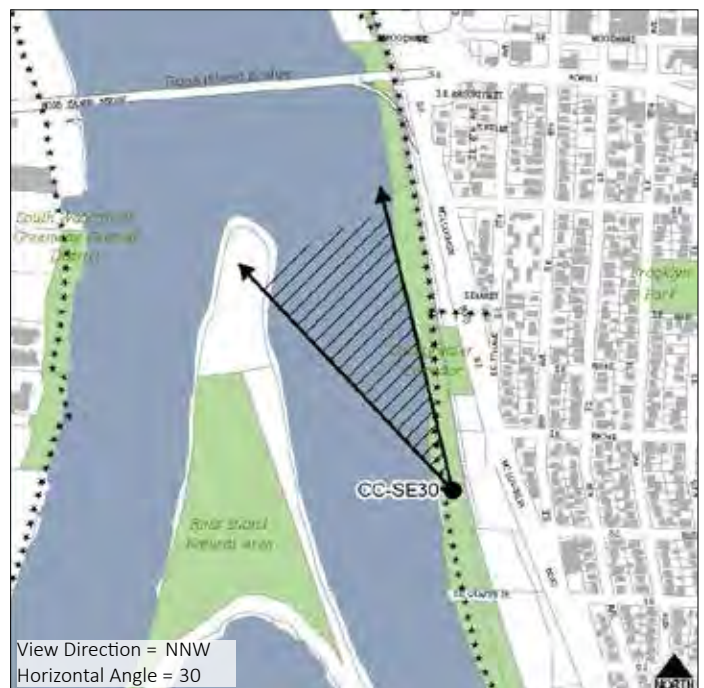
- Formal trail
- Informal trail
- No direct access from east side
- No transit stop
- No parking

**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:** VP31-37

**Old Central City ID:**





*The view down SW Madison Street from SW Park Avenue circa 1988.*



## 4. View Streets and River Access Ways

### 4.a. View Streets Approach and Methodology

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 *Scenic Resources Protection Plan*. To reduce confusion, the terms *view corridor* and *gateway* are being eliminated. A view down a particular street is now called a *view street* if it meets the criteria. Please also see Chapter 5: Scenic Corridors for an inventory of scenic drives, trails, rails and waterways.

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 remained 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 (labeled as *view corridors* or *gateways* in the 1989 *Scenic Resource Inventory Map* for the Central City). The existing view streets 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 following criteria. This approach was chosen because the previous scenic resources plans didn't use a replicable approach to designate view corridors or gateways. 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 from the center of the street on foot 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, as well as a view of the West Hills in the background. While privately owned buildings are not eligible for inclusion as a visual focal point, unless otherwise protected as a landmark, these buildings are 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 criteria also helped determine the start/extent of the view street. For example, Salmon Street Springs is visible from SW Broadway but is not a prominent focal point until SW 4<sup>th</sup> Avenue; thus, the view street starts at SW 4<sup>th</sup> Avenue.
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.

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. River Access Ways Approach and Methodology

River access ways are a subset of view streets.

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 *Scenic Resources Protection Plan* (see section 4a, above). To reduce confusion, the term *view corridor* is only applied to views from specific viewpoints. A view along a public street to the river is now called a *river access way* if it meets the criteria below.

Many of the east-west streets and associated rights-of-way in the Central City provide access to the Willamette River, particularly on the west side. Streets and sidewalks are designed to provide physical and visual access down the street, whether in a car, on a bike or walking, and many terminate at the river. But not all streets and associated rights-of-way are, or should be, *river access ways*.

For the purposes of this inventory, a river access way provides visual access and connection to the river for neighborhoods and business districts who might otherwise be visually cut-off from the river. River access ways can be a combination of views of the river or elements within the Willamette Greenway boundary and design elements, street treatments, or other wayfinding cues that help orient the public toward the river or Greenway Trail. River access ways are generally extensions of existing public rights-of-way through to the river. River access ways are one tool used to comply with the public access requirements of the Comprehensive Plan and the Willamette Greenway Plan.

In order to produce an inventory of river access ways that can be evaluated, the following approach was followed:

1. **Map existing inventoried river access ways**
2. **Document existing and potential river access ways**
3. **Designate river access ways**

Unlike views and viewpoints, where even those with a very low evaluation score remained in the inventory, river access ways underwent two screenings to determine if the river access way should be included in this inventory. The river access ways that remained were not evaluated for quality and were not ranked.

## 1. Map Existing Inventoried River Access Ways

River access ways were identified through past planning efforts including the *Willamette Greenway Plan* (1987) and the *South Waterfront Greenway Public Access Map* (map 510-15). Each plan had a different methodology for identifying and documenting river access ways (called *view corridors* in the 1987 *Willamette Greenway Plan* and *special building height corridors* and *accessways* in the *South Waterfront Greenway Public Access Map*). The existing river access ways were digitized and arrayed using GIS.

## 2. Document Existing and Potential River Access Ways

Staff analyzed all previously inventoried river access ways as well as many other street corridors in the Central City that could be river access ways using the following criteria. This approach was chosen because the previous scenic resources plans didn't use a replicable approach to designate 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 river access ways were missed.

### First Screen Criteria

For the purposes of this inventory, a river access way along streets and associated rights-of-way was documented and carried forward for evaluation if all of the following were true:

1. The river access way is within the public right-of-way (ROW) or is an extension of an existing public ROW within the Central City boundary; and
2. The river access way has a terminus in or near the Willamette Greenway boundary or otherwise connects to the Willamette River.

All existing and potential new river access ways received a field visit. A standard set of information was documented and a standard set of photographs was taken for every existing and potential new river access way. Finally, a set of criteria was developed to determine which existing and potential new river access ways would remain in the inventory.

### Data Collection

City staff walked nearly all of the Central City and documented river access ways that met the first screen criteria. The field assessment elements that were documented included:

- Location of the start of the river access way (intersection)
- Direction to the Willamette River
- Approximate length of the river access way
- Flow of traffic along the river access way
- Presence of bike lanes, sharrows, sidewalks, etc.

- Willamette River or Greenway Trail visibility

### 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. All photos were shot at a 50mm focal length to best approximate the magnification of the human eye (i.e. the perceived size and distance of focal objects in the photo matches what is seen with the naked eye). Photographs were taken from the center of the crosswalk closest to the river (e.g., on the west side of the river, photos were taken from the crosswalk on the east side of the intersection). If there was no legal crossing on the side closest to the river, the photos were taken from the side furthest from the river.

## 3. Designate River Access Ways

All river access ways that met the first screen criteria were documented and photographed. City staff performed further analysis to determine which river access ways would remain in this inventory.

### Identification Criteria

1. Clear view of river – There's a clear view to the Willamette River itself. Views of the river are relatively rare due to the presence of the seawall, street trees, I-5, and other elements that block a clear view of the water. River access ways that offered a clear view of the river itself we're included.
2. Upland connection – There is a concentration of people near the upland terminus of the river access way. This criteria also helped determine the start/extent of the river access way. For example, the river access way down SW Salmon Street begins at the South Park Blocks, where there is a high concentration of people. This helps connect high concentrations of people to the Willamette River.
3. Designated Neighborhood Greenway – The river access way is along a designated Neighborhood Greenway. These streets are expected to have a high number of bicyclists and pedestrians and provide a good opportunity to connect bicyclists and pedestrians to the Willamette River.
4. Uniqueness – The river access way is the only one (or one of very few) in a certain area. As such, it provides an important connection to the Willamette River for that area.
5. Green Loop alignment/streetscape improvement – The river access way is along the Green Loop, a Green Loop connector street, or another street planned for a significant streetscape improvement. This offers the opportunity to re-design the street as a river access way, including design elements, street treatments, or other wayfinding cues that help orient the public toward the Willamette River or Greenway Trail.
6. South Waterfront Greenway Public Access – Special building height corridors and accessways identified in the *South Waterfront Greenway Public Access Map*. These emerged from a relatively recent and robust planning process for the South Waterfront, much of which has yet to be (re)developed. All of these river access ways were included.

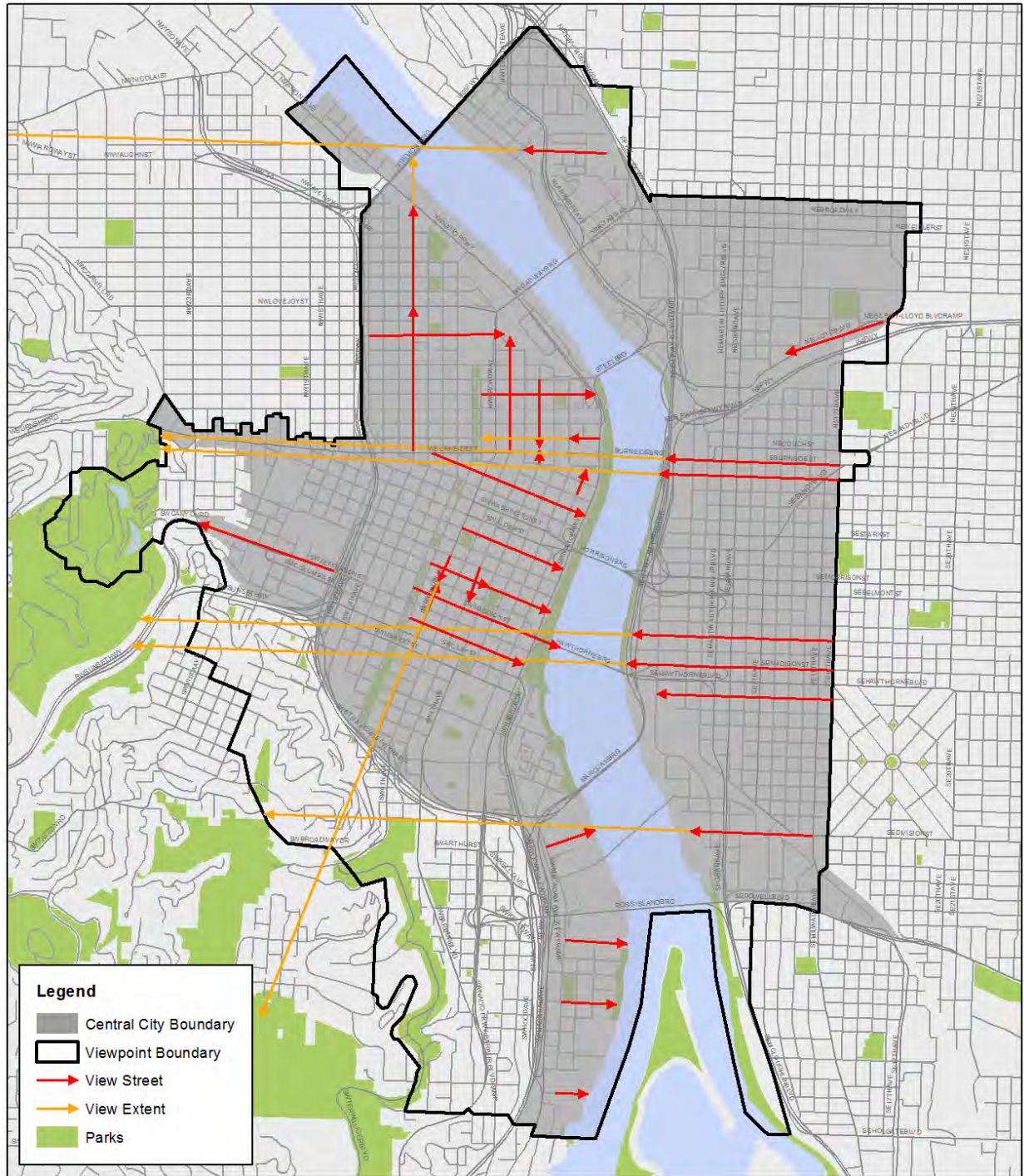
Staff further looked at the spacing of the potential river access ways. If there were multiple potential river access ways within very close proximity of each other, staff chose the most reasonable river access way, based on a preponderance of the above factors. In general, an effort was made to space river access ways at least three blocks from one another.

#### **4.c. View Streets and River Access Ways Results**

There are 26 view streets, including 14 river access ways in the Central City. (Note: Five streets are designated as both a view street and a river access way, though, in most cases, the extents differ.) 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 dashed line.

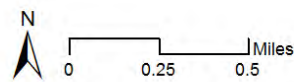
River access ways have not been finalized. The potential river access ways are:

- N Tillamook Street from N Kerby Avenue
- NW Flanders Street from North Park Blocks (NW Couch or NW Davis as alternatives)
- NW 12<sup>th</sup> Avenue from W Burnside Street
- E Burnside Street from SE Sandy Boulevard
- SW Columbia Street from South Park Blocks
- SW Salmon Street from South Park Blocks
- SW Morrison Street from SW Broadway (SW Yamhill as alternative – one-way towards river)
- SW Oak from W Burnside Street (SW Stark as alternative – one-way towards river)
- SW Unnamed Road from SW Macadam Avenue
- SW Gaines Street from SW Macadam Avenue
- SW Gibbs Street from SW Macadam Avenue (SW Curry as alternative?)
- SW Meade Street from SW Moody Avenue (SW Porter as alternative?)
- SE Clay Street from SE Ladd Avenue
- SE Salmon Street from SE Martin Luther King Jr Boulevard



### Central City Scenic Resources Protection Plan

June 2016  
 City of Portland, Oregon  
 Bureau of Planning and Sustainability



Map 10: View Streets (Including River Access Ways)



# SCENIC RESOURCES INVENTORY

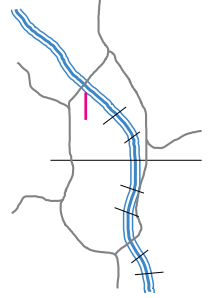
## VIEW STREET

### NW 12th AVENUE AND NW LOVEJOY STREET, LOOKING NORTH

**View Terminus Focal Point:** Fremont Bridge

#### Description

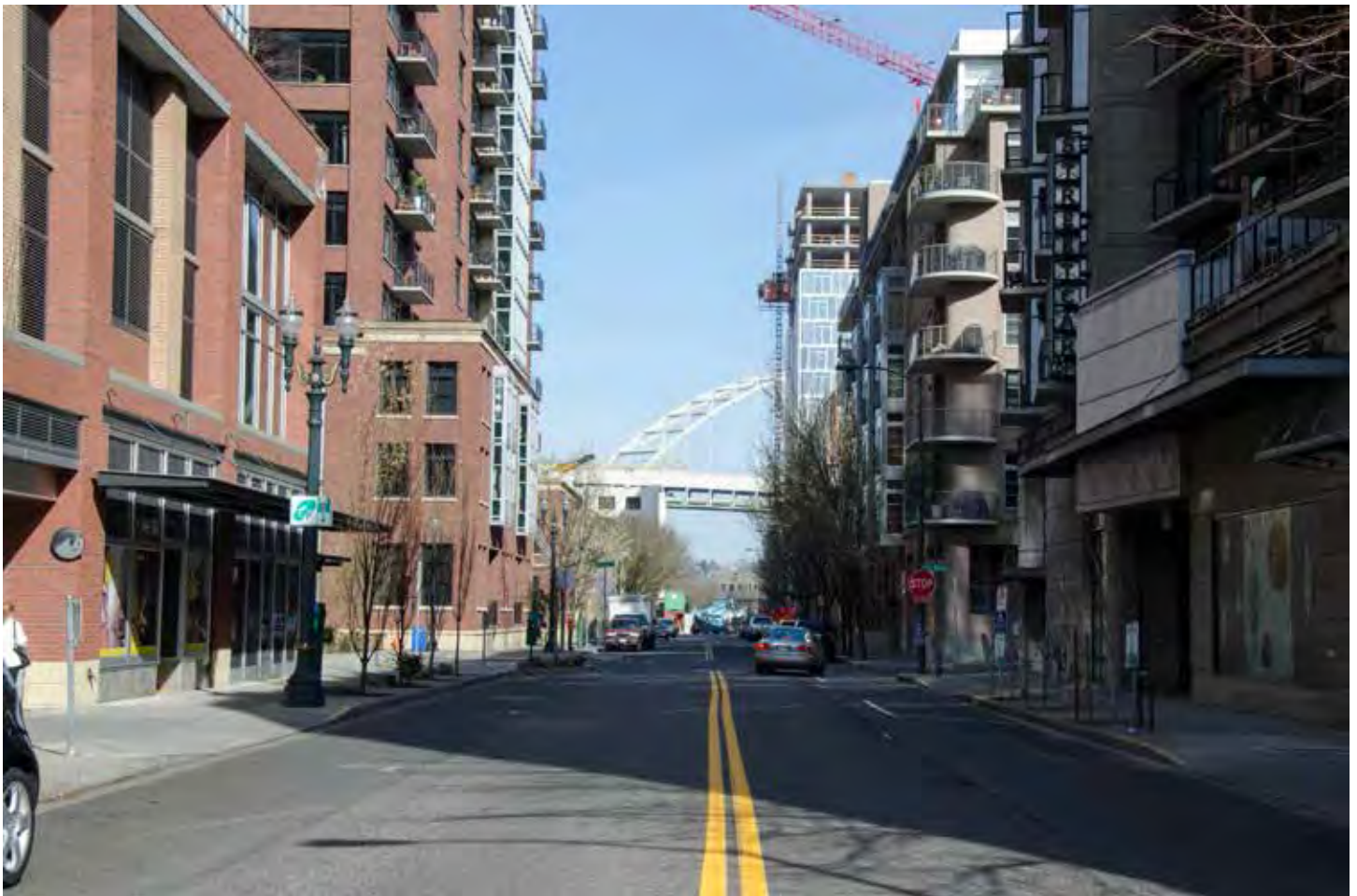
This view street extends north along NW 12th Avenue from NW Lovejoy Street. The view terminates at the Fremont Bridge and captures the section of the bridge where the bridge deck meets the bridge arch. This two-way view street has travel lanes, parking and sidewalks on both sides of the street. The view 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:**



Looking north from NW Lovejoy Street and NW 12th Avenue

# SCENIC RESOURCES INVENTORY

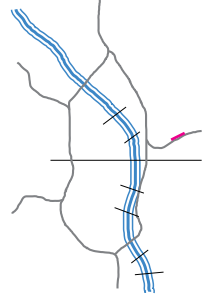
## VIEW STREET

### 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

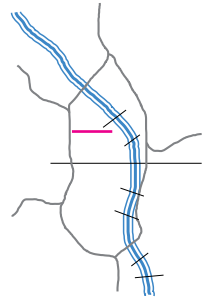
## VIEW STREET

### NW JOHNSON STREET AND NW 15th AVENUE, LOOKING EAST

**View Terminus Focal Point:** Union Station clock tower

#### 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:**

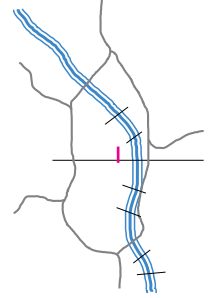


Looking east from NW Johnson Street and NW 15th Avenue

# SCENIC RESOURCES INVENTORY

## VIEW STREET

### 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:**



Looking south from NW Glisan Street and NW 4th Avenue

# SCENIC RESOURCES INVENTORY

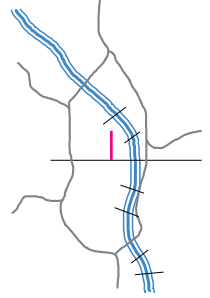
## VIEW STREET

### NW 6th AVENUE AND W BURNSIDE STREET, LOOKING NORTH

**View Terminus Focal Point:** Union Station clock tower

#### 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:**

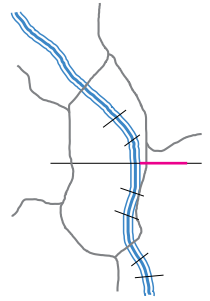


Looking north from W Burnside Street and NW 6th Avenue

# SCENIC RESOURCES INVENTORY

## VIEW STREET

### 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

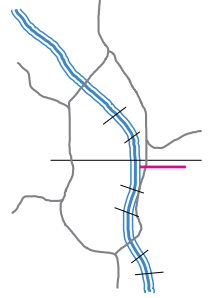


Looking west from E Burnside Street and NE 12th Avenue

# SCENIC RESOURCES INVENTORY

## VIEW STREET

### 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:**

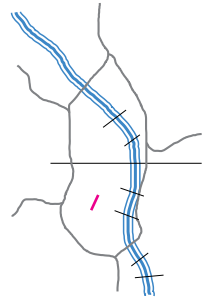


Looking west from SW 12th Avenue and SE Ankeny Street

# SCENIC RESOURCES INVENTORY

## VIEW STREET

### 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:



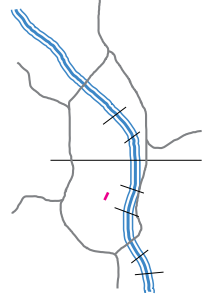
Looking north from SW Broadway and SW Jefferson Street



# SCENIC RESOURCES INVENTORY

## VIEW STREET

### SW 5th AVENUE AND SW TAYLOR STREET, LOOKING SOUTH



**View Terminus Focal Point:** Portlandia statue on the Portland Building

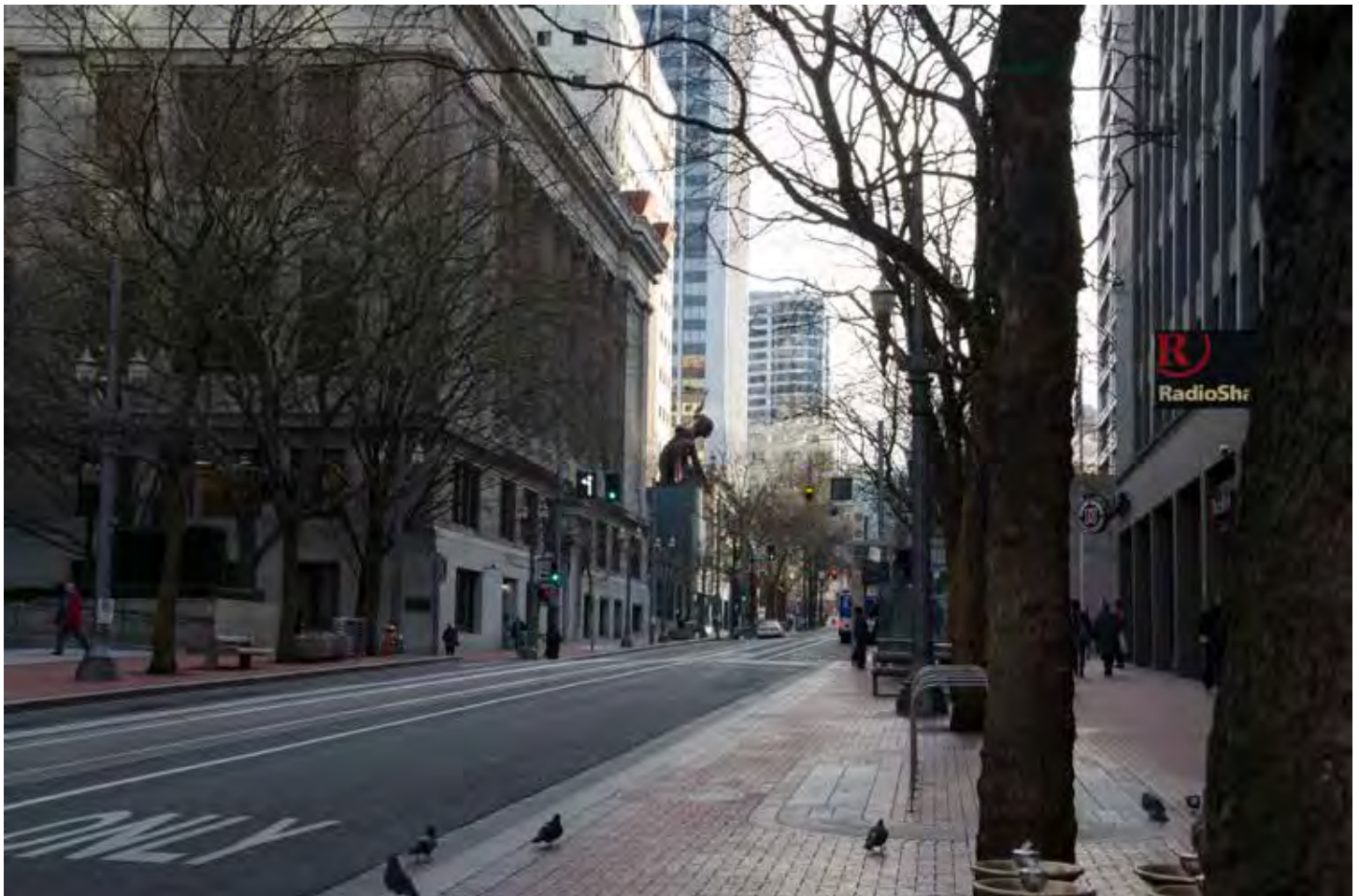
#### Description

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:**



Looking south from SW 5th Avenue and SW Taylor Street

# SCENIC RESOURCES INVENTORY

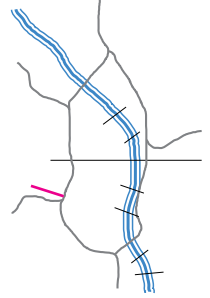
## VIEW STREET

### 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

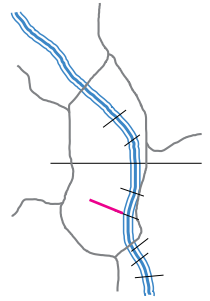


Looking west from SW 14th Avenue and SW Jefferson Street

# SCENIC RESOURCES INVENTORY

## VIEW STREET

### SW MADISON STREET AND SW PARK AVENUE, LOOKING SOUTHEAST



**View Terminus Focal Point:** Hawthorne Bridge tower

#### 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:**



Looking east from SW 2nd Avenue and SW Main Street

# SCENIC RESOURCES INVENTORY

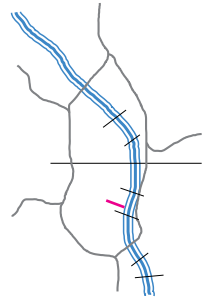
## VIEW STREET

### 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

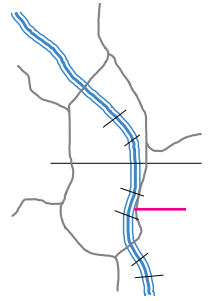


Looking southeast from SW 4th Avenue and SW Salmon Street

# SCENIC RESOURCES INVENTORY

## VIEW STREET

### 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:**

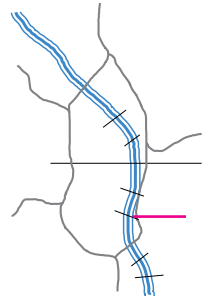


Looking west from SE 12th Avenue and SE Salmon Street

# SCENIC RESOURCES INVENTORY

## VIEW STREET

### 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:**

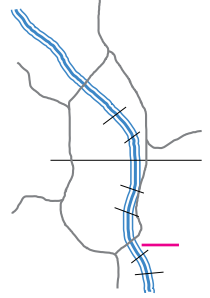


Looking west from SE 12th Avenue and SE Madison Street

# SCENIC RESOURCES INVENTORY

## VIEW STREET

### SE DIVISION STREET AND SE 11th AVENUE, LOOKING WEST



**View Terminus Focal Point:** Tilikum Crossing, West Hills

#### **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:**

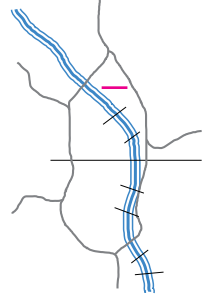


Looking west from SE 11th Avenue and SE Division Street

# SCENIC RESOURCES INVENTORY

## VIEW STREET

### N TILLAMOOK STREET AND ONE BLOCK EAST OF N KERBY AVENUE, LOOKING WEST



**View Terminus Focal Point:** Fremont Bridge, Forest Park

#### 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:**



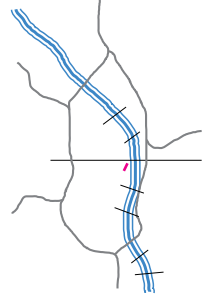
Looking west on N Tillamook Street from one block east of N Kerby Avenue



# SCENIC RESOURCES INVENTORY

## VIEW STREET

### 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:**

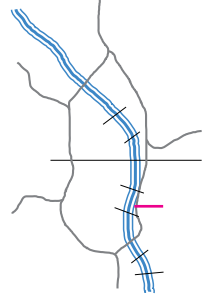


Looking northeast on SW 1st Avenue from SW Pine Street

# SCENIC RESOURCES INVENTORY

## RIVER ACCESS WAY

### 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**

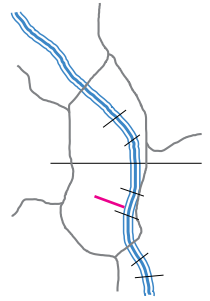
- SE Salmon Street is a designated Neighborhood Greenway.
- Additional wayfinding elements would help orient a traveler toward the river.

#### **Old SRI Code:**



Looking west from SE Martin Luther Kind Junior Boulevard and SE Salmon Street

## 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

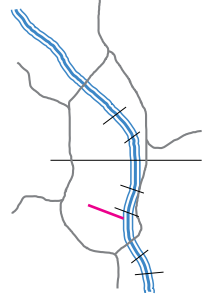
- Cars/trucks in traffic lanes block the view of Salmon Street Springs.
- Additional wayfinding elements would help orient a traveler toward the river.

Old SRI Code: VC24-52



Looking southeast down SW Salmon Street from South Park Blocks

## 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

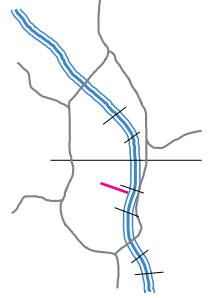
- Additional wayfinding elements would help orient a traveler toward the river.

### Old SRI Code:



Looking southeast down SW Columbia Street from the South Park Blocks

## 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:

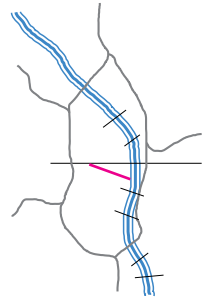


Looking southeast down SW Morrison Street from SW 6th Avenue (placeholder for SW Broadway)

# SCENIC RESOURCES INVENTORY

## RIVER ACCESS WAY

### 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:**

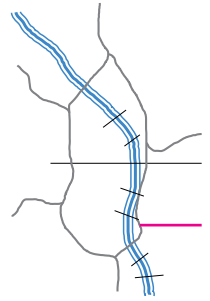


Looking southeast down SW Oak Street from W Burnside

# SCENIC RESOURCES INVENTORY

## RIVER ACCESS WAY

### 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:**



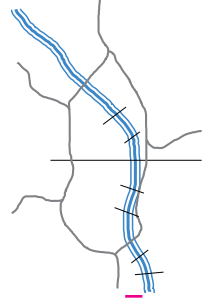
Looking west on SE Clay Street from SE MLK Boulevard (placeholder for SE Ladd Avenue)

# SCENIC RESOURCES INVENTORY

## RIVER ACCESS WAY

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### 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:**



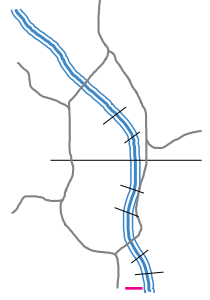
Looking east down SW Unnamed Road from SW Moody Avenue bike path (placeholder)



# SCENIC RESOURCES INVENTORY

## RIVER ACCESS WAY

### 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**

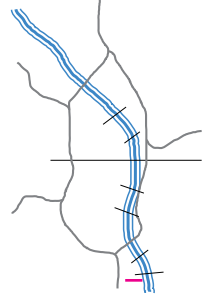
- There is a steep hill along SW Gaines Street between SW Macadam Avenue and SW Moody Avenue, which allows good visibility toward the river and Ross Island.
- There are special building height restrictions along this section of SW Gaines Street.

#### **Old SRI Code:**



Looking east down SW Gaines Street from SW Macadam Avenue

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:**



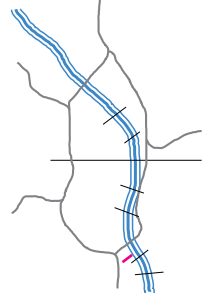
Looking east on SW Gibbs Street from SW Moody Avenue

# SCENIC RESOURCES INVENTORY

## RIVER ACCESS WAY

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### 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**

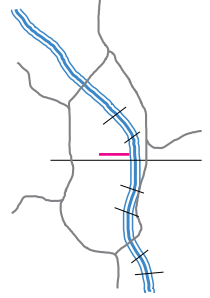
- This area of South Waterfront is still under development.

#### **Old SRI Code:**



Looking east on SW Meade Street from SW Bond Avenue (placeholder for SW Moody)

## 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:**

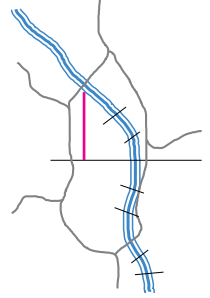


Looking east on NW Flanders Street from NW 6th Avenue (placeholder photo)

# SCENIC RESOURCES INVENTORY

## RIVER ACCESS WAY

### 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**

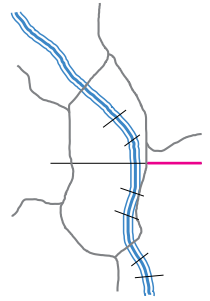
- The area north of NW Quimby Street is under development.
- For NW 12th Avenue to connect to the river, it would have to be extended north of NW Quimby Street. There would also need to be crossings at the railroad tracks and across NW Naito Parkway, with a final connection to the river through the developments along the east side of NW Naito Parkway.

#### **Old SRI Code:**



Looking north on NW 12th Avenue from W Burnside Street

## 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:**

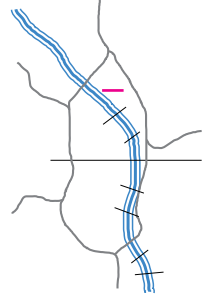


Looking west on E Burnside Street from SE Sandy Boulevard

# SCENIC RESOURCES INVENTORY

## RIVER ACCESS WAY

### N TILLAMOOK STREET FROM N KERBY AVENUE



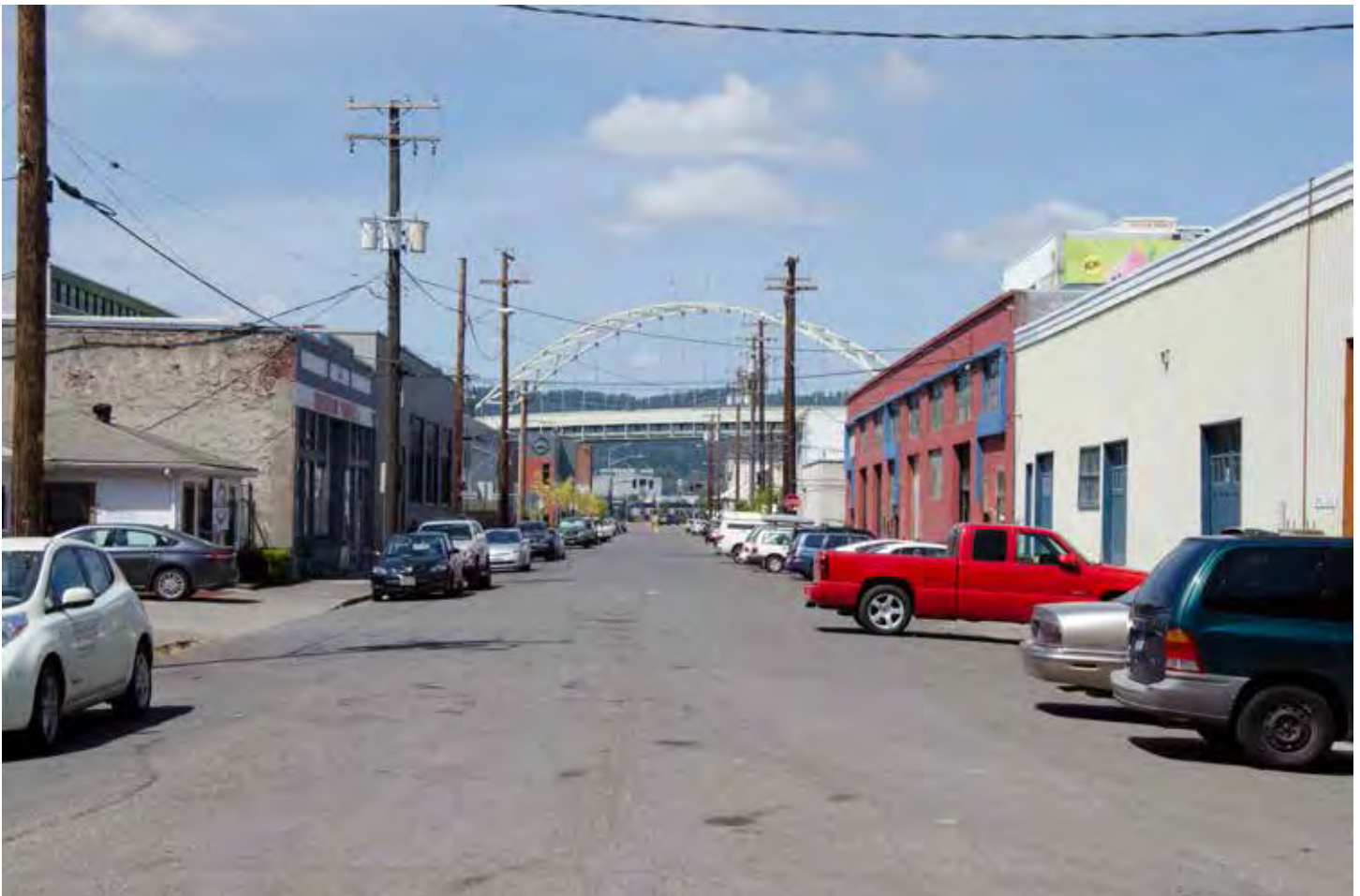
#### **Description**

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:**



Looking west on N Tillamook Street from east of N Kerby Avenue





## 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

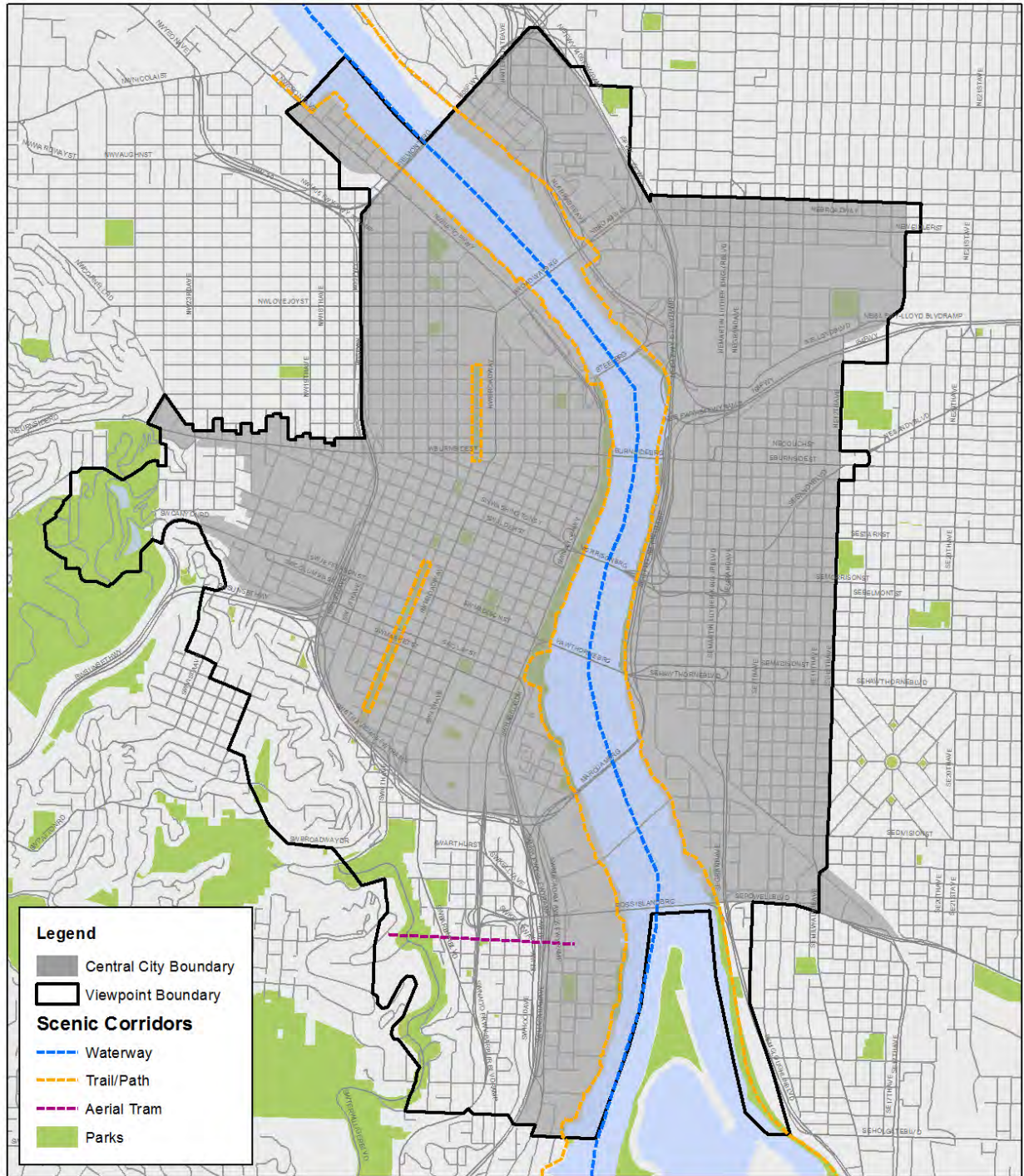
All scenic corridors that met the first screen were documented and photographs were taken. The photographs were then used to evaluate each scenic corridor to determine which would remain in this inventory. This evaluation was performed by city staff and verified by the project consultant.

### 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.

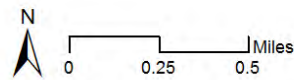
## **5.b. Scenic Corridors Results**

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.



### Central City Scenic Resources Protection Plan

June 2016  
 City of Portland, Oregon  
 Bureau of Planning and Sustainability



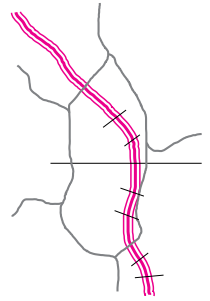
Map 11: Scenic Corridors

## 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 Modes:** Boating, swimming, paddle boarding



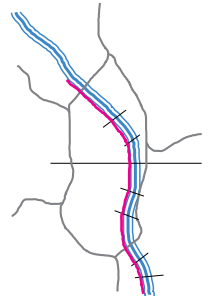
The Willamette River - view from the Steel Bridge

## 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 Modes:** Biking, walking, running, skating, personal transporter, wheelchair



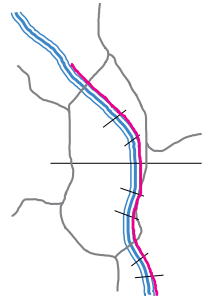
The Greenway Trail (west) through Waterfront Park- view from the Steel Bridge

## 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 Modes:** Biking, walking, running, skating, personal transporter, wheelchair



The Greenway Trail (east)/Eastbank Esplanade- view from the Morrison Bridge

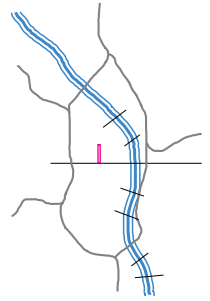


## NORTH PARK BLOCKS

### *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 Modes:** Walking, biking, automobile



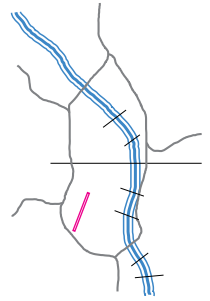
The North Park Blocks

## 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 Modes:** Walking, biking, automobile



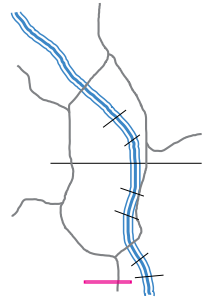
The South Park Blocks

## 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 Modes:** Tram



View from the Portland Aerial Tram



*The Hawthorne Bridge from Waterfront Park circa 1988.*

## 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**

#### 1. 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.

#### 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.

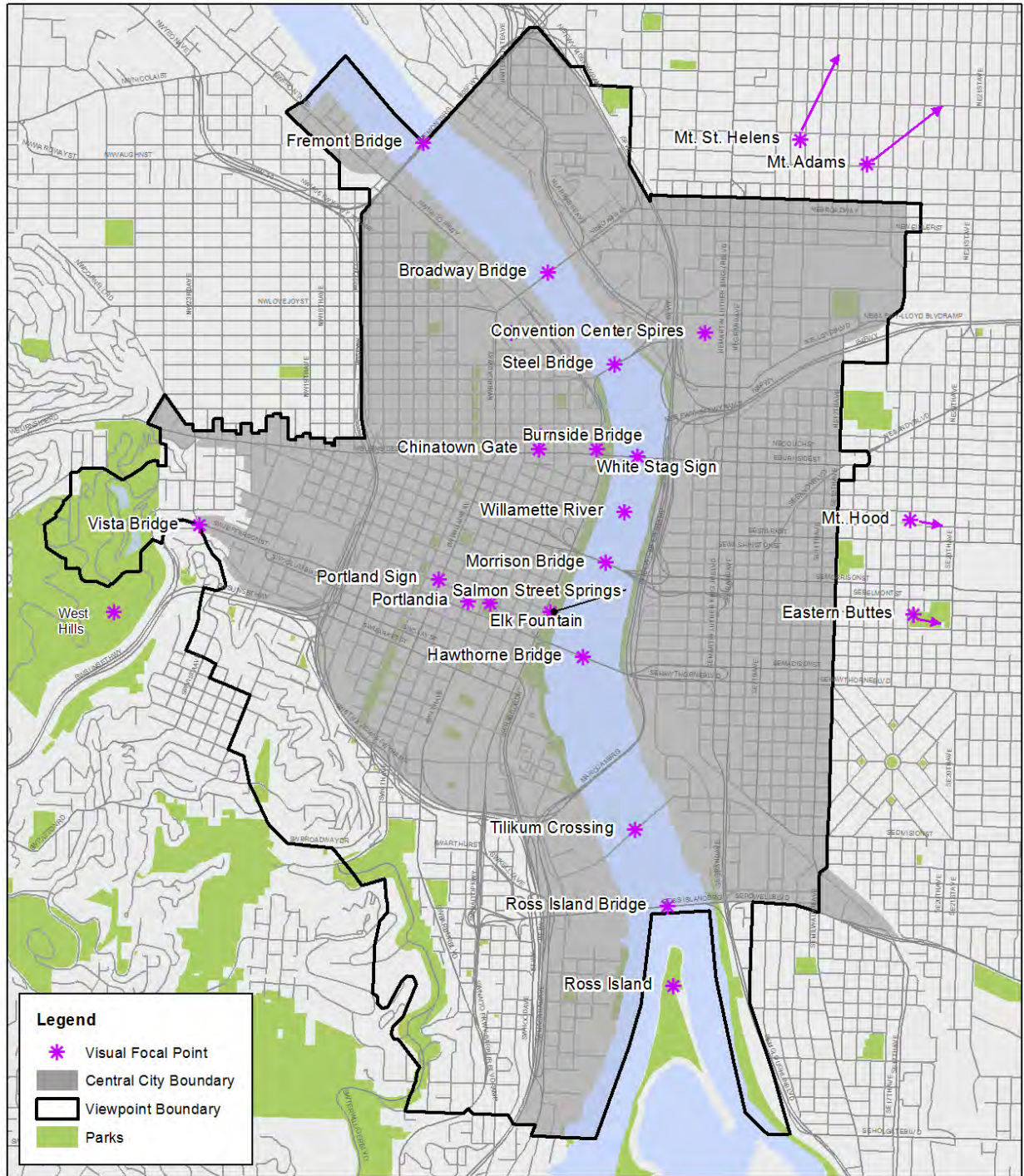
A minimum of one photograph of the visual focal point was taken. The photograph was taken such that the entire focal point was captured. If necessary, additional photos were taken to better capture the focal point from multiple angles or to capture the full extent of the focal point.

## **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:

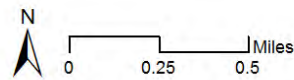
1. Fremont Bridge
2. Broadway Bridge
3. Steel Bridge
4. Burnside Bridge
5. Morrison Bridge
6. Hawthorne Bridge
7. Tilikum Crossing
8. Ross Island Bridge
9. Vista Bridge
10. White Stag Sign
11. Chinatown Gate
12. Salmon Street Springs
13. Union Station Clock Tower
14. Mt Hood
15. Mt St Helens

16. Mt Adams
17. Willamette River
18. Portland Sign (on the Arlene Schnitzer Concert Hall)
19. Convention Center Spires
20. Portlandia
21. Elk Fountain
22. Hung Far Low Sign
23. Ross Island
24. West Hills
25. Eastern Buttes



### Central City Scenic Resources Protection Plan

June 2016  
 City of Portland, Oregon  
 Bureau of Planning and Sustainability



Map 12: Visual Focal Points



# SCENIC RESOURCES INVENTORY

## VISUAL FOCAL POINT

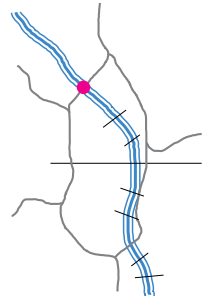
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### FREMONT BRIDGE

**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)



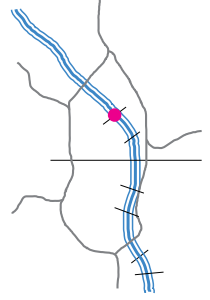
The Fremont Bridge from the Broadway Bridge

## 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

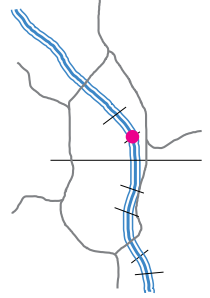
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### STEEL BRIDGE

**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

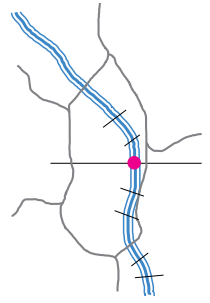
---

### 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

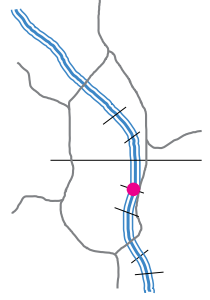
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### MORRISON BRIDGE

**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

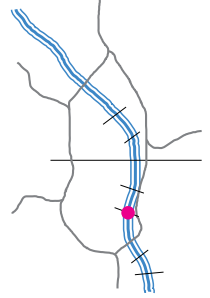
## VISUAL FOCAL POINT

### 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

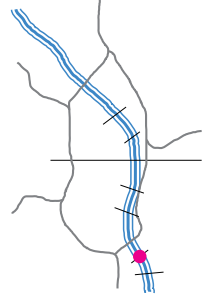
## VISUAL FOCAL POINT

### 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



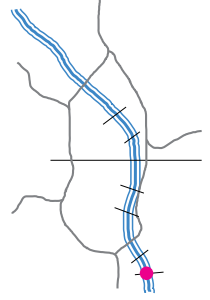
Tilikum Crossing from the Ross Island Bridge

## 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

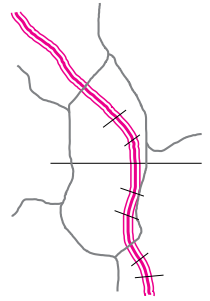
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### WILLAMETTE RIVER

**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

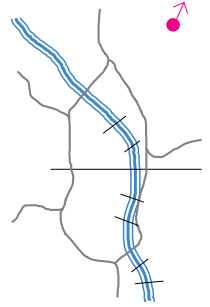
## VISUAL FOCAL POINT

### 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

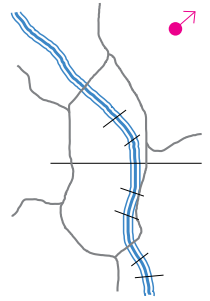
## VISUAL FOCAL POINT

### 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

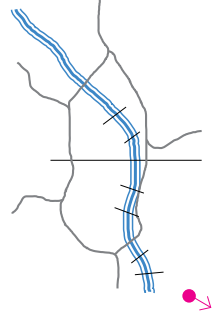
## VISUAL FOCAL POINT

### 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

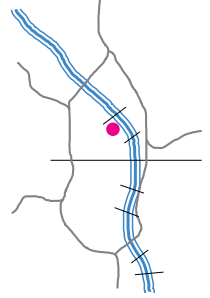
## VISUAL FOCAL POINT

### 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

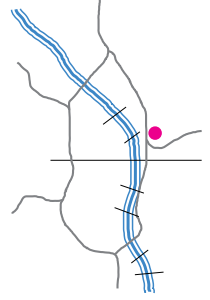
## VISUAL FOCAL POINT

### 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

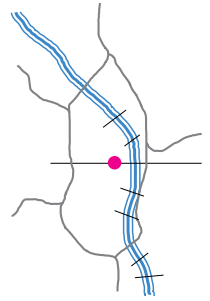
## VISUAL FOCAL POINT

### 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

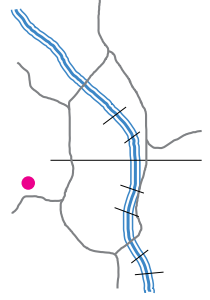
## VISUAL FOCAL POINT

### 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

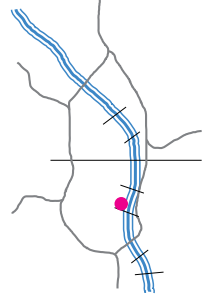
## VISUAL FOCAL POINT

### 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

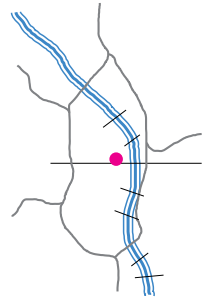
## VISUAL FOCAL POINT

### 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

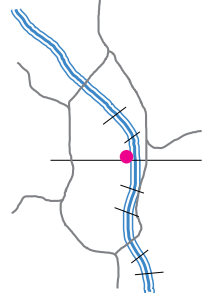
## VISUAL FOCAL POINT

### 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

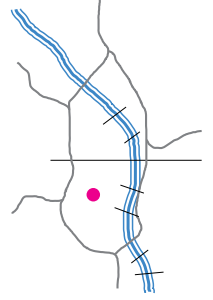
## VISUAL FOCAL POINT

### 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

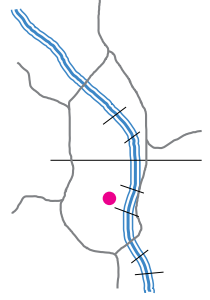
## VISUAL FOCAL POINT

### 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

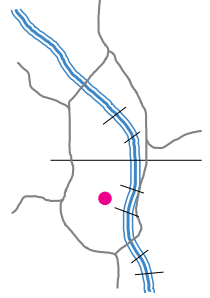
## VISUAL FOCAL POINT

### 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

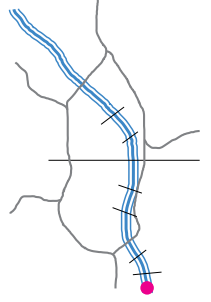
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### ROSS ISLAND

**Location:** Willamette River mile 15

**Ownership:** Ross Island Sand and Gravel, City of Portland, Port of Portland

**Status on other lists:**



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

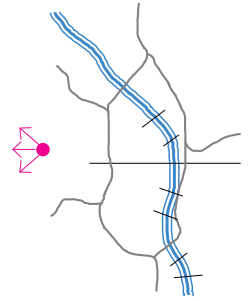
## VISUAL FOCAL POINT

### 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

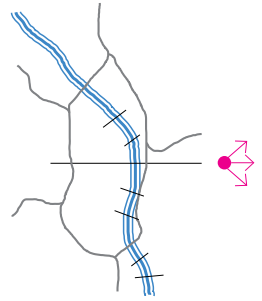
## VISUAL FOCAL POINT

### 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: 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 148<sup>th</sup> 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 at 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)

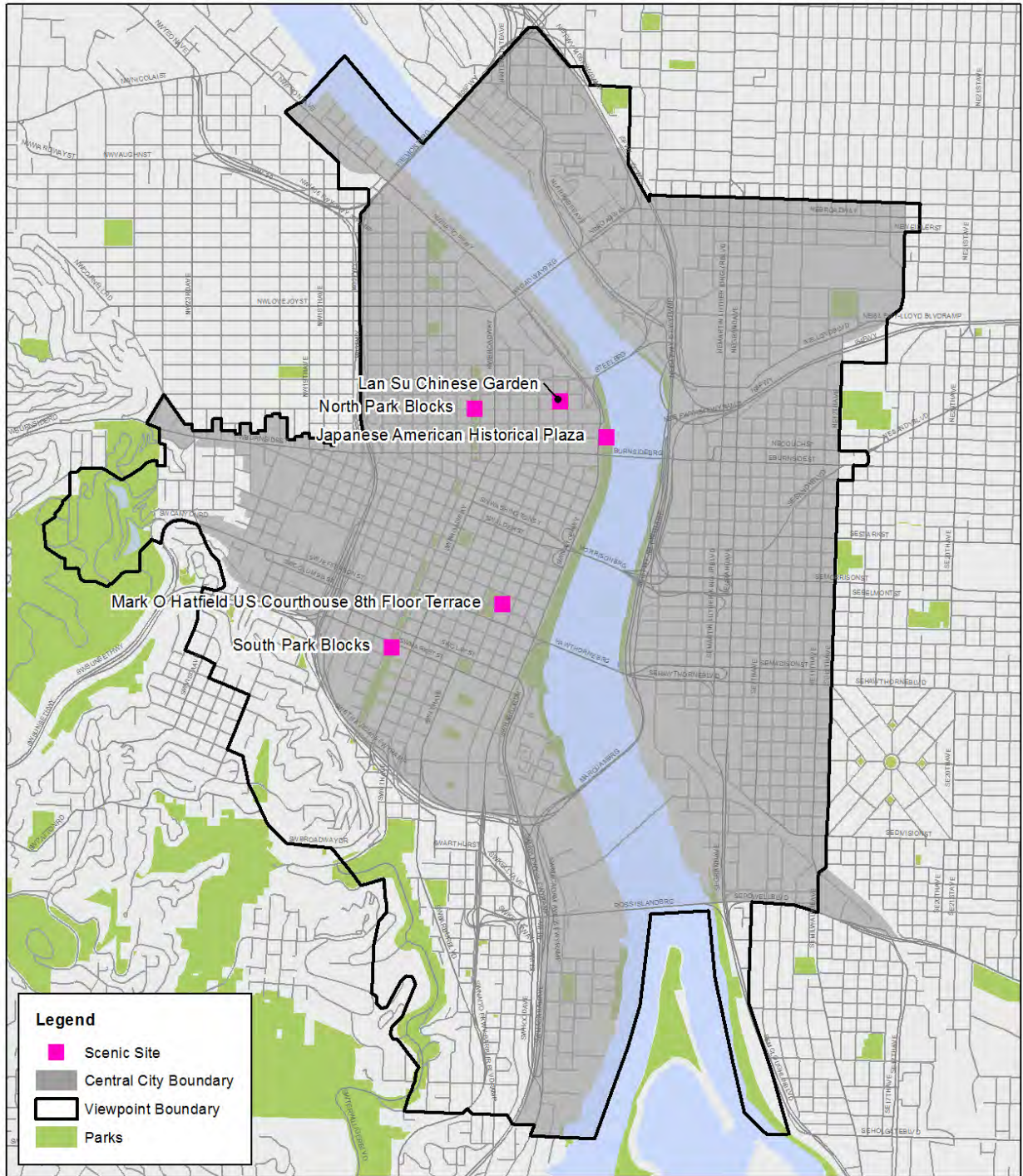
### Photographs

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**

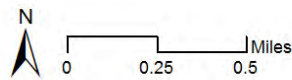
There are five scenic sites in the Central City:

1. North Park Blocks
2. Lan Su Chinese Garden
3. Japanese American Historical Plaza
4. Mark O Hatfield US Courthouse 8<sup>th</sup> Floor Rooftop Terrace
5. South Park Blocks



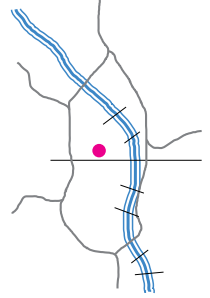
### Central City Scenic Resources Protection Plan

June 2016  
 City of Portland, Oregon  
 Bureau of Planning and Sustainability



Map 13: Scenic Sites

## 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.

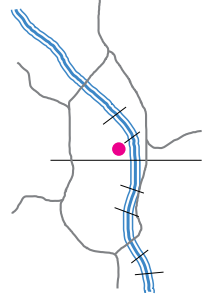
**Ownership:** City of Portland

**Status on other lists:**



North Park Blocks

## 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)

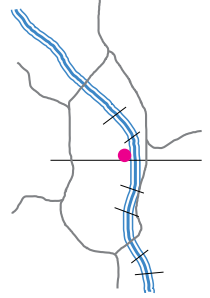
**Status on other lists:**



Lan Su Chinese Garden (Image Credit: InSapphoWeTrust)



## 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

- Cherry blossoms are extremely seasonal, with the blooming period generally lasting only a couple weeks.

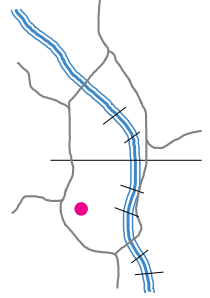
**Ownership:** City of Portland

**Status on other lists:** Located in National Register of Historic Places Skidmore/Old Town Historic District



Japanese American Historical Plaza

## 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)

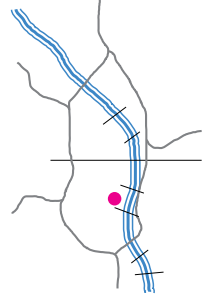


South Park Blocks

# SCENIC RESOURCES INVENTORY

## SCENIC SITE

### 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 Lownsdale 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:**



Mark O. Hatfield U.S. Courthouse Rooftop Terrace



*Downtown Portland from the Greenway Trail (east) circa 1988.*

## Supporting Resources

- Akten, M., & Çelik, M. (2013). Evaluation of visual landscape perception for Incilipinar and Adalet Park cases. *Journal of Food, Agriculture & Environment*, 11(2), 1532-1538.
- Clay, G. R., & Smidt, R. K. (2004). Assessing the validity and reliability of descriptor variables used in scenic highway analysis. *Landscape and Urban Planning*, 66(4), 239-255.
- Daniel, T. C., & Vining, J. (1983). Methodological issues in the assessment of landscape quality. In *Behavior and the natural environment* (pp. 39-84). Springer US.
- East Multnomah Soil & Water Conservation District (EMSWCD). (2013). Douglas Fir. Retrieved March 27, 2015 from: <http://emswcd.org/douglas-fir/>
- Ewing, R., Handy, S., Brownson, R. C., Clemente, O., & Winston, E. (2006). Identifying and measuring urban design qualities related to walkability. *Journal of Physical Activity & Health*, 3, S223.
- Hull, R.B., Buhyoff, G.J., (1984). Individual and group reliability of landscape assessments. *Landscape Planning*, 11(1), 67-71.
- McNicol, Don. A primer of signal detection theory. Psychology Press, 2005.
- Otero Pastor, I., Casermeiro Martínez, M. A., Ezquerro Canalejo, A., & Esparcia Mariño, P. (2007). Landscape evaluation: comparison of evaluation methods in a region of Spain. *Journal of environmental management*, 85(1), 204-214.
- Palmer, J. F. (2000). Reliability of rating visible landscape qualities. *Landscape Journal*, 19(1-2), 166-178.
- Preston, C. C., & Colman, A. M. (2000). Optimal number of response categories in rating scales: reliability, validity, discriminating power, and respondent preferences. *Acta psychologica*, 104(1), 1-15.
- Roth, M. (2006). Validating the use of Internet survey techniques in visual landscape assessment—An empirical study from Germany. *Landscape and Urban Planning*, 78(3), 179-192.
- Swets, John A. *Signal detection theory and ROC analysis in psychology and diagnostics: Collected papers*. Psychology Press, 2014.
- Vining, J. and Stevens, J. J. 1986. The assessment of landscape quality: major methodological considerations. In Sardon, R. C., Palmer, J. F. and Felleman, J. P. (Eds.), *Foundations for visual project analysis*. Wiley, New York, pp. 167-186.

## Background Documents and Related Project Reports

- City of Portland Bureau of Planning. *Central City Plan*. March 1988.
- 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.

City of Portland Bureau of Planning. *Terwilliger Parkway Corridor Plan*. October 1983.

City of Portland Bureau of Planning. *Willamette Greenway Plan*. October 1987.

City of Portland Bureau of Planning and Sustainability. *South Waterfront Plan*. 2002.

City of Portland Bureau of Planning and Sustainability. *South Waterfront Public Views and Visual Permeability Assessment*. 2006.

City of Portland Bureau of Planning and Sustainability. *Union Station Clock Tower-related FAR and Height Limitations Study*. 2000.

## Case Study Resources

### Ithaca, New York

- <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

### National Park Service Scenery Conservation Program

- 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

- Seattle Code: <http://cleark.ci.seattle.wa.us/~public/toc/25-05.htm>
- Overview: [http://www.seattle.gov/dpd/Planning/View\\_Protection/Overview/](http://www.seattle.gov/dpd/Planning/View_Protection/Overview/)

### Edinburgh, Scotland

- [http://www.edinburgh.gov.uk/info/20065/conservation/249/the\\_skyline\\_study](http://www.edinburgh.gov.uk/info/20065/conservation/249/the_skyline_study)

### Valencia, Spain

- Steinitz, C. 2010. An assessment of the visual landscape of the autonomous region of Valencia, Spain: A case study in linking research, teaching and landscape planning. Landscape 21:14-33. Journal published by the University of Ljubljana, Slovenia.

### San Francisco, California

- [http://www.sf-planning.org/ftp/general\\_plan/15\\_Urban\\_Design.htm#URB\\_CPN\\_1\\_1](http://www.sf-planning.org/ftp/general_plan/15_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](mailto: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](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





# **Portland City Center Scenic Views Best Practices Technical Memo**

July 2014

**Prepared by:**



MIG, Inc. and Dr Robert Ribe

## Overview

This memo summarizes case studies of scenic resource conservation methods from a variety of jurisdictions around the nation, Canada, Europe and New Zealand. These case studies do not represent all the examples that exist, but provide a broad survey of methods and approaches that are relevant and potentially applicable to what Portland is attempting to accomplish.

We have identified 15 case studies, and have chosen a few to highlight in greater detail because we believe these offer approaches most similar to Portland's goals. Case studies presented in this memo are as follows:

- Ithaca, New York (*p. 5*)
- London, United Kingdom (*p. 6*)
- National Park Service Scenery Conservation (*p. 8*)
- Cincinnati, Ohio (*p. 10*)
- Vancouver, British Columbia (*p. 12*)
- Seattle, Washington (*p. 14*)
- Edinburgh, Scotland (*p. 15*)
- Valencia, Spain (*p. 17*)
- San Francisco, California (*p. 19*)
- Denver, Colorado (*p. 20*)
- Napa County, California (*p. 21*)
- Austin, Texas (*p. 22*)
- Honolulu, Hawaii (*p. 23*)
- Auckland, New Zealand (*p. 24*)
- Mississippi National River Park and Recreation Area (*p. 26*)

This memo concludes with a brief summary of the approaches the consultant team believes could be most valuable to the City of Portland.

## Research Methodology

For this technical paper, we used three primary research methods:

1. Consultation of readily available references on the subject
2. A query through academic research networks
3. Consultation with a network of scenic resource practitioners, known as the Scenic Resources Working Group.

One lead often produced another. We found several literature searches on the subject conducted by others for similar projects, and these were most helpful. Most of our initial leads were provided by the informal network of professionals we consulted (Scenic Resources Working Group).

We reviewed each case study to try and find five key pieces of information:

1. Place or location
2. Program, including who initiated the project and why
3. When the project was conducted
4. Methods used, including how viewpoints were selected and how they were evaluated
5. Resources, including additional documents and/or contact information

## Background

Scenic resources have been identified and protected within cities since at least the early 1700's in London, when views of St Paul's Cathedral were identified as meriting conservation. Most often, urban scenic conservation has involved significant buildings or monuments. Many state capitals have view protection for capital buildings and grounds. Natural features have also been a focus of view conservation, particularly in western US cities and counties. Denver protects views from public parks to the Rocky Mountains. Communities in Utah protect views of the Wasatch Range. Honolulu protects views to Diamond Head. Seattle and Vancouver BC protect views of water and surrounding mountains. And a number of California cities protect ridgelines from development and views to the ocean.

More generally, scenic resource management has developed as a professional field since the 1960s, beginning with the work of Dame Sylvia Crowe in Great Britain, and expanding to US federal and management agencies in the 1970s and later. By and large, scenic resource management is mainly concerned with conservation of natural appearing landscapes, but increasingly includes cultural, and even urban, landscapes and views. The methods used are typically based on conceptual models of aesthetics, public needs and values, and are managed by technical experts who employ research

findings and ideas of landscape theorists. Multiple scenic resource management methods are in use, all of which borrow from the same set of tools, research and techniques.

Portland can and should learn from what has happened elsewhere and adapt methods, rather than invent new methods for evaluating scenic views. Two essential factors are almost always a part of scenic analysis:

1. Evaluating the quality of the landscape being viewed, whether natural, cultural, urban, or mixed.
2. Considering the viewing experience, whether on a corridor (i.e. driving) or stationary.

The scenic quality of a landscape can be determined by public or expert preferences, which essentially measure how well people like or dislike a scene, and/or by identifying features that people are known to like in general. For example through research and experience practitioners know that people like scenes that include water, so views with water in them will tend to rate higher than views that lack water, other things being equal.

Viewing experience includes factors like how many people see a scene, their expectations for scenery by virtue of what they are doing, how long they view it for, their angle of view, and the distance from which they view it. Generally, a developed viewpoint used for many years by many people is more important to conserve than is a fleeting view from a place where few visit.

Summaries of each case study follow.

## Case Study Summaries

### Ithaca, NY

In the 1990s, Ithaca conducted a community survey that identified scenic beauty of Ithaca and its surroundings as something valued by local citizens. The Conservation Advisory Council, now the Ithaca Conservation Board, initiated a project to identify and conserve scenic views.

### Methodology

The Advisory Council inventoried scenic views by photographing and mapping them from rights of way on public roads, and then ranked them to prioritize the views that were “most worth preserving by a specific or readily-applied town action.” The criteria were:

- *Magnitude*: Number of people who enjoy the view.
- *Distinctiveness*: Natural or cultural features treated equally as recognizable, and unique to Ithaca (iconic).
- *Quality*: Includes whether the view is intact, pristine, includes clear ridge lines or valley vistas, natural features, and the extent of detractors.
- *Appeal*: The Committee used a “WOW” factor to measure appeal that considers the extent to which natural and/or cultural features attract tourists and new residents and contribute to economic development.
- *Opportunity*: A measure of how easily the view can be protected and/or enhanced. Views that were already completely protected were not carried forward for ranking.

For each factor Scenic Resource Committee members assigned a score of 1 – 3.

The Committee ranked views and chose the top 10 scores for presentation to the public in a newsletter and a display at town hall, and on a web site. There were only 25 responses from the public, which confirmed the recommendations. A public value and preference score was added to the top ten. It validated what the committee scored as the top views.

### Resources

Contact: Michael Smith, Environmental Planner: 607-273-1747

Link: <http://www.town.ithaca.ny.us/conservation-board>

Documents in MIG files:

- Ithaca scenic report.pdf
- Ithaca view rating scale.pdf
- Ithaca map.pdf
- Ithaca top ten sites.pdf

## London, UK

London has a long standing view protection program. Views of St Paul's Cathedral have been informally protected since the early 1700s, and have been formally protected since 1938. London has many protected viewpoints, with detailed and nuanced regulations tailored for each one, and strong planning and visual simulation requirements for any proposed project that might interfere with a protected view. A number of proposals for new high-rise buildings have been denied or forced into major redesign in recent years.

In 1989, the London Planning Advisory Committee identified 34 views of St Paul's and Westminster that merited protection, 10 of which ultimately received statutory status. These views were identified through popular opinion, as well as the opinion of the Committee. The three initial criteria were:

1. Diverse popular support for the view
2. The view captures the "essence" of London
3. The view has economic value, i.e. tourism and visitation

In 2002, due to the rapid development of high rise building and fear of losing London's historic qualities, identity and sense of place, a study proposed protecting additional views using more formal setoff criteria. The focus was on the "view experience," described as combining the viewing place and what is viewed.

## Methodology

Viewing places were defined as places that:

- Are established viewpoints through use over time
- Are publicly accessible and well used
- Embody a distinctive sense of place
- Have a configuration and design that makes for an opportunity to pause and take in the view

Views were evaluated based on the following criteria:

- Have aesthetic merit
- Have cultural merit
- Have historical merit
- Include valued/impactful landmark elements
- Some distance zones have special qualities or two distance zones relate to each other in an interesting way

View types evaluated included:

- Panoramas
- Contained prospects
- Broad prospects
- Contained townscapes and
- River prospects

The overall method can be described as expert opinion guided by broad conceptual criteria, using spatial and photographic analysis. This work resulted in the protection of 21 new views, and partial protection of additional views. Eleven fully protected views are of St Paul's or Westminster. Ten are broader views taking in the Thames River.

## **Resources**

Documents in MIG files:

- Regional Planning Guidance Note 3: Supplementary Guidance for London Strategic Planning Advice on High Buildings and Strategic Views in London, 1999
- London.docx
- ConsultantsReportLondonViews.pdf

## National Park Service Scenery Conservation Program

This is a new program designed to be applied to all national parks and National Park Service (NPS) sites. It is presently in draft form and is expected to be completed and adopted in 2014.

### Methodology

An NPS in-house team, with assistance from landscape architects at the Argonne National Lab, is creating the scenery conservation program, a first for National Parks. Each park selects views and viewpoints to protect based on:

- Natural or cultural character
- Number of people viewing
- Investment in viewpoint
- Significance to park (iconic)

For each of the following criteria a score of 1-5 is assigned:

- Viewpoint publicity: determined by the extent to which it is publicized (i.e. shown in NPS brochures, on maps, on web sites,) or from outside recognition, such as books, hiking guides, films, etc. A viewpoint with no mention is given one point. If it is well publicized by both NPS and in external media it gets five points.
- Viewpoint facilities: depends on level of visitor improvements. Minor or no improvements gets one point. Major improvements, such as visitor centers, restrooms, stone walls, etc. merit five points. Moderate improvements are in between.
- Viewpoint interpretive services: depends on whether NPS provides interpretive services, to what level, and the extent of importance.
- Viewed landscape publicity: depends on presence in NPS visitor materials and external media.
- Designated areas: depends on level of designation, such as Wilderness or Historic Register.
- Interpretive themes: refers to the importance of the viewed landscape in interpretive themes, such as geology, or use of the landscape in interpretive programs.
- View importance: includes three factors, number of visitors, view duration, and viewer sensitivity (concern).

The draft NPS system provides a detailed set of instructions for evaluators that describes how to assess the various factors and create a cumulative score. This process results in a “Scenic Inventory Value”. There are five value categories: very high, high, moderate, low, and very low.



Several features of the NPS system could be useful to Portland. It is designed for use in any setting, whether natural, cultural or urban. It provides a transparent, reasonably objective basis for scoring. In addition, it calls for attention to features unique to place.

## **Resources**

Contact:

Mark E. Meyer, Renewable Energy Visual Resource Specialist

Air Resources Division, National Park Service

Office: 303.969.2818

mark\_e\_meyer@nps.gov

Documents in MIG files:

- Multiple rating forms and evaluation instructions

## Cincinnati, OH

In 2007, Cincinnati developed a study that identified and evaluated 82 public viewpoints, all associated with hillsides, either views of or views from. More than half (48) were selected as high priority for protection. A field survey identified views of pre-defined features: river, hills, skyline, downtown basin, landmark or historical buildings and other natural features.

### Methodology

A scoring matrix was used to conduct the evaluation. Primary factors were:

- View quality
- Viewpoint type (park or street)
- Seasonality of view
- Safety

Views were mapped, including exact location, elevation, and width. Photos were taken, including wide panoramas. Shots were taken in leaf on and leaf-off season. A scoring matrix was used to assess overall significance of each view, with a point scale of 1 to 7.

- *Viewpoint land use type*: two points for park or parkway, one point for public steps or street terminus, no points for street views.
- *Site amenities*: one point for benches, platforms, or safe viewing spot. No points for lack of amenities.
- *View quality*: three points for commanding views with many features, two points for medium quality scenes, and one point for lower quality views. (Note: methodology for view quality appears to be conceptually vague, applied by non-experts and difficult to legally defend.)<sup>1</sup>
- *Seasonal availability*: one point for year-round, no points if blocked by leaves.

Views with 6-7 total points ranked high for protection, 4-5 ranked medium, and 1-3 were ranked low. The threat to the view was also assessed by noting property ownership between the viewpoint and view.

Views were grouped into five “typologies”: parks, parkways, steps, termini, valley floor, and vistas. The recording of these typologies is impressive, providing excellent information summaries on each view, including location, direction and width of view, photos and descriptions.

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<sup>1</sup> Note: methodology for view quality appears to be conceptually vague, applied by non-experts and difficult to defend legally.

## Resources

Documents in MIG files:

- Literature Review
- Recommendations
- Scenic View Study Final Report 2007
- Planning Commission Review 2009
- View Typologies

## Vancouver, BC

Vancouver first developed its view protection guidelines in 1989, and most recently amended in 2011.

In 1978-79, Vancouver had conducted surveys to discover what the public's goals for the city were. Residents stated that preserving views of the shoreline, skyline, and North Shore were the highest priority. In 1988, the city began the Vancouver Views study. 27 view corridors are protected and mapped. Building heights and massing are controlled within these corridors using complex three-dimensional view-metric models.

### Methodology

Based on available information, the City of Vancouver's Urban Design Panel used an expert group Delphi consensus process to identify views for protection. The panel consisted of six architects, two landscape architects, two engineers, one artist, one developer and one planning commissioner. They borrowed Montreal's National Capital Commission's (NCC) criteria and evaluation steps for identifying views for protection. They relied heavily on feedback from many public workshops and web surveys held at many steps along the way. We have not found an available copy of the minutes or other details of their meetings and deliberations in selecting the viewpoints.

The NCC criteria and steps they employed were as follows:

1. Define the subjects that should be visually protected and enhanced, and assign relative visual and symbolic values to the component parts.
2. Define the vantage zones and viewing positions from which visual assessments can be made more effectively. Isolate key viewpoints within the zones and analyze the important visual, compositional characteristics of the views from the viewpoints. Summarize the compositional attributes which should be maintained or improved.
3. Define the areas in which building heights should be controlled in the background and the foreground of views from the key viewpoints.
4. Define appropriate measures or standards for protecting the visual integrity of the subjects in each of the views from key viewpoints.
5. Isolate a minimum number of key viewpoints from which the projected height control planes will provide comprehensive view protection for all of the other identified key viewpoints.
6. Assess the impact of height controls on the development capacity of affected sites to ensure that as-of-right redevelopment densities are protected.

Key lessons from Vancouver's process are that the final selection of views for protection was a late outcome of the planning process, whereby: (1) the nature of the regulations required to protect each candidate view were a criterion for its ultimate selection; and (2) only a subset of views were actually protected, as the subset was judged to be an efficient proxy for the protection of other views not officially protected.

## Resources

Links:

- <http://vancouver.ca/home-property-development/protecting-vancouvers-views.aspx>
- <http://vancouver.ca/docs/planning/view-protection-guidelines.pdf>

Documents in MIG files:

- 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, WA

In the 1980s, Seattle established protection of public views of mountains, water and skyline, including scenic routes, corridors, parks and designated viewpoints. Protection measures are included in the City's code related to State Environmental Policy Act (SEPA), but are not always mandatory nor inclusive of specific required design standards or analysis techniques. Views to the Space Needle, Mt Rainier, the Olympic and Cascade ranges, the Downtown skyline, Lake Washington, Lake Union, and the Ship Canal are included. Eighty-six views or viewsheds are protected by City ordinance. Most protected views are from parks as opposed to corridors.

Protection is administered through an environmental review process that allows officials to approve or deny projects depending on their own assessment of impacts to designated views, typically based on staff reports. Adjustments to heights, bulk, setbacks, or other development parameters can then be required as described in city code. Seattle does not use view-metric formulas to govern protection.

Criteria for choosing views to protect included:

- Whether the place provides an optimum view (prominence of feature within view)
- Public accessibility to a large number of people who are drawn there for the view
- View contributes to the legacy of vistas that define the city and its identity (noteworthy)

Seattle used a point system to determine view significance, designed to consider a range of factors. Consideration was also given to the difficulty of protecting the view. We have not been able to locate additional information on how the point system was used, or who did the scoring.

## Resources

Links:

- Seattle Code: <http://cleark.ci.seattle.wa.us/~public/toc/25-05.htm>
- Overview: [http://www.seattle.gov/dpd/Planning/View\\_Protection/Overview/](http://www.seattle.gov/dpd/Planning/View_Protection/Overview/)

## Edinburgh, Scotland

In a document titled “Skyline Report: Protection of Key Views”, consultants presented a methodology to identify key views that “provide a visual connection to the built and landmark features and landscapes within and surrounding Edinburgh, making the city legible.” The City has added to the list of views (of which there appear to be 42). Maps for all views were found, though the final report remains elusive. Several memos were found regarding the report while it was being created (2006-2008).

### Methodology

The views of concern provided a visual connection to the built and natural landmark features and landscapes within and surrounding the city. The methodology was to identify the “sky space” that surrounds key features in the townscape, and note development that intrudes into this. A plane, width, and height is established for each view, resulting in a view-metric geometry of protection.

Nine key features were identified as iconic to Edinburgh:

- Castle Hill, Edinburgh Castle and St John’s Spire
- Calton Hill
- The Old Town Spire
- Arthur’s Seat and the Craggs
- The New Town
- Coastal backdrop and Firth of Forth
- Open Hills
- The Forth Bridges
- Incidentals, including St Mary’s Cathedral spires

The viewpoints to these features were identified through a public consultation process. We do not have information on the method used in this process.

The key aspect of this program that may be of interest to Portland is the concept of “sky space.” This constitutes the open space to the front and back sides of a feature that allows the feature to remain visible and readily identifiable from a specific viewpoint. Protecting the space around the landmark protects the view of the landmark. The bottom of the sky space represents the height at which new development should not protrude, or impact the view. Detailed mapping and careful elevation calculations are a feature of this program.

## Resources

Link: [http://www.edinburgh.gov.uk/info/20065/conservation/249/the\\_skyline\\_study](http://www.edinburgh.gov.uk/info/20065/conservation/249/the_skyline_study)

Documents in MIG files:

- Edinburgh0088731\_planc 05.10.06 item 19 Boards 4-6.pdf
- Edinburgh0088735\_planc 05.10.06 item 19 report.pdf
- Edinburgh0088883\_planc 05.10.06 item 19 Boards 1-3.pdf
- Edinburgh0108288\_planc 28.02.08 2.00pm item 19.pdf
- Edinburgh\_Key\_View\_C05b.pdf
- Edinburgh\_Key\_View\_C05c.pdf
- Edinburgh\_Key\_View\_C01a.pdf
- Edinburgh\_Key\_View\_W01a.pdf



## Valencia, Spain

In 2008, the State of Valencia Landscape Department, Harvard University, the University of Valencia and the Polytechnic University of Valencia conducted an extensive visual landscape assessment. Goals included identification and prioritization of views. This aimed to maintain views from viewpoints and the maintenance of key features and attributes. The state enacted regulatory measures to protect some views and has promulgated land use policies aimed at maintaining them.

The study was instigated by the President of Valencia, who felt the tourism economy of the state was suffering due to loss of scenic quality from detrimental development with no accounting for scenic impacts. The study also sought to bring Valencia into compliance with the European Landscape Convention, which requires regions to identify and protect their valuable landscape heritage and cultural ecosystem services, including landscape aesthetics.

## Methodology

This study is unique in using scientific methods to: 1) identify view content important to the citizens; and 2) understand how views take on relative merit for protection by virtue of the attributes perceived by the public. Views included urban, suburban and rural or wild scenes. The project included research methods that predicted the relative merit of views.

Students were sent out to photograph every view they could find, from any viewer position, and this effort gathered 4,800 photographs. The state was mapped into characteristic landscape types that combined land use and topography. Two photos were selected to represent each landscape character type, resulting in 368 total photos. These were subdivided into sets for each of eight sub-regions. More than 100 people, selected to closely represent the demographics of each region, rated their own region's scenes (900 total public evaluators). Photos were strewn randomly on a table, and people picked them out and placed them according to how scenic they were to the individual. There was strong agreement, and the results corresponded well to predictions.

The scenes within each region were then ranked using the average of individual preferences. The analysis identified 13 statistically significant scene attributes using 13 variables. The more of these attributes found in views, and/or the more strongly they are expressed, the more valuable the view was. Below are the characteristics of views that tended to make views more preferred by the public (the order of their predictive power varied by sub-region):

1. Patterns and evidence of traditional agricultural crops and practices;
2. Natural character of scenery where vegetation and topographic patterns appeared to be the product of natural processes rather than human land use practices;
3. Dominance of vegetation;
4. Diversity of vegetation- including urban, agricultural and wildland;

5. Landmarks, including man-made structures like towers, and strong, identifiable topographic features;
6. Dense urban settlement recognizable as a particular city or urban district;
7. Ocean, river or lake coastal edges with clear and interesting forms, such as curves, bays, irregular shapes or beach lines;
8. Views from high points, such as mesas or mountains to water features;
9. Farms, pastures or urban development arranged in interesting ways that conform to topography;
10. Scenes of orderly human land cover patterns juxtaposed with natural topography and land cover;
11. Views that extended well into distant landscapes, such as mountain ranges, valleys or oceans;
12. Views that included considerable lengths of a straight and level, or nearly so, distant horizon line; and
13. Views with evident “pathways” of passage or movement into the distance that invited travel upon them, such as highways, rail lines or navigable rivers.

Some of these attributes correspond with Kevin Lynch’s theory of good urban form or imagability. This is likely not an accident inasmuch as Carl Steinitz from Harvard led the study and probably invoked this theory (among others) in training the students to develop and apply the scene content measures. Elements of Lynch’s landscape imagability in the list of factors above are landmarks (#5), edges (#7), districts (#1, #6, #10) and paths (#13). Some factors conform to human preferences for water and nature in landscapes (#2, #3, #4, #8). Others conform or include formalistic principles of attractive landscape composition (#1, #4, #7, #8, #9, #11, #12).

## Resources

Documents in MIG files:

- Steinitz, C. 2010. An assessment of the visual landscape of the autonomous region of Valencia, Spain: A case study in linking research, teaching and landscape planning. Landscape 21:14-33. Journal published by the University of Ljubljana, Slovenia.
- SteinitzReportOnValencia.pdf

## San Francisco, CA

San Francisco's system for scenic view protection appears to date from 1996. The General Plan Urban Design element states:

*Recognize and protect major views in the city, with particular attention to those of open space and water.*

*Views contribute immeasurably to the quality of the city and to the lives of its residents. Protection should be given to major views whenever it is feasible, with special attention to the characteristic views of open space and water that reflect the natural setting of the city and give a colorful and refreshing contrast to man's development.*

*Overlooks and other viewpoints for appreciation of the city and its environs should be protected and supplemented, by limitation of buildings and other obstructions where necessary and by establishment of new viewpoints at key locations.*

*Visibility of open spaces, especially those on hilltops, should be maintained and improved, in order to enhance the overall form of the city, contribute to the distinctiveness of districts and permit easy identification of recreational resources. The landscaping at such locations also provides a pleasant focus for views along streets.*

We were unable to uncover the specific methods used by San Francisco to achieve these goals, how many views are protected, or how they were selected.

### Resources

Link: [http://www.sf-planning.org/ftp/general\\_plan/15\\_Urban\\_Design.htm#URB\\_CPN\\_1\\_1](http://www.sf-planning.org/ftp/general_plan/15_Urban_Design.htm#URB_CPN_1_1)

Contact: Nick Perry at City of San Francisco (415-575-9066)

## Denver, CO

Denver was one of the first American cities to establish comprehensive view protection. Their *Mountain View Ordinance* dates from 1968. It is designed primarily to preserve panoramic views of the Front Range of the Rocky Mountains from all 15 city parks and key sites that had extensive views of the mountains or South Platte River at that time. All views have equal priority. To accomplish this, Denver restricts the heights of buildings on the west side of public parks and open spaces (one park view of the river points east). Reference points are established at the easternmost edge of each site, and buildings aren't allowed to penetrate an inclined plane that extends west from that point at a rate of more than one vertical foot for each 100 horizontal foot. The view corridors widen north and south to varying degrees from the viewpoint to the west.

Sites continue to be added to the list over time, including the Coors Field upper deck in recent years. In addition, there are height restrictions in the Civic Center area to protect views of the State capital dome and simultaneously of the mountains from the capital. Denver also has some limited, view protection of the City skyline, and one view of the Jepssen Terminal at the airport (this may be for orientation rather than scenic purposes).

We do not have information on a method for how sites were initially selected for the protection list. The literature suggests the initial view list was meant to cover all remaining extensive views from public viewpoints. These were few in number because the city is fairly flat and the mountains are far enough away to be visible only in rather rare cases at elevated viewpoints, and/or where no or very few buildings or trees of appreciable size exist for a considerable distance into the foreground and middle-ground distance zones.

The Denver system is a good, simple method, but is focused mainly on a single resource, the Rocky Mountain Front Range. It lacks any scoring or discernable view selection or evaluation method.

## Resources

Documents in MIG files:

- Civic Center height restrictions.pdf
- Cunningham-DenverLawJournal.pdf
- Denver City Council OKs protecting views from Coors Field - The Denver Post.pdf
- View Planes - Denver Community Planning and Development.pdf
- view-plane-illustration-2013.pdf

## Napa County, CA

Napa established a Viewshed Protection Program in 2001. Their system is much more general than what the City of Portland is contemplating. It is essentially a set of design guidelines for development in visually prominent areas, especially along steep slopes and ridgelines. They use graphic examples to show how development should not degrade scenic views from designated scenic roads and other areas. This approach to large-area view-content protection (as opposed to specific view protection) is widely employed around the world, including locally in the Columbia Gorge National Scenic Area.

Example from ordinance:

*Napa County Zoning Ordinance (Chapter 18.106) provides for a viewshed protection program to protect the scenic quality of the County for both visitors as well as for its residents. If your project can be viewed from certain designated roads (scenic roadway or other such roads that are identified by ordinance) and is located on slopes greater than 15% or on a major/minor ridgeline or on benches/shelves as defined by Section 18.106.020, you will need to obtain a viewshed permit. A copy of the viewshed manual is available for your use. You may wish to consult with the Department prior to developing construction plans.*

## Resources

Link: <http://www.countyofnapa.org/planning/>

Contact: [Planning@countyofnapa.org](mailto:Planning@countyofnapa.org)

Documents in MIG files:

- Planning Clearance Brochure.pdf
- NAPA1On Line VIEWSHED.pdf
- 323670.pdf

## Austin, TX

Protection of views to the State Capital Dome, built in 1888, date back to a 1931 ordinance that limited building heights surrounding the capital to 200 feet with limited exceptions. In the 1960s developers used the exceptions often and ended up blocking views from west of the Capital. Additional exceptions, or proposals for exception, followed. In 1983, the Capitol View Corridors program was established to better protect remaining views.

## Methodology

Since then Austin has created 26 protected view corridors, with an additional 30 protected by the State. All are centered on the Capitol building. Building heights are restricted within one-quarter mile of the Capitol within these mapped corridors using a view-metric formula. Views were initially selected after a detailed study that evaluated 60 views in four categories:

1. Stationary parks
2. “Threshold” views (at entry points to the Capital area)
3. Sustained approaches (corridors extending towards Capital)
4. Dramatic glimpses

We have not found the operational methods employed for Austin’s candidate view identification and evaluation for protection process.

## Resources

Links:

- <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](http://www.preservationaustin.org/uploads/Capitol_View_Corridors_map1.pdf)

Documents in MIG files:

- National Trust for Historic Preservation PDF (case study mentioned)
- Viewshed-protection.pdf

## Honolulu, HI

The City of Honolulu has had zoning ordinances in place to protect the view of Diamond Head from new high rise development since the 1960s. There is little accessible information about which views are protected, or whether there was any selection and prioritization system for view protection. Diamond Head and a surrounding area were designated as the Diamond Head Special District, with regulations tailored to protecting views, the natural appearance of Diamond Head, and local park-like community character. Limiting building heights within the district is the primary protection method. There are also architectural guidelines, including sloping of roofs parallel to the topography.

## Resources

Contact:

Honolulu Department of Planning and Permitting

650 So. King St., Honolulu, HI 96813 • Fax: (808) 768-6743

email: [info@honoluludpp.org](mailto:info@honoluludpp.org)

Documents in MIG files:

- Diamond Head Special District Design Guidelines.pdf

## Auckland, NZ

The City of Auckland has an extensive view protection program. This program began in 1976, and has evolved incrementally in an ad-hoc fashion without any single master plan, view identification methodology, view evaluation standards, formal view selection process, or unified program beyond general policy statements. There is one City policy that declares that protected “viewshafts” must be “regionally significant” and “important to the region’s sense of place” without any clear or further definition.

The first three views that gained protection were those from the main exit from the train station, Auckland War Memorial Museum plaza, and from Dilworth Terraces (a hillside garden popular with tourists and residents much like Washington Park Rose Garden). The city council simply chose to protect those views and had staff write policies for adoption. Many more viewshafts have since been added incrementally over time, each through its own political or planning process. Some were nominated by citizen activists and then adopted after study, controversy and hearings. Others were developed via the process of updating urban development plans for city districts, where citizen advisory committees and/or consultants have suggested new viewshafts and made cases for and against during official hearings.

As of 2010, the city had 87 protected “viewshafts” with that number falling a bit recently as some have been delisted after some controversy. The city is now drafting an Auckland Unitary Plan that proposes to require that only viewshafts toward features listed in adopted inventories of natural or historic heritage resources, using new clear policy criteria, will be continued. This new plan will also promulgate a formal process for viewshaft nomination with measurable evaluation criteria, but drafts of these have not yet been released.

Viewshafts emanate from public places and highways and point in many directions. Most point toward volcanic islands in the bays around the city, or at mountains within or near the city. Each viewshaft has its own policy and rules within the corresponding district’s development code. These are mapped by a centerline pointing to a focal point and a view arc that need not be symmetrically balanced around the centerline. The method of regulation varies from view to view, ranging from simple view-plane building height limits, as in Denver, to more complex geometric rules, as in Vancouver and Austin.

Recent controversy regarding the elimination of viewshafts compelled the city to clarify the standards for both viewshaft selection and the qualities of views that policies should protect. This was done by Jeremy Froger, a city community and cultural policy analyst, and is a summary legal interpretation of all past Auckland Council decisions to protect viewshafts. It has not been adopted as policy but reads as follows:

1. Landscapes that are the subject of viewshafts should have sufficient character to leave a clear impression upon viewers' minds about the local landscape scene. They should be



dominant enough to command attention from some distance and/or their location should make them a natural focus of attention.

2. The origin of the viewshafts should convey views to an audience that is at least local. The viewshafts should emanate from points where the local community congregates or from roads used by a significant part of the local community.
3. The origin of the viewshaft and its surroundings should not detract from the landscape being viewed. The viewpoint itself should not be visually degraded to the extent that it significantly affects one's perception of the view itself. This is not to imply that contrast with a 'built' foreground is inappropriate, or that the element of time and the potential for change in any given scene should be ignored.
4. In the case of viewpoints from roads, it is preferable if the sightline is not offset too greatly from the main axis of the road corridor as drivers' attention is unlikely to wander too greatly from the road channel, and a very large proportion of trips involve drivers by themselves. However, the following can mitigate this:
  - The visual prominence of the landscape;
  - The passenger's perspective;
  - The influence of foreground elements in drawing attention away from road towards a view; and
  - Pedestrians' perspectives.
5. Where a potential sightline traverses land zoned for urban development - housing, commercial, business etc. - it shall only be selected if there is sufficient clearance between the sightline and development contemplated on the affected land. For the most part the District Plan clearly expresses the permitted height of development in the View Protection Maps.

## Resources

Documents in MIG files:

- ExampleAucklandViewshaftMaps.pdf
- AucklandPanmureViewProtectionControls.pdf
- AucklandViewshaftUnitaryPlanFlier.pdf
- AucklandPolicyAnalysisEliminateViewshafts.pdf
- IncludesSection5CAucklandCode.pdf
- IncludesAucklandViewProtectionRules.pdf
- MapIndexAucklandVolcanicViewshafts.pdf

## Mississippi National River Park and Recreation Area

The National Park Service (with a consulting team from OTAK) is presently developing a visual resource protection plan for a 54,000-acre, 72-mile reach of the Mississippi River through the Twin Cities. NPS owns little land in the area, and will achieve protection by negotiating agreements with multiple local governments, state agencies, and other organizations.

### Methodology

To accomplish this, consultants developed a methodology to identify and evaluate both viewpoints and scenic resources, which include natural, cultural, and urban scenery. Stakeholders and the public were involved throughout the process, helping both to identify and evaluate scenic resources, in part through an interactive web site and in part by volunteering to take part in field teams.

Four elements of views and viewpoints were combined and scored to create a value rating for scenic conservation:

1. Visual character of the landscape being viewed
2. Quality and accessibility of the viewpoint
3. Use level of the viewpoint and duration of the view
4. Stability and risk of the viewpoint and view

Visual character units were delineated based on land use, vegetation, infrastructure and other factors. These are related to aesthetic characteristics, including form, line, color, scale and texture. The score of any particular view depends on overall relative harmony of these five characteristics, which are found in all landscape types. Thus a view of a city skyline can be evaluated on a level equal to a natural vista.

Viewpoints included locations of high visual interest, like overlooks, pause points on trails, picnic areas, and other places people might go in part to enjoy the view. A master list of views nominated by the public and stakeholders was winnowed to 50 for field evaluation. Views on this list were chosen based on popularity and because they represented a cross section of view types found in the park boundaries.

Each viewpoint was evaluated using the same form, filled out based on a compilation of input from volunteers, NPS staff, and consultants. Scores were based on visual elements: cohesiveness, intactness, variety/complexity, pattern, visual interest, and uniqueness. These elements are commonly used in other visual management systems and research.

Each of the four elements listed above were scored separately on a zero to 30 scale. Areas with the highest total scores have the highest scenic conservation value. No weighting was done of the four factors. Some factor information was not available for some views, resulting in an incomplete analysis initially. Over time as more data is collected, blank spots will be filled in. Views fully scored were grouped into one of five categories, 0-6, 7-12, 13-18, 19-24, and 25-30, with the higher scores indicating higher scenic value.

The summary sheets showing scores are well organized, as are the field sheets, and could be useful for Portland to emulate.

## **Resources**

Contact: Kate Schwarzler, OTAK 303 575-4400

Document in MIG files:

- Mississippi National River and Recreation Area Visual Resource Viewshed Analysis NPS, February 14

## Conclusions

Of the case studies profiled here, our team believes the following have the most relevance for Portland:

1. Ithaca, NY used a clean, simple scoring system to rank views by importance. They also validated the findings of a committee through a public process.
2. Valencia, Spain used a wide ranging public preference approach that validly explained predictions about what aspects of scenes local residents find worth protecting.
3. Cincinnati, OH developed a systematic inventory and scoring system for ranking views, although their vague definition and application of view quality evaluation criteria would be unlikely to stand up to court challenges. Their view typology and viewpoint summaries are excellent examples of how to communicate the value of particular views.
4. The National Park Service Draft Scenic View Program has an excellent scoring system that can be applied by a combination of experts and non experts, and can be adapted to any landscape view type, including urban areas.
5. London does a good job of defining broad conceptual criteria and distinctions for view selection and evaluation.
6. Vancouver, BC provides an example of a complex, time-consuming, intensive, expert-based planning process that simultaneously derives protection measures and selects final viewpoints with much public feedback along the way.
7. Edinburgh provides an example of a program focused on just a few key views and critical scenic problems. Their “sky space” technique may be worth exploring as Portland moves forward.
8. Auckland may provide an example of mistakes to be avoided, particularly by lacking an overall, systematic framework for decision making on view protection.
9. The Mississippi River project has a defensible scoring system that accounts for natural and urban landscapes, but requires creating a typology of landscapes being viewed.

Our next step is to devise a draft ranking system for Portland, possibly borrowing from the above examples.

Place	Date	Viewpoint identification	Inventory	Ranking method	Mapping	Protection methods	Experience	Notes
Portland Central City Scenic Views BMPs								
MIG 07/03/2014								
Ithaca NY	1980s	City appointed board	Photos	Distinctiveness	Location	Multiple	Not known	Selected top 10
	2007	Public validation		Magnitude				Ranked by board
				Quality				Vetted with public
				Appeal				
				Opportunity				
				1-3 pts for each				
London UK	1989-2002	34 views considered	5 view types	Aesthetic merit		Zoning limits blocking	Not known	Expert opinon guided by broad
	Added to	Traditional viewpoints	panoramas	Cultural merit		Design review		conceptual criteria
	later	Public & well used	Contained prospects	Historic merit		Selected 10 for protection		River & hist building views
		iconic	Broad prospects	Landmark elements				
		popular support	Townscapes	Distant zones				
			River prospects					
Vancouver BC	1989	Public surveys to establish view importance	Criteria first, then view inventory to	27 views protected	Good mapping & control	Height limits, design review	Mixed results	Focus on shoreline, skyline views to mountains, hillside development restrictions
		Expert group/delphi	seek out views that met criteria	complex 3-d view metric				
		Public workshops						
Edinburgh UK	2007	42 views analyzed	Photos	Not clear	View cones	New bldgs can't break into sky space	Not known	Focus on local skylines.
		Public concern over views	Description	Skylines the focus	Sophisticated "Sky space"			hist. bldgs related to hills & water features
								Sky space concept unique
Valencia Spain	2008	landscape assessment rather than specific views	4800 photos 368 used	Public preference	Mapped landscapes	Land use controls	Not known	Good method for visual preference/public
		scientific method	Character typology	Photos on tables		Billboard controls		Good predictive scientific framework
San Francisco CA	1998?	Overlooks, viewpoints open spaces, hill tops	No info	No info	No info	Height limits	Not known	Seeking more information
Denver CO	1988	Views to Front Range from public parks	15 parks had ext. views of Front Range or river	Ranking not known	View planes for each	Inclined plane measured from east edge of sites 1' per 100'	Long standing program has expanded	Good method for height control from viewpoints
Napa County CA	2001	Views from designated scenic roads & corridors	Not known	Slopes over 15% or on ridgeline	NA	Design review/viewshed manual	Not known	Large area view content protection similar to CGNSA
National Park Service	2014	Method for each park/site to choose locally	Local knowledge Published views	landscape, viewpoint, significance, invstmnt use level, int themes	NA	Within park, management Outside, purchase or negotiation	New program Not adopted	Includes natural & cultural features Adaptable to urban areas Possibly useful scoring method Some flaws
Austin TX	2001	50+ view corridors to capital bldg	Started with 60	Dropped some for economic reasons	Cones mapped	Variable height limits within 1/4 mi of capital	Hgt limits breached in 1980s	Development pressure to violate rules building up Single feature to protect
	Hgt limits since 1931							



## **Appendix B: 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 2<sup>nd</sup> 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.

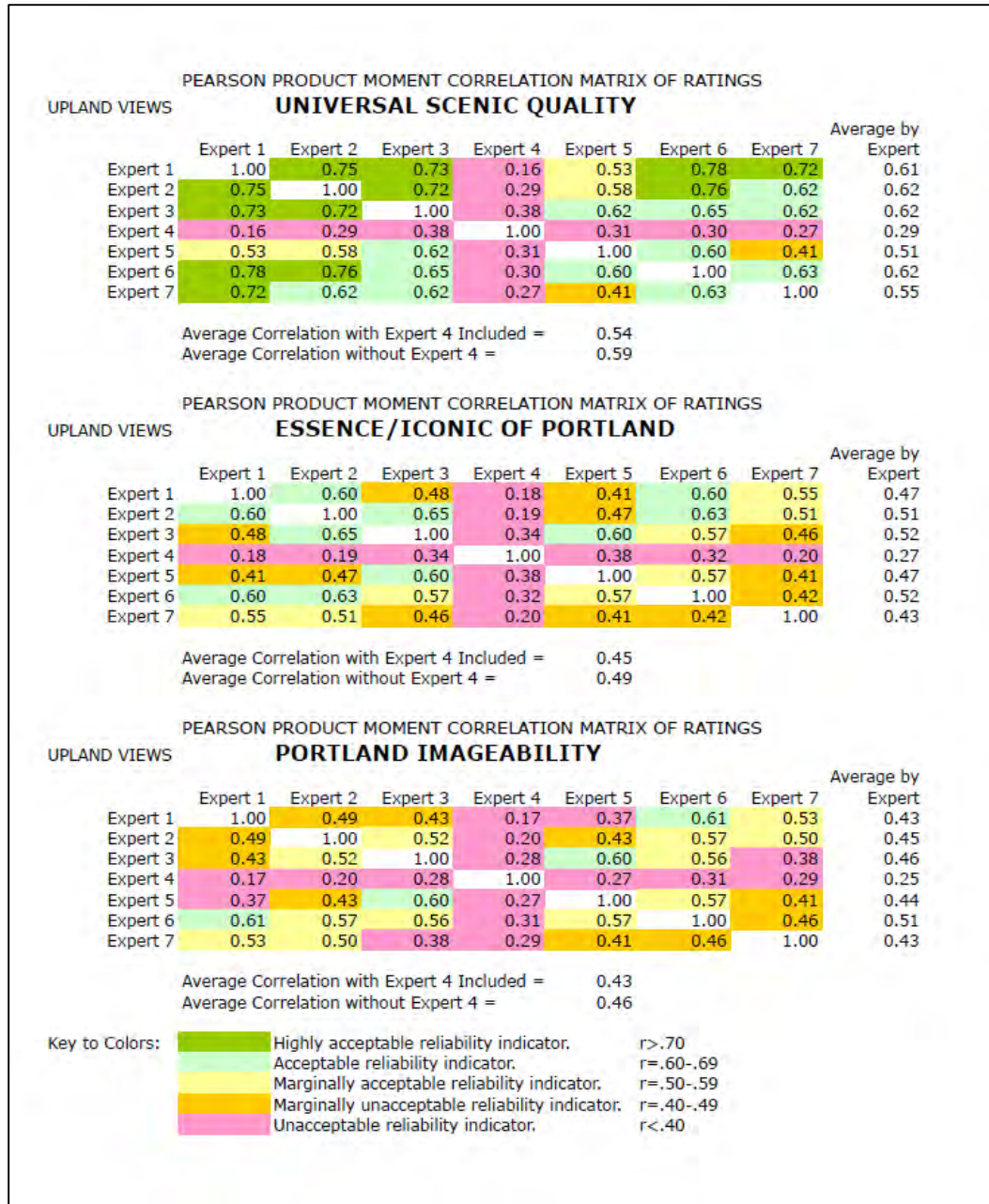
Each of these reliability coefficients reveals whether the corresponding rating criterion was rated similarly enough across all the experts so that their collective (average) judgment represents a valid measurement of a quality in the views that would tend to be similarly perceived by other experts or 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**

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.



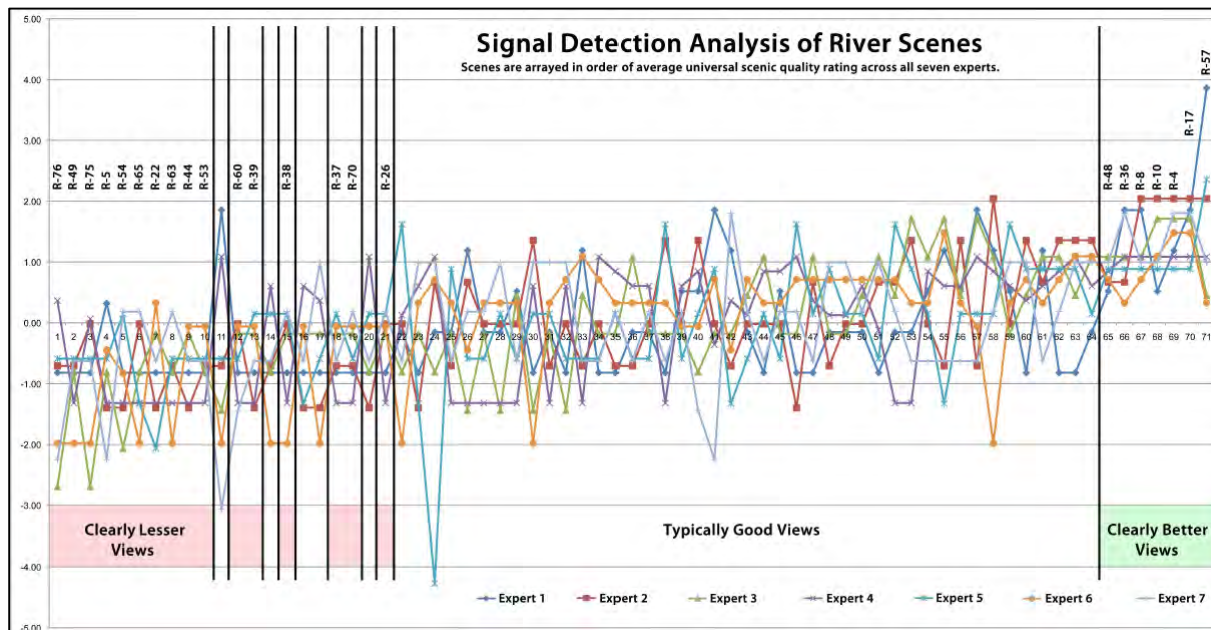


Figure 2: Signal Detection for the Experts’ Scores of River Views

### 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 C: 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 & Riverscape			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		VM 24-38	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	VB 24-29	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		VB 24-30	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	VB 24-27	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		VB 24-36	R-17	existing	
CC_SE09		Eastbank Esplanade at SE Yamhill		VC 24-48	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 vantage points 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		VB 24-23	R-18	existing	
CC_SW39 (retired)		SW Spring		VC 23-34	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		VC 23-35	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		VB 24-18	Not included	existing	Under construction
CC_SW46	CC_SW45	SW Broadway Dr, north of Hoffman		VM 31-36	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_SW47	SW Terwilliger Boulevard - Duniway Park			Not included	new	Viewpoint added after expert review
CC_SW48	CC_SW48	Greenway Trail, north of Tilikum Crossing	CCPV7, GVP		Not included	existing	Under construction
CC_SW49	removed	Greenway Trail at SW Arther			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_SW50	CC_SW49	SW Terwilliger, north of SW Campus, north view		VC 31-31	U-10	existing	
CC_SW51	CC_SW50	SW Terwilliger, north of SW Campus, panoramic		VP 31-30	Not included	existing	Photo retaken during leaf-off; results extrapolated
CC_SW52	CC_SW51	SW Terwilliger, north of SW Campus, east view		VM 31-38	U-2	existing	
CC_SW53	CC_SW52	Greenway Trail - North of Ross Island Bridge	CCPV6		Not included	existing	Under construction
CC_SW54	CC_SW53	Ross Island Bridge, west			R-33	new	
CC_SW55	CC_SW54	OHSU Pavillion - Lower Deck		VM 31-25	Not included	existing	Due to timing and weather this photo was not taken until winter 2015
CC_SW56	CC_SW55	OHSU Pavillion - Upper Deck		VM 31-25	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			U-30 (B)	new	
	CC_SW57	SW Terwilliger Boulevard - at SW Campus Drive			Not included	new	Viewpoint added after expert review
CC_SW58		SW Gibbs Street Pedestrian Bridge			U-56 (A,B, C, D)	new	

CC_SW59		Greenway Trail at SW Gibbs (Zidell)	CCPV3, GVP	VB 31-09	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_SW68	SW Terwilliger Boulevard - at Eagle's Point			Not included	new	Two views added after expert review; results extrapolated
CC_SW70	CC_SW69	Greenway Trail at SW Bancroft		CCPV2	R-57	existing	
CC_SW71	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
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 Glisan (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		Pittock Mansion		VP 23-12	U-63		Pittock Masion was included in the Expert Panel set as a control; VP 23-12 is outside of the CCSRI boundary

## Appendix D: 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)

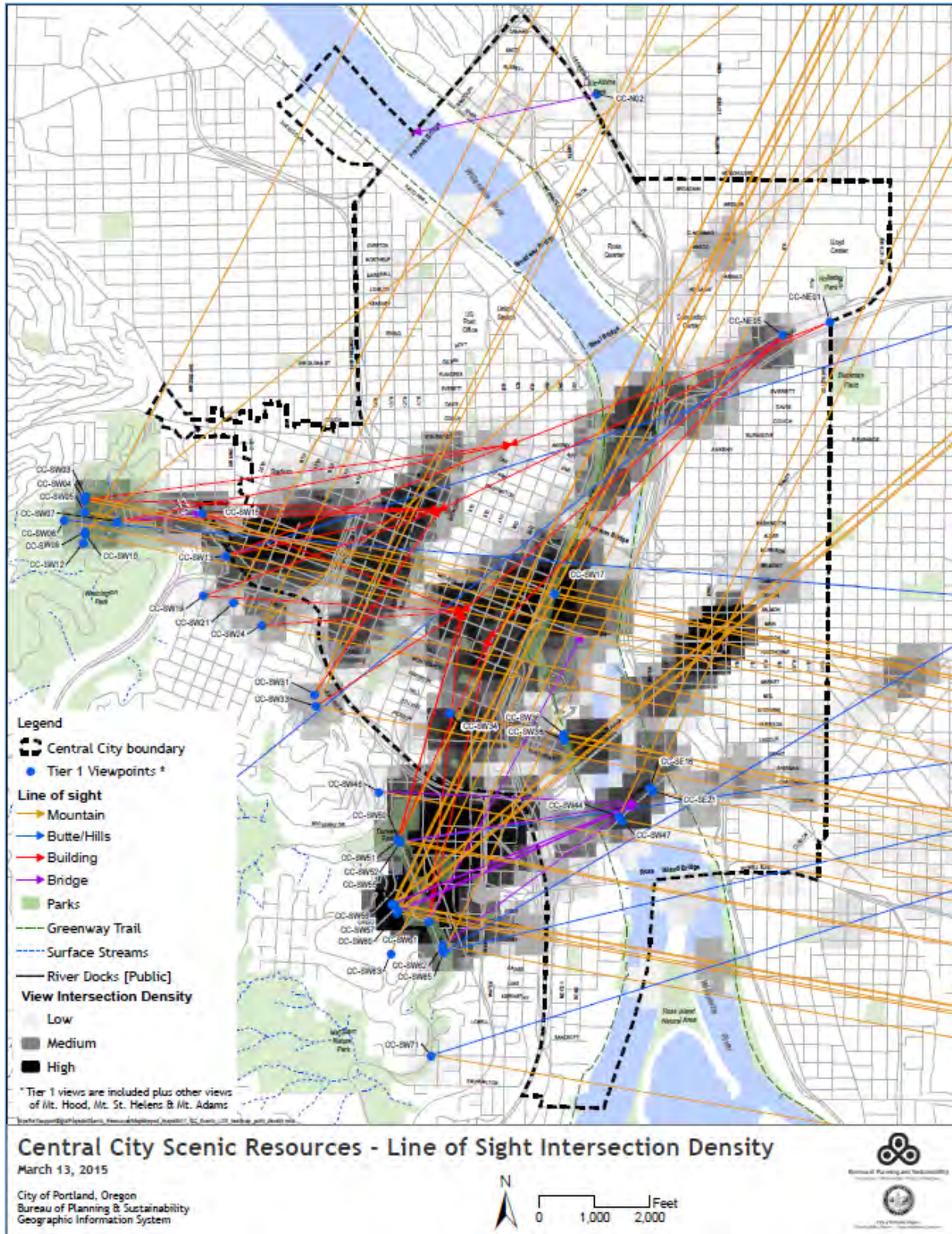
ArcGIS Spatial Analyst Line Density Tool was used to calculate the density of lines of sight. Cell output size was 250 ft x 250 ft, an approximation for a Portland city block. Then, three scenarios were run to determine which would be the most useful for displaying the data. The nearest neighbor cell resampling/smoothing was done using a:

- 1) 500 ft distance (Map 2)
- 2) 750 ft distance (Map 3)
- 3) 1,000 ft distance (Map4)

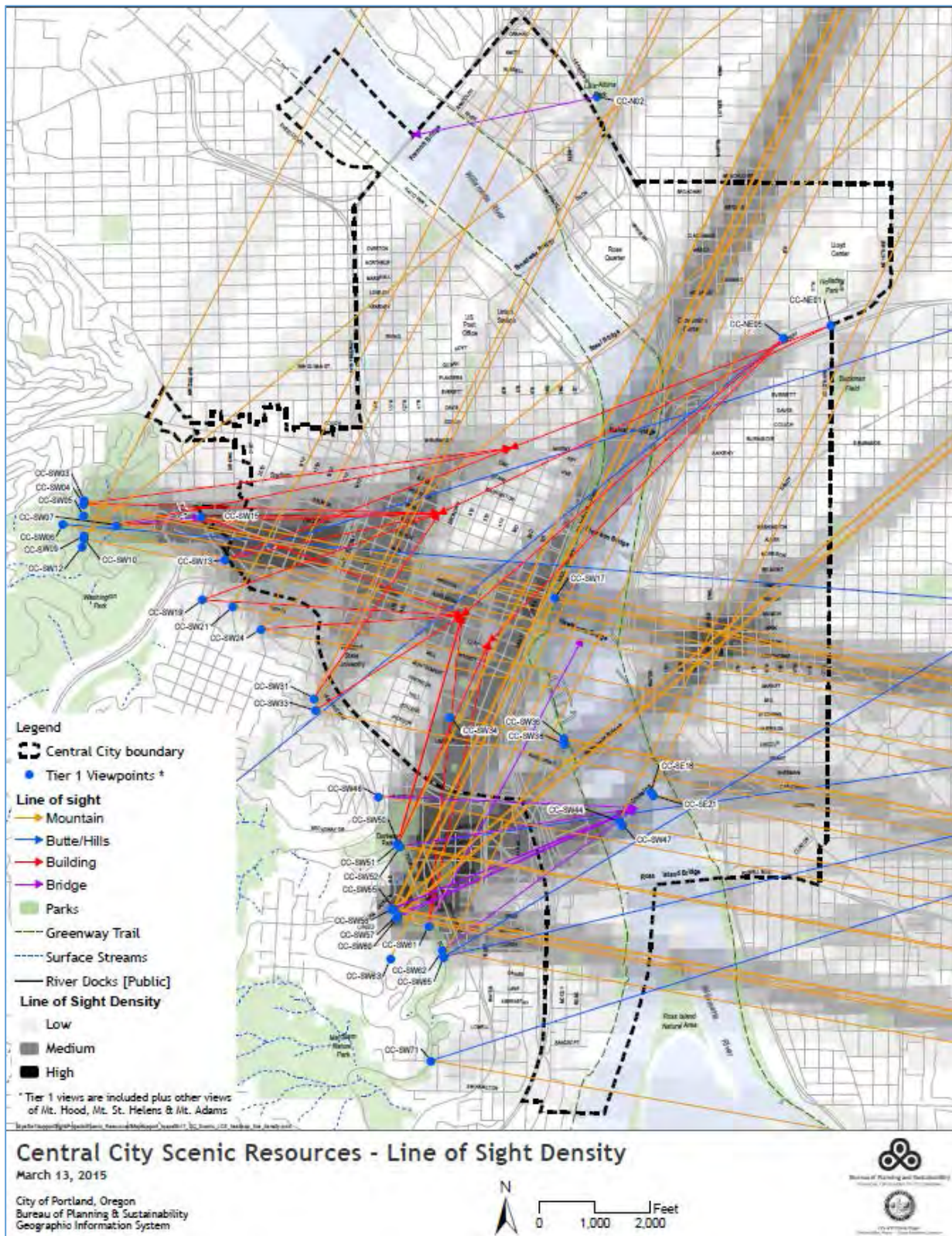
Class breaks on the map were symbolized using the natural breaks (Jenks) method with 10 classes. Class breaks are for the purposes visualizing the concentrations only; values are relative. The darker the shading the more lines are close together – the more views cross that area.

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.

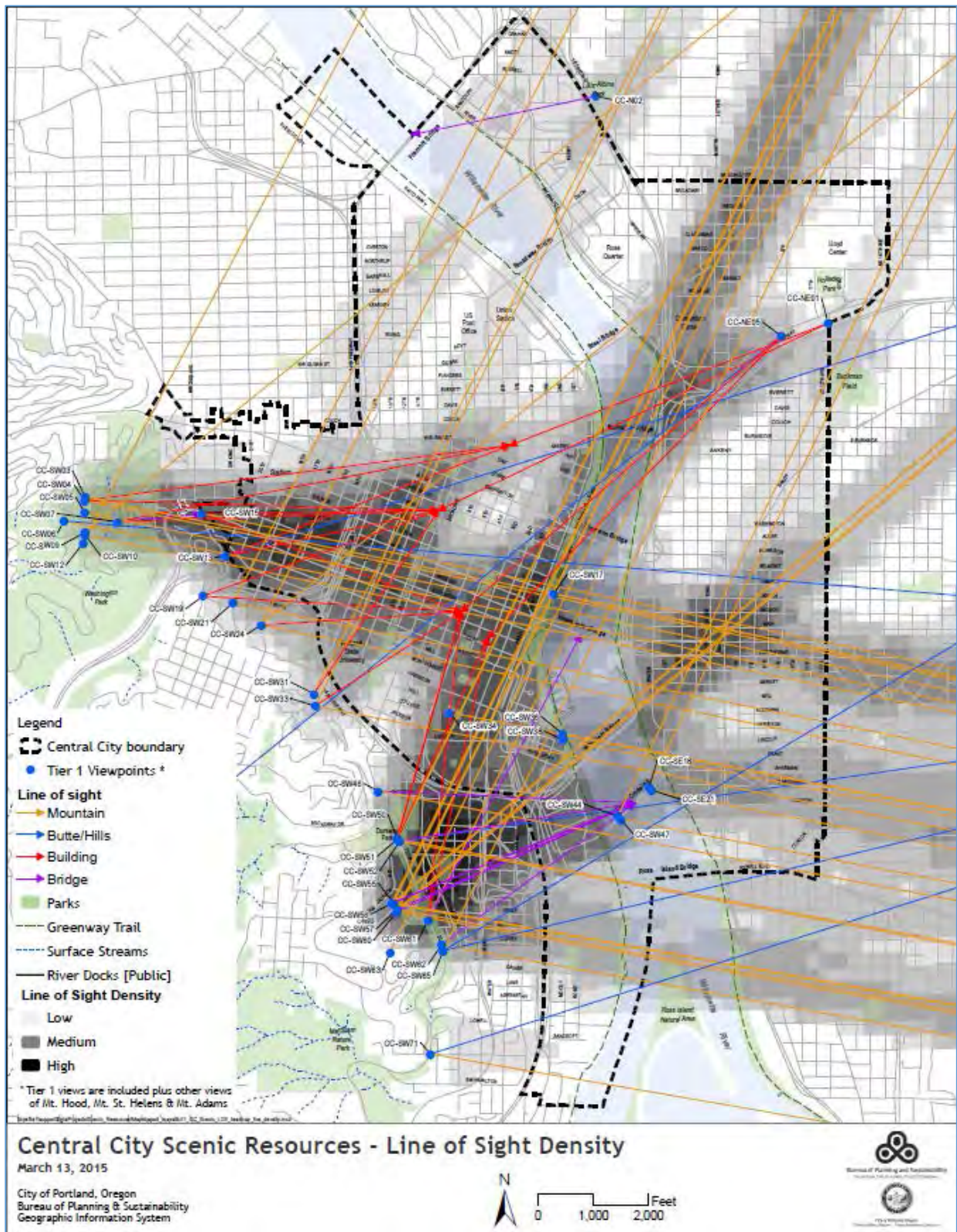
Map 1: Line of Sight Intersection Density



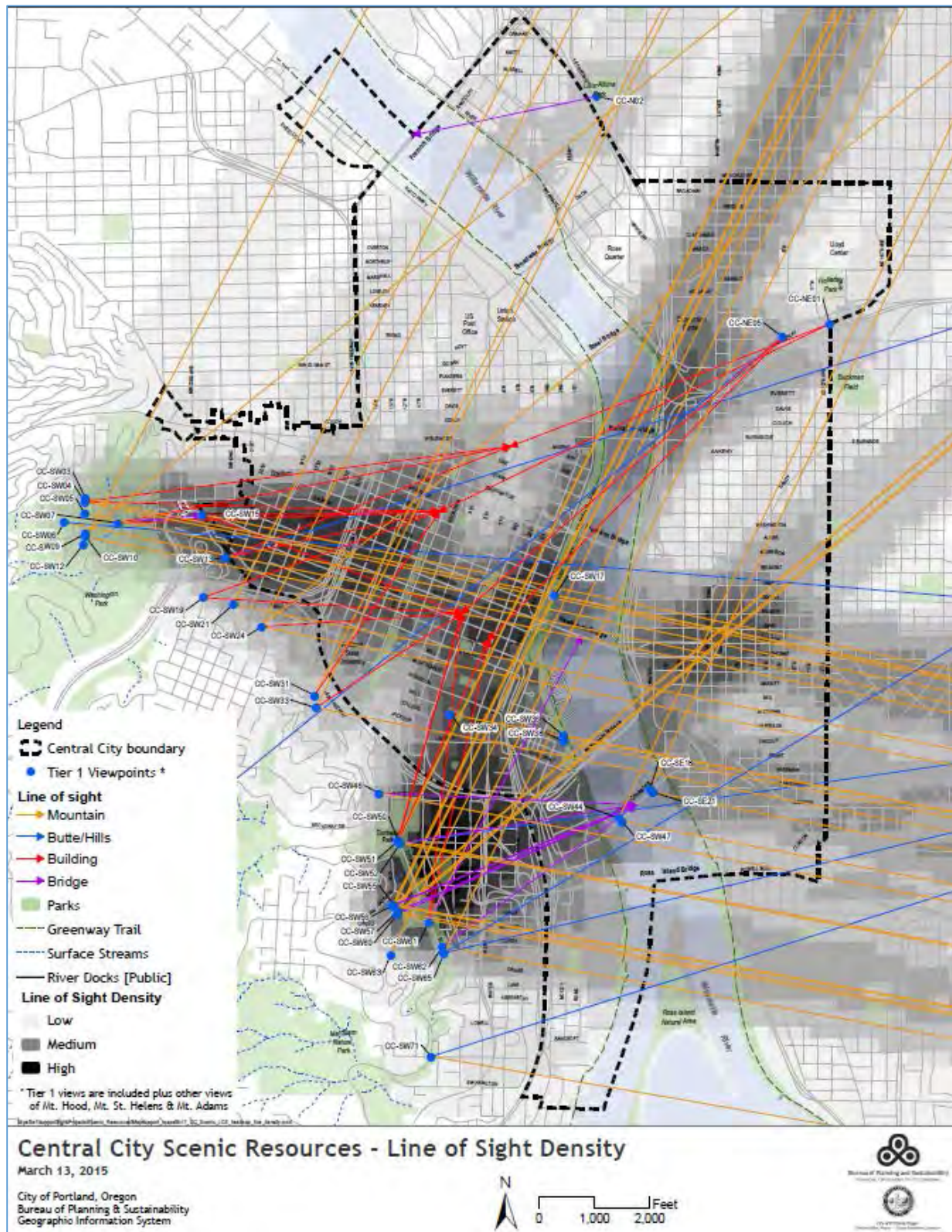
Map 2: Line of Sight Line Density (500 ft)



Map 3: Line of Sight Line Density (750 ft)



Map 4: Line of Sight Line Density (1,000 ft)





## Appendix E: 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.

# SCENIC RESOURCES INVENTORY

## RETIRED, RELOCATED AND REDESIGNATED VIEWS

### Description

#### **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

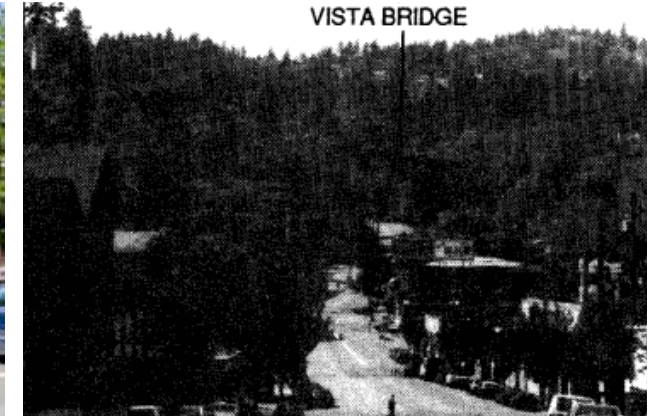


#### **Vista Bridge from SW Jefferson**

**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.

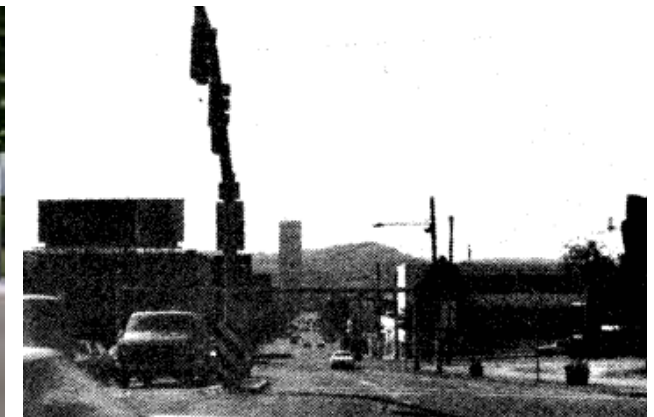


#### **First Interstate Tower from East Burnside**

**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.



# SCENIC RESOURCES INVENTORY

## RETIRED, RELOCATED AND REDESIGNATED VIEWS

### Description

#### **Front Ave at the Fremont Bridge**

**Old ID:** Gateway 44

**NEW ID:**

**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



### Historic photo

No historic photo

#### **W Burnside Street at I-405**

**Old ID:** Gateway 45

**New ID:**

**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.



No historic photo

#### **SW Columbia and Jefferson Streets at 18th Ave**

**Old ID:** Gateway 46

**New ID:**

**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.



No historic photo

# SCENIC RESOURCES INVENTORY

## RETIRED, RELOCATED AND REDESIGNATED VIEWS

### Description

#### **SW 5th Avenue at I-405**

**Old ID:** Gateway 47

**NEW ID:**

**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:**

**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.



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.



No historic photo

# SCENIC RESOURCES INVENTORY

## RETIRED, RELOCATED AND REDESIGNATED VIEWS

### Description

#### **Broadway at Union Avenue (now MLK)**

**Old ID:** Gateway 50

**NEW ID:**

**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:**

**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.



No historic photo

#### **Powell Blvd at the Ross Island Bridge**

**Old ID:** Gateway 52

**New ID:**

**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.



No historic photo

# SCENIC RESOURCES INVENTORY

## RETIRED, RELOCATED AND REDESIGNATED VIEWS

### Description

#### **SW Macadam Ave at Bancroft St**

**Old ID:** Gateway 53

**NEW ID:**

**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



### Historic photo

No historic photo

#### **Panoramic View from Fremont Bridge**

**Old ID:** VP17-08; CCPV33&34 **New ID:**

**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.



No 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).



# SCENIC RESOURCES INVENTORY

## RETIRED, RELOCATED AND REDESIGNATED VIEWS

### Description

#### **Mt Hood from the South Park Blocks**

**Old ID:** VM24-21

**NEW ID:**

**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:**

**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.



#### **Mt St Helens from Jefferson Street Overpass**

**Old ID:** VM24-22

**New ID:**

**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.



# SCENIC RESOURCES INVENTORY

## RETIRED, RELOCATED AND REDESIGNATED VIEWS

### Description

#### **Mt St Helens from Gazebo at SW Front Ave**

**Old ID:** VM24-19

**NEW ID:**

**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:**

**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.



#### **SW Spring St at SW 15th**

**Old ID:** VC23-34

**New ID:**

**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.



No historic photo



# SCENIC RESOURCES INVENTORY

## RETIRED, RELOCATED AND REDESIGNATED VIEWS

### Description

#### **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.

### Current photo

No current photo

### Historic photo

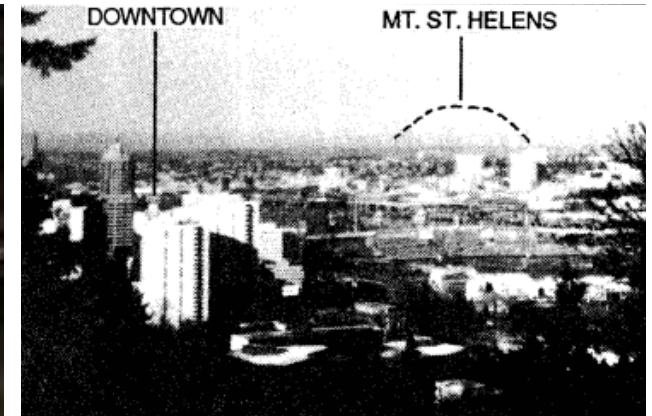
No historic photo

#### **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.

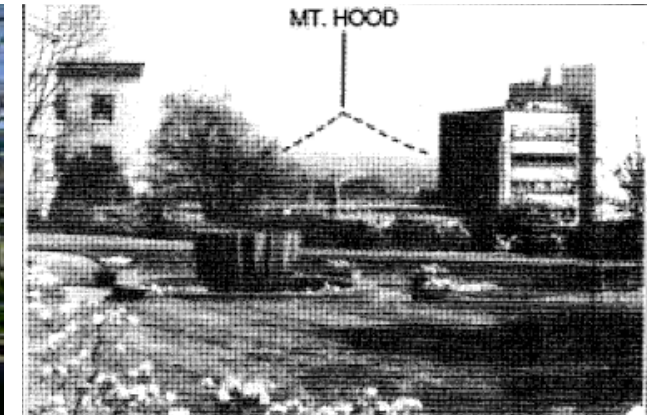


#### **View of Mt Hood from OHSU**

**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).



# SCENIC RESOURCES INVENTORY

## RETIRED, RELOCATED AND REDESIGNATED VIEWS

### Description

#### **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.

### Current photo

No current photo

### Historic photo

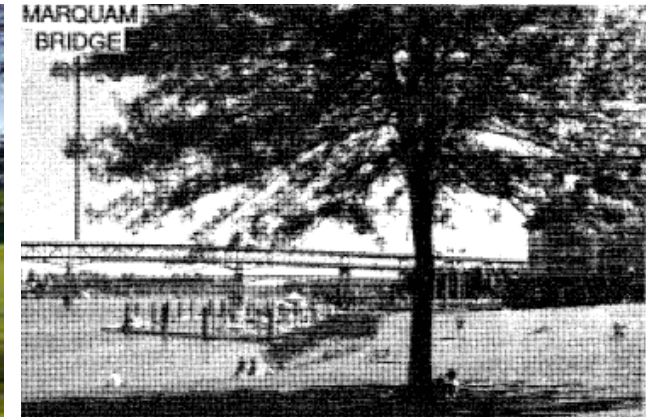


#### **Marquam & RI Bridges from Waterfront Park**

**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.



#### **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.



# SCENIC RESOURCES INVENTORY

## RETIRED, RELOCATED AND REDESIGNATED VIEWS

### Description

#### 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.



#### SW Terwilliger Blvd Viewpoint 75

Old ID: Viewpoint 75

New ID: CCSW62&64

**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).



# SCENIC RESOURCES INVENTORY

## RETIRED, RELOCATED AND REDESIGNATED VIEWS

### Description

#### **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



Google Street View

### Historic photo



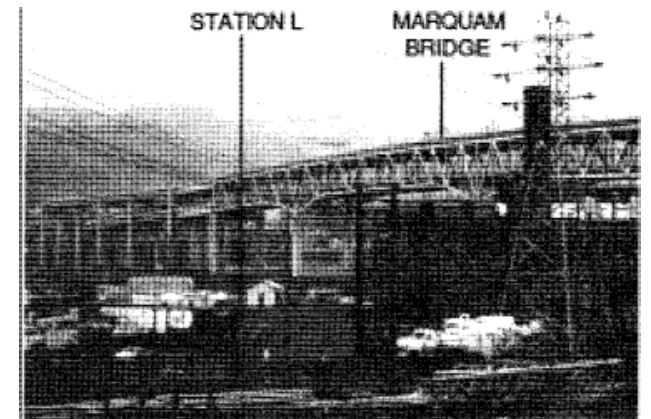
#### **View of Marquam Bridge from Station L**

**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

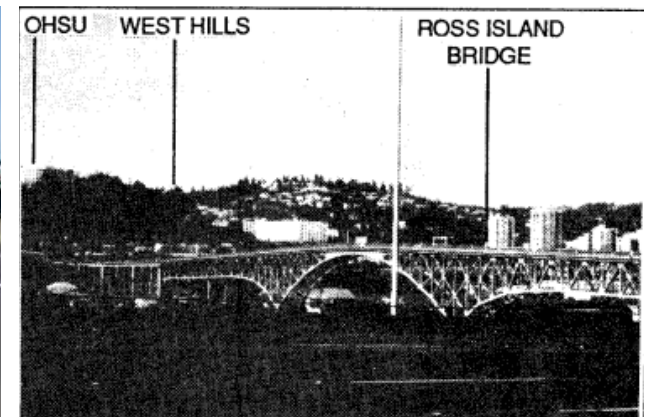


#### **View of Ross Island Bridge from SE McLoughlin**

**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.



# SCENIC RESOURCES INVENTORY

## VIEWS DESIGNATED IN PLANS OTHER THAN SRPP - CONSIDERED BUT NOT INCLUDED

### Description

#### **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



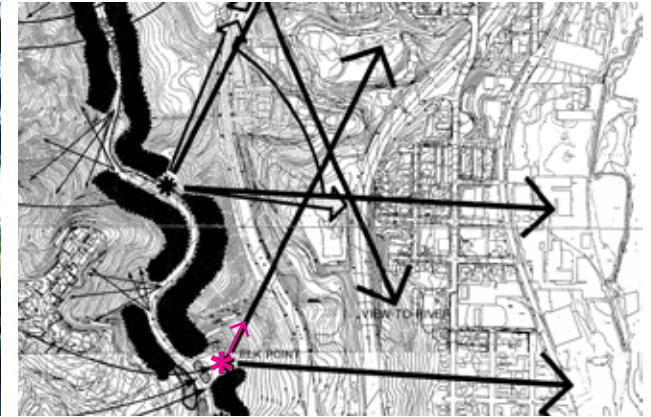
### Source Plan



#### **SW Terwilliger at Elk Point - Mt St Helens view**

**Source Plan:** Terwilliger Landscape Concept Plan

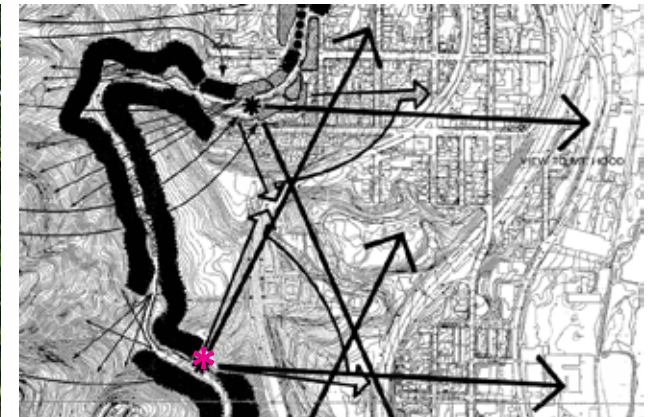
Based on the 1983 Proposed Terwilliger Landscape Concept Plan, this was a view of Mt St Helens. Though this viewpoint is outside of the Central City boundary, it was considered because a view of Mt St Helens would have crossed the Central City. However, significant vegetation has grown up and blocked 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.



#### **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.



# SCENIC RESOURCES INVENTORY

## VIEWS DESIGNATED IN PLANS OTHER THAN SRPP - CONSIDERED BUT NOT INCLUDED

### Description

#### **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:**

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.



#### **Greenway Trail West at SW Pennoyer Street**

##### **Source Plan:**

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.



# SCENIC RESOURCES INVENTORY

## VIEWES DESIGNATED IN PLANS OTHER THAN SRPP - CONSIDERED BUT NOT INCLUDED

### Description

#### **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



## Appendix F: 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.

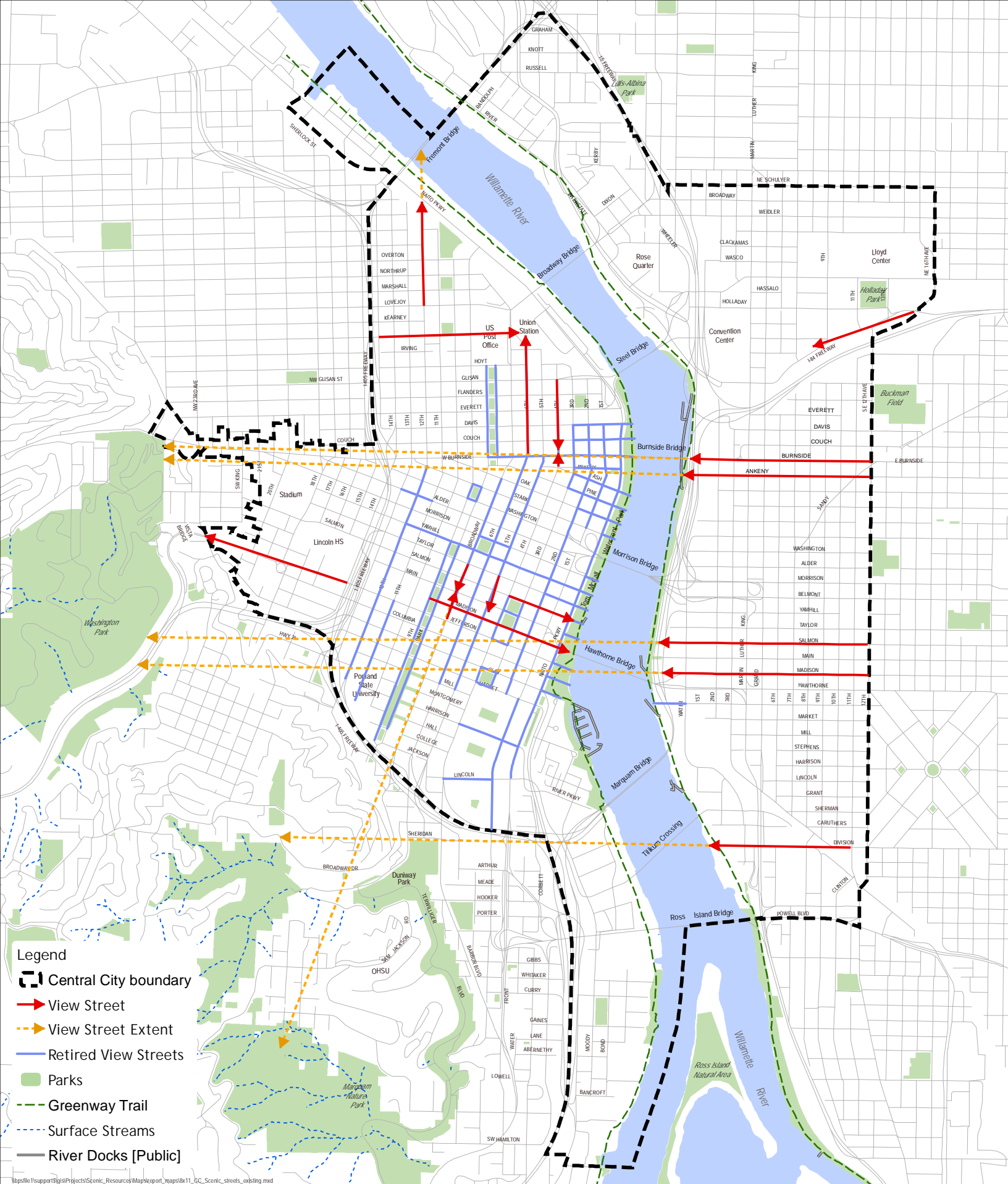
A couple of the view corridors were re-designated as scenic corridors in the CCSRI:

- 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*.

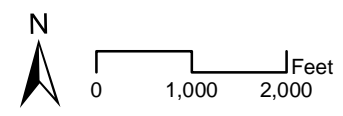




# Central City Scenic Resources - View Streets (Existing & Retired)

March 13, 2015

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







# WHAT'S IN THE CENTRAL CITY 2035 PLAN?

## **Volume 1: Goals and Policies**

*The long-range vision for the Central City*

- Big ideas to inspire a generation of Portlanders
- A framework of goals and policies to guide City projects for the next 20 years
- Highlights of the plan by district

## **Volume 2A: Zoning Code and Map Amendments**

*Regulations to implement the Plan*

- Part 1: Central City Plan District
- Part 2: River, Scenic and Trails

## **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 Inventory**

## **Volume 4: Background Materials**

*Prior plans and research provided for reference*

## **Volume 5: Implementation Plan**

*City's targets and the actions it will take to implement the Plan*

## **Volume 6: Public Involvement**

*CC2035 public involvement*



# CENTRALCITY 2035

## Volume 3A SCENIC RESOURCES PROTECTION PLAN

**Part 3:** Economic, Social,  
Environmental & Energy Analysis

---

**Proposed Draft**  
June 20, 2016



Bureau of Planning and Sustainability  
Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon  
Charlie Hales, Mayor • Susan Anderson, Director



# Acknowledgments

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# Chapter 1 – Introduction

The Central City Scenic Resources Economic, Social, Environmental and Energy (ESEE) Analysis is Part 3 of the Central City Scenic Resources Protection Plan (CCSRPP). The ESEE analyzes recommendations for the protection and management of scenic resources within and around the Central City. This ESEE is required by and consistent with Oregon State Land Use Planning Goal five.

The ESEE is divided into six chapters:

**Chapter 1: Introduction** – The introduction includes a description of the geographic scope, regulatory context, definitions, summary of the inventory results, and determination of significance.

**Chapter 2: Conflicting Use Analysis** – An initial step of the ESEE analysis is for local governments to identify conflicting land uses that are allowed within resource and impact areas. According to the Goal 5 administrative rule, *a conflicting use* is one that, if allowed, could negatively impact a significant resource. Conflicting uses are described in Chapter 2.

**Chapter 3: ESEE Analysis** – The analysis provided in Chapter 3 is intended to evaluate the potential economic, social, environmental and energy consequences of allowing, limiting, or prohibiting conflicting uses in areas containing significant scenic resources. Chapter 3 explores the consequences on both the conflicting use and the scenic resources of protecting the resources or not. For example protecting a view might have positive economic consequences such as supporting tourism, but also have negative economic consequences like reducing employment potential of development within the view corridor. These consequences are described as the qualitative, quantitative and relative costs, benefits, and impacts of the three program choices – allow, limit or prohibit the conflicting use.

**Chapter 4: General ESEE Recommendation** – Chapter 3 described the economic, social, environmental and energy consequences of different levels of scenic resources protection. The general ESEE recommendation presented in Chapter 4 is intended to balance across the factors to optimize the positive, negative and neutral consequences associated with conflicting uses. The purpose of the general ESEE recommendation is to set policy direction for categories of scenic resources. The general ESEE recommendation will be further clarified and refined for viewpoints, view corridors and view streets.

**Chapter 5: Views and Viewpoints Site-Specific ESEE Decisions** – A decision about the level and type of protection is made for each significant view and viewpoint using the results of the general ESEE and evaluation of site-specific ESEE consequences, such as the historic or cultural importance of a view. This chapter also includes a description of tools that should be used to implement the recommendations, including recommendations about zoning code and map updates.

**Chapter 6: View Streets Site-Specific ESEE Decisions** – For some view streets the general recommendation in Chapter 4 needs to be updated to reflect the site-specific ESEE consequences, such as historic importance of a view, or site conditions, such as the view of the focal feature being off-center. This chapter includes a description of the tools that should be used to implement the site-specific recommendations.

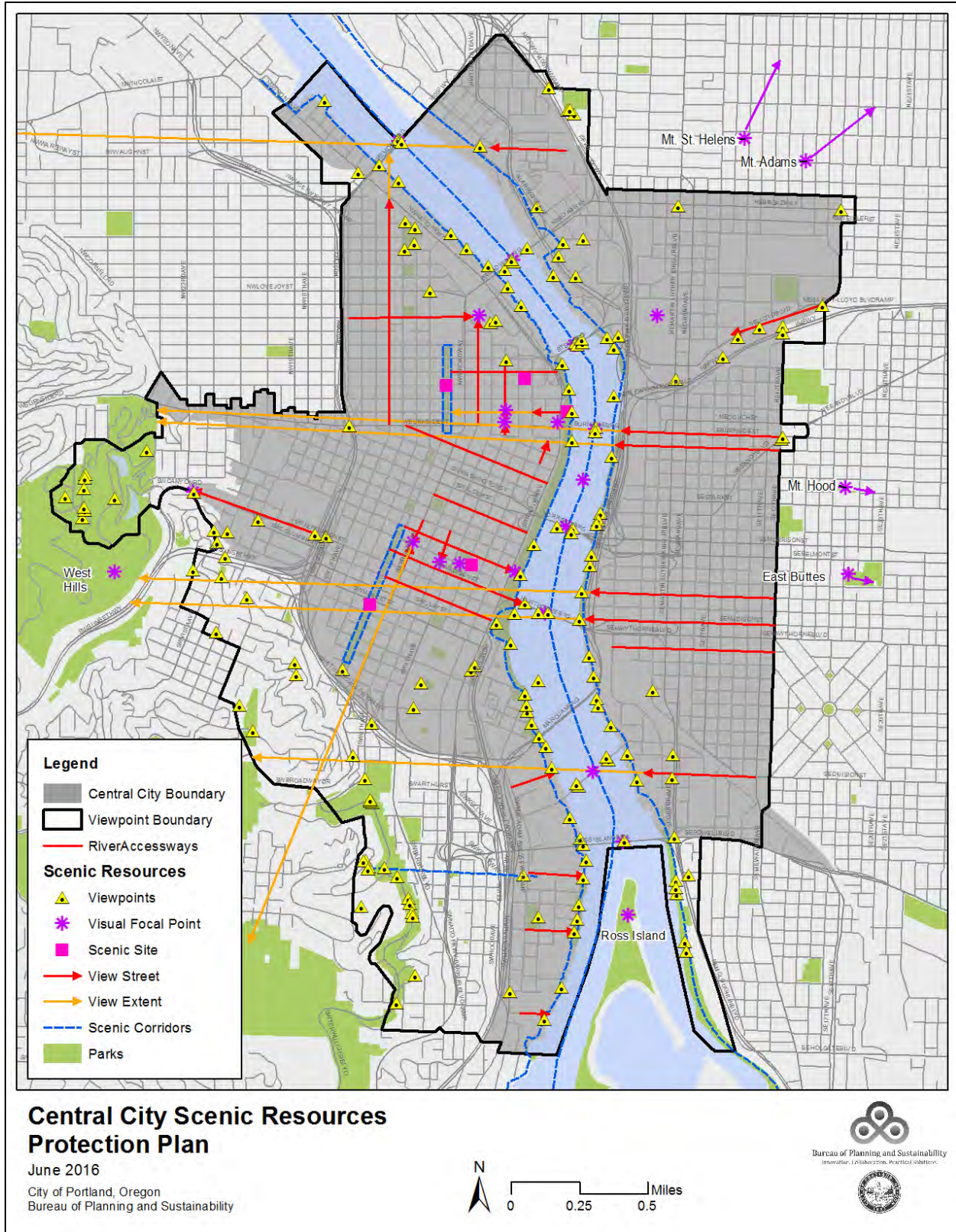
**Appendices** – There is one appendix to the document that provides a detailed description of the site-specific economic analysis of views and the results of the analysis.

## 1.a. Geographic Scope

This ESEE analysis is being performed for the scenic resources identified in the Central City Scenic Resources Inventory (CCSRI), which is Part 2 of the CCSRPP. The inventory area includes:

- 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. These views are included because development or vegetation within the CC2035 boundary may impact the view.

Map 1 shows the geographic scope of the CCSRI and this ESEE Analysis.



Map 1: Central City ESEE Geographic Scope

The *Terwilliger Parkway Corridor Plan* (1983) identifies Terwilliger Boulevard as a scenic corridor and the *Scenic Resources Protection Plan* (1991) provided protections by applying a scenic “s” overlay to the corridor. This ESEE does not include an update to the Terwilliger Boulevard scenic corridor and it will remain protected by the previous plans and the s overlay. However, views and viewpoints that are located along Terwilliger Parkway and within the geographic scope of this ESEE are being updated by this planning work.

## 1.b. Regulatory Context

### Oregon Statewide Planning Goals

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 Central City; however, only those goals most directly related to scenic resources — Goals 5 (Natural Resources, Scenic and Historic Areas, and Open Spaces), 8 (Recreational Needs) and 15 (Willamette River Greenway) — are addressed in this section. Other goals, including Goal 9: Economic Development and Goal 12: Transportation, are addressed in separate planning documents of the CC2035 Plan.

Oregon State Land Use Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources, 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 ESEE analysis is the process used to evaluate the conflicts. The local government must then adopt a program based on the results of this evaluation.

Oregon State Land Use Goal 15, Willamette 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 applies within the Greenway Boundary.

Goal 5 and Goal 15 apply to mutually exclusive geographies. Goal 5 does not apply within the Greenway Boundary and Goal 15 does not apply outside of the Greenway Boundary. The ESEE analysis that is required by Goal 5 is not a required step to comply with Goal 15. However, the city is not precluded from using an ESEE analysis to evaluate the tradeoffs of protecting scenic resources within the Greenway Boundary. The City is choosing to include the scenic resources located in the Goal 5 and Goal 15 areas in this ESEE analysis. This is being done to establish a consistent approach to determining levels of protection and management for the scenic resources across Portland.

The purpose of this ESEE analysis is to update and refine previously adopted scenic resources protection plans for the Central City. The ESEE analysis will evaluate the economic, social, environmental, and energy trade-offs associated with different levels of protection for significant scenic resources in, of and across the Central City. The results of the ESEE analysis will inform the CC2035 Plan and updates to the zoning code or other tools to protect and manage scenic resources. The existing scenic resources protection program relies primarily on established scenic overlay zone maps and height regulations, along with supplemental zoning code provisions called “plan districts” that apply to specific areas of the city. The City of Portland also employs other tools to help protect and conserve significant resources identified in scenic resource inventories, such as design guidelines and vegetation management plans. The results of this ESEE analysis will include decisions that provide the basis for an updated program for the Central City Plan District and areas surrounding the Central City.

The Goal 5 rule (OAR 660-015-0000(5)) requires that the ESEE analysis include the following steps:<sup>1</sup>

**1. Determine the impact area.** Local governments shall determine an impact area for each resource site. The impact area shall be drawn to include only the area in which allowed uses could adversely affect the identified significant scenic resources. The impact area defines the geographic limits within which to perform ESEE analysis.

**2. Identify conflicting uses.** Local governments shall identify conflicting uses that exist, or could occur, within significant scenic resource areas. To identify these uses, local governments shall examine land uses allowed outright or conditionally within the zones applied to the resource site and in its impact area. A "conflicting use" is a land use or other activity reasonably and customarily subject to land use regulations, that could adversely affect a significant resource (except as provided in OAR 660-023-0180(1)(b)).

**3. Analyze the ESEE consequences.** Local governments shall analyze the ESEE consequences that could result from decisions to allow, limit, or prohibit a conflicting use. The analysis may address each of the identified conflicting uses, or it may address a group of similar conflicting uses. The narratives and tables within this analysis include a thorough explanation of the consequences and describe, to the extent there is existing information, primary, secondary and tertiary impacts for the local and regional community. The final ESEE decision will inform land use actions to address scenic resources. However, the City’s comprehensive approach provides the community and City decision makers with a better understanding of the broad implications of the options, and may inform decisions that go beyond the ESEE decision.

**4. Develop a program.** Based on and supported by the analysis of ESEE consequences, local governments shall determine whether to allow, limit, or prohibit identified conflicting uses that could negatively affect significant scenic resources:

(a) A local government may decide that a significant scenic resource is of such importance compared to the conflicting uses and the ESEE consequences of allowing the conflicting uses are so detrimental to the resource that the conflicting uses should be prohibited.

---

<sup>1</sup> Although Goal 15, Willamette Greenway, does not require these steps to determine levels of protection for scenic resources the City is not precluded from using the same process to evaluate resources located within the Greenway Boundary.

(b) A local government may decide that both the significant scenic resource and the conflicting uses are important compared with each other and, based on the ESEE analysis, the conflicting uses should be allowed in a limited way that protects the resource to a desired extent or requires mitigation of loss of scenic resources.

(c) A local government may decide that the conflicting uses should be allowed fully, notwithstanding the possible impacts on the significant scenic resources. The ESEE analysis must demonstrate that the conflicting use is of sufficient importance relative to the resource and must indicate why measures to protect the resource to some extent should not be provided, as per subsection (b) of this section.

It should be noted that some of the information contained within the ESEE analysis of consequences will not be directly addressed in the ESEE recommendation because the consequences, while real and important, are not directly related to protection of the scenic resources. This does not preclude the CC2035 plan from addressing the consequences outside of the ESEE recommended program.

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. Goal 8 applies across Portland and is coincident with both Goal 5 and Goal 15 resources. There is no specified process for protecting Goal 8 resources; however, this ESEE can inform compliance with Goal 8.

#### City of Portland Comprehensive Plan

Local jurisdictions in Oregon are required to develop and update Comprehensive Plans to demonstrate compliance with the statewide land use planning goals. Portland updated its Comprehensive Plan in 2016. The following Comprehensive Plan goals and policies form the basis for this CCSRPP and future scenic resource protection plans.

#### **Goal 4.A: Context-sensitive design and development**

New development is designed to respond to and enhance the distinctive physical, historic, and cultural qualities of its location, while accommodating growth and change.

#### **Policies: Scenic resources**

Portland's signature views of Mt Hood and other mountain peaks, bridges, and rivers are important to the city's identity. These views strengthen connections to the local and regional landscape. The policies below encourage the recognition, enhancement, and protection of public views and significant scenic resources, as designated in the Scenic Resources Inventory and Protection Plans.

*Policy 4.40* *Scenic resources.* Enhance and celebrate Portland's scenic resources to reinforce local identity, histories, and cultures and contribute toward way-finding throughout the city. Consider views of mountains, hills, buttes, rivers, streams, wetlands, parks, bridges, the Central City skyline, buildings, roads, art, landmarks, or other elements valued for their aesthetic appearance or symbolism.

*Policy 4.41* *Scenic resource protection.* Protect and manage designated significant scenic resources by maintaining scenic resource inventories, protection plans, regulations, and other tools.

- Policy 4.42* **Vegetation management.** Maintain regulations and other tools for managing vegetation in a manner that preserves or enhances designated significant scenic resources.
- Policy 4.43* **Building placement, height, and massing.** Maintain regulations and other tools related to building placement, height, and massing in order to preserve designated significant scenic resources.
- Policy 4.44* **Future development.** Encourage new public and private development to create new public viewpoints providing views of Portland’s rivers, bridges, surrounding mountains, hills and buttes, the Central City skyline, and other landmark features.

### Central City 2035 Plan

The Central City 2035 plan (CC2035) complies with the Comprehensive Plan. The goals and policies in CC2035 nest under the Comprehensive Plan goals and policies and provide more specific guidance for addressing scenic resources within the Central City.

**Goal 5.A:** The Central City is composed of diverse, high-density subdistricts that feature high-quality spaces and a character that facilitates social interaction and expands activities unique to the Central City.

**Goal 5.B:** The Central City’s public realm is characterized by human-scaled accessible streets, connections, parks, open space, and recreation opportunities that offer a range of different experiences for public interaction.

- Policy 5.3* **Scenic Resources.** Protect public views of key landmarks and scenic resources (Vista Bridge, Union Station, Mt Hood, Willamette River bridges) which define the Central City, help with wayfinding, and connect residents, employees and visitors to Portland’s varied and unique landscape.
- Policy 5.5* **Large site development.** Encourage redevelopment of large sites that includes new compatible uses, green buildings and equity considerations, scenic resource preservation, new pedestrian connections through the site, strong street presence, green infrastructure, and new open space amenities.
- Policy 5.11* **Regional corridors and connections.** Promote the presence, character and role of physical and visual corridors such as trails, transit lines, streets and scenic corridors, helping to bridge neighborhoods across physical and psychological barriers.

## **1.c. 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 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.

**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. A scenic corridor differs from a view street in that a view street includes a single designated point on the street where looking from that point you can see one or more visual focal features. A scenic corridor is an aesthetically pleasing resource in and of itself.



## 1.d. Summary of the Central City Scenic Resources Inventory

The first step of the Goal 5 process is inventorying the location, extent, quantity and quality of scenic resources within a project area. The *Central City Scenic Resources Inventory* is Part 2 of the *Central City Scenic Resources Protection Plan (CCSRPP)* and contains the inventory for the evaluation area. A brief summary of the approach, methodology and inventory site is included as background for this ESEE analysis.

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 from 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 – nominations were accepted 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 each existing and potential new scenic resource. Staff recorded a standard set of information and took a standard set of photographs. All existing and potential public 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 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 scenic resources field.

### Views and Viewpoints Inventory Methodology

The CCSRI includes 155 views from 146 viewpoints; some viewpoints have multiple views.

The project consultant developed an evaluation methodology for views and viewpoints. The methodology utilized a group of seven experts to rate each view overall based on its universal scenic quality and how iconic it was of Portland. Experts also rated the following features of each view: focal features, scenic depth, scenic scope, urban skyline, water, vegetation, and horizon/ridge tops. The experts scored the quality and characteristics of the upland and river views separately. The viewpoints

themselves were evaluated by project staff based being a developed viewpoint with amenities (e.g., benches, lighting), accessibility and the amount of use as a viewpoint.

The results of the view and viewpoint evaluations were combined and the project consultants performed statistical analyses to rank each view/viewpoint:

- Upland views were ranked as Tier I, II or III, with Tier I representing the highest ranked upland views.
- River views were ranked as Group A, B or C, with Group A representing 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.



*Example: Tier I Upland View – Mt Hood from SW Upper Hall Street*



*Example: Group A River View – Fremont Bridge from Broadway Bridge*

#### Extrapolation

Some views from specific viewpoints were not sent to the experts for evaluation. There are multiple reasons why some views could not be evaluated by the experts:

- The viewpoint was not accessible due to construction, fencing or needing to cross private property to access the viewpoint;
- The view was overgrown with vegetation during the summer when the field visits were performed and the view was reevaluated during the winter (leaf off), after the expert evaluation occurred; or
- The viewpoint was identified by the public after the expert evaluation occurred.

In order to provide a ranking for views that were not evaluated by the experts, the project consultant conducted an extrapolation. To extrapolate the ranking, the project consultant looked at the views that were evaluated by the experts to find common focal features and characteristics of the highest and lowest scored views. The project consultants found that the commonalities among high and low scoring views for both river and upland were strong enough that they could 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.

Views were assigned a ranked based on the commonalities with the highest and lowest scored views. In other words, if a view shared most of the commonalities with views the experts ranked high, then that view also ranked high. Some views that didn't match well with either the highest or lowest ranked views and therefore were assigned a Tier II or Group B rank – a middle ranking.

### **View Streets Inventory Methodology**

The CCSRI includes 26 view streets, including 14 river access ways. 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.

Staff performed field visits at all view streets included in past scenic resource inventories as well as many other potential view streets in the Central City. Staff assessed each potential view street to determine if it met the criteria for inclusion:

- The view ends in a focal point or element that serves as the terminus of the view;
- The focal terminus is a park, river, mountain, butte, hill, bridge, skyline, art, sculpture, fountain or landmark;
- The focal terminus can clearly and easily be seen from a distance of at least two (2) blocks;
- The focal terminus can be seen from a crosswalk at the center of the street and/or a sidewalk facing towards the terminus; and
- For river access ways, the street is within a public right-of-way or is an extension of an existing public right-of-way that terminates at or within the Willamette Greenway boundary.

All streets that met the criteria were further evaluated based on the prominence of the focal terminus, uniqueness of the street, flow of traffic and for river access ways, visual or physical connection to the Willamette River. Those streets that had a prominent and unique focal terminus, where the traffic flow was in the direction of the terminus, and for river access ways, the Willamette River or a public park adjacent to the river was visible were included as a view street in the inventory.



*Example: View Street – NW 6<sup>th</sup> Avenue from W Burnside Street to Union Clock Tower*

### Scenic Corridors Inventory Methodology

The CCSRI includes six scenic corridors: North Park Blocks, South Park Blocks, Greenway Trail (west), Greenway Trail (east), Portland Aerial Tram and Willamette River.

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. Staff identified potential scenic corridors based on past scenic resource inventories and field visits. Staff assessed each potential scenic corridor to determine if it met the criteria for inclusion:

- The corridor is publically owned and accessible to the general public;
- The corridor is at least 0.5 mile in length within the Central City (it may extend beyond the Central City boundaries);
- There is a combination of three or more of the following previously-documented scenic resources located along the corridor:
  1. Developed viewpoints,
  2. Visual focal points that are located immediately adjacent to the corridor, or
  3. Scenic sites that are located immediately adjacent to the corridor; and
- 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.

All corridors that met the criteria were further evaluated based on quality, uniqueness and predominance. Corridors that include a predominance of visual features (e.g., landscaping, open water, historic buildings) and views and features that are unique to the neighborhood or area of Portland were included as a scenic corridor in the inventory.



*Example: Scenic Corridor – Willamette Greenway Trail*

### Visual Focal Points Inventory Methodology

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.

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. Staff assessed potential focal points from past scenic resource inventories and those identified during field visits for inclusion in the inventory based on the following criteria:

- The focal point may be a built feature or a natural feature;
- The focal point must be located within the Central City (Note: major mountains that are visible from within the Central City (Mt Hood, Mt Adams, Mt St Helens) were also included);
- The focal point must be publically owned or, in the case of a natural element, such a mountain, the element must be protected;
- The focal point can clearly and easily be seen from a publicly accessible location and from a distance of at least two (2) blocks; and
- The focal point can be seen from a location associated with a viewpoint, view street, scenic site, or scenic corridor that is included in this inventory.

All focal points that met the criteria were included in the inventory.



*Example: Visual Focal Point – Mt St Helens*

### Scenic Sites Inventory Methodology

The CCSRI includes five scenic sites: 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.

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. Staff performed field visits at all scenic sites included in past scenic resource inventories as well as other potential scenic sites in the Central City. Staff assessed each potential scenic site to determine if it met the criteria for inclusion:

- The site must be located on public property, within a right-of-way or on property that is accessible to the general public.
- The site must serve as a destination for the public to enjoy unique and high quality scenery, natural or manmade.
- The site must contain an assortment of dominant elements that either:
  1. Relate to the surrounding scenery by providing multiple views and viewpoints; or
  2. Provide within the site scenery such as a mix of visual focal features, natural or landscaped vegetation, unique architecture or art and sculptures.
- 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
- The site must be located within the Central City.

All sites that met the criteria were included as a scenic site in the inventory.



*Example: Scenic Site – Japanese American Historical Plaza*



## 1.e. Determination of Significance

To comply with the Oregon Statewide Planning Goal 5 rule, local jurisdictions must assess inventoried scenic resources to determine if the resources are “significant” based on location and relative quantity and quality. Resources that have been deemed significant must then be evaluated to determine if and how those resources should be protected by the local jurisdiction.

The determination of significance is made based on the scenic resources type, as follows (Map 2):

### Views and Viewpoints Determination of Significance

The views and viewpoints in the inventory were divided into upland views and river views. Upland views may include the Willamette River, but the river is not the dominant feature of the view, whereas, in river views, the Willamette River is *the* dominant feature. A group of experts scored the views based on criteria related to quality and uniqueness. Staff scored the viewpoints based on accessibility, use, and whether or not it was developed as a viewpoint. The scores were combined and each view/viewpoint was assigned a rank: Tier I-III for upland views and Group A-C for river views.

Upland views that possess multiple of the following characteristic are determined to be significant:

- 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.

Significant upland views include those ranked Tier I and Tier II. Tier I views typically possess more of the listed characteristics than Tier II views, but overall these characteristics when taken together create significant upland views in the Central City.

Tier III views are determined to not be significant and are not carried forward in the ESEE Analysis. Tier III views lack commonalities with Tier I and II views. Tier III views generally do not have a clear focal point, have little natural vegetation, lack depth of field, have many discordant features blocking the view and/or are from a low vantage point. There are 15 Tier III views documented in the Central City Scenic Resources Inventory.

River Views: All views where the Willamette River is the dominant focal feature received a relatively high score by the experts. This is consistent with other studies of scenic resources – views that include a dominant natural water feature are typically preferred over views without a dominant natural water feature. Therefore, all river views, Group A-C, are determined to be significant.

### View Streets Determination of Significance

The criteria for inclusion of a street in the scenic resources inventory as a *view street* resulted in many previously identified view streets in the Central City being retired. The remaining view streets all end in a unique and prominent focal terminus that can clearly be seen at a distance of two block from the center of the street/crosswalk or sidewalk. All view streets are determined to be significant.

### **Scenic Corridors Determination of Significance**

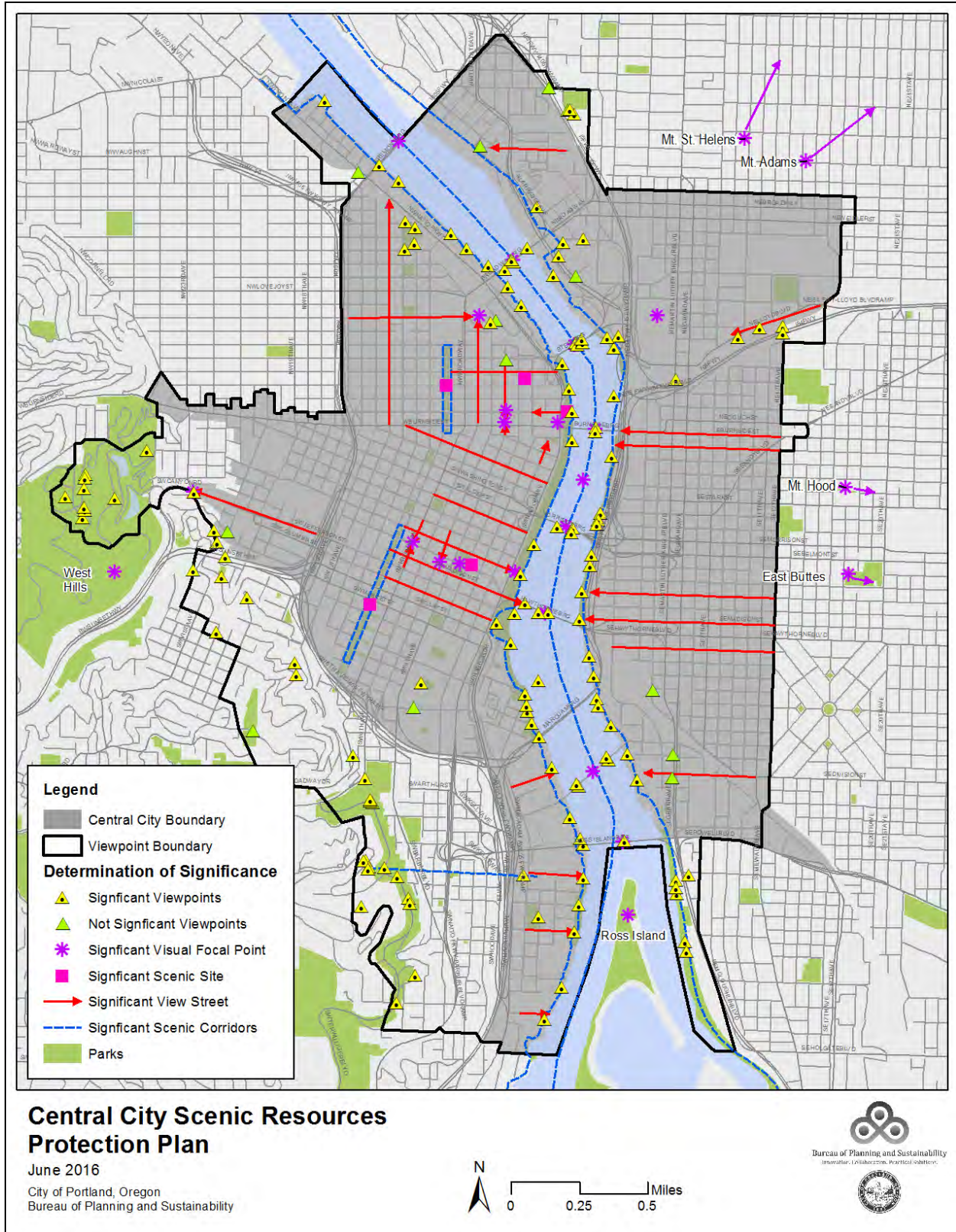
There are six scenic corridors identified in the inventory. All six corridors are transportation corridors at least 0.5 miles in length within the Central City and have multiple unique and dominant visual features that contribute to the scenic quality of the corridor. Also included is the Willamette River, which is designated as an Oregon Scenic Waterway. All scenic corridors are determined to be significant.

### **Visual Focal Points Determination of Significance**

All of the visual focal points are identified as a dominant focal feature of a view, view street or scenic corridor. These visual focal points include Willamette River bridges within the Central Reach, prominent nearby mountains and numerous Central City landmarks. These focal points are identified as important aspects of other scenic resources (e.g., a primary focal features of a view) and therefore are determined to be significant.

### **Scenic Sites Determination of Significance**

There are five scenic sites in the Central City. Scenic sites are a destination for the public to enjoy unique and high quality scenery (natural or manmade) and contain a collection of dominant visual elements. All scenic sites are determined to be significant.



Map 2: Significant and Not Significant Scenic Resources

## Chapter 2 – Conflicting Use Analysis

### 2.a. Introduction

The initial step of the ESEE analysis is for local governments to identify conflicting land uses that are allowed within resource and impact areas. According to the Goal 5 administrative rule: *a conflicting use* is one that, if allowed, could negatively impact a significant resource. Conflicting uses are identified for the resource and within the impact area of the resource. This section identifies the impact area and conflicting uses.

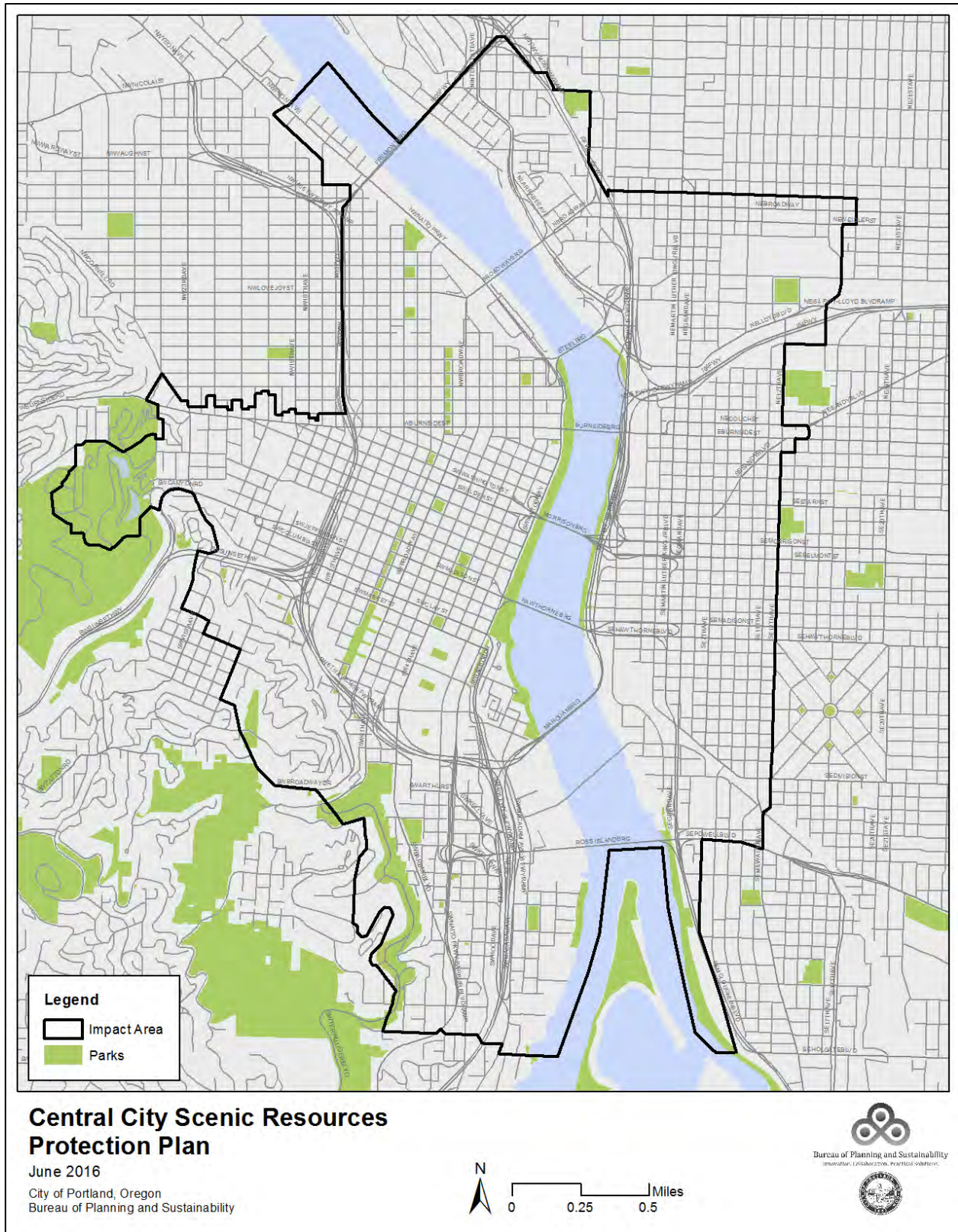
#### Impact Area

An impact area is the area surrounding scenic resources that may impact the quality, value, function or extent of those resources. Per the Goal 5 rule:

*Local governments shall determine an impact area for each significant resource site. The impact area shall be drawn to include only the area in which allowed uses could adversely affect the identified resource. The impact area defines the geographic limits within which to conduct an ESEE analysis for the identified significant resource [OAR 660-23-040 (3)].*

For the purposes of the Central City, the impact area includes all lands located within the geographic scope of this analysis (Map 3).

The Goal 5 rule requires that the impact areas be considered along with the inventoried resources when conducting the ESEE analysis. Impact areas are considered extensions of the resources themselves and are therefore not addressed separately in the analysis of potential consequences.



Map 3: Impact Area

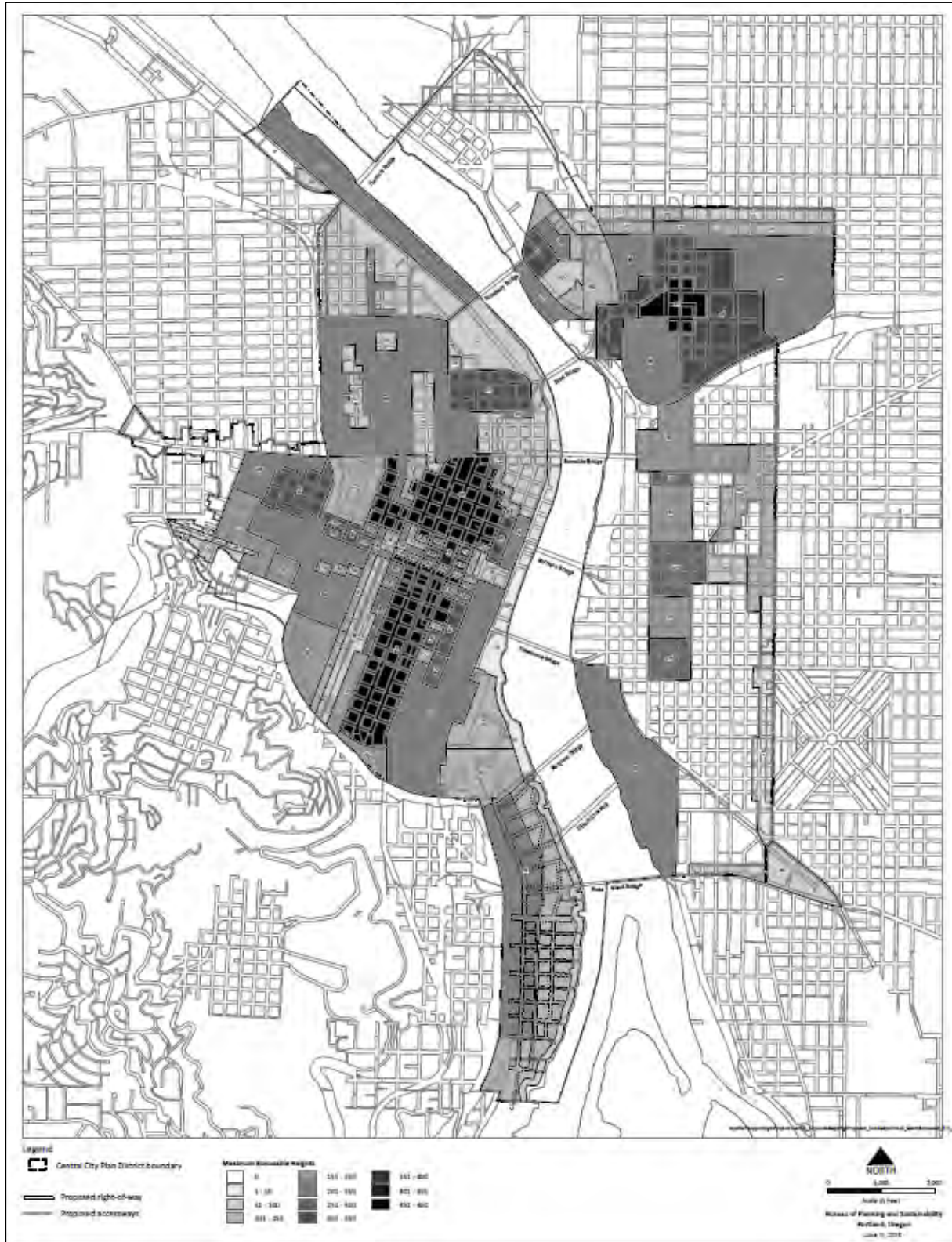
## Conflicting Uses

To identify potential conflicts, the Goal 5 rule directs local governments to examine the uses allowed, outright or conditionally, within broad zoning categories (e.g., industrial, open space). For scenic resources it is not the general type of use, such as commercial, residential or open space, that conflicts with the resources. Rather it is the height, mass, extent and location of structures and vegetation that can conflict with the resource. The general conflicting uses are described below as they relate to scenic resources. All of these conflicting uses are allowed to some extent in every base zone within the impact area. Chapter 5 provides a detailed description of the specific conflicting uses associated with each scenic resource.

### Building Height and Mass

Allowed buildable height limits (hereafter called “base heights”) and floor-to-area (FAR) were established through previous planning efforts and are set in zoning code maps 510-2 and 510-3 (Map 4a-4c includes the existing base heights). These base heights and FAR cover most of the Central City. However, some areas do not have a base height set and rely on the base zone. In order to understand how heights may conflict with views, assumptions were made and heights assigned in the following geographies:

1. Central Eastside: The portions of the Central Eastside zoned IG1 do not have base heights. The type of development in the district on IG1 sites is not the same as industrial development in the rest of Portland. The sites are smaller and the industrial uses allow for buildings to have more than one story. For this analysis, it is assumed that the typical industrial building in the Central Eastside will not exceed 90 feet. This is based on 4:1 FAR and 80% lot coverage. The following are exceptions to that assumption:
  - a. In the geography known as the *Southern Triangle* there are larger “super” blocks and it would be possible to reconfigure these sites to have tall towers on portions of the site. The Southern Triangle is bound by the railroad to the north and east, SE Powell Boulevard to the south and the Willamette River to the west. A base height of 200 feet is applied to the Southern Triangle. A custom typology is also used (see Appendix A).
  - b. There are three blocks bound by SE Taylor Street to the north, SE Madison Street to the south, SE Water Avenue to the east, and the Willamette River Greenway to the west, which are owned by the Portland Development Commission and are referred to as the *ODOT Blocks* (because portions of the blocks are in the Interstate 5 right-of-way and managed by OR Department of Transportation). These blocks are larger than the typical blocks in the Central Eastside and may have taller buildings. A base height of 175 feet is applied to the ODOT Blocks. A custom typology is also used (see Appendix A).
2. Lower Albina: Most of Lower Albina is zoned for industrial uses and does not have base heights, except where there are previously protected view corridors. Staff chose to use the tallest industrial structures in the subdistrict, the grain elevators, to set a base height of 150 feet across the district.
3. Open Space: Land zoned open space cannot be developed with tall buildings. Although some structures could be built, the modeling assumes a base height limit of zero feet for OS zoned land in the Central City.



Map 4: Base Heights (2015)

Depending on the location of buildings in relation to the viewpoint and focal features of a scenic resource, in terms of both distance between the building and the viewpoint or focal features as well as the difference in elevation, building height and mass can have the following negative impacts on the resource:

1. Blocking or partially blocking the focal feature(s). A scenic resource can be eliminated if a building, due to height or mass, completely blocks the focal feature(s) as seen from a designated viewpoint or vantage (e.g., intersection of a view street). Partially blocking the focal feature(s) can reduce the quality, value or extent of the scenic resource. Below are images that show how building height and mass can conflict with a scenic resource.



*Example: Building blocking resource*



*Example: Building partially blocking resource*

2. Substantially reduce the air space around the focal feature(s). When the air space around a focal feature is significantly reduced or eliminated, the focal feature becomes less prominent and the quality and extent of the scenic resource is diminished. Below are images that show how air space relates to the quality of a scenic resource.



*Example: Scenic resource with air space*



*Example: Scenic resource without air space*

3. Design of a building may substantially detract from the scenic resource. A building could impact a scenic resource if the building design detracts from or overpowers the scenic resource. In contrast, a building could be designed to contribute to the scenic quality of a view, adding interest and intrigue to the city skyline without detracting from a focal feature of the view. Below are examples.



Buildings, once constructed, tend to remain for decades and are often considered permanent. Therefore, once a building blocks or partially blocks a scenic resource, the scenic resource is gone and unlikely to be re-established.

### **Rooftop Structures**

Large buildings in the Central City may have different types of rooftop structures that can conflict with scenic resources. Housing for mechanical equipment or elevators, cell towers, solar panels or architectural features are just some examples of structures that are frequently located on top of buildings and can partially block scenic resources. The existing regulations in the Central City allow projections above building height limits.

Some rooftop structures, like housing for mechanical equipment or elevators, are typically as permanent as the building itself and unlikely to be removed until the building is redeveloped. Other rooftop structures, such as cell towers, may be less permanent and could be removed, replaced or relocated to be less obstructive to the scenic resource.



*Example: Rooftop projection impeding the view of a scenic resource*

### **Vegetation**

In most situations vegetation itself is part of the scenic resource. Vegetation creates a foreground, background or can frame focal features. Views that include natural vegetation are generally valued more than views without natural vegetation. Vegetation can also be used to create mystery and surprise by strategically revealing views of particular focal features. Clearing of vegetation that is itself a focal feature or is contributing feature of the scenic resource would reduce the quality and extent of the scenic resource. Conversely, vegetation can also become a conflicting use. Trees or shrubs, when located in front of a focal feature, can grow to block or partially block the focal feature.

Whether or not vegetation is a conflicting use depends greatly on the topography of the land surrounding the viewpoint or vantage and the species of tree. For example, a tall deciduous tree may block a view during the leaf-on (summer) season; however, the view may open up during leaf-off (winter) season. Conversely, once an evergreen tree grows tall or wide enough to block a view, that view will remain blocked year round.

The images below show the same view during leaf-on and leaf-off season.



*Example: Leaf-on*



*Example: Leaf-off*

Increasingly ecoroofs are being utilized to manage stormwater, reduce building heating and cooling costs, and reduce heat island impacts of reflective surfaces. Typically ecoroofs are planted with groundcover vegetation like sedums. However, some ecoroofs incorporate larger structure vegetation and trees. Depending on the location and height of the building in relation to the viewpoint or vantage point, ecoroof vegetation could conflict with the scenic resource.

### **Above-ground Utilities**

Above-ground utilities, such as power lines, stop lights and street car wires, conflict with a scenic resource when they partially block or distract from a view of the focal feature(s). The images below shows how utilities can reduce the quality or extent of an otherwise high quality scenic resource. In some situations utilities can be relocated to reduce conflicts with the scenic resource.



*Example: Discordant wires and stop lights*

### **Sky Bridges**

In an urban area sky bridges are sometimes used to facilitate above-ground pedestrian movement between buildings. Sky bridges can block or partially block a focal feature or detract from the scenic quality of a view.

### Construction Activities

Many practices associated with construction can affect the quality or extent of a scenic resource. Some construction activities can completely or partially block focal features of a view on a temporary basis. For example, construction fencing may visually interfere with a view or the presence of large cranes, which are used in construction of buildings in the Central City, can detract from the scenic quality of a view.



*Example: Greenway Trail construction fencing*

Other construction activities may not physically block or visually detract from a scenic resource but may still negatively impact the resource. For example, the noise and vibration resulting from construction can create an unpleasant environment that detracts from the scenic resource.

### **Air Pollution**

In summers in Portland air pollution from urban uses creates a haze that can block views of focal features, particularly views of the surrounding mountains. Air pollution can also arise from a single point source, such as a smokestack. This type of air pollution can interfere with a view by blocking a focal feature or simply detracting from the scenic quality of the view. In addition, if the source of the air pollution is located near the viewpoint, it may detract from the viewing experience if it becomes uncomfortable to breathe in that location or if there is an accompanying unpleasant odor.

The pictures below show an example of the same view of Mt Hood from Governor Tom McCall Waterfront Park with and without haze blocking the view.



*Example: Haze*



*Example: Clear*

### **Aircrafts**

The presence of an air travel path across a view can impact the quality of the view. For example, in certain views of Mt St Helens, one can see planes take-off or land at Portland International Airport. This can add interest to the view if there is sufficient distance between the viewpoint and focal feature such that the plane does not outcompete the focal feature. The aircraft flight pattern also does not diminish the view greatly if the frequency of the aircrafts crossing the view doesn't cause a constant disruption.

In other situations, aircraft can diminish the quality of the view or detract from the focal feature(s) due to the proximity or frequency of aircraft flow across the view. This may become a concern as drones become more common. If a designated drone flightpath is located in the Central City between a viewpoint and a focal feature, a steady flow of drones could disrupt the continuity of the view and detract from the scenic quality.

## Fencing

There are a wide variety of reasons that fencing is used in the Central City. A construction site may be fenced off to keep trespassers out, the sidewalk along an overpass may have a fenced railing, or a bridge might have security fencing for safety. Fences can conflict with the scenic resource by obscuring the view or detracting from the focal features.



*Example: Security fencing on the Vista Bridge*

**Other impacts: noise, odors, litter, etc.**

Human activities that create noise, unpleasant smells and litter can reduce the quality of a scenic resource. While these activities are not necessarily associated with any particular use, deliberate management may be necessary to reduce the conflicts between noise, odor or litter and the scenic resource.



*Example: Garbage/recycling cans adjacent to a developed viewpoint*

## Chapter 3 – ESEE Analysis

### 3.a. Introduction

The ESEE analysis is intended to evaluate the potential economic, social, environmental and energy consequences of allowing, limiting, or prohibiting conflicting uses in areas containing significant scenic resources. Significant scenic resources are identified and mapped in the *Central City Scenic Resources Inventory* (2016). The *conflicting uses* are identified in Chapter 2 of this ESEE. Conflicting uses are the uses that if allowed could negatively impact a significant resource.

Chapter 3 explores the consequences on both the conflicting use and the scenic resources of protecting the resources or not. These consequences are described as the qualitative, quantitative and relative costs, benefits, and impacts of the three program choices – allow, limit or prohibit the conflicting use. For example, a view of Mt Hood from Washington Park has positive economic impacts including bringing tourism to the city but if protecting that view requires buildings in downtown to be limited then there is a negative impact on development and employment.

Chapter 3 includes the following topics. There is overlap between each topic. For example, there are economic and social consequences of protecting a scenic resource as it relates to employment.

3.c. Economic Analysis. This section examines the economic consequences of allowing, limiting or prohibiting conflicting uses for the Central City scenic resources. The economic consequences addressed are: economic development in the Central City, employment, property values and rents, tourism, economic value of trees, wayfinding and scarcity.

3.d. Social Analysis. This section examines the social consequences of allowing, limiting or prohibiting conflicting uses in the Central City. The social consequences addressed are: employment, density of development, crime and safety, public health, Portland’s imageability, historic and cultural importance, neighborhood identity, sense of place, wayfinding and recreation.

3.e. Environmental Analysis. This section examines the environmental consequences of allowing, limiting or prohibiting conflicting uses in the Central City. The social consequences addressed are: efficiencies due to location, heat island, air quality, water quality, fish and wildlife habitat, climate change and vegetation.

3.f. Energy Analysis. This section examines the energy consequences of allowing, limiting or prohibiting conflicting uses in the Central City. The social consequences addressed are: efficiency due to location, construction and building materials, on-site energy consumption and heating and cooling.

This chapter does not include a recommendation based on each of the topic areas – economic, social, environmental or energy. There are positive and negative consequences of any choice to protect a scenic resource. Chapter 4 uses this analysis to produce a general recommendation for each type of scenic resource. The recommendations attempt to balance the positive and negative consequences across the whole Central City.



## 3.b. Definitions

The terms allow, limit and prohibit are terms defined by Oregon Statewide Planning Goal 5.

Allow a conflicting use – “a local government may decide that a conflicting use should be allowed fully, notwithstanding the possible impacts on the [inventory] site.” The Goal 5 rule also requires that the ESEE analysis “demonstrate that the conflicting uses is of sufficient importance relative to the [inventory] site, and must indicate why measures to protect the resource to some extent should not be provided.” [660-23-040(5)(a)]

Limit a conflicting use – “a local government may decide that both the [inventory] site and the conflicting uses are important compared to each other and, based on the ESEE analysis, the conflicting use should be allowed in a limited way that protects the [inventory] site to a desired extent.” [660-23-040(5)(b)]. A program to limit conflicting uses can be designed to allow some level of development or other conflicting use with certain restrictions to protect the scenic resources. The levels of limitation on conflicting uses can vary by resource and by conflicting use.

Prohibit conflicting uses – A decision to prohibit conflicting uses would provide significant scenic resources the highest level of protection. Per Goal 5, “a local government may decide that a significant [inventory] site is of such importance compared to the conflicting uses, and the ESEE consequences of allowing the conflicting uses are so detrimental to the resource, that the conflicting uses should be prohibited.” [660-23-040(5)(c)] Some development may be allowed with a prohibit decision if all economic use of a property would be prevented through full protection.

## 3.c. Economic Analysis

This section examines the economic consequences of allowing, limiting or prohibiting conflicting uses for the Central City scenic resources. The economic consequences are expressed as the qualitative, quantitative and relative costs, benefits, and impacts of the three program choices – allow, limit or prohibit the conflicting use. This portion of the ESEE analysis relies on current information.

### 3.c.1. Economic Consequence for the Conflicting Uses

This subsection outlines the potential economic impacts on conflicting uses of protecting scenic resources. The economic factors considered in this analysis include the positive or negative impacts on economic development, employment, economic competitiveness of the Central City, property values and rents, tourism, and the economic value of trees. The next subsection will outline the potential economic impacts on the scenic resources.

#### Economic Development in the Central City

The Central City is the economic center of Portland and a hub for the regional economy. The Central City is home to professional service industries that support the entire Metro region, as well as a growing number of colleges and universities. The Central City has maintained a manufacturing base and hosts a number of emerging business sectors that diversify the economy, support regional prosperity and increase Portland's exposure on the global stage. To keep the Central City the economic center of the region, there is a need to support the growth of office based industries, entrepreneurship and business innovation, small and start-up firms, educational institutions and industrial and employment districts.

The *Economic Opportunity Analysis* (June 2016) provides information about the recent history and trends of economic development and employment in the Central City. In 2013, there were 393,742 jobs in Portland, the equivalent of 38% of the 1.02 million employment base of the Portland-Metro Service Area. In 2010, Central City commercial areas (not including Central Eastside or Lower Albina districts) accounted for 28% of the city's employment base. In addition, the Central City has supported 28 newly constructed four-plus story buildings over the past 20 years and the renovation of an additional 43 buildings.

During the 2000-2008 time period, the Central City had a relatively slow overall job growth rate (0.3%). Employment declined somewhat in the Downtown and South Waterfront Districts while increasing in the River and Lloyd Districts in this time period. In industrial areas, employment declined outside of the Central City in the Harbor and Airport Districts but increased within the Central City in the Central Eastside and Lower Albina Districts. Industrial employment overall helped buffer the effects of the recession here in Portland and maintained middle-wage jobs.

In recent years, Central City office space has experienced a resurgence of leasing activity. Some tenants have been drawn back in from the suburbs by the vitality and transit accessibility of the urban core as well as attracting companies from across the United States. Portland is attracting a variety of office-based and professional services, which has led the Central City to be one of the most competitive office markets in the country.<sup>1</sup> The Central City has benefited from the synergy of providing options for housing and work in close proximity.

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<sup>1</sup> [http://www.oregonlive.com/business/index.ssf/2014/04/portland\\_maintains\\_nations\\_low.html](http://www.oregonlive.com/business/index.ssf/2014/04/portland_maintains_nations_low.html)  
Proposed Draft

The trends of office-related jobs in the Central City between 2000 and 2008 are noted as follows:

- Within Portland's Central Business District (CBD), which includes South Waterfront, service sector employment increased by more than 1,700 jobs, with another 635 jobs in education and health services. These gains were not adequate to offset a net CBD job loss of nearly 3,100 jobs during this time period.
- The River District experienced a net gain of more than 2,500 jobs from 2000-2008, with office-related job gains concentrated in services (+1,500), information and design (+825), and education and health (+590) – offset in part by net loss of industrial employment with legacy manufacturing and transportation, warehousing and wholesale firms. Strong growth of non-office employment (+2,000) is also noted for Pearl District activity in retail, arts and accommodations (including dining).
- The Lloyd District also realized a substantial reported net job gain (up by more than 2,000). This was led by gains in office-related service sector jobs (+2,700), partially offset by some loss of industrial job base.
- Goose Hollow reported nominal employment growth in construction sector with job losses in nearly every other industry sector, for a total employment decrease of 1,100 jobs.

Central City's districts differ not only in terms of recent employment gain or loss, but also with regard to the mix (or distribution) of employment:

- Approximately 46% of CBD employment is comprised of service businesses (ranging from professional to financial services), with 17-18% each in sectors of information and design and retail, arts and accommodations and 12% in the public sector. Together, these functions account for 92% of CBD employment.
- River District employment is relatively diverse, with retail, arts and accommodations accounting for 27% of employment, followed by services (at 21%), then information and design (16%), and with a still significant (15%) portion in transportation, warehousing and wholesaling activity.
- Services and retail (including arts and entertainment) account for about 70% of the Lloyd District employment.
- Central City incubator districts have an increasingly diverse mix of employment activity. Industrial accounts for 44% of Central Eastside employment, with strong added components of retail and service activities (at 17% each). In Lower Albina, industrial use accounts for a lesser 33% of district employment; education and health accounts for nearly half (at 46%).
- Retail represents the largest employment sector (at 30-44% of job base) for Goose Hollow.

Multnomah County's long-term linear job growth pattern predicts 184,000 new jobs countywide will be added between 2010 and 2035. The projections for 2035 include 45,000 additional jobs in the Central City, one third of the total jobs projected for the City of Portland.<sup>2</sup> The categories of employment in the Central City are very diverse and include industries including: software and technology; professional services such as design and architecture, finance, insurance, food services, education and medical; warehousing and distribution; and manufacturing. (See Figure 1.)

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<sup>2</sup> <https://www.portlandoregon.gov/bps/59297>  
Proposed Draft

Central City Job Growth by Building Type 2010 - 2035

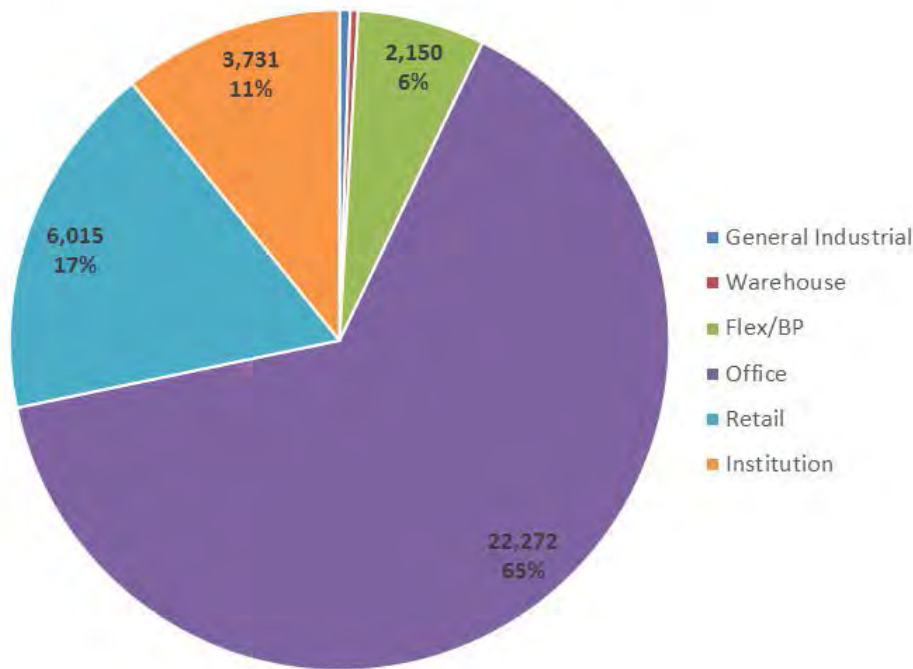


Figure 1. Central City Job Growth by Building Type 2010-2035

*\*Flex/BP: is flexible space and business park*

The economic benefits derived from this development and job growth include:

- Employment
- Personal income to residents of the region
- Earnings

The mix of businesses and employment geographies in the local economy shapes the income distribution and economic equity of the population. As shown in Figure 2, employment in the Central City and institutional geographies is concentrated in high-wage occupations that primarily require a college education. Within the Lower Albina and the Central Eastside Industrial Districts, employment is concentrated in middle-wage occupations. There are also lower wage jobs in the Central City, primarily in the retail and service sectors.

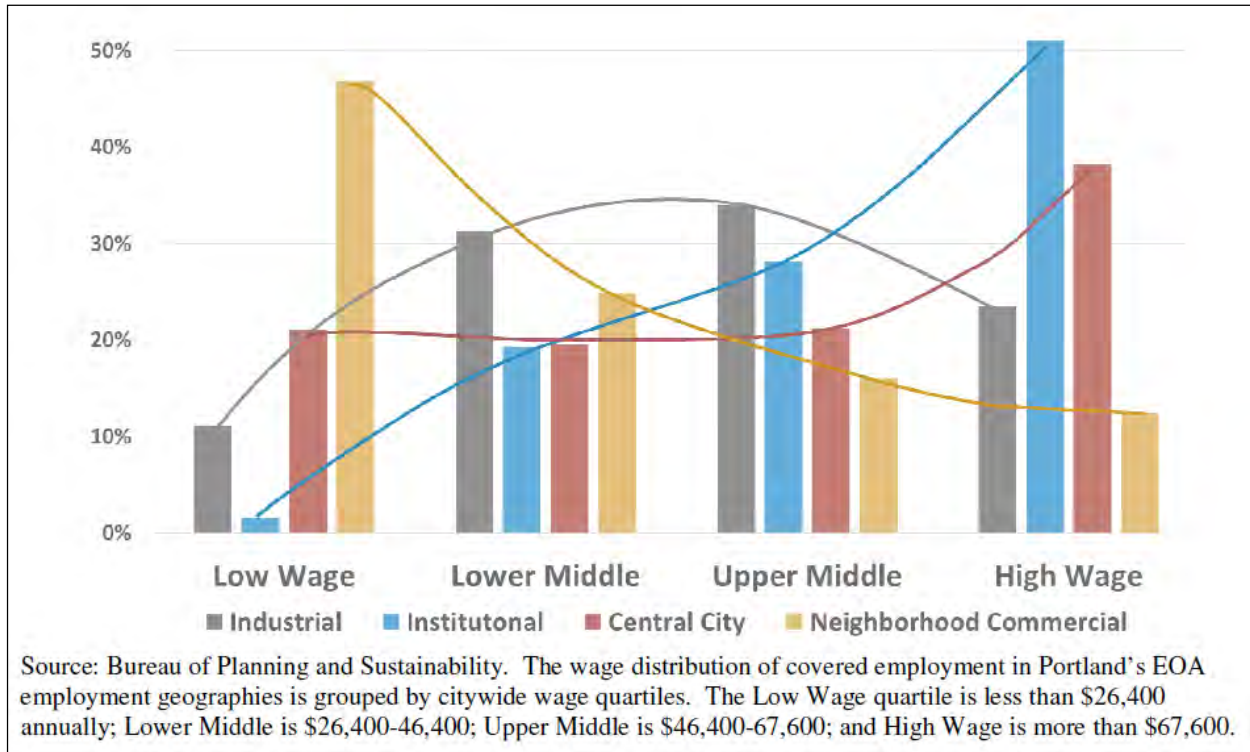


Figure 2: Portland Wage Distribution

Since 1980, the wage distribution of the economy has been changing, and job growth has become increasingly polarized in low- and high-wage occupations with shrinking middle-wage job opportunities. This national trend is mirrored in the state and the region. For the majority of the workforce that doesn't have a 4-year college degree, middle-wage job opportunities are primarily in industrial occupations, as seen in the Lower Albina and Central Eastside Districts, and administrative-support occupations that are prevalent in all of the Central City districts. Portland has been less affected by the trend of losing middle-wage jobs than other regions throughout the country and has a relatively balanced economy that supports a predominantly middle-class population.

Employment and economic development includes direct (discussed above), indirect and induced benefits. Indirect benefits occur as the new economic activity purchases from other businesses in the region. Induced effects occur as the employees of the new economic activity are able to make added purchases from increased disposable income from local retail and services. For example, a new software company moves into the Central City and generates direct jobs, income and output. The company contracts with marketing and development businesses, generating indirect jobs, income and outputs. The employees of the software company also make individual purchases like groceries, clothes, etc., generating induced jobs, income and outputs.

This relationship is expressed as a multiplier. For example, an employment multiplier of 2.00 indicates that for every job directly associated with a place-specific investment, another job is created off-site through indirect and induced economic effects elsewhere in the region. There are nationally recognized models used to determine the economic multipliers based on building type. For example, the General Industrial building type is associated with a relatively high 3.15 overall jobs multiplier. Economic development within the Central City can be expected to generate indirect and induced benefits for Portland and the region. Table 1 shows the economic multipliers by building type.

Table 1: Economic Multiplier by Building Type

Building Type	Economic Multiplier		
	Jobs	Income	Output
Office	1.95	1.87	1.98
Institution	1.62	1.69	2.13
Flex / BP	2.19	2.12	1.91
General Industrial	3.15	2.50	2.15
Warehouse	2.36	1.95	1.95
Retail	1.64	1.76	1.97

Source: E. D. Hovee & Company, LLC based on IMPLAN

\*Flex/BP: is flexible space and business park

### Economic Competitiveness of the Central City

There are a number of unique attributes of the Central City that makes it the largest employment center in the Portland region. The Central City is the Class A office core of the region. There are physical and infrastructure attributes that businesses utilize to grow our economy that cannot be replicated elsewhere. Location benefits of the Central City include proximity to a number of major institutions (e.g., Oregon Health and Science University, Portland State University), ease of access to the regional and west coast highway transportation systems, and access to the regional transit system that serves the Central City. Additionally, agglomeration benefits exist for business development in the Central City. Agglomeration benefits are described as firms from a range of industries that are able to benefit from the concentration of shared resources, competitors and clients. Shared resources of agglomeration include physical infrastructure, centers of research, and labor pools which all increase economic productivity.

The Central City has attributes and benefits that cannot be realized elsewhere in the region. Growth that would occur in the Central City is unlikely to occur outside of the Central City due to the physical, infrastructure, and human capital benefits that exist only within the Central City.

### Employment

To understand the potential impact of protecting views on employment in the Central City, a GIS analysis was performed. The purpose of the analysis was to compare the existing and proposed building heights and floor-to-area ratios (FAR) with limits that could be imposed to protect view corridors. The full methodology for the view corridor analysis is found in Appendix B. A summary and results are presented here.

The methodology to compare the employment impacts of protecting view corridors included the following steps:

1. Create three-dimensional planes that represent the view corridor elevation from the viewpoint and the lowest elevation on the focal feature that should be seen.
2. Compare the view corridor elevation to allowed building heights (existing and proposed), taking into consideration FAR, on sites identified in the Buildable Lands Inventory (BLI) as vacant or underutilized. Figure 3 is an illustration of the view corridor elevation and buildings.

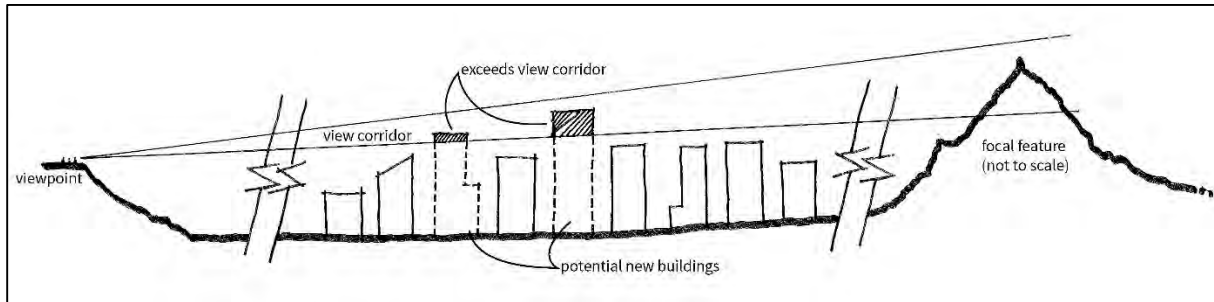


Figure 3: Illustration of a View Corridor in Relation to Building Heights and the Focal Feature

3. For each BLI site where allowed building height is taller than the view corridor elevation, determine:
  - a. Building height limits needed to protect the view
  - b. Number of stories of the potential buildings that would be eliminated to protect the view
  - c. Job allocation associated with the stories eliminated

This GIS analysis was performed for the following views and viewpoints:

- Tier I Upland views
- Group A River views of Mt Hood
- Tier II Upland and Group B River views of Mt Hood and Mt St Helens
- Views unique to a neighborhood

Table 2 summarizes the results of the analysis.

Table 2: Economic Impacts of Protecting Views

VP	Location	Focal Features	Existing Heights (base + FAR-restricted heights)			Proposed Heights (base + FAR-restricted heights)		
			Square Feet of Conflict within View Corridor [1]	Reduction in Development Value within View Corridor [2]	Reduction in Job Capacity within View Corridor [2]	Square Feet of Conflict within View Corridor [1]	Reduction in Development Value within View Corridor [2]	Reduction in Job Capacity within View Corridor [2]
<b>Views Proposed for Protection</b>								
N04	Lillis Albina Park	Central City				60,000 [3]	\$2,160,000 [3]	300 [3]
NE01	I-84 Overpass (bike/ped)	Central City				451,455 [3]	\$16,252,380 [3]	2,261 [3]
SW02	Washington Park - Lewis and Clark Monument	Mt Hood						
SW04	Rose Garden - Telescopes	Mt Hood						
View Street	Jefferson St Overpass	Vista Bridge				20,846 [3]	\$750,445 [3]	105 [3]
SW15	Vista Bridge	Mt Hood						
SW16	SW Vista Ave	Mt St Helens						
SW17a	Salmon Springs	Mt Hood	416,715	\$15,001,740	2,085	432,915	\$15,584,940	2,166
SW24	Upper Hall	Mt St Helens Mt Adams						
SW31	SW Cardinell	Mt St Helens						
<b>SW46</b>	<b>Tilikum Crossing - West</b>	<b>Mt Hood</b>	294,828	\$10,613,808	1,476	218,168	\$7,854,048	1,093
SW49	SW Terwilliger Blvd	Mt St Helens						
SW50	SW Terwilliger Blvd	Mt St Helens						
SW55	OHSU Viewing Platform	Mt Hood Mt St Helens						
<b>SW56</b>	<b>OHSU Tram - North</b>	<b>Mt Hood Mt St Helens</b>						
<b>SW61</b>	<b>OHSU Tram - South</b>	<b>Mt Hood Mt St Helens</b>						
SW64	SW Terwilliger Blvd	Mt St Helens						



			Existing Heights (base + FAR-restricted heights)			Proposed Heights (base + FAR-restricted heights)		
VP	Location	Focal Features	Square Feet of Conflict within View Corridor [1]	Reduction in Development Value within View Corridor [2]	Reduction in Job Capacity within View Corridor [2]	Square Feet of Conflict within View Corridor [1]	Reduction in Development Value within View Corridor [2]	Reduction in Job Capacity within View Corridor [2]
<b>Views Evaluated for Comparison (NOT proposed for protection)</b>								
NW14	Broadway Bridge	Mt Hood	2,607,772	\$93,879,792	13,044	2,607,772	\$93,879,792	13,044
<b>SE07</b>	<b>Morrison Bridge</b>	<b>Mt Hood</b>	437,537	\$15,751,332	2,192	437,537	\$15,751,332	2,192
<b>SE21</b>	<b>Tilikum Crossing - East</b>	<b>Mt Hood</b>	223,000	\$8,028,000	1,115	223,000	\$8,028,000	1,115
SW01	Greenway Trail at SW Ankeny	Mt Hood	966,497	\$34,792,812	4,837	986,467	\$35,512,812	4,937
SW11	Greenway Trail at SW Morrison	Mt Hood	886,694	\$31,920,984	4,436	838,994	\$30,203,784	4,197
<i>SW13</i>	<i>SW Vista Ave</i>	<i>Mt St Helens</i>						
SW26	Hawthorne Bridge	Mt Hood	700,441	\$25,214,796	3,506	743,279	\$26,758,044	3,720
<b>SW34</b>	<b>Lovejoy Fountain</b>	<b>Mt Hood</b>	174,000	\$6,264,000	870	174,000	\$6,264,000	870
<i>SW33</i>	<i>SW Rivington Dr</i>	<i>Mt Hood</i>						
<b>SW36</b>	<b>Greenway Trail - Montgomery St Gardens</b>	<b>Mt Hood</b>	1,141,098	\$41,079,528	5,709	981,598	\$35,337,528	4,912
SW38	Greenway Trail - Pedestrian Trail	Mt Hood	1,192,198	\$42,919,128	5,965	1,026,698	\$36,961,128	5,138

**BOLD text** = New view and viewpoint

*Italicized text* = Existing view with existing protections in the form of building height limits. The proposal may alter the protections.

Regular text = Existing viewpoint but the view is not currently protected by limiting building heights.

[1] If a view corridor crosses any portion of a BLI site, the entire BLI site is treated as if it were within the view corridor.

[2] Assumes \$36/sq ft and 1 job/200 sq ft

[3] The proposed heights are taller than existing base heights. For these views, the proposed heights are compared against not continuing to protect the view.

Many of the views included in the analysis are already protected by limits to building heights. The first two steps in the analysis revealed that some of those protected view corridors needed additional height limits to be fully protective. Therefore there are some economic impacts associated with continued protection of those views.

There are new view corridors that are included in the analysis. Because there are no current height limits associated with the views, the economic impacts of protecting those views are much higher than for existing view corridors. In particular, there are ten viewpoints located along the Willamette River and from bridges across the Willamette that are views of Mt Hood. (The ten viewpoints have an asterisk in Table 2.) While previous plans did identify most of these viewpoints of Mt Hood and other focal features, the view corridors were not protected with limits on building heights.

The ability to see Mt Hood from the Willamette River is unique to the Central City. These views help define Portland and are a tourist attraction. However, protecting views from the low elevation of the riverbank or from bridges up to the mountain would require significantly limiting building heights in the Central Eastside. The results of the analysis show that the employment impacts associated with these views range from 1,100-13,000 reduction in job capacity. The three viewpoints with the least impacts are at Salmon Springs (SW17) and Tilikum Crossing (SW46 and SE21).

Salmon Springs is located in the middle of Governor Tom McCall Waterfront Park. This large existing viewpoint is developed with a curved seating area, telescopes and informational signs. There is an interactive fountain and loading/unloading of regional passenger ships at this location. Tens of thousands of people visit Salmon Springs every year, especially during events like the Rose Festival. The view of Mt Hood in this location will continue to add to the tourism of the park, especially if many of the other views of Mt Hood from the park are eliminated due to development in the Central Eastside.

Protecting the view of Mt Hood from Salmon Springs could result in a reduction in job capacity of up to 2,166 potential jobs within the view corridor in the Central Eastside. The Central Eastside is an industrial and employment district that provides living wage jobs. The Central Eastside is currently home to more than 1,200 companies and 18,000 jobs. The District continued to thrive during the recession and has become the location of choice in Portland for many employers, who are drawn to its historic industrial architecture, affordable space, and close proximity to the city's business core. Forecasts indicate there is demand for an additional 9,000 jobs to locate within the Central Eastside from 2010 to 2035 including nearly 2,220 jobs in industrial sectors. The Central Eastside has capacity for approximately 12,000 jobs, meaning there is a surplus job capacity of roughly 3,000 jobs. Protecting the view of Mt Hood from Salmon Springs would reduce the amount of surplus job capacity but not impact the ability of the district to meet the job demand for 2035.

The other views of Mt Hood from the Willamette River with the least amount of economic impacts are located on Tilikum Crossing. Tilikum Crossing is the newest Willamette River Bridge. It is dedicated for transit, bicycles, pedestrians and emergency vehicles. There are four belvederes located on the bridge offering wide views of the river and city skyline, and two of the viewpoints provide a view of Mt Hood. The view from the western of the two views provides a slightly better view of Mt Hood because more of the river is seen in the foreground. Both views cross an area known as the Southern Triangle. Many of the BLI sites in the Southern Triangle are larger than the standard block size in Portland. This provides flexibility in designing buildings and moving the tallest parts of buildings outside of view corridors. While protecting the view of Mt Hood from Tilikum Crossing shows a reduction in job capacity of roughly 1,100 jobs, it is likely those jobs could be redistributed on-site due to the larger block pattern.

### **Property Values and Rents**

Generally, as an area becomes more densely developed, property values and rents will rise as the concentration of businesses, residents and customers make the area more attractive. Although property values and rents are determined by a number of complex factors, fully allowing conflicting uses could directly affect the property values of affected parcels and indirectly affect property values in the immediate vicinity. Limiting or prohibiting the conflicting uses would likely reduce these benefits of development. Additionally, limiting or prohibiting conflicting uses would reduce the land value that is associated with development entitlement that is held by the property owner. A decrease in development entitlement to limit or minimize conflicting uses would negatively impact the value of land for property owners.

### **Tourism**

The Central City is a popular tourist destination with a variety of attractions that draw people to the area. These destinations include: scenic sites such as Lan Su Chinese Garden and the Japanese American Historical Plaza, open spaces such as Waterfront Park and Pioneer Square, entertainment venues such as Keller Auditorium and the Arlene Schnitzer Concert Hall, museums such as the Portland Art Museum and OMSI, events such as the Saturday Market and the Farmer's Market, festivals such as the Oregon Blues Festival and Dragon Boat Races, sightseeing destinations such as the Portland Aerial Tram and Waterfront Park, and shopping stores and centers, including a few local flagship stores such as Nike and Columbia Sportswear. In addition, the Central City is highly connected to the transportation network, with a direct public transit connection to the airport, numerous hotel shuttles between the airport and Central City, and the presence of Union Station, the Greyhound bus terminal, and Bolt Bus's drop-off/pick-up site within the Central City itself. All of these factors contribute to the Central City's status as a strong tourist destination.

In general, fully allowing conflicting uses would result in further opportunity to support tourism. New hotels, attractions, restaurants and shops would add to the tourist's experience. Limiting or prohibiting certain conflicting uses, such as retail, commercial, employment, industrial or open space, could have a negative impact on tourism by reducing the options or quality of tourist attractions. Limiting or prohibiting other conflicting uses, such as housing or offices, would have limited negative impact on tourism overall. However, any use that interferes with sightseeing (e.g., blocks a view) would have a significant impact on the scenic aspects of tourism (discussed further in the Scenic Resources tourism section below).

### **Economic Value of Trees**

Urban vegetation provides a number of benefits, many of which have an economic value. These benefits include cleaner air, lower health care costs, reduced atmospheric carbon, increased property values, reduced energy consumption, and reduced and cleaner stormwater runoff.

Urban vegetation removes both carbon and air pollution from the air, both of which have an economic value. Across the United States, urban forests (trees and shrubs) have been estimated to remove an annual average of 711,000 metric tons of air pollutants, which has an annual value of \$3.8 billion (Nowak et al. 2006). A similar study estimated that trees in urban areas remove 651,000 metric tons of air pollution each year, with a resulting human health value of \$4.7 billion based on a reduction of a number of adverse health effects including asthma exacerbation and acute respiratory symptoms (Nowak et al. 2014). In urban areas of the United States, trees are estimated to store 643 million metric

tons of carbon with an annual sequestration rate of 25.6 million metric tons; this equates to a \$50.5 billion storage value plus an annual sequestration value of \$2 billion (Nowak et al. 2013).

Urban vegetation also contributes to property value. In Portland's east side, street trees were found to add \$8,870 to single-family home sale prices (approximately 3% of the median sales price) and to reduce a home's time on market by 1.7 days (Donovan and Butry 2010).

Street trees also contribute to lower repaving costs. A study based in Modesto, CA found that "tree shade was partially responsible for reduced pavement fatigue cracking, rutting, shoving, and other distresses" (pg. 303) and, further, that the street segment planted with six Chinese hackberry trees was projected to reduce costs for repaving by 58% over a 30 year period compared to the unshaded street segment (McPherson and Muchnick 2005).

Based on its combined benefits, vegetation provides significant economic value to a city. Portland Parks and Recreation's 2013 street tree inventory of the Downtown neighborhood found that "Downtown's street trees provide \$560,000 annually in environmental services and aesthetic benefits, including \$429,000 in property value increases, \$7,800 in air quality improvement, \$3,600 in carbon dioxide reduction, \$22,800 in energy savings, and \$98,800 in stormwater processing" (City of Portland PP&R 2013, pg. 2). Given that the Downtown neighborhood inventory identified 3,617 street trees, the average annual value that each Downtown street tree provides is \$155 (City of Portland PP&R 2013, pg. 12).

While natural vegetation can contribute to the scenic quality of a scenic resource, it can also grow up to block or partially block a scenic resource. Allowing these vegetation-related conflicting uses would preserve the economic benefits of vegetation. Limiting or prohibiting these conflicting uses would limit the economic benefits of vegetation.

### **3.c.2 Economic Consequence for the Scenic Resources**

The previous subsection outlined the potential economic impacts on conflicting uses of protecting scenic resources. This subsection outlines the potential economic impacts on the scenic resources of allowing, limiting or prohibiting conflicting uses. The economic factors considered in this analysis include tourism, property values, wayfinding, and scarcity.

#### **Tourism**

In the Central City, a lot of economic activity is generated by tourism. Scenic resources are an important component of tourism, creating destinations and improving the overall aesthetic quality of the Central City. Allowing conflicting uses, particularly additional building capacity (height and massing) within the Central City, could adversely affect scenic resources, particularly scenic views looking out across the Central City toward the mountains where additional development may block or partially block the view. Prohibiting or limiting conflicting uses in such a way as to preserve the focal features of the scenic resource, whether it be preserving a specific characteristics of a view or ensuring a site or feature is maintained, helps preserve the economic function of these scenic resources as tourist attractors.

#### Views and Viewpoints

In some cases, increased building height/massing would not interfere with the most important focal features of the view and could even contribute positively to the scenic quality of the panorama by

providing a more diverse skyline. In other cases, increased building height/massing could result in blocking, partially blocking or substantially encroaching on the primary focal features of the view that make it scenic. Thus, before assessing the impacts of additional building capacity on scenic resources, it is necessary to determine which scenic elements are most important to the view.

The views that contribute the most to tourism are views with the following characteristics:

- Depth of field of 5 to 50 miles or more.
- Views of Mt Hood, Mt St Helens and the Willamette River.
- Presence of certain contributing features: urban skyline, West Hills, buttes/hills, bridges prominently featured or iconic signs, buildings or landmarks.
- Viewpoints that are located at mid to high elevation.
- Wide angle or panoramic views.
- 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.

In addition to the important characteristics of a view, developed viewpoints with amenities such as benches, lighting or signs and viewpoints that are easily accessible increase the attractiveness for tourists.

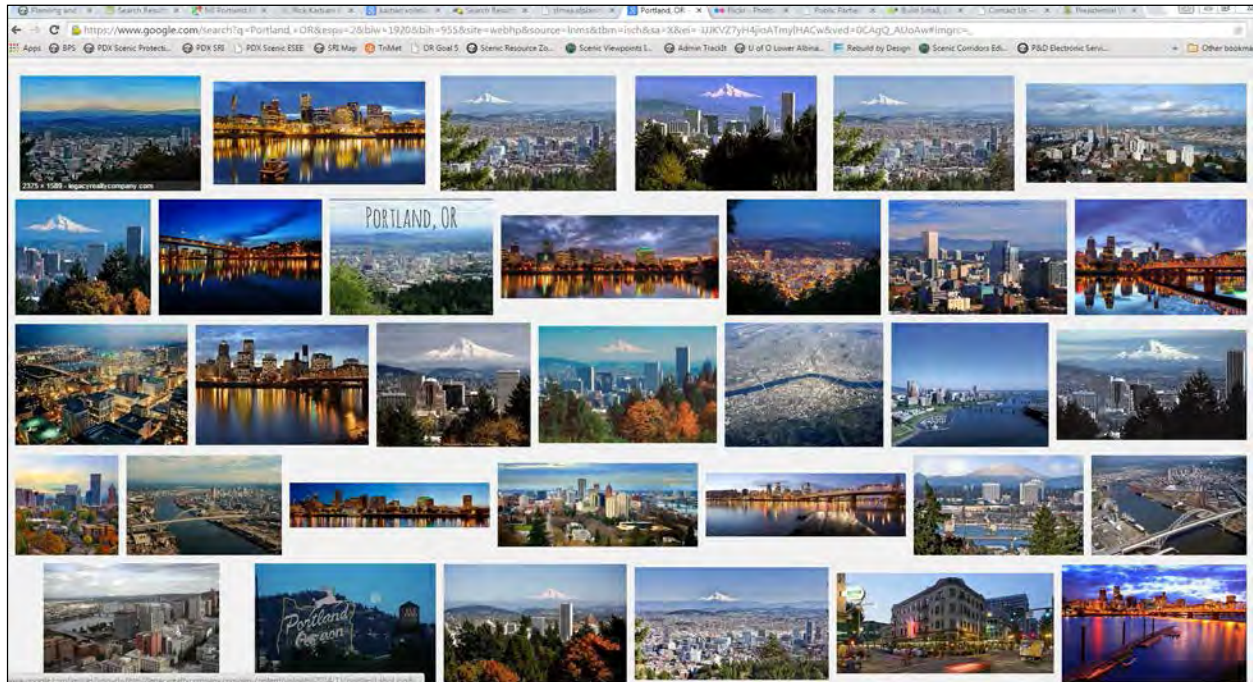
#### Scenic Sites

Scenic sites such as the Lan Su Chinese Garden, are also important tourist attractions. Conflicting uses for scenic sites differ from those for views. Because scenic sites are self-contained, there is no risk of adjacent development blocking the site itself. An increase in building height or mass at an adjacent site could, however, increase shade over the scenic site reducing the quality of the resource. Other conflicting uses that could affect a scenic site include discordant noise, smells or pollution. For example, siting a loud, smoke emitting factory next to a scenic site would detract from its desirability as a place to visit. Allowing these conflicting uses would decrease the likelihood that the scenic site would remain as a tourist attractor. Prohibiting these conflicting uses would enhance the overall quality of the scenic site such that it continues to attract tourists and residents alike.

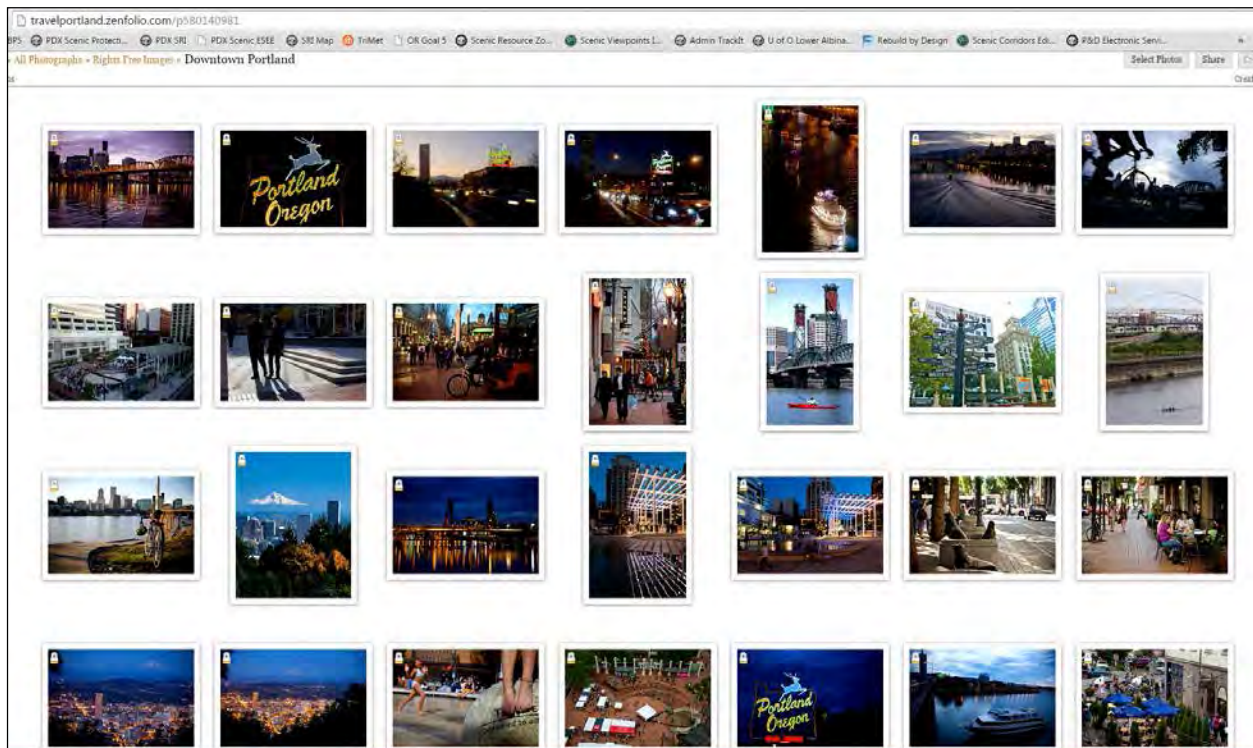
#### Visual Focal Points

Visual focal points are also important tourist attractors. Many Portland visitors and residents make special trips to visit some of these visual focal points, including the historic White Stag sign (which now reads Portland Oregon), Hawthorne Bridge, or the elk statue on SW Main Street. However, aside from the removal or destruction of the visual focal points, the primary conflicting uses result from an impact on *views of* these visual focal points, and not the points themselves. These impacts are covered under views and viewpoints and view streets.

Anecdotally, staff performed an online search of “Portland, OR” and visited Travel Portland’s website. The images most often photographed are: the urban skyline, Willamette River and at least one bridge, Mt Hood, Mt St Helens and the historic White Stag sign.



Example: Google Image results for "Portland, OR"



Example: Travel Portland's "Rights Free Images" for downtown

### **Property Values**

While this analysis does not consider private views, a nearby public view or nearby access to a public scenic resource can have a positive effect on property values. Similarly, a nearby scenic site can also increase property values, particularly those that have a park-like or natural setting. Allowing conflicting uses that detract from the quality of the scenic resource would decrease property values. Prohibiting or limiting the conflicting use such that it does not conflict with the scenic resource would ensure that the scenic resource remain and would, thereby, positively affect property values.

### **Wayfinding**

The ability to see landmarks, unique landscape features and development in the Central City helps people to orient themselves and navigate around Portland. For example, view streets that have the West Hills and/or downtown skyline as a focal terminus can help orient residents and tourists alike, directing them toward downtown. View streets with bridges or another element of Waterfront Park as a focal terminus help direct people toward the river. As people move easily through the Central City they are encouraged to explore and discover more by what they see. In general, facilitating navigation through the city, particularly by drawing people to or through the downtown area on foot, will result in an increased concentration of people in the area who can support services such as shops and restaurants. Creating a more navigable city with visual focal points that draw people toward them also results in a more enjoyable experience of the city. Removing visual focal points or blocking the focal termini of view streets could result in a decrease in wayfinding ability and a decreased concentration of people travelling, and spending, along those navigation corridors.

### **Scarcity**

Another topic of consideration is scarcity. As an area develops and scenic resources are reduced, the values associated with those resources become scarce. This can increase the value of the remaining scenic resources. For example, if an area develops such that there is only one remaining view of Mt Hood, that view of Mt Hood will be highly valuable to the area's image. Allowing conflicting uses would eliminate the economic value of having that scenic resource as a source of revenue through tourism. Prohibiting or limiting the conflicting uses such that they don't detract from the scenic resource would retain the value of the resource.

### 3.d. Social Analysis

This section examines the social consequences of allowing, limiting or prohibiting conflicting uses in the Central City. The social consequences are expressed as the qualitative and relative costs, benefits, and impacts of the three program choices – allow, limit or prohibit the conflicting use. This portion of the ESEE analysis relies on current information.

#### 3.d.1 Social Consequence for the Conflicting Uses

The following subsection outlines the potential social impacts on conflicting uses of protecting scenic resources. The social factors considered in this analysis include the positive or negative impacts on employment, density of development, crime and safety and public health.

##### Employment

One of the most important factors in determining human health and welfare is household income, which is dependent on employment. The reason that income has such a strong influence on health is that it determines whether people are able to make healthy choices such as living in safe, healthy homes and neighborhoods, eating nutritious food, fully participating in family and community life and obtaining timely and appropriate health care. Many studies have shown that people with health insurance are healthier than those without (Mult. Co. Health Department, 2012). In the United States the risk for mortality, morbidity, unhealthy behaviors, reduced access to health care and poor quality of health care increases with decreasing socioeconomic circumstances (CDC, 2011). Research has linked unemployment to stress, depression, obesity and increases in cardiovascular risk factors such as high blood pressure (Mult. Co. Health Department, 2012).

Today, approximately 77 percent of Portland households earn enough income to be considered economically self-sufficient (City of Portland, 2012). This means more than 20 percent of Portlanders do not make enough money to cover their basic household's needs. An important factor in Portland's future economic prosperity, and addressing economic equity concerns, will be maintaining and growing "family-wage" jobs. As discussed in the economic section (2.b.1), the Central City is the largest employment district within Portland.

Having a good job does more than supply the means to meet physical needs, it also provides opportunities to be creative, promotes self-esteem, and provides avenues for achievement and self-realization. Research indicates that the effects of unemployment include impacts on psychological function, including anxiety and depression, and correlate with impacts on physical function as measured increased utilization of health services (BPS, 2012). Research also points to financial strain as strong mechanism through which unemployment contributes to ill health. In addition it has been found that unemployment compounds the effects of unrelated (stressful) life events.

Other social benefits that accrue from an increased concentration of jobs within the Central City in proximity to transportation networks consist of reduced commute times, more opportunities for living close to work, more time for family and friends, and increased access to other entertainment and recreational opportunities in downtown Portland.

As the building envelope expands with the ability to develop taller and larger buildings, the potential for additional jobs on the site increases these social benefits. Limiting or prohibiting the height or mass of



the building envelope will protect scenic resources and, in turn, limit the social benefits of increased employment.

### **Density of Development**

Maximizing the intensity of development in locations well-served by Central City transit and social services has been a cornerstone of multiple planning efforts including the current update of the Comprehensive Plan. Providing workforce and affordable housing options adjacent to and within the Central City and/or creating new employment concentrations of office and institutional activities facilitate fuller use of transportation infrastructure in addition to increased opportunities to walk and bike. Additional activation of nearby retail, entertainment and related services would likely result from concentrations of workers at the site. Limiting the development capacity of these uses may reduce the social benefits ascribed to increased density in the Central City, potentially increasing home-to-work commutes, and reducing recreation and family time.

### **Crime and Safety**

Development that includes a variety of uses such as housing, entertainment and employment results in a more activated Central City. An activated center means more pedestrian activity and more eyes on the street, which reduces crime and improves safety. Thus, allowing development-related conflicting uses could improve the safety of the Central City. Limiting or prohibiting the conflicting uses could reduce the level of activation resulting from development and reduce eyes on the street, potentially reducing safety.

Depending on placement, vegetation can be a conflicting use or can contribute to scenic quality. Vegetation-related conflicting uses might include a large, dense thicket that has grown up and blocked a view. This thicket could also serve as a hiding place for criminal activities. Allowing this type of conflicting use would decrease the real or perceived safety of the viewpoint. Limiting or prohibiting this type of conflicting use could retain a perceived sense of safety at a viewpoint, along a scenic corridor, or within a scenic site.

Street trees can contribute greatly to the natural character of a panoramic view looking down on the city fabric. However, they can also grow to block the focal terminus of a view street. A local Portland study found that trees in the public right-of-way (ROW) were associated with lower crime rates (Donovan and Prestemon 2013). Trees can also serve as traffic calming devices, slowing the flow of traffic and thereby increasing safety of the street. Thus, allowing a tree in the public ROW, whether it contributes to or blocks a scenic resource, could increase safety. Limiting or prohibiting trees in the public ROW would limit the increased safety benefits of street trees.

### **Public Health**

Development-related conflicting uses can have a negative impact on human health. Building construction and use consume energy and result in lower air quality. Development also increases impervious surfaces, resulting in lower water quality. Both of these negatively impact human health and well-being. Allowing development-related conflicting uses would decrease public health. Limiting or prohibiting development-related conflicting uses could reduce the impacts on human health. Certain design practices, such as requiring eco-roofs or passive solar, could also help reduce the impacts of development on human health.

Vegetation-related conflicting uses can have a positive impact on human health. Vegetation helps improve both air and water quality. Of particular note is the effect of trees on improving air quality and,

thereby, reducing asthma and acute respiratory symptoms. One study found that trees and forests in urban areas across the US removed a total of 651,000 metric tons of air pollution in 2010, with a human health value of approximately \$4.7 billion (Nowak et al. 2014). The study went so far as to state that “in terms of impacts on human health, trees in urban areas are substantially more important than rural trees due to their proximity to people” (Nowak et al. 2014, pg. 124).

Other studies have found that trees reduce stress (Dwyer et al. 1992), increase sense of community (Dwyer et al. 1992), and reduce ultraviolet radiation and its associated health problems (Heisler et al. 1995 in Nowak et al. 2010). A Portland-based study on urban tree canopy and birth weight found that increased tree canopy within 50 meters of a house and proximity to a private open space reduced the risk of a baby being born small for its gestational age (Donovan et al. 2011).

Allowing vegetation-related conflicting uses would increase potential public health benefits. Limiting or prohibiting vegetation-related conflicting uses would limit public health benefits of vegetation.

### **3.d.2 Social Consequence for the Scenic Resources**

The following subsection outlines the potential social impacts on conflicting uses of protecting scenic resources. The social factors considered in this analysis include the positive or negative impacts on Portland’s imageability, historic and cultural importance, public health, neighborhood identity, sense of place, wayfinding and recreation.

#### **Portland’s Imageability**

Many scenic resources are iconic to Portland’s image and help set Portland apart from other cities across the country and the world. These iconic scenes include panoramic views looking across the Central City towards Mt Hood, close-up shots of the White Stag sign, and images of one or more of Portland’s bridges. In addition to the importance of these iconic scenic resources for tourism and marketing (as discussed in the economic analysis section), Portland’s scenic resources contribute to the city’s identity.

Both development and vegetation can conflict with the resource by blocking, partially blocking, or detracting from Portland’s most iconic images. However, development and vegetation can also positively contribute to Portland’s image. Well-designed and carefully located buildings can add interest and diversity to the city’s skyline without blocking important scenic features such as Mt Hood. Similarly, vegetation can be intentionally located to frame a view or otherwise supplement a scenic resource. When development and vegetation contribute to the scenic quality of a resource, they are not considered to be conflicting uses. When they detract from the scenic quality, they are conflicting uses. Allowing conflicting uses would detract from Portland’s imageability and identity. Limiting or prohibiting conflicting uses would help preserve the city’s identity.

#### **Historic and Cultural Importance**

Many of the Central City’s scenic resources also have historic or cultural importance. These range from culturally significant environmental resources, such as the Willamette River, to identity related cultural resources, such as the Chinatown Gate. Many cultural resources are also historically significant. For example, the Japanese American Historical Plaza tells the story of the history of Japanese Americans. Still others are designated historic landmarks through either the National Register of Historic Places or the City Historic Landmark list. These include Union Station, the White Stag sign, and many of the city’s

historic bridges. Allowing conflicting uses that block or partially block culturally or historically significant scenic resources would detract from their cultural or historic value as well as their scenic value. Limiting or prohibiting conflicting uses would help maintain the historic, cultural, and scenic significance of the resource.

### **Public Health**

The presence of and access to scenic resources can improve public health. Many scenic resources include natural vegetation which has been shown to have numerous public health benefits, including improved air and water quality, reduced psychological stress, and healthier birth weights (discussed under the conflicting uses public health section above).

There is also evidence of the benefit of views of vegetation. In a classic study on the comparison of hospital patients with either a view of a brick wall or a view of trees, Ulrich found that patients with a view of trees not only recovered faster, but also had fewer negative evaluative comments from nurses, took fewer analgesic doses, and had slightly lower postsurgical complications (Ulrich 1984). A meta-review of studies looking at health effects of landscapes found that natural landscapes generally have a stronger positive health effect than urban landscapes (Velarde et al. 2007). More specifically, “[t]he literature review identified that the main health aspects of exposure to landscapes related to reduced stress, improved attention capacity, facilitating recovery from illness, ameliorating physical well-being in elderly people, and behavioural changes that improve mood and general well-being. These effects have been addressed by means of viewing natural landscapes during a walk, viewing from a window, looking at a picture or a video, or experiencing vegetation around residential or work environments” (Velarde et al. 2007, pg. 210).

Natural vegetation that contributes to the scenic resource is not considered a conflicting use; however, natural vegetation that blocks a scenic resource is. Allowing vegetation-related conflicting uses that block a view or visual access to a scenic resource would retain the public health benefits of that vegetation. Limiting or prohibiting vegetation-related conflicting uses would reduce the public health benefits. In contrast, allowing development-related conflicting uses that block visual access to scenic resources that include a natural vegetation element would reduce these benefits. Limiting or prohibiting development-related conflicting uses could retain some of these benefits.

### **Neighborhood Identity and Sense of Place**

Scenic resources can create or contribute to a neighborhood’s identity and people’s sense of place. For example, the view of Mt Hood from the Vista Bridge is part of the Goose Hollow neighborhood’s identity. Signs, statues, streets and other scenic resources are sources of pride for neighbors and help visitors relate to the place. Allowing conflicting uses that block visual access to scenic resources will reduce the social benefits of neighborhood identity and sense of place.

### **Wayfinding**

The ability to see landmarks, unique landscape features and development in the Central City helps people to orient themselves and navigate around Portland. View streets with bridges or elements of Waterfront Park as focal termini help direct people toward the river. Facilitating navigation through the city, particularly by drawing people to or through the downtown area on foot helps to create stewardship within the community. Creating a more navigable city with visual focal points that draw people toward them also results in a more enjoyable experience of the city. Removing visual focal points or blocking the focal termini of view streets could result in a decrease in wayfinding ability and a decreased concentration of people travelling, and spending, along those navigation corridors. Allowing

conflicting uses that block visual access to these scenic resources will reduce their wayfinding benefits. Limiting or prohibiting conflicting uses will help retain the wayfinding function of scenic resources.

### **Recreation**

Scenic resources, particularly trails and sites, provide and enhance recreational opportunities. Scenic trails are used by a number of people walking, biking, skating, or running. The presence of scenic elements enhances one's experience travelling along the corridor. Scenic sites serve as pleasant places to go for a stroll. Allowing conflicting uses that detract from the scenic quality of a trail or site would decrease the attractiveness of the scenic trail or site. Limiting or prohibiting these conflicting uses would help retain the scenic quality of the trail or site, making it a more enjoyable place to recreate.

## **3.e. Environmental Analysis**

This section examines the environmental consequences of allowing, limiting or prohibiting conflicting uses in the Central City. The social consequences are expressed as the qualitative and relative costs, benefits, and impacts of the three program choices – allow, limit or prohibit the conflicting use. This portion of the ESEE analysis relies on current information.

### **3.e.1 Environmental Consequence for the Conflicting Uses**

The following subsection outlines the potential environmental impacts on conflicting uses of protecting scenic resources. The environmental factors considered in this analysis include the positive or negative impacts on efficiencies due to location, heat island, air quality, water quality, wildlife habitat, climate change, glare, wind tunnel and access to sunlight.

#### **Efficiencies Due to Location**

Concentrating development activity in the Central City provides a number of environmental benefits related to creating efficiencies in transportation, building infrastructure, and heating and cooling. In contrast, limiting or prohibiting the conflicting uses either limits the desirability of the Central City for redevelopment altogether or results in a limited amount of development that does not have the same level of efficiency. Additionally, it has often been suggested that the trade-off for protecting environmental and scenic resources within the regional Urban Growth Boundary (UGB) is increased intensity of development in the Central City and other urban centers. Any reduction in the development capacity of the Central City could increase development pressures in locations less ideally situated in the urban landscape to maximum efficiencies.

#### **Heat island**

The hard-scape of buildings in a predominately paved urban environment in combination with combustion engines and building heating and cooling systems create a net increase in ambient temperatures referred to as heat island. Allowing increased building capacity will result in a larger contribution to overall heat island in the Central City. Limiting or prohibiting conflicting uses such as development would decrease the urban heat island effect.

Allowing conflicting uses such as vegetation would decrease the urban heat island effect. Vegetation, particularly in the form of large tree canopy, provides shade and is associated with localized air cooling, increased humidity, and soil moisture, all of which help decrease ambient temperatures. Limiting or prohibiting these uses would result in a loss of their heat island reducing effects.

#### **Air Quality**

Allowing development would result in a net decrease in air quality. A building's lifecycle can affect air quality in a number of ways: the production and transportation of building materials results in an increase in both particulate matter and volatile organic compounds (VOCs), the building construction itself requires heavy construction equipment and produces significant dust, and, post occupancy, the building continues to use energy for heating, cooling and lighting, which also has negative effects on air quality. Limiting or prohibiting development-related conflicting uses such that they are less energy intensive would improve air quality.

Allowing vegetation can help improve air quality. Vegetation absorbs and stores carbon, while also releasing oxygen. On average, urban trees and shrubs across the United States are estimated to remove a total of 711,000 metric tons of pollution per year (Nowak et al. 2006). Limiting or prohibiting vegetation would result in a net decrease in air quality.

### **Water Quality**

Allowing certain conflicting uses, such as new development, would result in a net increase in impervious surfaces, and, therefore, increased stormwater runoff; this, in turn, results in decreased water quality. Limiting or prohibiting these uses would result in decreased stormwater runoff in cases where impervious surfaces are limited. In addition, requiring certain stormwater management practices, such as ecoroofs, could also reduce stormwater runoff by slowing down and reducing the flow of rooftop-collected stormwater into the City's stormwater system.

Allowing other conflicting uses, such as vegetation, would result in a net decrease in stormwater runoff. Trees, vegetation, roots and leaf litter intercept precipitation, decrease erosion by holding soils, banks and steep slopes in place, slow surface water runoff, take up nutrients, and filter sediments and pollutants found in surface water. The result is decreased stormwater runoff and increased water quality. Limiting or prohibiting these conflicting uses would diminish the ecosystem services that vegetation provides.

### **Fish and Wildlife Habitat**

Allowing development-related conflicting uses would reduce the already-limited habitat and wildlife corridors within the Central City. Limiting or prohibiting development could retain some habitat and wildlife connectivity.

Vegetation and associated landscape features (e.g. snags) provide wildlife habitat functions such as food, cover, breeding and nesting opportunities, and migration corridors. Though native vegetation is particularly important to native species survival, both native and non-native vegetation patches and corridors support local native wildlife and migratory species, some of which are listed by federal or state wildlife agencies. Vegetated corridors along waterways, between waterways and uplands, and between upland habitats allow wildlife to migrate and disperse among different habitat areas, and provide access to water. Vegetation creates a buffer between human activities and wildlife. Noise, light, pollution and domestic animals all impact wildlife and vegetation can reduce those impacts. Allowing vegetation-related conflicting uses would increase habitat and wildlife corridors within the Central City. Limiting or prohibiting vegetation-related conflicting uses would have a negative impact on habitat and wildlife corridors.

### **Climate Change**

Allowing conflicting uses such as development can contribute negatively to climate change. Increased development results in increased energy consumption by the buildings, primarily in the form of heating, cooling, and lighting. This increase in energy consumption results in an increase in greenhouse gas emissions and contributes to climate change. Limiting or prohibiting these uses would reduce energy consumption and the release of greenhouse gases.

Allowing conflicting uses such as vegetation helps mitigate climate change. Trees uptake and store carbon, removing carbon dioxide from the atmosphere and slowing the rate of climate change (<https://www.americanforests.org/our-programs/urbanforests/whywecare/>). Across the United States, the total carbon storage by urban trees is estimated to be 643 million tonnes with a net annual carbon

sequestration rate of 18.9 million tonnes per year (Nowak et al. 2013). Limiting or prohibiting conflicting uses such as vegetation would reduce the benefits vegetation provides in terms of climate change mitigation.

### **3.e.2 Environmental Consequence for the Scenic Resources**

The following subsection outlines the potential environmental impacts on conflicting uses of protecting scenic resources. The environmental factors considered in this analysis include the positive or negative impacts on vegetation.

#### **Vegetation**

Depending on species, form, and location, vegetation can either contribute or detract from a scenic resources. For example, large trees planted near a viewpoint and in the direct path between the viewpoint and a primary focal feature may grow to partially or completely block the view to that focal feature. However, those same large trees planted at the edges of the view extent can both frame the view and add to its scenic quality. Based on an analysis of views by an expert panel conducted as part of the CCSRI, it was determined that natural, semi-natural or well-landscaped areas are in most of the highly rated views, often framing the view.

Natural or well-landscaped vegetation also contributes positively to scenic sites and scenic corridors. In fact, vegetation is an integral scenic element of scenic sites such as the park blocks, the Japanese American Historical Plaza, and Lan Su Chinese Garden. Furthermore, when spaced appropriately with open vistas, vegetation greatly contributes to the viewer's overall experience travelling along a scenic corridor.

Vegetation that frames or contributes to a view is generally not a conflicting use, while vegetation that blocks or detracts from a view is. Limiting or prohibiting vegetation from blocking or detracting from a scenic resource helps preserve the scenic quality of the resource. Allowing vegetation that blocks or detracts from the scenic resource will reduce the quality of the resource.

## 3.f. Energy Analysis

This section examines the energy-related consequences of allowing, limiting or prohibiting conflicting uses in the Central City. The energy-related are expressed as the qualitative and relative costs, benefits, and impacts of the three program choices – allow, limit or prohibit the conflicting use. This portion of the ESEE analysis relies on current information.

### 3.f.1 Energy Consequence for the Conflicting Uses

The following subsection outlines the potential energy impacts on conflicting uses of protecting scenic resources. The energy factors considered in this analysis include the positive or negative impacts on efficiencies due to location, construction and building material, on-site energy consumption and heating and cooling.

#### Efficiencies Due to Location

Greater building capacity in the Central City or another location that is well-served by transit and near significant concentrations of jobs, services, and housing would increase energy efficiency. Decreasing intensity of development in the Central City and other urban centers would result in increased development pressures in locations less ideally situated in the urban landscape, which, in turn, would result in increased energy costs related to transportation and other infrastructure provisions. Allowing conflicting uses (e.g., increase building capacity) in the Central City would increase energy efficiency. Limiting or prohibiting the conflicting use would reduce the efficiencies of concentrating a number of services within the Central City and result in a less efficient use of the land.

#### Construction and Building Materials

Increasing building height within the Central City increases the amount of building materials required which results in increased energy costs related to producing and transporting those construction materials. However, by maximizing the efficient use of structural elements and building services, these construction-related energy costs can be minimized. For example, a taller building at one location would result in fewer energy costs related to transporting materials than two shorter buildings at two separate locations. Allowing conflicting uses increases construction costs and building materials needed. Limiting or prohibiting conflicting uses would reduce construction related energy costs.

#### On-site Energy Consumption

In general, increased building capacity within the Central City would result in increased energy consumption. This energy consumption can be minimized through the use of energy efficient building construction practices such as passive solar, LED lighting, and eco-roofs. In addition, energy consumption can further be reduced through efficient use of space. Allowing development-related conflicting uses (e.g., increased building capacity) increases the energy consumption of the site. Limiting or prohibiting conflicting uses reduces on-site energy consumption.

#### Heating and Cooling

Urban vegetation can provide shade in the summer months, resulting in decreased electricity use (Donovan and Butry 2009). Vegetation can also serve as a wind-block, insulating a house and reducing heating costs in the winter. Heating and cooling savings depend on climate. In hot climates, deciduous trees shading a building can save cooling-energy use, while in cold climates, evergreen trees shielding the building from the cold winter wind can save heating-energy use. Allowing vegetation-related



conflicting uses would decrease on-site energy consumption. Limiting or prohibiting these conflicting uses would reduce the energy benefits of trees.

### **3.f.2 Energy Consequence for the Scenic Resources**

The following subsection outlines the potential energy impacts on scenic resources of protecting scenic resources. The energy factors considered in this analysis include the positive or negative impacts on efficiencies due to location.

#### **Efficiencies due to location**

Providing scenic resources near major population centers increases energy efficiency. For example, scenic resources located in an area that is well-served by transit and provides significant pedestrian and bicycling infrastructure, such as the Central City, would have lower transportation related energy costs than scenic resources located in areas less connected to alternative transportation.

## Chapter 4 – General ESEE Recommendation

Chapter 3 described the economic, social, environmental and energy consequences of different levels of scenic resources protection. The general ESEE recommendation presented in Chapter 4 is intended to balance across the factors to optimize the positive, negative and neutral consequences associated with conflicting uses. The purpose of the general ESEE recommendation is to set policy direction for categories of scenic resources. The general ESEE recommendation will be further clarified and refined for viewpoints, view corridors and view streets. In some situations, the general ESEE recommendation may be changed for a scenic resource based on additional research done in Chapter 3 or on specific site conditions. Note – Scenic corridors, visual focal points and scenic sites are only addressed in the general ESEE recommendation and are not further refined.

The general ESEE recommendation falls into one of three types of decisions: allow, limit, or prohibit conflicting uses.

- *Prohibit* means that the conflicting uses, such as a building or vegetation, should be not allowed within the view. A prohibit recommendation is used when the benefits of the scenic resource outweigh the benefits of the conflicting uses.
- *Limit* means that the conflicting uses, such as vegetation, should be managed to reduce the impacts on the view (e.g., pruning branches). A limit recommendation is used when the benefits of both the scenic resource and the conflicting uses should be protected.
- *Allow* means that conflicting uses do not need to be managed. An allow recommendation is used when the benefits of the conflicting uses outweigh the benefits of the scenic resource.

For both the limit and prohibit decisions, it is important to keep in mind that the decision only applies to *conflicting* uses. For example, vegetation can be a focal feature of the view or contribute to the view by framing the focal features. Vegetation is only considered a *conflicting* use if it blocks (or severely detracts from) a view. Another example is the city skyline. The city skyline is expected to change over time. New buildings may partially block older buildings in the background, but as long as the skyline is visible then the new buildings are not considered a *conflicting* use. Structures that would block a view of the skyline are considered a *conflicting* use.

### 4.a. General Recommendation

Table 3 summarizes the general ESEE recommendations for significant scenic resources based on type of conflicting use. The table covers scenic views, view streets, scenic corridors and scenic sites. As noted, visual focal points are addressed under the recommendations for other scenic resources.

The recommendation for a viewpoint itself is based on the recommendation for its respective view(s). For any view with a limit or prohibit recommendation, that recommendation applies to the viewpoint as well as the view corridor. The recommendation for the viewpoints includes maintenance, relocating trash receptacles, and limiting the degree of shadow cast on the viewpoint. For undeveloped or underdeveloped viewpoints, viewpoint amenities should be added, such as a bench, plaque or telescope, which both identify the viewpoint and enhance the overall viewing experience. Figures 4 and 5 provide an example of a viewpoint before and after development. For viewpoints on bridges, the Willamette Greenway Trail, sidewalks, or other areas that may lack a safe location to pull out of traffic

and enjoy the view, a designated and marked location should be added. For all viewpoints, staff recommend improving ADA access.



Figure 4: Example Viewpoint before Development



Figure 5: Example Viewpoint after Development – includes viewpoint amenities (bench, sign) and landscaping



Table 3: General Recommended ESEE Decisions for Central City Significant Scenic Resources							
Conflicting Uses	Significant Scenic Resources						
	Views/Viewpoints*			View Streets	Scenic Corridors	Visual Focal Points	Scenic Sites
	Tier I Upland Views Group A River Views	Tier II Upland Views Group B River Views	Group C River Views				
<b>Buildings Roof-top Structures Sky Bridges</b>	<u>Prohibit</u> height, massing or placement that would block, partially block or substantially encroach on views where Mt Hood, Mt St Helens, or a bridge is a primary focal feature.  <u>Limit</u> height, massing or placement that would block, partially block or substantially encroach on views of other primary focal features.	<u>Limit</u> height, massing or placement that would block, partially block or substantially encroach on views where Mt Hood or Mt St Helens is a primary focal feature.  <u>Allow</u> height, massing or placement that would block, partially block or substantially encroach on views of other primary focal features.	<u>Allow</u>	<u>Prohibit</u> sky bridges that would block, partially block or substantially reduce the air space around the focal terminus.  <u>Limit</u> height, massing or placement that would block, partially block or substantially reduce the air space around the focal terminus.	<u>Limit</u> height, massing or placement that would create a predominance of shade on the resource, particularly at developed viewpoints located along the corridor.	<i>Addressed under recommendations for other resources***</i>	<u>Limit</u> height, massing or placement that would create a predominance of shade on the site.
<b>Vegetation**</b>	<u>Prohibit</u> vegetation that upon maturity would block, partially block or substantially encroach on views where Mt Hood, Mt St Helens or a bridge is a primary focal feature.  <u>Limit</u> vegetation that upon maturity would block, partially block or substantially encroach on views of other primary focal features.	<u>Limit</u> vegetation that upon maturity would block, partially block or substantially encroach on views of the primary focal features.	<u>Limit</u> vegetation that upon maturity would block or partially block views of the primary focal features.	<u>Limit</u> vegetation that upon maturity would block, partially block or substantially reduce the air space around the focal terminus.	<u>Limit</u> vegetation that upon maturity would become discordant to the resource.		<u>Limit</u> vegetation that upon maturity would become substantially discordant to the resource.
<b>Above-ground Utilities</b>	<u>Limit</u> above-ground utilities that would block, partially block or substantially detract from views of primary focal features.	<u>Limit</u> above-ground utilities that would block, partially block or substantially detract from views of primary focal features.	<u>Allow</u>	<u>Limit</u> above-ground utilities that would partially block or substantially detract from the focal terminus.	<u>Allow</u>		<u>Limit</u> above-ground utilities that would substantially detract from the site.
<b>Permanent Fencing</b>	<u>Prohibit</u> permanent fencing that would block, partially block or substantially detract from views where Mt Hood, Mt St Helens, or a bridge is a primary focal feature.  <u>Limit</u> permanent fencing that would block, partially block or substantially detract from views of other primary focal features.	<u>Limit</u> permanent fencing that would block, partially block or substantially detract from views of the primary focal features.	<u>Limit</u> permanent fencing that would block or partially block views of the primary focal features.	<u>Limit</u> permanent fencing that would block or partially block views of the focal terminus.	<u>Allow</u>		<u>Limit</u> permanent fencing that would substantially detract from the site.
<b>Other Conflicting Use</b>	<u>Limit</u> other conflicting uses that would block, partially block or substantially detract from views of primary focal features.	<u>Limit</u> other conflicting uses that would block, partially block or substantially detract from views of primary focal features.	<u>Allow</u>	<u>Limit</u> other conflicting uses that would block or partially block views of the focal terminus.	<u>Allow</u>		<u>Limit</u> other conflicting uses that would substantially detract from the site.

\*Tier III Upland Views are determined to not be significant.

\*\* Vegetation is only a conflicting use when the species size or location results in mature or unmaintained vegetation becoming discordant to the scenic resource. All other vegetation is not a conflicting use and is typically considered a primary or contributing feature of the scenic resource.

\*\*\*Visual focal points are not stand alone scenic resources. Visual focal points are the primary and secondary focal features of a view or are the focal terminus of a view street. A use can become conflicting with the visual focal point only as it relates to how the focal point is seen from a viewpoint or view street. Therefore, the ESEE recommendations for the viewpoint or view street address the focal feature.



## 4.b. Implementation Tools

The general ESEE recommendations will be implemented at each resource based on the site-specific analysis presented in Chapter 4. Below is a summary of the types of implementation tools that will be used:

### Zoning and Land Use

There are three zoning tools that will be used to protect scenic resources: building height restrictions, scenic overlay zones and design guidelines.

The first zoning tool is building height limits adopted through the zoning code. Over the past 30 years, the Central City Plan District has used limits on building heights to protect scenic resources as well as historic resources, neighborhood character and relationship to the Willamette River Greenway. Each scenic resource with a general recommendation to prohibit or limit building height, mass or placement will be further evaluated in Chapter 3 to determine if the existing building heights are sufficient to implement the recommendation or if adjustments to the allowed heights are needed.

The second zoning tool is views protected with specific scenic overlay zones adopted through the code. The Scenic Resources Protection Plan originally implemented these overlay zones and associated code language to ensure that no structures, buildings or vegetation be placed within the overlay zone that could block the scenic resources. Some of the overlay zones are accompanied by specific building height limitations or limitations on vegetation removal when vegetation is a primary or secondary visual focal feature of the resource. Each scenic resource with a general recommendation to prohibit or limit conflicting uses will be further evaluated and the scenic overlay zone updated accordingly. The code language may also be updated to make sure all conflicting uses are addressed.

Another tool is design guidelines. Design guidelines are used for specific areas, districts or streets to ensure that development fits into the existing and desired future character of the area. Design guidelines can be used to specify the way a building's frontage interacts with sidewalks and streets. Design guidelines could also be used to explain how vegetation or structures should enhance the scenic resources.

### Vegetation Management Plans

For many scenic resources, overgrown and unmaintained vegetation has resulted in visual focal points being blocked or obscured. Even if the vegetation is currently not a conflicting use, the species type or placement could become conflicting without management. Each scenic resource with a general recommendation to prohibit or limit conflicting vegetation will be further evaluated and site-specific recommendations about vegetation management provided.

### Other Non-Regulatory Tools

Improvements in the way that the public can access a scenic resource may be recommended. Bus stops, bike lanes, sidewalks, change in grade and wayfinding tools to help a diversity of people find and enjoy the resources may be recommended. ADA accessibility should be addressed at some of the resources to ensure access for all people.

Investments in amenities, such as lighting and benches, may improve the safety and experience of the scenic resources. Addition of interpretation, including signs or telescopes, would add interest and provide education to visitors.

## Chapter 5 – Site-Specific ESEE Decisions for Viewpoints and View Corridors

Chapter 3 is the general ESEE analysis, which results in recommendations for all categories of scenic resources and conflicting uses. Chapter 3 provides a more in-depth analysis of view corridors and allowed building heights. In Chapter 4, the general recommendations are applied to the individual viewpoints and view corridors and adjustments or clarifications are made based on the context of the resource in its setting, additional analysis (Chapter 3) or guidance from the CC2035 plan. For example, the general ESEE recommendation for two viewpoints in close proximity and with similar views may be to limit conflicting uses for both viewpoints. The site-specific decision may be to limit conflicting uses on one but allow conflicting uses on the other. A detailed explanation of the decision is provided along with photographs, maps and other graphics that further depict the decision. There are 133 views with associated viewpoints included. Map 5 shows the decisions for viewpoints and view corridors based on the site-specific analysis.

### 5.a. Policy Priorities

In general, the following policy priorities were used to adjust and clarify the general recommendations for each viewpoint.

#### Developed and Frequently Visited Viewpoints

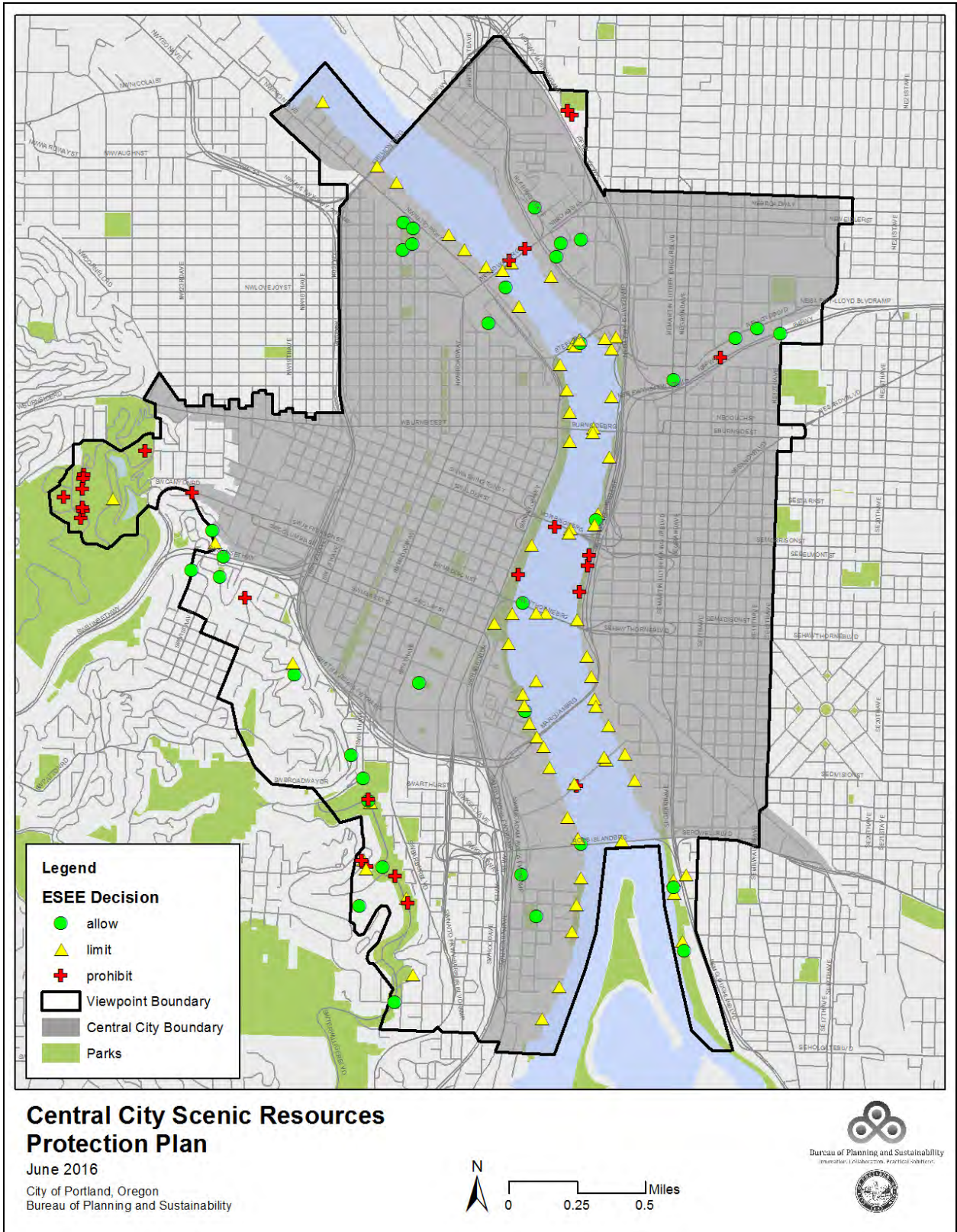
Portland has been protecting views for many years. There are long established, developed viewpoints with supporting infrastructure, such as benches or telescopes, throughout the Central City. Typically, these viewpoints have been invested in, are maintained as viewpoints, and exist in locations that are frequently visited by a high volume of people, such as the International Rose Test Garden, Terwilliger Boulevard or Governor Tom McCall Waterfront Park. Views from developed and frequently visited viewpoints are a priority for continued protection, maintenance and investment.

In some situations, there are views that are a priority for protection from viewpoints that are not developed. These viewpoints are typically in locations that lend themselves to easy access from multiple forms of transportation – vehicle, bus, bike, foot – and have enough space for investment in supporting infrastructure.

#### Views of Area Mountains from Upland Viewpoints

Surrounding Portland are mountains that help define the visual setting of the city. Mt Hood and Mt St Helens can be seen from various viewpoints that have been protected over time. These views are iconic to Portland and draw tourists to locations like the International Rose Test Garden in Washington Park. Continued protection of views of Mt Hood and Mt St Helens is a high priority. This can be achieved by limiting building and vegetation heights and allowing vegetation management within the view corridor. When possible, Mt Rainier, which can be seen to the west of Mt St Helens, should be included in the view corridor for Mt St Helens.





Map 5: Viewpoints and View Corridors ESEE Decisions

Mt Adams can also be seen from some upland viewpoints; however, Mt Adams is partially blocked by the foothills of the Cascades. Overall, views of Mt Adams are not a priority for protection. The exception is when there is a view of Mt Adams from an established and well visited viewpoint and the view has few conflicts with potential building height.

View of Mt Hood from River Viewpoints

There are multiple viewpoints located along the western riverbank of and bridges crossing the Willamette River that include a view of Mt Hood. This occurs today because building heights in the Central Eastside have been low historically, supporting primarily industrial uses. It is anticipated that new development, with an evolving focus on high tech and creative industrial uses, will result in buildings that are taller. While it is a priority to protect views of Mt Hood, the economic impact of protecting views of Mt Hood from low elevation viewpoints along the river is high, ranging from \$8M to \$94M reduction in development value and 1,100 to 13,000 reduction in job capacity (see Table 4). It is recommended that two of the ten viewpoints be protected and the remaining eight viewpoints result in an allow decision.

Table 4: Economic Impact of Protecting Views of Mt Hood from the Willamette River

Viewpoint	Location	Focal Features	Square Feet of Conflict within View Corridor [1]	Reduction in Development Value within View Corridor [2]	Reduction in Job Capacity within View Corridor [2]
NW14	Broadway Bridge	Mt Hood	2,607,772	\$93,879,792	13,044
SE07	Morrison Bridge	Mt Hood	437,537	\$15,751,332	2,192
SE21	Tilikum Crossing - East	Mt Hood	223,000	\$8,028,000	1,115
SW01	Greenway Trail at SW Ankeny	Mt Hood	986,467	\$35,512,812	4,937
SW11	Greenway Trail at SW Morrison	Mt Hood	838,994	\$30,203,784	4,197
SW17	Salmon Springs	Mt Hood	432,915	\$15,584,940	2,166
SW26	Hawthorne Bridge	Mt Hood	743,279	\$26,758,044	3,720
SW36	Greenway Trail - Montgomery St Gardens	Mt Hood	981,598	\$35,337,528	4,912
SW38	Greenway Trail - Pedestrian Trail	Mt Hood	1,026,698	\$36,961,128	5,138
SW46	Tilikum Crossing - Southwest	Mt Hood	218,168	\$7,854,048	1,093

[1] If a view corridor crosses any portion of a BLI site, the entire BLI site is treated as if it were within the view corridor.

[2] Assumes \$36/sq ft and 1 job/200 sq ft

The recommendation is to protect SW17 and SW46, highlighted in gray in the table. These two viewpoints have the least economic impacts, along with viewpoint SE21 on Tilikum Crossing.

SW17 is located in Governor Tom McCall Waterfront Park at Salmon Street Springs. This regional tourist attraction is visited by tens of thousands of people every year particularly during events like the Rose Festival. The viewpoint is developed with a wide seating area and two telescopes. It is also located at the terminus of SW Salmon Street, which is a view street and river access way. SW46 is located on the newly constructed Tilikum Crossing. The bridge connects the South Waterfront innovation district at Oregon Health and Science University to the Central Eastside at the Oregon Museum of Science and Industry. Because it is at a higher elevation there are fewer economic

impacts. SW46 is chosen over SE21 because SW46 provides a higher quality view due to the extent of the Willamette River seen in the foreground.

#### Views of Willamette River Bridges from Upland Locations

Portland is known as “Bridge City USA” because there are 12 bridges that cross the Willamette River, nine of which are located in the Central City. The Willamette River bridges can be seen in most views of and across the Central City. However, in many of the views bridges are contributing, not primary, features. Views of the Willamette River bridges are a priority when the bridge is a primary feature of the view. This very rarely occurs from upland viewpoints; when it does occur the view of the bridge should be protected.

#### Views of Bridges and the Central City Skyline from the Willamette River

From the Greenway Trail on the western riverfront and the Eastbank Esplanade on the eastern riverbank, there are many opportunities to view bridges or the Central City skyline with the Willamette River in the foreground. The location of these viewpoints is riverward of any development; therefore, there are no conflicting uses with building heights or massing that would potentially impact the views. However, some of the viewpoints could be impacted by vegetation growing on the riverbank and partially blocking the view.

Riverbank vegetation is an important part of a healthy riparian corridor along the Willamette River. Vegetation provides localized shade, nutrients and structure to the river, particularly at shallow water locations. Vegetation in the floodplain helps to attenuate river flows. Vegetation also provides resting, nesting and feeding opportunities for birds and other animals. The Willamette River is on the Pacific Flyway for migrating birds. In addition, vegetation helps to stabilize the riverbanks. For all of these reasons, it is important to allow the riverbanks to be revegetated where possible.

To maximize the riverbank enhancement opportunities, only the viewpoints that offer the best views of each of the bridges and the best views of the skyline should be protected. Vegetation within these view corridors should be limited to shrubs and groundcover and maintained to keep the vegetation from blocking the views. Trees should not be planted within these view corridors.

#### Views of the Central City Skyline and West Hills

Views of Portland’s Central City skyline are a priority for protection. The skyline is evolving and will change over time. Today one building may be a dominating feature of the skyline, but 10 years from now a different building may dominate the view. The policy of protecting views of the Central City skyline is not intended to preserve a view of any single or mix of existing buildings but rather to protect wide views of the changing skyline. This can be achieved by limiting structure and vegetation height near viewpoints.

From the east, looking west, the skyline is set against the backdrop of the West Hills. The contrast of built and natural features creates a dynamic view. Maintaining permeability between the buildings to the West Hills is a policy priority. This can be achieved by using a combination of limits on building heights and floor-to-area ratios that incent towers that occupy ½ or ¼ blocks, rather than entire city blocks.

### Views Unique to a Neighborhood

Portland's terrain includes hills on the west side of the Willamette River and flatter areas on the east side, with a few prominent buttes and ridges. By virtue of their elevation, there are many views from the West Hills to the Central City skyline and area mountains. This allows more flexibility when choosing which viewpoints and views to protect.

A large portion of the views from viewpoints in the West Hills are from small, neighborhood streets that primarily serve the residents near the viewpoint. Many of the viewpoints are difficult to find and lack infrastructure, like sidewalks, benches or nearby parking. Typically vegetation growing on the hillside in front of the viewpoint is blocking or partially blocking the view. The slopes are very steep and the vegetation is providing slope stability, as well as habitat. The priority is to choose to protect views that are more frequently used by the public, are more easily accessible and have developed viewpoints or are at locations where a viewpoint could be developed. Choosing one representative view to protect from like situations, such as nearby viewpoints with similar views, is recommended to minimize removal of vegetation on the steep slopes.

Due to the lower elevation on the east side of the Central City, there are not as many views from the neighborhoods to the Central City skyline or Willamette River bridges. When an upland view from the east looking west is identified, it is a priority for protection even if the viewpoint is not developed or frequently used.

### South Waterfront

In 2006, the City produced the *South Waterfront Public Views and Visual Permeability Assessment*. The assessment included an analysis of views from SW Terwilliger Boulevard to Mt Hood and from the Springwater Corridor to the West Hills. The plan identified five viewpoints that must be considered when designing buildings in South Waterfront. Those viewpoints are show in Figure 7: the northernmost pullout along SW Terwilliger Boulevard (SW51), the pullout along SW Terwilliger Boulevard just south of SW Campus Drive (SW62), the pullout along SW Terwilliger Boulevard just north of the Charthouse Restaurant (which is outside of the CCSRPP boundary), the collection of picnic tables and benches along the Springwater Corridor west of SE Franklin Street (SE26-28), and the intersection of SE Caruthers Street and the Greenway Trail/Springwater Corridor (SE19). The recommendations of the *South Waterfront Public Views and Visual Permeability Assessment* are upheld. Building height limits in South Waterfront are not being amended by this CCSRPP. However, the viewpoints along the Willamette River have been moved slightly to reflect existing conditions and development that has already occurred in South Waterfront.



Figure 6: South Waterfront Public Views and Visual Permeability Assessment Viewpoints

## 5.b. Site-Specific Recommendations

Each viewpoint has the same information provided. Below is a template that describes the narrative, map and photograph.

### Viewpoint ID: Location

**Site-Specific ESEE Decision:** The final, site-specific ESEE decision. There may be more than one decision for views that include multiple focal features. For example, the view of Mt Hood may have a prohibit decision while the view of the Central City skyline has a limit decision.

**Protected focal feature(s) of the view:** List of focal features that the ESEE decision applies to. The term “protected” applies to both limit and prohibit decisions. Protected views can include different levels of protection from preventing any impacts to the view to allowing some minimal impacts. This list is further explained by the photograph with decision reflected as a red (prohibit) or yellow (limit) box. In some cases the list will include a general feature, such as the Central City skyline, and the photograph will show the decision applying to a portion of the skyline. If the ESEE decision is to allow conflicting uses, then “N/A” is used to indicate no protected focal features.

**Explanation:** Summarizes the inventory of the view and viewpoint, including ranking and existing discordant features (if any).

Next a description of the ESEE decision is provided. This description is intended to describe the parameters of the decision, including the special aspects of the decision. Tools to manage the resources are provided. For example, if the decision is to prohibit conflicting uses then the tool is to limit building and vegetation heights within the view corridor.

Map of viewpoint and view corridor  
Shows the location of the viewpoint. If the view corridor has a limit or prohibit decision the view corridor is shown; except when there are no conflicting uses with the view corridor.

Photograph of the view  
Shows the width and height of the view corridor. The ESEE decision is depicted with a box around the focal features of the view that should be protected – red for a prohibit decision or yellow for a limit decision. When the ESEE decision is to allow there is no box shown on the photograph.

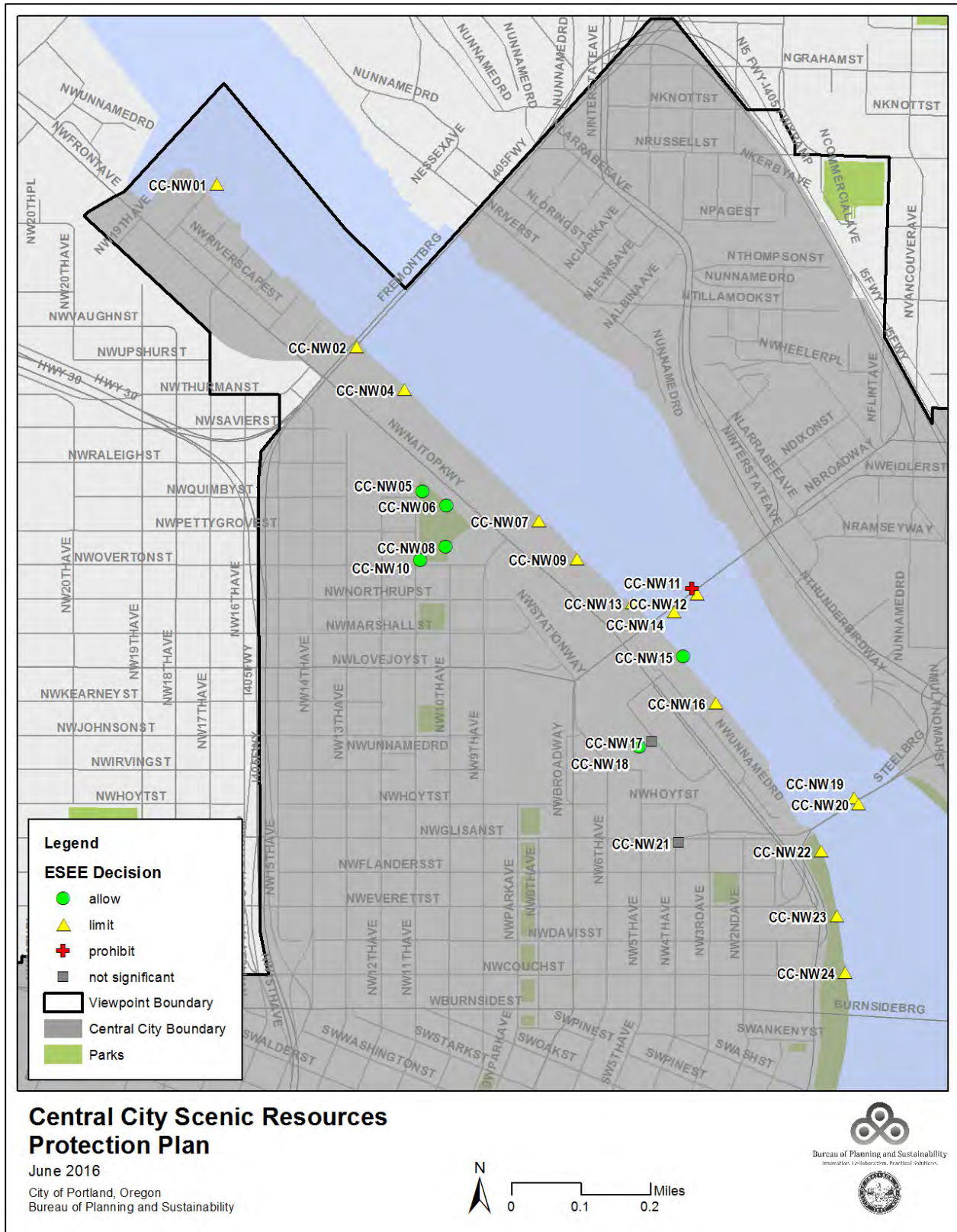
The combination of the map and photograph are intended to provide visual representation of the explanation.

In some situations the viewpoint was not accessible and a photograph could not be taken.

## 5.c. Northwest

There are 23 viewpoints in the northwest quadrant; two are Tier III and not significant and the other 21 receive a site-specific decision. The viewpoints are numbered within the quadrant starting in the northwest corner and progressing left to right from Riverscape Pier south to W Burnside Street. Map 6 shows the ESEE Decisions.

Note – 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 in the Scenic Resources Inventory (see Part 2). CCNW17 and CCNW21 were determined to be not significant and, therefore, do not receive a site-specific decision.



Map 6: Northwest Viewpoint ESE Decisions



## CCNW01: RIVERSCAPE PIER

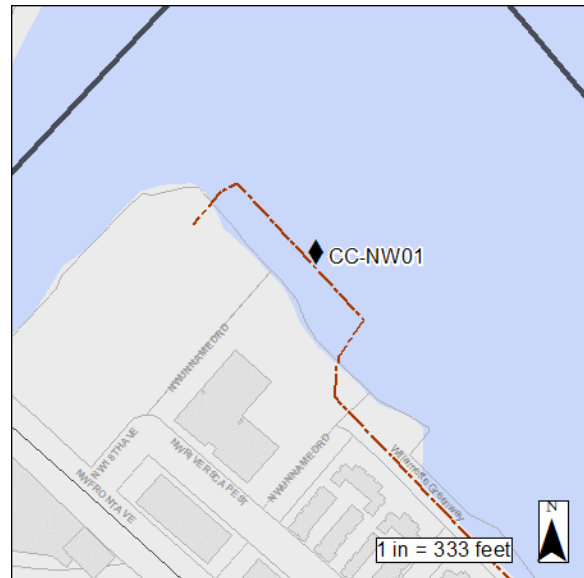
**Site-Specific ESEE Decision:** The ESEE decision is:

1. *Limit* conflicting vegetation within view corridor to the Willamette River and Fremont Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Fremont Bridge

**Explanation:** 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. The view from CCNW01 is ranked Group C.

The general ESEE recommendation for a Group C view is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. That recommendation stands (shown in yellow). However, this viewpoint is located on a pier out over the Willamette River such that there is no potential for structures or vegetation to block views of the Willamette River or Fremont Bridge.



## CCNW02: GREENWAY TRAIL WEST – UNDER FREMONT BRIDGE

**Site-Specific ESEE Decision:** The ESEE decision is to:

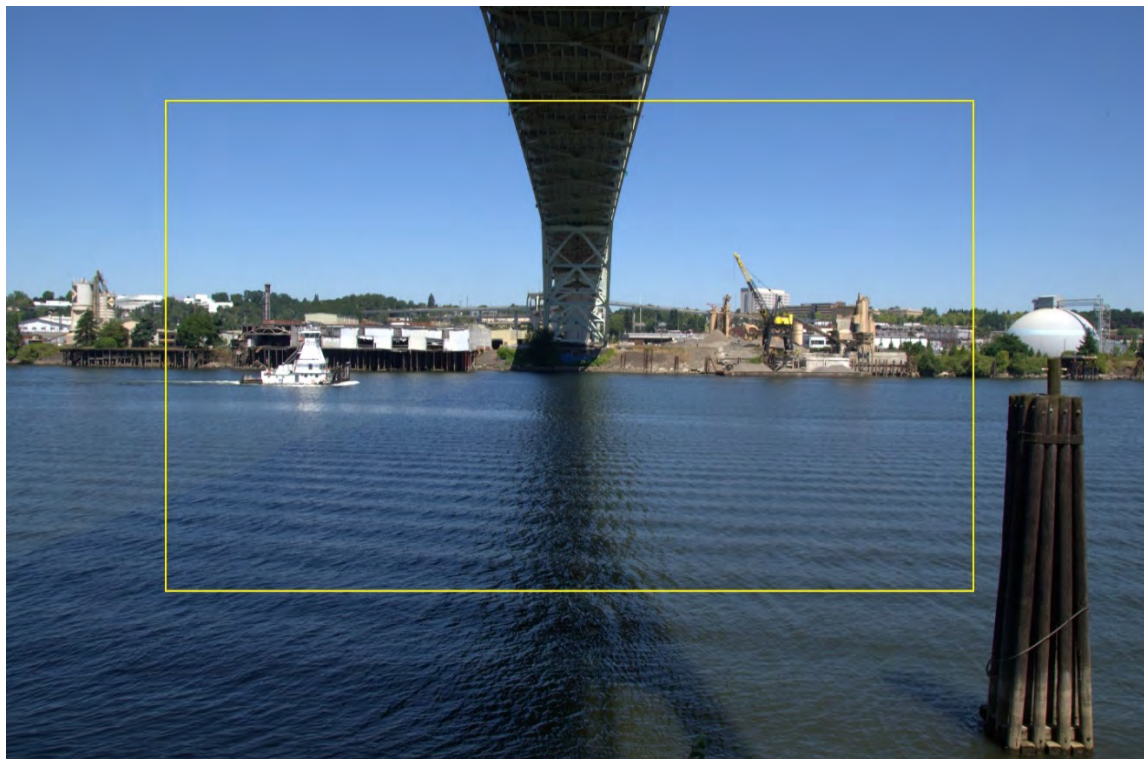
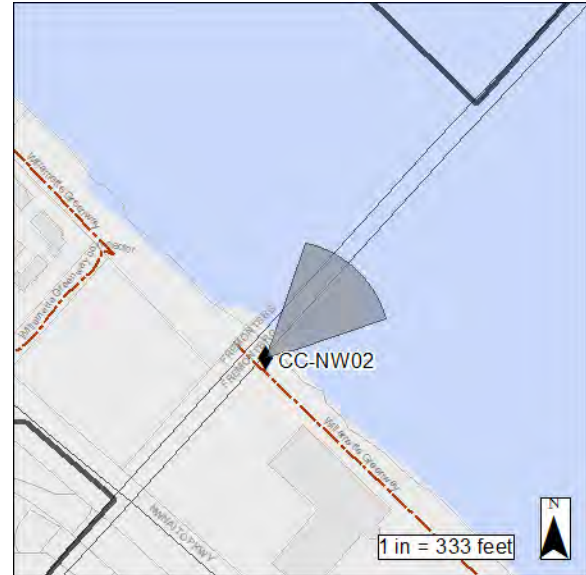
1. *Limit* conflicting vegetation within view corridor to the Willamette River and Fremont Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Fremont Bridge (underside)

**Explanation:** 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 developed viewpoint is currently only connected to the Greenway Trail to the south. The view from CCNW02 is ranked Group C.

The general ESEE recommendation for a Group C view is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. That recommendation stands (shown in yellow). However, this is a developed viewpoint along the Greenway Trail so there is no potential for structures to block views of the Willamette River or Fremont Bridge. The recommendation is to limit conflicting vegetation to preserve a view of the Willamette River and Fremont Bridge.



## CCNW04: GREENWAY TRAIL WEST – SOUTH OF FREMONT BRIDGE

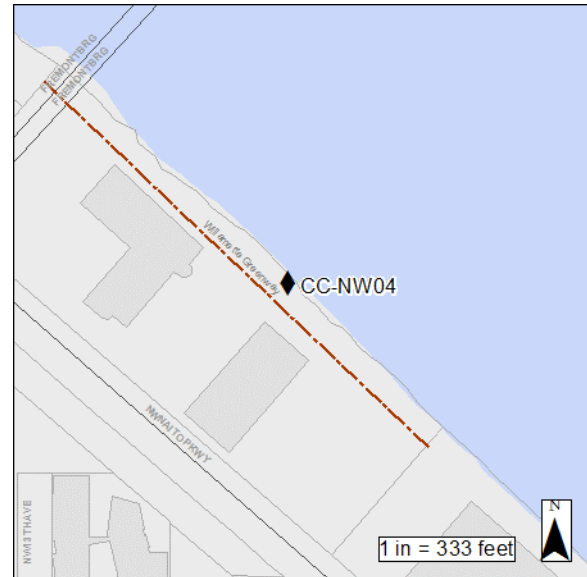
**Site-Specific ESEE Decision:** The ESEE decision is

1. *Limit* conflicting vegetation within view corridor to the Willamette River and Fremont Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Fremont Bridge

**Explanation:** 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, the riverbank, and the Broadway Bridge are secondary focal features. 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. The view from CCNW04 is ranked Group B.

The general recommendation for a Group B view without a view of Mt Hood or Mt St Helens is to allow conflicting structures and limit conflicting vegetation. That recommendation stands (shown in yellow). However, due to the location of the viewpoint on a boardwalk that extends out over the water there is no potential for structures or vegetation to block views of the Willamette River and Fremont Bridge.



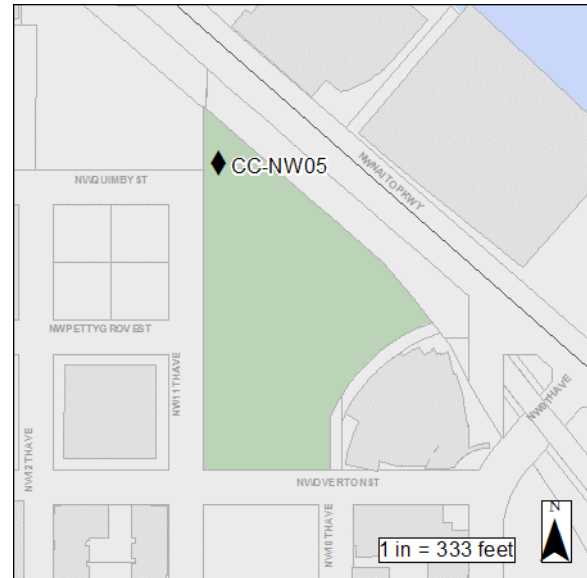
## CCNW05: THE FIELDS PARK – NW QUIMBY STREET AND NW 11<sup>TH</sup> AVENUE

**Site-Specific ESEE Decision:** The ESEE decision is to:

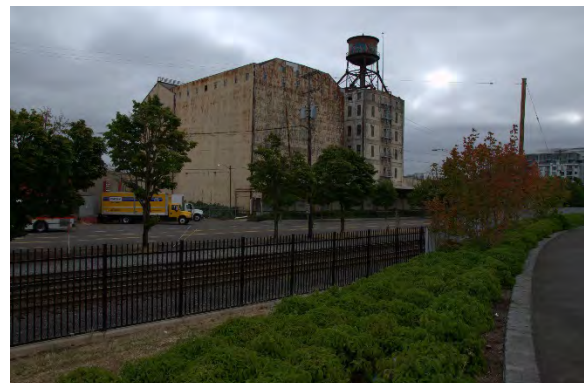
1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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 and the northeasterly view is of Centennial Mills with vegetation in the foreground. 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. The views from CCNW05 are ranked Tier II.



The general recommendation for Tier II views without a view of Mt Hood or Mt St Helens is to allow conflicting structures and limit conflicting vegetation. However, after considering the economic, social, environmental, and energy consequences of limiting conflicting vegetation to maintain this view, staff determined that the benefits of maintaining this view do not outweigh the costs of limiting vegetation. There are similar but better views of the Fremont Bridge from the Greenway Trail and the fate of Centennial Mills is not certain. Therefore, the recommendation is to allow all conflicting uses.



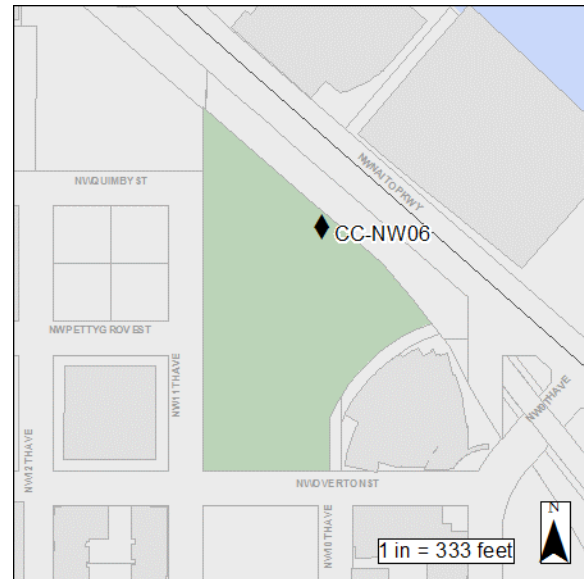
## CCNW06: THE FIELDS PARK – EAST PATH

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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. The view from CCNW06 is ranked Tier II.



The general recommendation for Tier II views without a view of Mt Hood or Mt St Helens is to allow conflicting structures and limit conflicting vegetation. However, after considering the economic, social, environmental, and energy consequences of limiting conflicting vegetation to maintain this view, staff determined that the benefits of maintaining this view do not outweigh the costs of limiting vegetation. There are similar but better views of the Broadway Bridge from the Greenway Trail nearby. Therefore, the recommendation is to allow all conflicting uses.



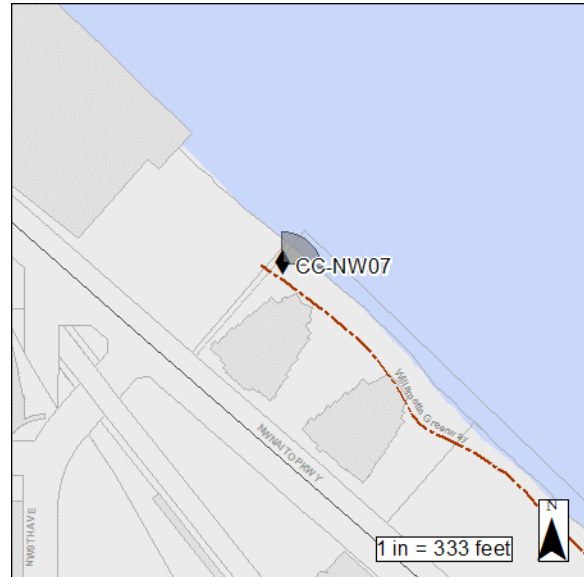
## CCNW07: GREENWAY TRAIL WEST – AT APPROXIMATELY NW 9<sup>th</sup> AVENUE

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within a view corridor to the Willamette River.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River

**Explanation:** 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 viewpoint also provides the opportunity to catch industrial ships coming and going from the harbor. This is the northern of two developed 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. The view from CCNW07 is ranked Group C.



The general recommendation for a Group C view is to allow conflicting structures and limit conflicting vegetation. However, this viewpoint is along the Greenway Trail where there is no potential for conflicting structures to block the view. The view from CNW07 is a panoramic view. Based on the environmental analysis, staff does not recommend limiting vegetation for the entirety of the panorama. There are two developed viewpoints to the north (CCNW04) and south (CCNW09) of this viewpoint that offer clearer views of the Fremont and Broadway Bridges. Therefore, the recommendation is to limit conflicting vegetation to preserve a view of the Willamette River (shown in yellow).



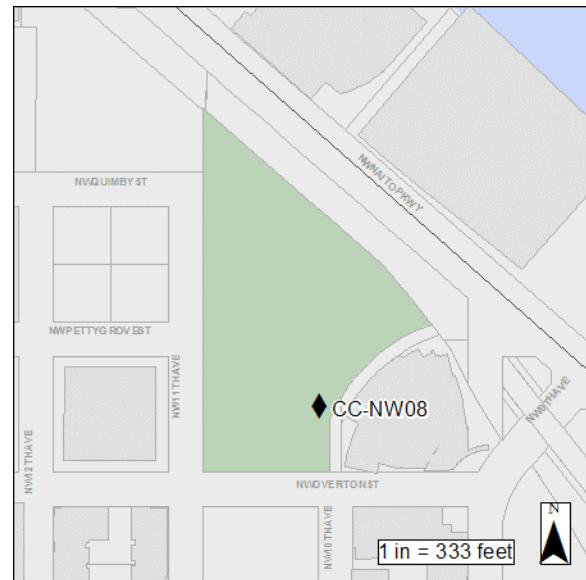
## CCNW08: THE FIELDS PARK – SOUTHEAST PATH

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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. The view from CCNW08 is ranked Tier II.



The general recommendation for Tier II views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. However, after considering the economic, social, environmental, and energy consequences of limiting conflicting vegetation to maintain this view, staff determined that the benefits of maintaining this view do not outweigh the costs of limiting vegetation. There are similar views of the Fremont Bridge from the Greenway Trail nearby and the future status of Centennial Mills is unknown. Therefore, the recommendation is to allow all conflicting uses.



## CCNW09: GREENWAY TRAIL WEST – AT APPROXIMATELY NW NORTHRUP STREET

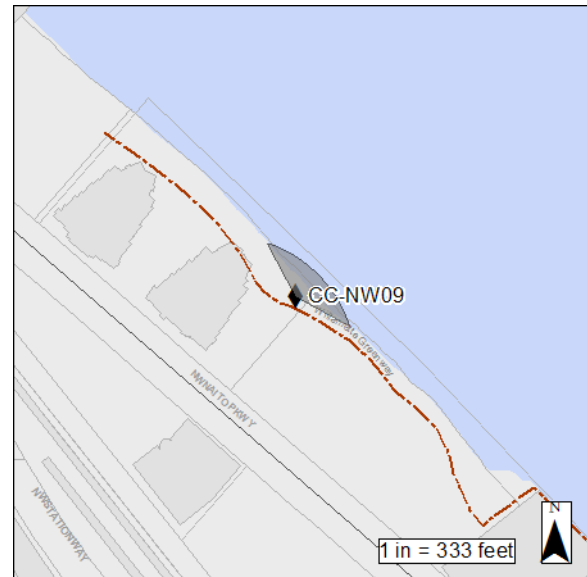
**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to the Willamette River, Fremont Bridge, and Broadway Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Fremont Bridge, Broadway Bridge

**Explanation:** 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 overgrown 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. The view from CCNW09 is ranked Group C.



The general recommendation for a Group C view is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. However, this viewpoint is along the Greenway Trail where there is no potential for conflicting structures to block the view. The current view is a panorama. Staff do not recommend limiting vegetation across the entirety of the panorama. The recommendation is to limit conflicting vegetation to preserve a view of the Willamette River, Fremont Bridge, and Broadway Bridge (shown in yellow).





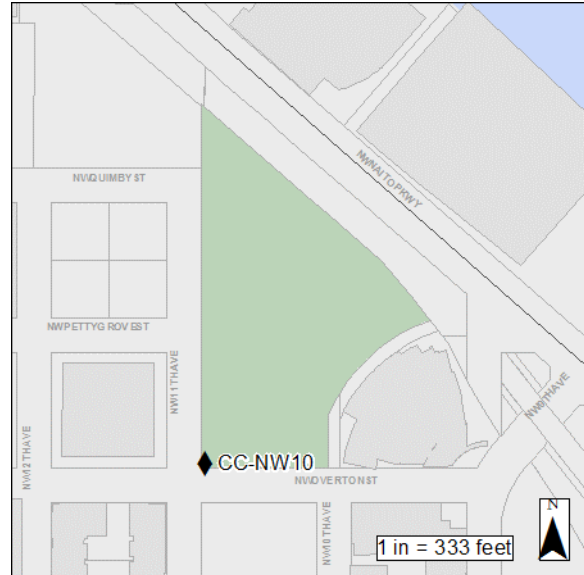
## NW10: THE FIELDS PARK – NW OVERTON STREET AND NW 11<sup>th</sup> AVENUE

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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. The view from CCNW10 is ranked Tier II.



The general recommendation for Tier II views without Mt Hood or Mt St Helens as a primary focal features is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. However, after considering the economic, social, environmental, and energy consequences of limiting conflicting vegetation to maintain this view, staff determined that the benefits of maintaining this view do not outweigh the costs of limiting vegetation, especially since the fate of Centennial Mills is not certain. Therefore, the recommendation is to not protect this view and to allow all conflicting uses.



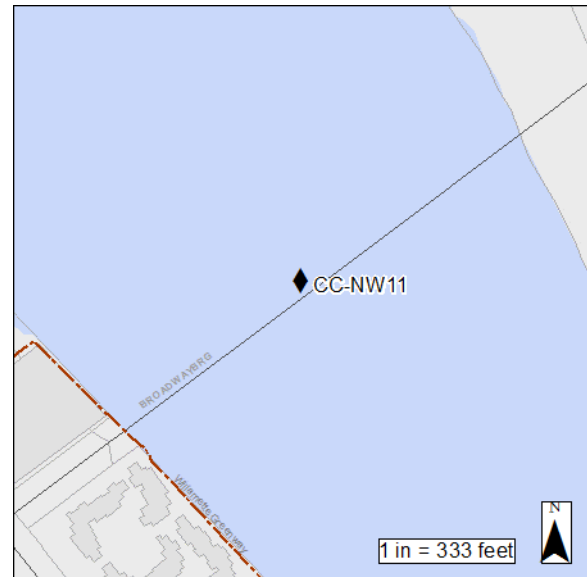
## CCNW11: BROADWAY BRIDGE – NORTH SIDE, CENTER

**Site-Specific ESEE Decision:** The ESEE decision is:

1. *Prohibit* conflicting structures and vegetation within the view corridor to the Fremont Bridge and Willamette River.

**Protected focal feature(s) of the view:** Willamette River, Fremont Bridge

**Explanation:** 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. The view from CCNW11 is ranked Group A.



The general recommendation for Group A views is to prohibit conflicting structures and vegetation within view corridors to Mt Hood, Mt St Helens, and bridges and to limit conflicting structures and vegetation within view corridors to other primary focal features. Based on the general ESEE recommendation, a limit decision would be applied to the Willamette River. However, the Willamette River is an integral aspect of this Group A river view; thus, staff recommend applying a prohibit decision within the view corridor to the river (shown in red). Currently, because this viewpoint is on a bridge out over the Willamette River, there are no conflicting uses (structures or vegetation) that could block the view of the Fremont Bridge and Willamette River.



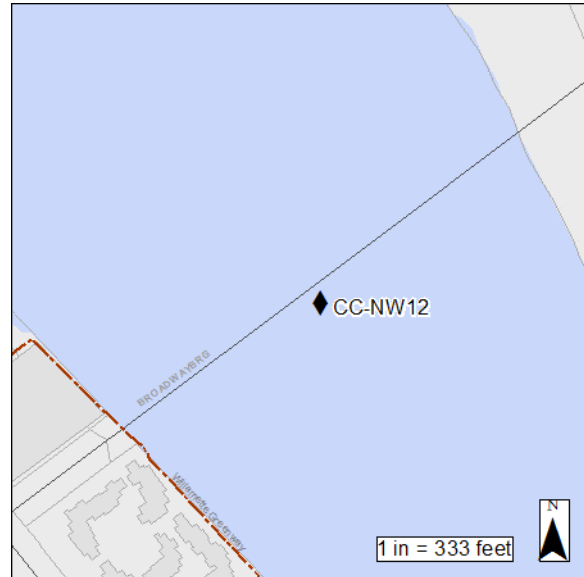
## CCNW12: BROADWAY BRIDGE – SOUTH SIDE, CENTER

**Site-Specific ESEE Decision:** The ESEE decision is to:

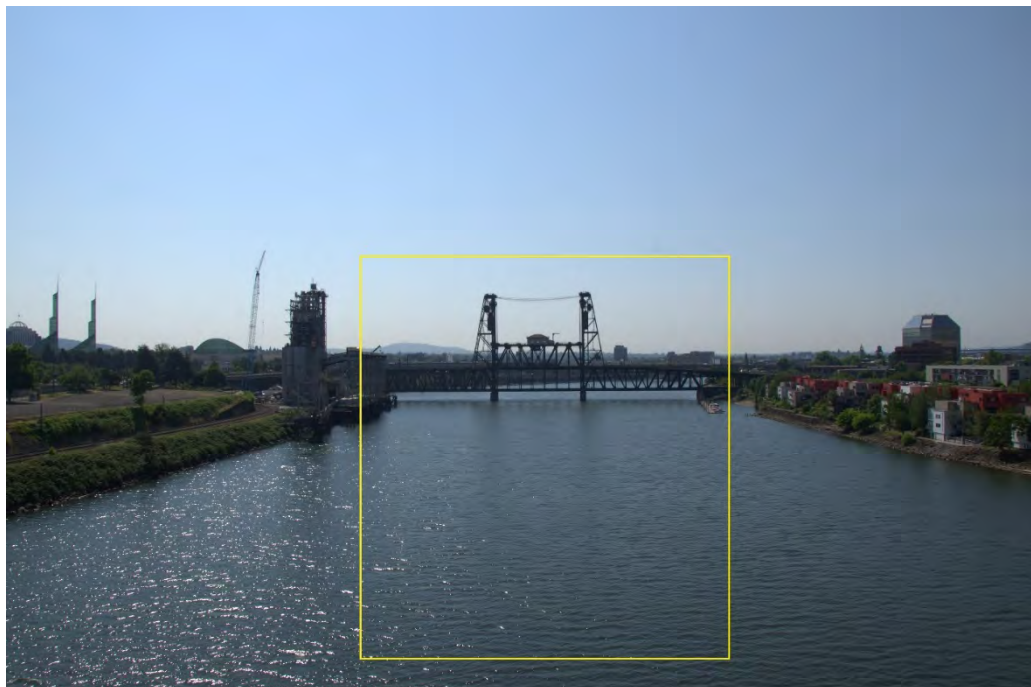
1. *Limit* conflicting vegetation within view corridor to Willamette River and Steel Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Steel Bridge

**Explanation:** 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. The view from CCNW12 is ranked Group B.



The general recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow structures and limit conflicting vegetation within view corridors to primary focal features. This recommendation stands (shown in yellow). However, because this viewpoint is on a bridge out over the Willamette River, there are no conflicting uses (structures or vegetation) that could block the view of the Steel Bridge or Willamette River.



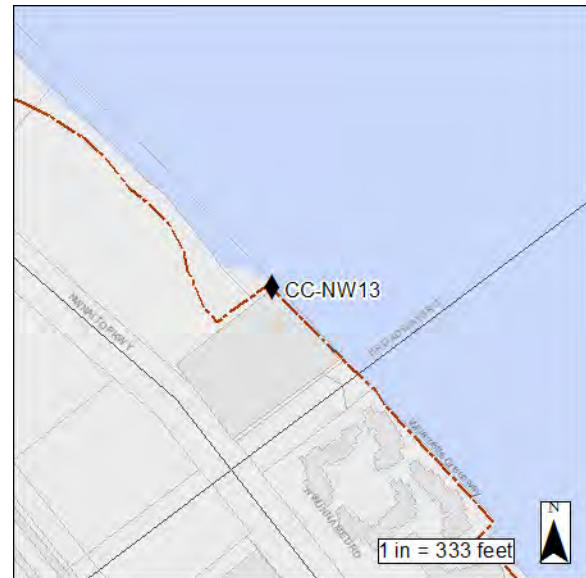
## CCNW13: GREENWAY TRAIL WEST – NORTH OF THE BROADWAY BRIDGE

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to Willamette River, Broadway Bridge, and Fremont Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Broadway Bridge, Fremont Bridge

**Explanation:** 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 overgrown vegetation encroaching on the main focal features of the view. 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. The view from CCNW13 is ranked Group C.



The general recommendation for a Group C view is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. That recommendation stands (shown in yellow). However, CCNW13 is located on a pier out over the water such that there are no conflicting uses (structures or vegetation) that could block the view of the Willamette River.



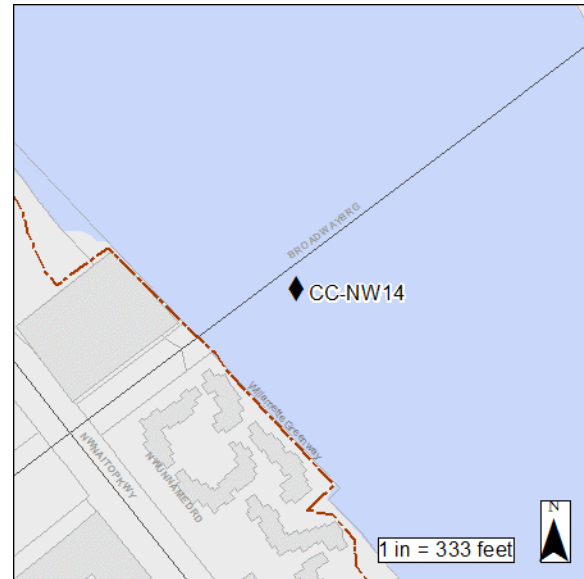
## CCNW14: BROADWAY BRIDGE – SOUTH SIDE, WEST

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to the Willamette River and Steel Bridge.
2. *Allow* conflicting structures within view corridor to the Willamette River and Steel Bridge.
3. *Allow* conflicting structures and vegetation within view corridor to Mt Hood.

**Protected focal feature(s) of the view:** Willamette River, Steel Bridge

**Explanation:** 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. The view from CCNW14 is ranked Group B.



The general recommendation for Group B views is to limit conflicting structures and vegetation within a view corridor where Mt Hood or Mt St Helens is a primary focal feature, and to limit conflicting vegetation within view corridors to other primary focal features. This viewpoint is on a bridge out over the Willamette River so there are no conflicting uses (structures or vegetation) that could block the view of the Steel Bridge or Willamette River. However, conflicting structures or vegetation could block a view of Mt Hood. Therefore, this view was included in a further analysis along with many other views of Mt Hood from bridges and the Greenway Trail. Through this additional the recommendation for the view corridor to Mt Hood is to allow conflicting uses. The general ESEE recommendation stands for the view

corridor to the Willamette River and Steel Bridge (allow conflicting uses and limit conflicting vegetation).



## CCNW15: GREENWAY TRAIL WEST – SOUTH OF THE BROADWAY BRIDGE

**Site-Specific ESEE Decision:** The ESEE decision is:

1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** This view looks east across the Willamette River with views of the Broadway and Steel Bridges. The Fremont Bridge, grain mill, and riverbank are secondary focal features. This viewpoint is on a section of the Greenway Trail that juts out over the river, thus, there is no overgrown vegetation encroaching on the main focal features of the view. The view from CCNW15 is ranked Group B.

The general recommendation for a Group B view without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. However, due to the location of the viewpoint on a boardwalk section of the Greenway Trail out over the water, there is no potential for structures or vegetation to block the view. There is a developed viewpoint just south of here (CCNW16) that offers a similar but more complete view of the Broadway Bridge along with a similar view of the Steel Bridge. Therefore, the recommendation for this viewpoint is to allow all conflicting uses.



## CCNW16: GREENWAY TRAIL WEST – BETWEEN THE BROADWAY AND STEEL BRIDGES

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to the Willamette River, Broadway Bridge, and Steel Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Broadway Bridge, Steel Bridge

**Explanation:** This view across the Willamette River from the Greenway Trail is framed by the Broadway and Steel Bridges. The Fremont Bridge, grain mill, and riverbank are secondary focal features. 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. The view from CCNW16 is ranked Group B.



The general recommendation for a Group B view without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. That recommendation stands (shown in yellow). However, due to the location of this viewpoint along the Greenway Trail West, there is no potential for structures to block the view. Vegetation could grow up and block the view. The recommendation is to limit conflicting vegetation within the view corridor to maintain a view of the Willamette River, Broadway Bridge, and Steel Bridge.



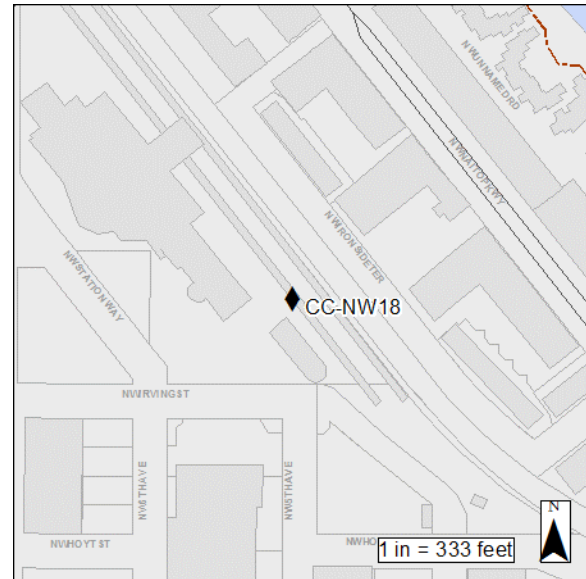
## CCNW18: UNION STATION PEDESTRIAN BRIDGE – WEST

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** Though not visible in the panoramic photo due to lens constraints, 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. The view from CCNW18 is ranked Tier II.



The general recommendation for Tier II views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. However, this viewpoint is located such that only the train station platform is between it and the view of the clock tower; thus, vegetation could not grow to block the view of the tower. In addition, this is not a heavily visited pedestrian bridge and there are much clearer views of the Broadway Bridge from the nearby Greenway Trail. Therefore, the recommendation is to allow both conflicting structures and vegetation.





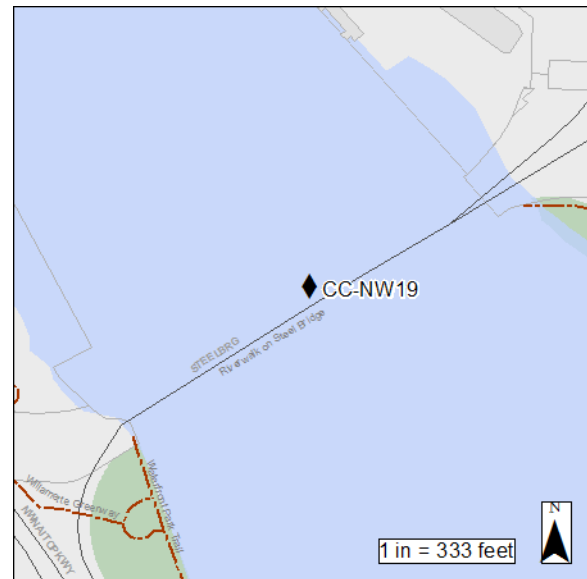
## CCNW19: STEEL BRIDGE – NORTH SIDE, CENTER

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to Willamette River, Broadway Bridge, and Fremont Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Broadway Bridge, Fremont Bridge

**Explanation:** 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. The view from CCNW19 is ranked Group B.



The general recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. That recommendation stands (shown in yellow). However, this viewpoint is on a bridge out over the Willamette River so there are no conflicting uses (structures or vegetation) that could block the view of the Broadway and Fremont Bridges or the Willamette River. Additionally, current height limits in the Central City will protect visual access to the West Hills.



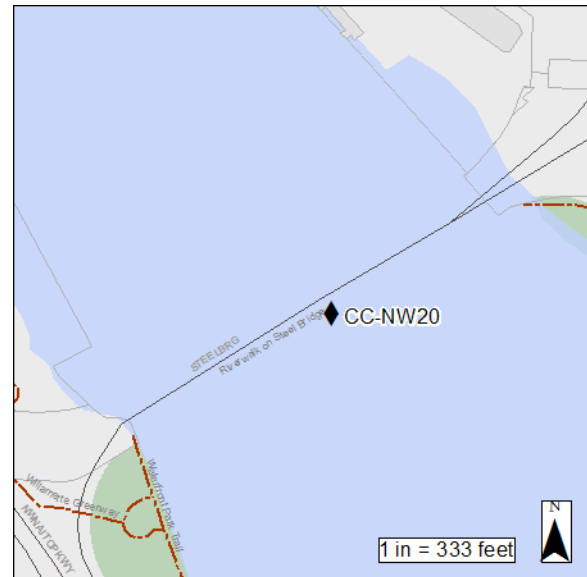
## CCNW20: STEEL BRIDGE – SOUTH SIDE (UPPER DECK), CENTER

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to the Willamette River, Convention Center spires, and Downtown skyline.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Convention Center spires, Downtown skyline

**Explanation:** 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. The view from CCNW20 is ranked Group B.



The general recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. That recommendation stands (shown in yellow). This viewpoint is on a bridge out over the Willamette River so there are no conflicting uses (structures or vegetation) that could block the view of the Willamette River, Downtown skyline, or Convention Center spires.



## CCNW22: GREENWAY TRAIL WEST – SOUTH OF STEEL BRIDGE

**Site-Specific ESEE Decision:** The ESEE decision is:

1. *Limit* conflicting vegetation within view corridor to Willamette River, Steel Bridge, and Convention Center spires.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Steel Bridge, Convention Center spires

**Explanation:** 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. The Lloyd District, Burnside Bridge, Mt Hood and the riverbank are secondary focal features. 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. The view from CCNW22 is ranked Group B.



The general recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. That recommendation stands (shown in yellow). This viewpoint is located along the seawall so there are no conflicting uses (structures or vegetation) that could block the view of the Willamette River, Steel Bridge, or Convention Center spires.



## CCNW23: GREENWAY TRAIL WEST – STAIRS NEAR NW EVERETT STREET

**Site-Specific ESEE Decision:** The ESEE decision is:

1. *Limit* conflicting vegetation within view corridor to Willamette River, Steel Bridge, and Convention Center spires.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Steel Bridge, Convention Center spires

**Explanation:** 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. The view from CCNW23 is ranked Group C.

The general recommendation for Group C view is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. That recommendation stands (shown in yellow). However, CCNW23 is located along the seawall such that there are no conflicting uses (structures or vegetation) that could block the view of the Willamette River, Steel Bridge, or Convention Center spires.



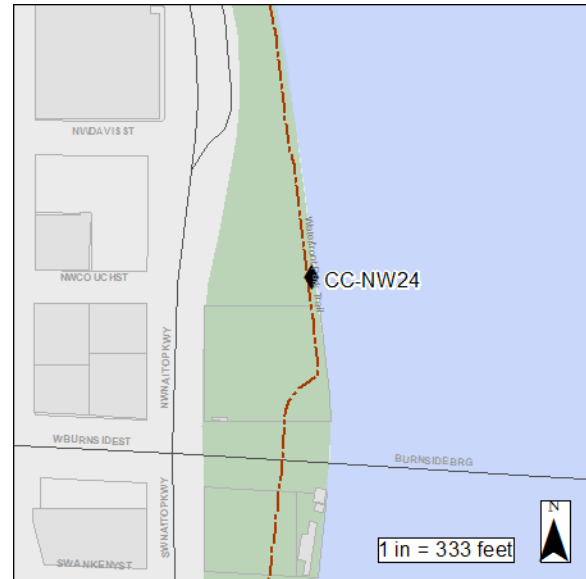
## CCNW24: GREENWAY TRAIL WEST – AT NW COUCH STREET

**Site-Specific ESEE Decision:** The ESEE decision is:

1. *Limit* conflicting vegetation within view corridors to the Willamette River, Steel Bridge, and Convention Center spires.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Steel Bridge, Convention Center spires

**Explanation:** 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. The view from CCNW24 is ranked Group C.



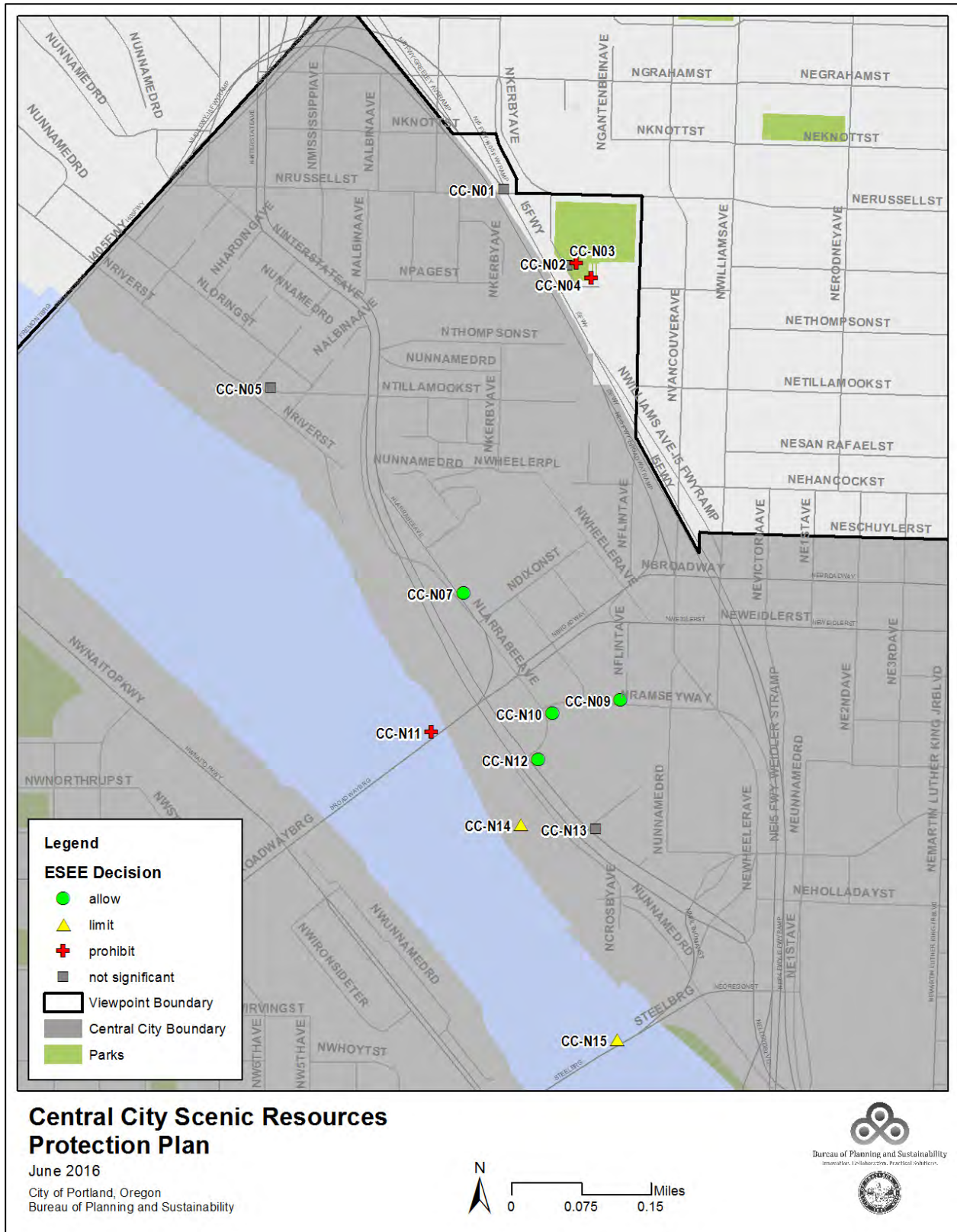
The general recommendation for Group C view is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. This recommendation stands (shown in yellow). However, CCNW24 is located along the seawall such that there are no conflicting uses (structures or vegetation) that could block the view of the Willamette River, Steel Bridge, or Convention Center spires.



## 5.d. North

There are 13 viewpoints in the north quadrant of the Central City; four are Tier III and not significant and the remainder receive site-specific decisions. 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. Map 7 shows the ESEE decisions.

Note – Viewpoints CCN06 and CCN08 are intentionally missing. Photos and data were collected at these two locations; however, after the preliminary analysis, it was determined that the views did not meet the criterion for inclusion. CCN01, CCN03, CCN05, and CCN13 were determined to be not significant and, therefore, do not receive a site-specific decision.



Map 7: North Viewpoint ESE Decisions

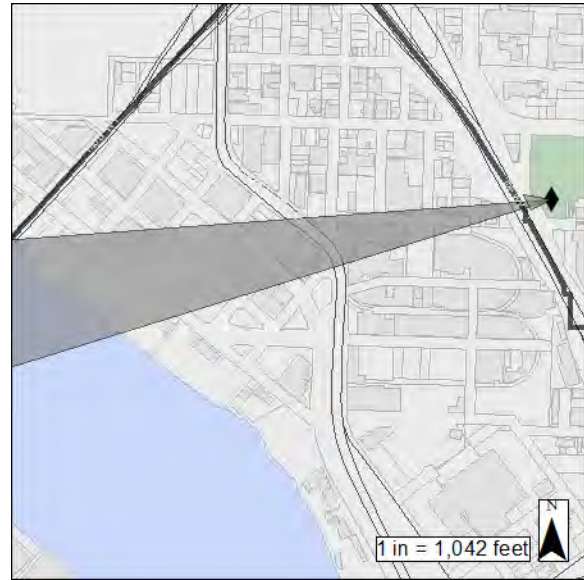
## CCN02: LILLIS ALBINA PARK – WESTERN EDGE BY TREES

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures and vegetation within view corridor to the Fremont Bridge.
2. *Limit* conflicting vegetation within view corridor to Forest Park.
3. *Allow* conflicting structures within view corridor to Forest Park.

**Protected focal feature(s) of the view:** Fremont Bridge, Forest Park

**Explanation:** This is a view of the Fremont Bridge and Forest Park taken through the trees at the western edge of Lillis Albina Park. The Pearl District is a secondary focal feature. Overgrown vegetation partially blocks this view while the chain-link fence and Interstate 5 remain discordant features. The view from CCN02 is ranked Tier II.



The general ESEE recommendation for a Tier II view without a view of Mt Hood or Mt St Helens is to allow conflicting height and limit conflicting vegetation within view corridors to primary focal features. The primary focal features from CCN02 are the Fremont Bridge and Forest Park so the general ESEE decision would be to allow conflicting height and limit conflicting vegetation. However, this view is unique to the neighborhood. There are very few viewpoints located in or near Lower Albina. The area between the park and the bridge is zoned industrial so the buildings aren't likely to develop taller than two or three stories (~40'). In addition, there are no vacant/underutilized lots (as identified in the Buildable Lands Inventory (BLI)) within the view corridor from the park to the bridge and, therefore, retaining this view has no impact on (re)development of BLI sites. The ESEE decision is to prohibit both conflicting height and vegetation within the view corridor to the Fremont Bridge (shown in red) and to limit conflicting vegetation within the view corridor to Forest Park (shown in yellow). It is also

recommended that the fencing be removed from within the limit decision area.





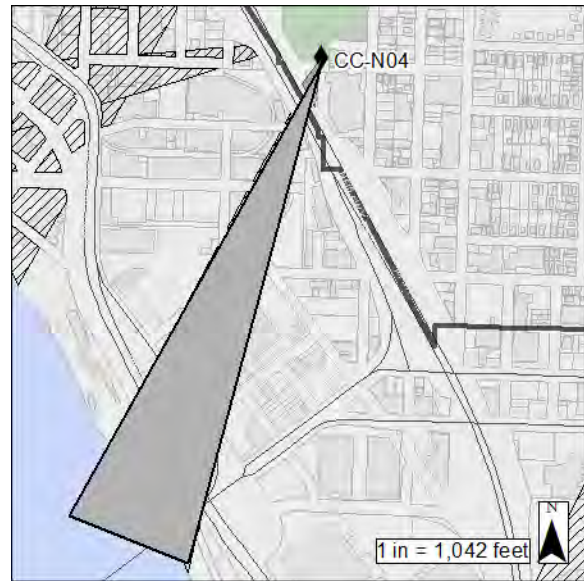
## CCN04: LILLIS ALBINA PARK – SOUTH SIDE BY PARKING

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures and vegetation within the view corridor to the Downtown skyline and West Hills.

**Protected focal feature(s) of the view:** Downtown skyline, West Hills

**Explanation:** This view from Albina Park includes a view of the Downtown skyline, including the U.S. Bancorp Tower, and the West Hills. The Broadway Bridge and Union Station are secondary focal features. 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. The view from CCN04 is ranked Tier II.



The general ESEE recommendation for a Tier II view without a view of Mt Hood or Mt St Helens is to allow conflicting height and limit conflicting vegetation within view corridors to primary focal features. The primary focal features from CCN04 are the Downtown skyline and West Hills so the general ESEE decision would be to allow conflicting height and limit conflicting vegetation. However, this view is unique to the neighborhood. There are very few viewpoints located in or near Lower Albina. Much of the area within the view cone is zoned industrial so is unlikely to be built up beyond a few stories. The view cone crosses over roughly half of a Portland Public School building known as the Blanchard site. The Blanchard site is an underutilized site identified in the BLI and is likely to redevelop within the next 20 years. CCN04 is a historic view (from the 1991 SRPP) and there is currently a 50' height limit associated with this view corridor. The ESEE decision is to prohibit conflicting structures and vegetation within the view corridor to the Downtown skyline with the West Hills in the background (shown in red)



and limit the vegetation to produce air space around the view (shown in yellow).

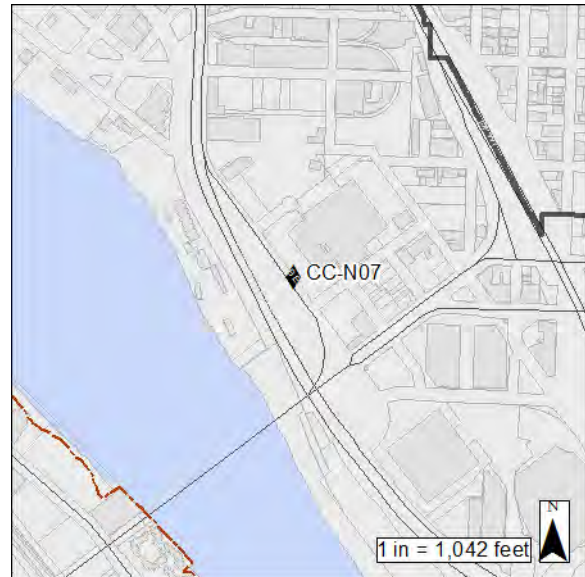
## CCN07: N LARRABEE AVENUE BETWEEN N DIXON AND N HANCOCK STREETS

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow conflicting structures and vegetation.*

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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. The view from CCN07 is ranked Group B.



The general ESEE recommendation for a Group B view without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. This previously protected view is compromised by development along the river and the viewpoint is not located in a frequently visited location nor is it easily accessible. There is currently a 25' height restriction associated with this view corridor; however, there are less obstructed views of the Broadway Bridge, Willamette River, West Hills, and Pearl District waterfront from the Greenway Trail and the Broadway Bridge itself that don't require limitation on building heights. After weighing the economic, social, environmental and energy costs of limited conflicting uses, the ESEE decision is to allow all conflicting uses.





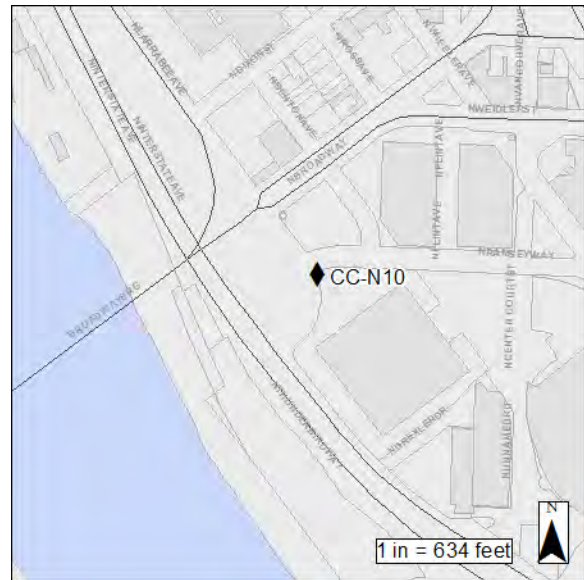
## CCN10: N LARRABEE AVENUE AND N WINNING WAY

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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. The view from CCN10 is ranked Tier II.



The general recommendation for a Tier II view that does not include a view of Mt Hood or Mt St Helens is to allow conflicting structures and limit conflicting vegetation within view corridors to the primary focal features. However, CCN10 is not located in a heavily visited location and there are similar but better views of the Downtown skyline along the Greenway Trail alignment. After considering the economic, social, environmental, and energy consequences of limiting conflicting vegetation to maintain this view, staff determined that the benefits of maintaining this view do not outweigh the costs of limiting vegetation. Therefore, the ESEE recommendation is to allow all conflicting uses.



## CCN11: BROADWAY BRIDGE – NORTH SIDE, EAST

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures and vegetation within view corridor to Fremont Bridge.
2. *Limit* conflicting structures and vegetation within view corridor to Willamette River.

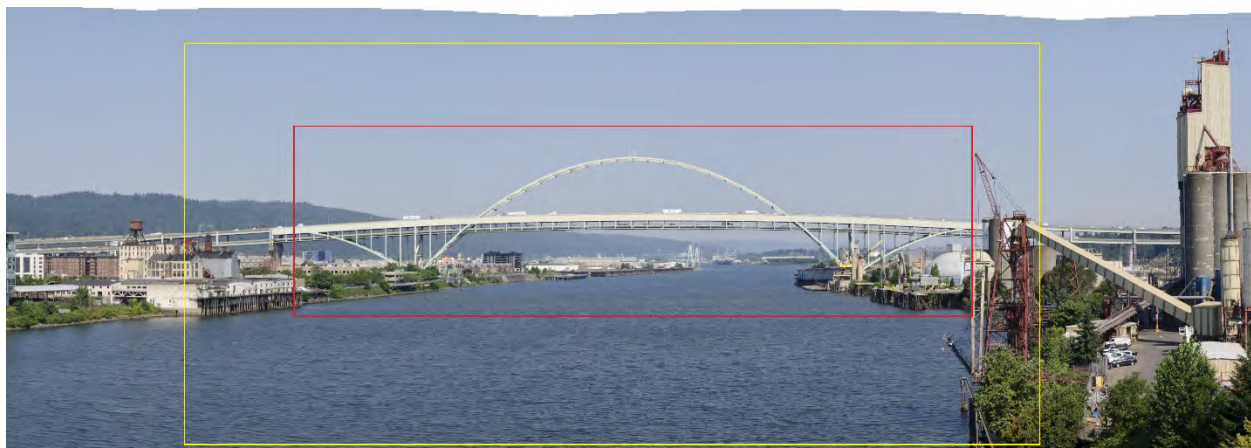
**Protected focal feature(s) of the view:** Willamette River, Fremont Bridge

**Explanation:** 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. The view from CCN11 is ranked Group A.



The general recommendation for Group A views is to prohibit both conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens, or a bridge is a primary focal feature and to limit conflicting structures and vegetation within view corridors to other primary focal features. That recommendation stands (shown in red). A limit recommendation is applied to a wider area (shown in yellow) to preserve air space around the focal feature. However, because this viewpoint is on a bridge out over the Willamette River, there are no conflicting uses (structures or vegetation) that could block the view of the Fremont Bridge and Willamette River.



## CCN12: N LARRABEE AVENUE AND N INTERSTATE AVENUE

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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. Overgrown 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. The view from CCN12 is ranked Tier II.



The general recommendation for a Tier II view that does not include a view of Mt Hood or Mt St Helens is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. However, CCN12 is not located in a heavily visited location and there are similar but better views of the Broadway Bridge and West Hills along the Greenway Trail alignment. After considering the economic, social, environmental, and energy consequences of limiting conflicting vegetation to maintain this view, staff determined that the benefits of maintaining this view do not outweigh the costs of limiting vegetation. Therefore, the ESEE recommendation is to allow all conflicting uses.



## CCN14: N THUNDERBIRD WAY SITE

**Site-Specific ESEE Decision:** The ESEE decision is to:

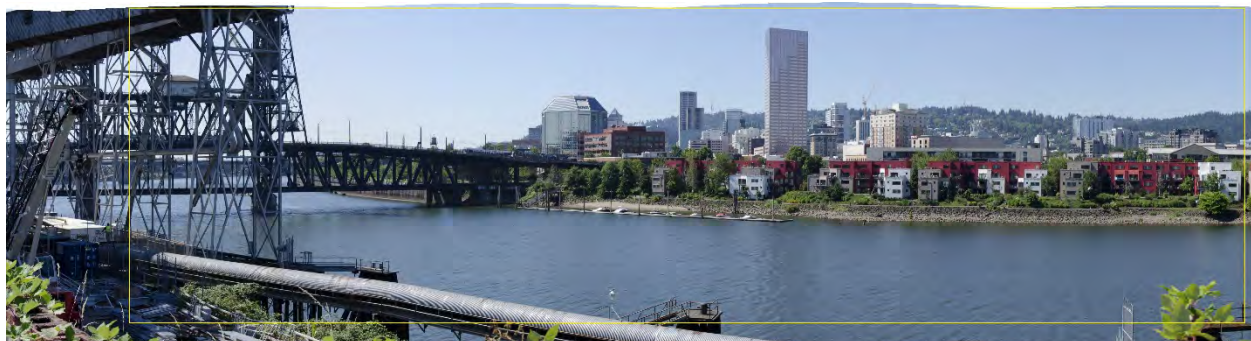
1. *Limit* conflicting vegetation within view corridors to the Willamette River, Central City skyline, and Broadway Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Broadway Bridge, Central City skyline

**Explanation:** 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 Willamette River, Central City skyline, Broadway Bridge, and grain mill are the primary focal features. Union Station, the West Hills, the Steel Bridge, and the riverbank are secondary focal features. The view from CCN14 is ranked Group B.



The general ESEE recommendation for a Group B view without views of Mt Hood or Mt St Helens is to allow conflicting height and limit conflicting vegetation within view corridors to primary focal features. However, this site is expected to redevelop and, when it does, this viewpoint will be relocated to the Greenway Trail where there will be no potential for conflicting structures. Therefore, the ESEE decision is to retain the viewpoint and a limit on conflicting vegetation within view corridors to the Willamette River, Central City skyline, and Broadway Bridge (shown in yellow), and to remove the existing height restrictions.



## CCN15: STEEL BRIDGE – NORTH SIDE, EAST

**Site-Specific ESEE Decision:** The ESEE decision is to:

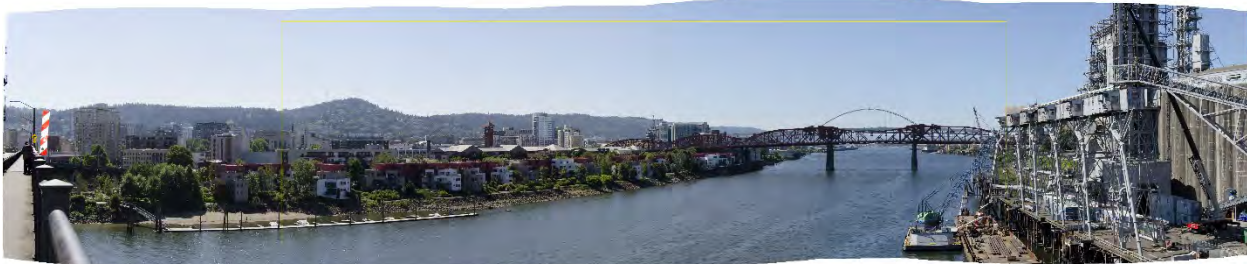
1. *Allow* conflicting structures within view corridor to Fremont Bridge, West Hills, Broadway Bridge, and Willamette River.
2. *Limit* conflicting vegetation within view corridor to Fremont Bridge, West Hills, Broadway Bridge, and Willamette River.

**Protected focal feature(s) of the view:** Willamette River, West Hills, Broadway Bridge, Fremont Bridge

**Explanation:** 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. The view from CCN15 is ranked Group B.



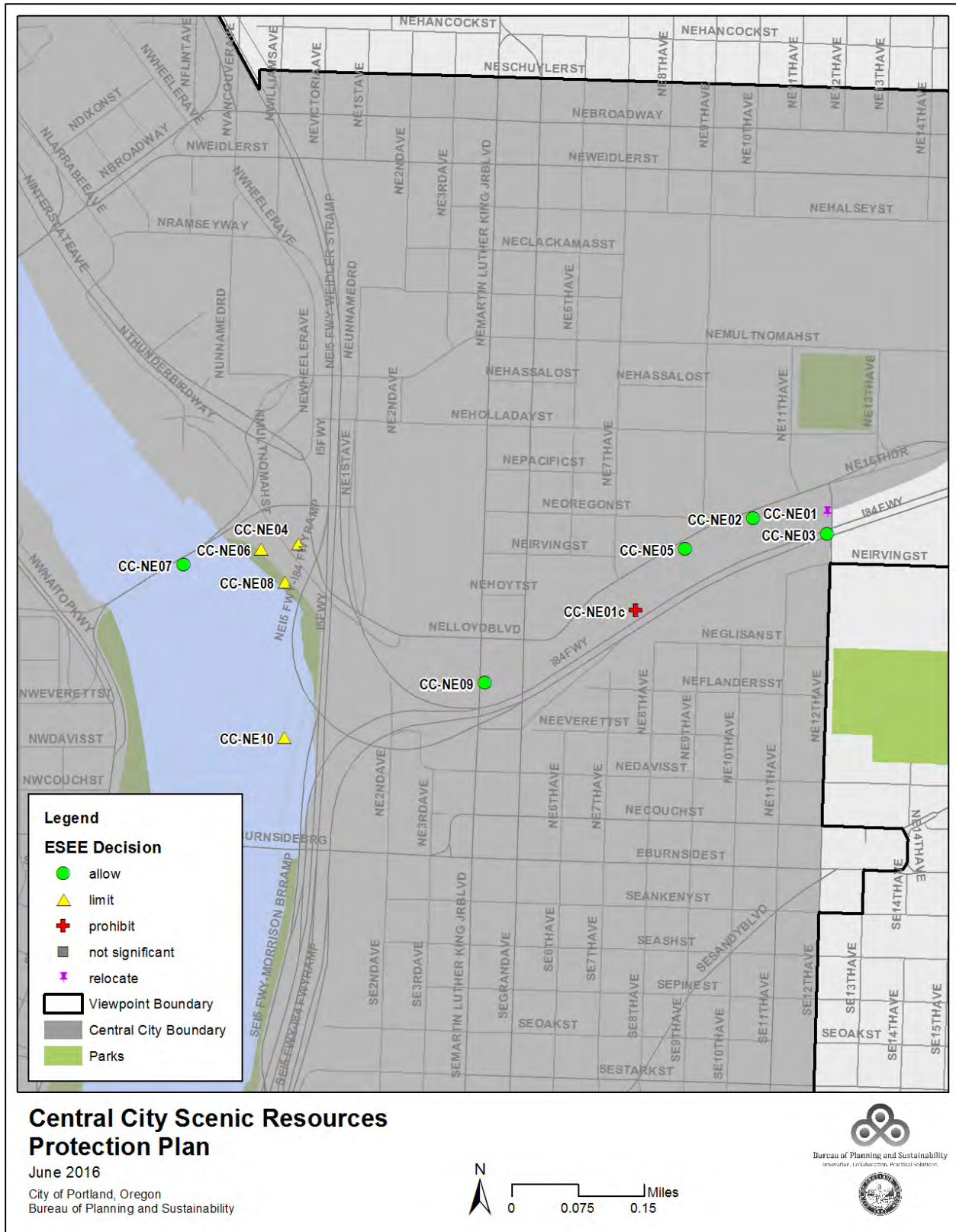
The general ESEE recommendation for a Group B view without views of Mt Hood or Mt St Helens is to allow conflicting height and limit conflicting vegetation within view corridors to primary focal features. That recommendation stands. However, because this viewpoint is on a bridge out over the Willamette River, there are no conflicting uses (structures or vegetation) that could block the view of the Fremont Bridge, Broadway Bridge, Willamette River, or grain mill. Based on existing height limits, future development will not completely block a view of the West Hills.





## **5.e. Northeast**

There are 11 viewpoints in the northeast quadrant of the Central City; all receive site-specific decisions. 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. Map 8 shows the ESEE Decisions.



Map 8: Northeast Viewpoint ESEE Decisions

## CCNE01: NE 12<sup>th</sup> AVENUE INTERSTATE 84 OVERPASS – WEST SIDE, NORTH VIEWPOINT

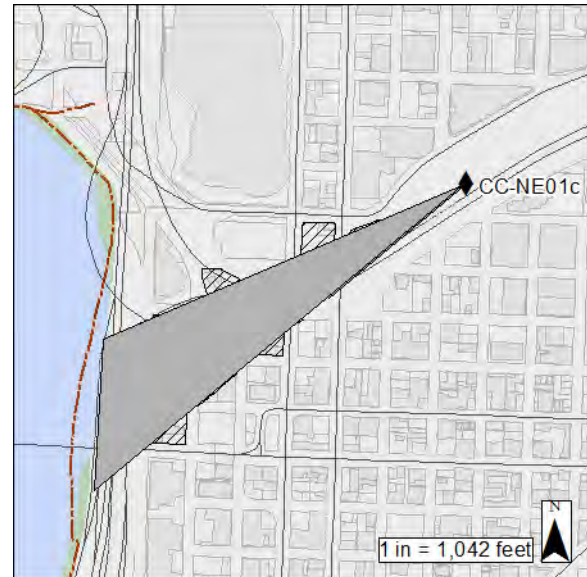
**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures and vegetation within a view corridor to the Central City skyline and West Hills.

**Protected focal feature(s) of the view:** Central City skyline, West Hills

**Explanation:** Train tracks along Sullivan’s Gulch draw the eye in to a view of the Central City skyline and West Hills. While some of the vegetation along the tracks partially blocks the view of the Central City, it also screens Interstate 84. The view from CCNE01 is ranked Tier I.

The general ESEE recommendation for a Tier I view is to prohibit conflicting uses within view corridors to Mt Hood, Mt St Helens, or bridges and to limit conflicting uses within view corridors to other primary focal features. There are four viewpoints in this general location along Sullivan’s Gulch: CCNE01, which was ranked Tier I, and CCNE03, which was ranked Tier II, are both on this overpass while CCNE02 and CCNE05 are on NE Lloyd Boulevard paralleling the Gulch. Staff evaluated the top two Sullivan’s Gulch views (CCNE01 and CCNE05) for their impact on BLI lots; CCNE01 emerged as the recommended view to protect. CCNE01 is the northern point on the overpass and provides a wider view of the Central City skyline while being less dominated by I-84. It is a historic view and has existing height limits of 50-80’ within its view corridor. The staff recommendation is to prohibit conflicting structures and vegetation to protect a view of the Central City skyline with visibility through to the West Hills (shown in red). Height limits will be updated through this analysis. There are also plans to install a bicycle/pedestrian bridge over I-84 connecting NE 7<sup>th</sup> Avenue north of I-84 to NE 8<sup>th</sup> Avenue south. It is recommended that CCNE01 be relocated to the new bike/ped bridge



when it is constructed and that viewpoint amenities, such as a bench and/or a bump-out, be included. The view from the bike/ped bridge should include the portion of the skyline roughly between the Wells Fargo Center and the Park Avenue West Tower.

## CCNE02: NE LLOYD BOULEVARD WEST OF NE 11<sup>th</sup> AVENUE

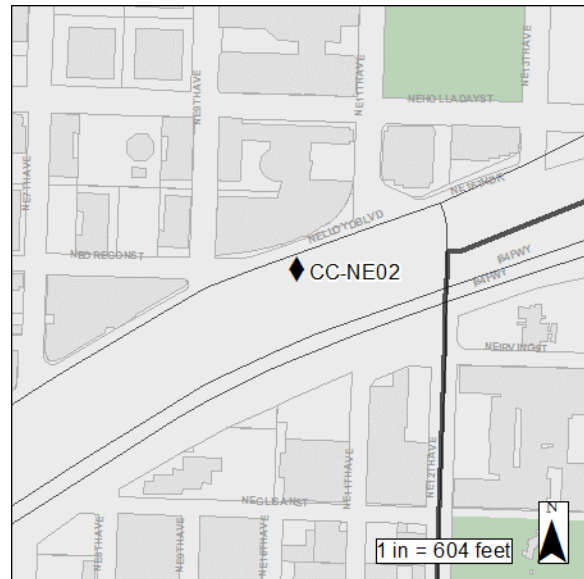
**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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. The view from CCNE02 is ranked Tier II.

The general ESEE recommendation for a Tier II view without a view of Mt Hood or Mt St Helens is to allow conflicting structures and to limit conflicting vegetation. However, there are four viewpoints in this general location along Sullivan’s Gulch, including two viewpoints on the 12<sup>th</sup> Avenue overpass (CCNE01 and CCNE03) and two viewpoints along NE Lloyd Boulevard paralleling the Gulch (CCNE02 and CCNE05). Staff evaluated the top two Sullivan’s Gulch views (CCNE01 and CCNE05) for their impact on BLI lots; CCNE01 emerged as the recommended view to protect. Therefore, the recommendation for CCNE02 is to allow conflicting uses.



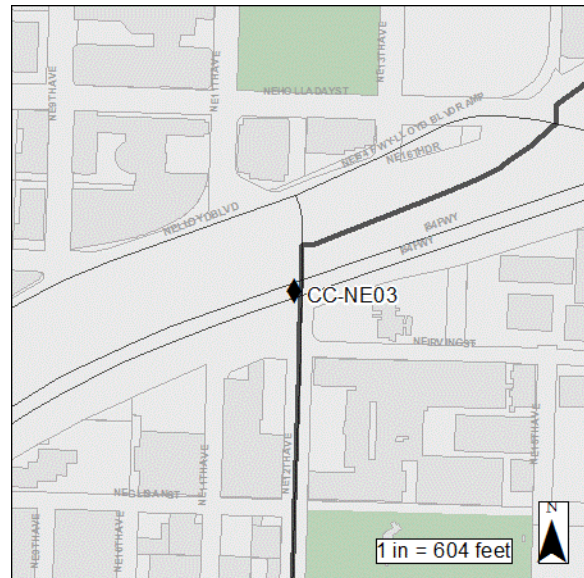
## CCNE03: NE 12<sup>th</sup> AVENUE INTERSTATE 84 OVERPASS – WEST SIDE, SOUTH VIEWPOINT

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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. The view from CCNE03 is ranked Tier II.



The general ESEE recommendation for a Tier II view without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation. However, there are four viewpoints in this general location along Sullivan’s Gulch, including two viewpoints on the 12<sup>th</sup> Avenue overpass (CCNE01 and CCNE03) and two viewpoints along NE Lloyd Boulevard paralleling the Gulch (CCNE02 and CCNE05). Staff evaluated the top two Sullivan’s Gulch views (CCNE01 and CCNE05) for their impact on BLI lots; CCNE01 emerged as the recommended view to protect. Therefore, the recommendation for CCNE03 is to allow conflicting uses.



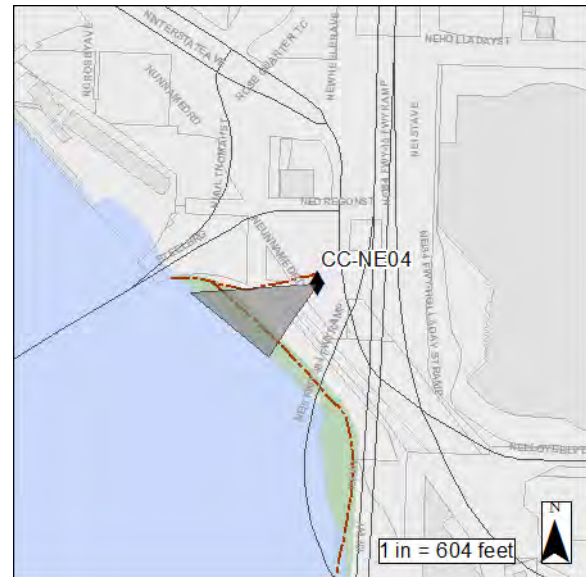
## CCNE04: GREENWAY VIEWPOINT AT PEACE PARK

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to the Willamette River, Central City skyline, and Steel Bridge.
2. *Allow* conflicting structures within view corridor to Willamette River, Steel Bridge, and Central City skyline.

**Protected focal feature(s) of the view:** Willamette River, Steel Bridge, Central City skyline

**Explanation:** This is a developed viewpoint at Peace Park near the intersection of NE Oregon Street and NE Lloyd Boulevard. The primary focal features are the Willamette River, Steel Bridge, and Central City skyline. The Burnside Bridge and West Hills are secondary focal features. This is one main entrance point to the Eastbank Esplanade and is on a major bike route so it receives heavy bicycle traffic. Clearer views of the Central City skyline and the Steel Bridge can be seen during leaf-off. The view from CCNE04 is ranked Group B.



The general ESEE recommendation for a Group B view without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation. That recommendation stands. This is a historic view and there is currently a 25' height limit associated with this viewpoint. However, due to the location of this viewpoint in Peace Park, above the ramp connecting to the Eastbank Esplanade and Steel Bridge, there is no development potential to block the view. The recommendation is to limit conflicting vegetation to maintain a view of the Willamette River, Central City skyline, and Steel Bridge (shown in yellow) and remove the height restrictions.



## CCNE05: NE LLOYD BOULEVARD WEST OF NE 9<sup>th</sup> AVENUE

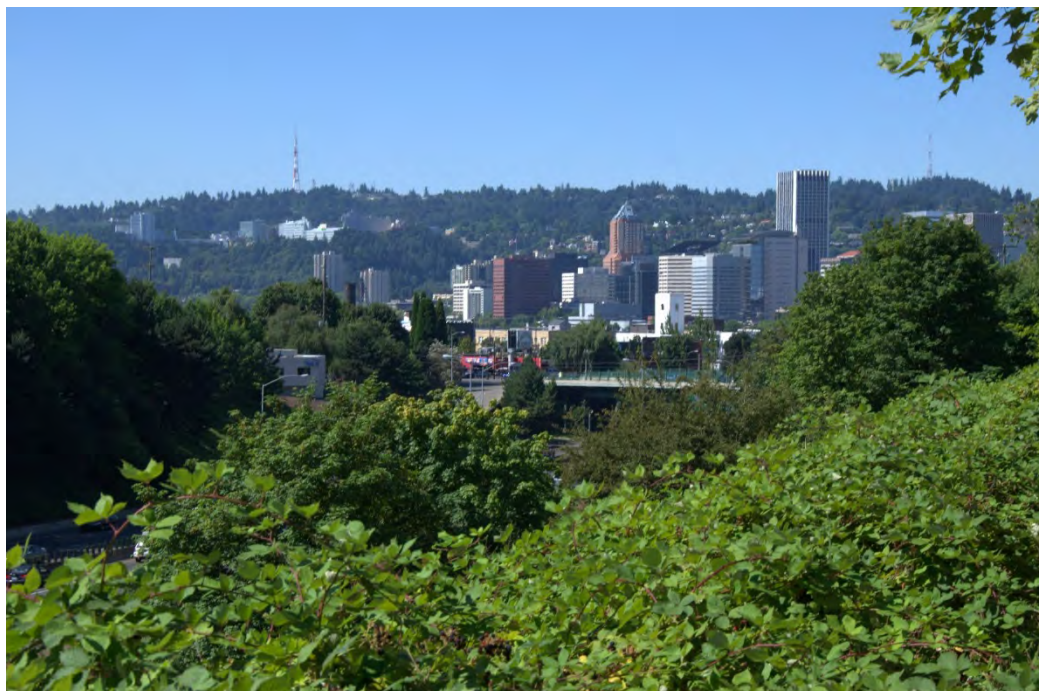
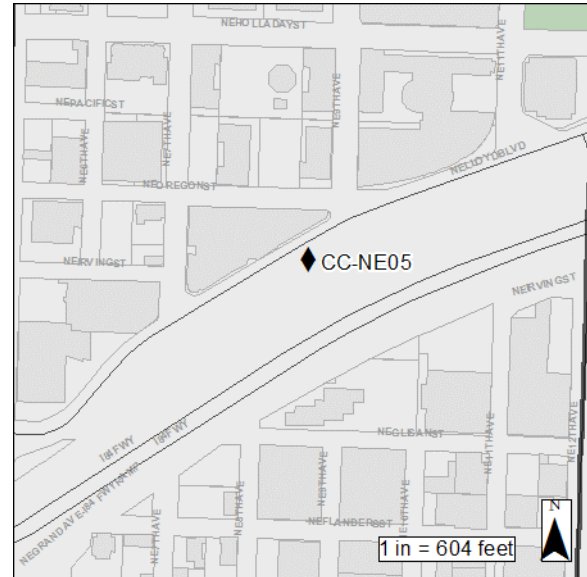
**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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. The view from CCNE05 is ranked Tier I.

The general ESEE recommendation for a Tier I view is to prohibit conflicting uses within view corridors to Mt Hood, Mt St Helens, or bridges and to limit conflicting uses within view corridors to other primary focal features. However, there are four viewpoints in this general location along Sullivan’s Gulch, including two viewpoints on the 12<sup>th</sup> Avenue overpass (CCNE01 and CCNE03) and two viewpoints along NE Lloyd Boulevard paralleling the Gulch (CCNE02 and CCNE05). Staff evaluated the top two Sullivan’s Gulch views (CCNE01 and CCNE05) for their impact on BLI lots; CCNE01 emerged as the recommended view to protect, though it is recommended that the viewpoint eventually be moved to the new bike/ped bridge over I-84, which will be in close proximity to this viewpoint. Therefore, the recommendation for CCNE05 is to allow conflicting uses.



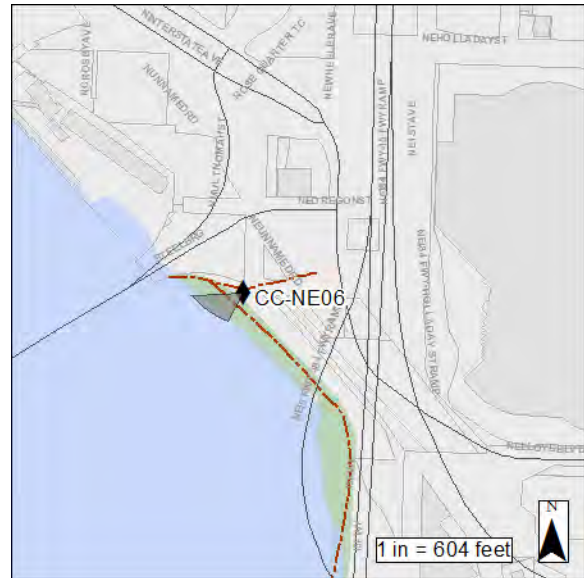
## CCNE06: MID-RAMP ON BIKE/PEDESTRIAN PATH TO STEEL BRIDGE

**Site-Specific ESEE Decision:** The ESEE decision is to:

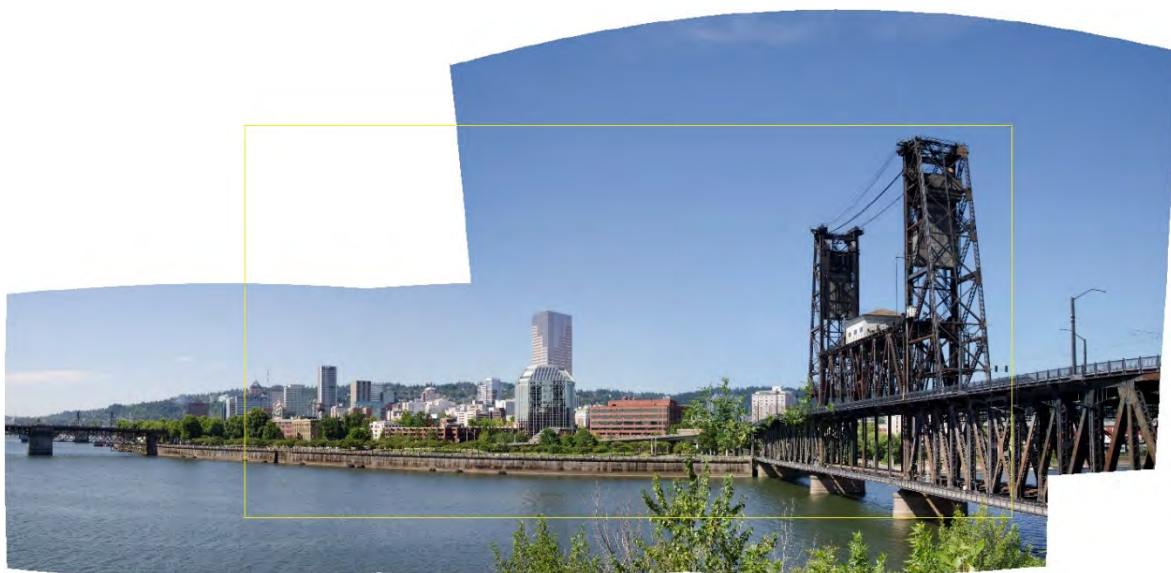
1. *Limit* conflicting vegetation within view corridor to the Willamette River, Central City skyline, and Steel Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Steel Bridge, Central City skyline

**Explanation:** This is a developed viewpoint on the ramp between the Eastbank Esplanade by the Steel Bridge and Peace Park near the corner of NE Lloyd Boulevard and NE Oregon Street. This view looks out over the Willamette River at the Central City skyline. Though not fully visible in the panoramic photo due to camera lens constraints, the Steel Bridge occupies the right hand side of the view. The Burnside Bridge, Waterfront Park, and West Hills are secondary focal features. This viewpoint is on a major bike route so it receives heavy bicycle traffic. The view from CCNE06 is ranked Group B.



The general ESEE recommendation for a Group B view without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation. That recommendation stands. Due to the location of this viewpoint along the ramp connecting Peace Park to the Eastbank Esplanade and Steel Bridge, there is no development potential to block the view. However, vegetation could grow up and block the view. Therefore, the recommendation is to limit conflicting vegetation to maintain a view of the Willamette River, Central City skyline, and Steel Bridge (shown in yellow).





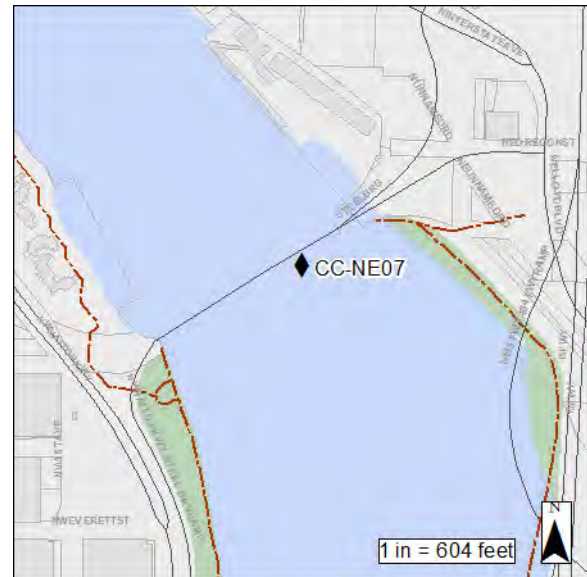
## CCNE07: STEEL BRIDGE – LOWER DECK, CENTER

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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. 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. The view from CCNE07 is ranked Group C.



The general recommendation for Group C views is to allow conflicting structures and to limit conflicting vegetation. However, this viewpoint is on a bridge out over the Willamette River so there are no conflicting uses (structures or vegetation) that could block the view of the Willamette River. In addition, there is a viewpoint directly above this one, on the upper deck of the Steel Bridge, that offers a similar view with a better perspective to both the Convention Center spires and the Downtown skyline. Therefore, the recommendation is to allow all conflicting uses.



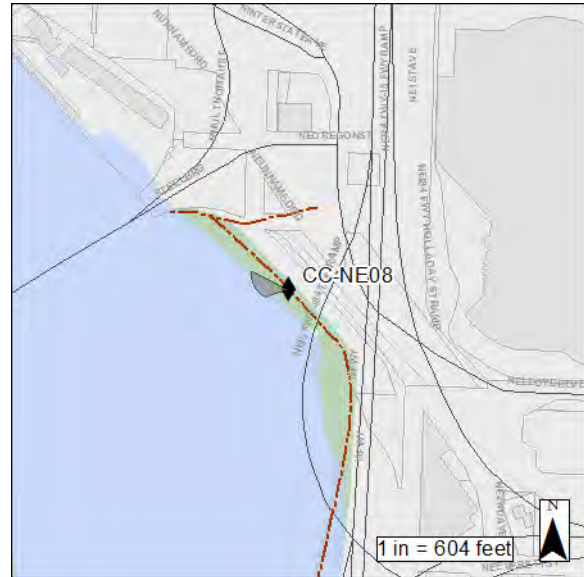
## CCNE08: EASTBANK ESPLANADE – SOUTH OF STEEL BRIDGE

**ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to the Willamette River and Steel Bridge.
2. *Allow* conflicting structures within view corridor of Willamette River and Steel Bridge.

**Protected focal feature(s) of the view:** Willamette River, Steel Bridge

**Explanation:** This view looks out across the Willamette River to the Old Town/Chinatown and Downtown skylines. 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, Waterfront Park, and West Hills are secondary focal features. 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. The view from CCNE08 is ranked Group B.



The general ESEE recommendation for a Group B view without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation. That recommendation stands. Due to the location of this viewpoint along the Eastbank Esplanade, there is no development potential to block the view. However, vegetation could grow and block the view. Therefore, the recommendation is to limit conflicting vegetation to maintain a view of the Willamette River and Steel Bridge (shown in yellow). In addition, this location should have investments made to add a bench or sign that marks the viewpoint.



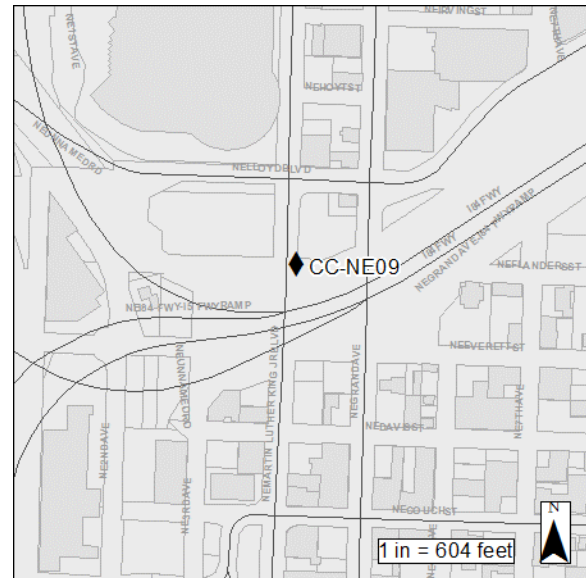
## CCNE09: NE MARTIN LUTHER KING JR BOULEVARD AND INTERSTATE 84 OVERPASS

**Site-Specific ESEE Decision:** The ESEE decision is to:

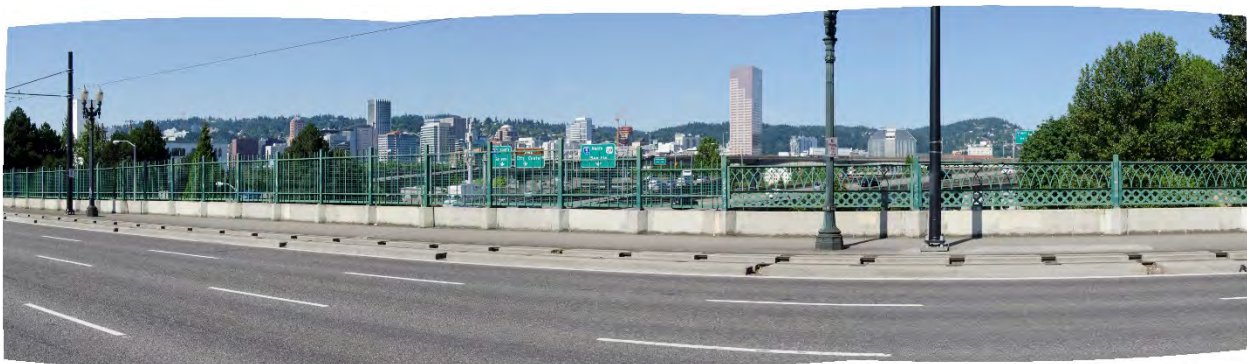
1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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. The view from CCNE09 is ranked Tier II.



The general ESEE recommendation for a Tier II view without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation with view corridors to primary focal features. However, the bulk of this view corridor extends out over the traffic lanes of I-84 where no vegetation can grow. In addition, the view is significantly compromised due to the discordant fence. Staff determined that limiting vegetation within the part of the view corridor that isn't out over I-84 would not significantly improve the view and that the benefits of preserving vegetation in those areas outweigh the benefits of opening up the already discordant view. Therefore, the recommendation is to allow conflicting uses.



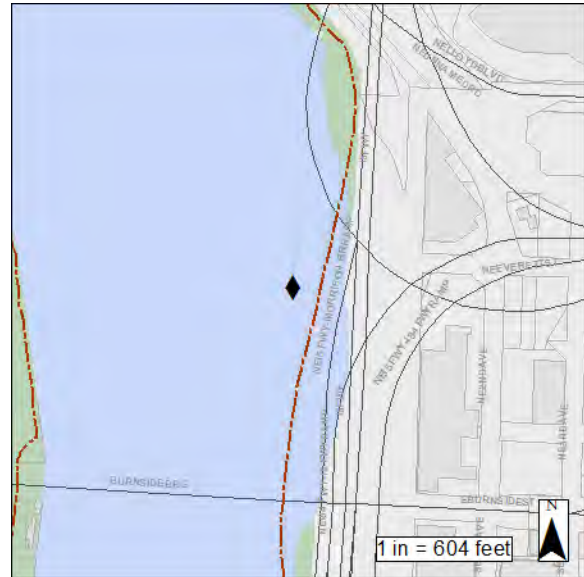
## CCNE10: DUCKWORTH DOCK – SOUTH END

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to Willamette River and Steel Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Steel Bridge

**Explanation:** 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. The view from CCNE10 is ranked Group B.



The general recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. That recommendation stands (shown in yellow). However, due to the location of this viewpoint on a dock out over the Willamette River, there are no conflicting uses (structures or vegetation) with a view of the Willamette River or Steel Bridge.



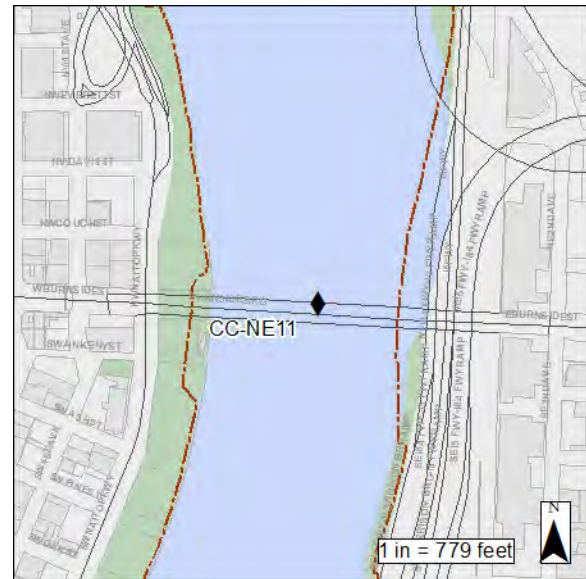
## CCNE11: BURNSIDE BRIDGE – NORTH SIDE, CENTER

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to Willamette River, Steel Bridge, Convention Center spires, and Moda Center.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Steel Bridge, Convention Center spires, Moda Center

**Explanation:** 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, both of which are lit up at night, offering an interesting nighttime view. 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. The view from CCNE11 is ranked Group B.



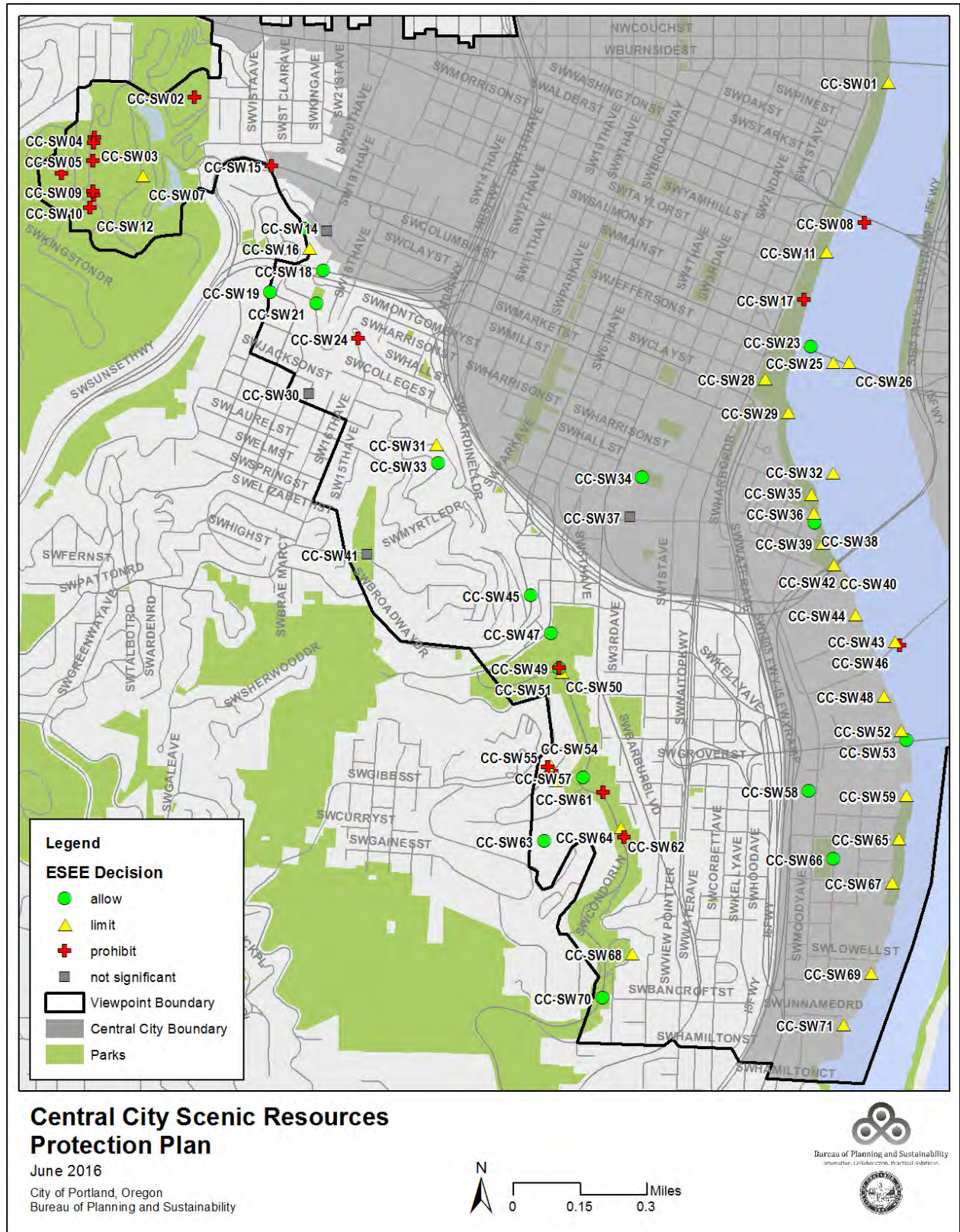
The general recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. That recommendation stands (shown in yellow). However, this viewpoint is on a bridge out over the Willamette River so there are no conflicting uses (structures or vegetation) that could completely block the view of the Willamette River, Steel Bridge, Moda Center, or Convention Center spires.



## 5.f. Southwest

There are 69 viewpoints in the southwest quadrant of the Central City; four are Tier III and not significant and the remainder receive site-specific decisions. 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). Map 9 shows the ESEE decisions.

Note – 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. Viewpoints CCSW32 and CCSW36 have two views; and CCSW58 has four views. CCSW14, CCSW30, CCSW37, CCSW41, and one of the views from CCSW58 were determined to be not significant and, therefore, do not receive a site-specific decision.



Map 9: Southwest Viewpoint ESE Decisions

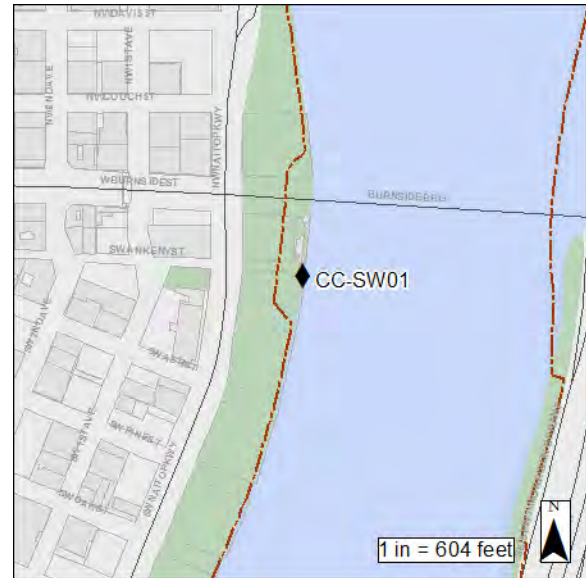
## CCSW01: GREENWAY TRAIL WEST – AT SW ANKENY STREET

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to the Willamette River and Burnside Bridge.
2. *Allow* conflicting structures within view corridor to the Willamette River and Burnside Bridge.
3. *Allow* conflicting structures and vegetation within view corridor to Mt Hood.

**Protected focal feature(s) of the view:** Willamette River, Burnside Bridge

**Explanation:** 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. Other than Mt Hood, there is not much scenic interest along the eastern edge of the river. The view from CCSW01 is ranked Group C.



The general ESEE recommendation for Group C views is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. That recommendation stands (shown in yellow). However, due to the location of the viewpoint along the seawall, there is no potential for development or vegetation to block the view of the river and bridge. However, development and/or vegetation on the east side of the river could potentially block the view of Mt Hood. Though Mt Hood is not a primary focal feature of this view, this viewpoint was considered in the analysis of views of Mt Hood from bridges and the Greenway Trail. The results of that economic analysis for views of Mt Hood from the Willamette River results in a ESEE recommendation for CCSW01 to allow conflicting uses within the view corridor to Mt Hood.





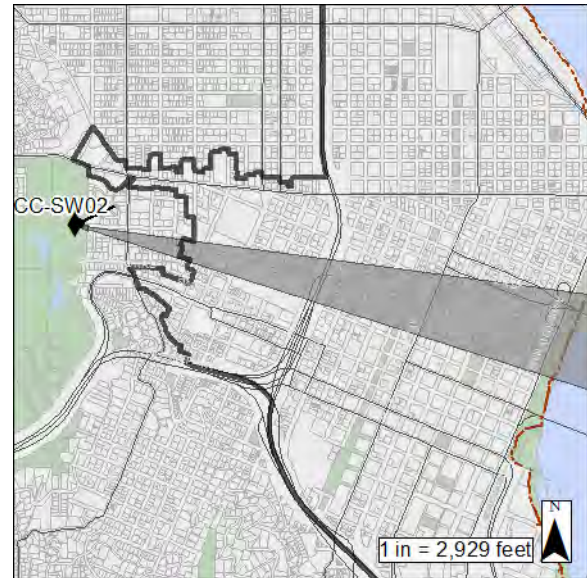
## CCSW02: LEWIS AND CLARK MONUMENT AT SW PARK PLACE

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures and vegetation within view corridor to Mt Hood.

**Protected focal feature(s) of the view:** Mt Hood

**Explanation:** 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. The view from CCSW02 is ranked Tier II.



The general ESEE recommendation for a Tier II view where Mt Hood or Mt St Helens is a primary focal feature is to limit conflicting structures and vegetation within the view corridor to Mt Hood. There is an existing height limit associated with this historic view corridor from the Lewis and Clark Monument to Mt Hood. Though the view of Mt Hood is already compromised – there’s an apartment building that encroaches on the view of the mountain – the viewpoint is located in an accessible area at the entrance of Washington Park. Therefore, the recommendation is to prohibit conflicting uses and to retain the height restriction associated with the view of Mt Hood from this viewpoint (shown in red) and limit vegetation (shown in yellow).



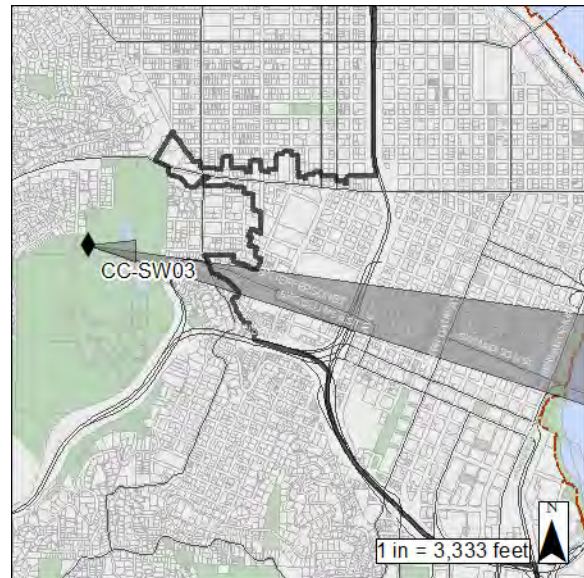
## CCSW03: INTERNATIONAL ROSE TEST GARDEN – NORTH SIDE, PICNIC TABLES

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures and vegetation within view corridor to Mt Hood.
2. *Limit* conflicting structures and vegetation within view corridor to Central City skyline.

**Protected focal feature(s) of the view:** Mt Hood, Central City skyline

**Explanation:** 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 and views of the eastern foothills, Central City skyline, and Mt Adams in the distance. 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. The view from CCSW03 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within the view corridors to Mt Hood, Mt St Helens, and bridges, and to limit conflicting structures and vegetation within view corridors to other primary focal features. That recommendation stands. However, this viewpoint is at a sufficiently high elevation that there are no conflicts with the view of Mt Hood and existing developable height limits. This is true for both BLI and non-BLI lots. 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 Central City skyline and Mt Adams, which is partially visible from this viewpoint. Therefore, the recommendation is to prohibit conflicting structures and vegetation to maintain a view of Mt Hood



(shown in red), and to limit conflicting structures and vegetation within a view corridor to the Central City skyline (shown in yellow).

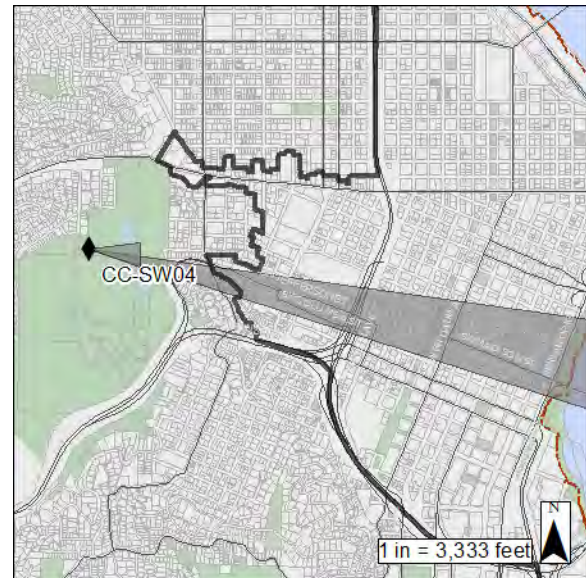
## CCSW04: INTERNATIONAL ROSE TEST GARDEN – TOP OF STAIRS NEAR TELESCOPE

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures and vegetation within view corridor to Mt Hood.
2. *Limit* conflicting structures and vegetation within view corridor to the eastern foothills.

**Protected focal feature(s) of the view:** Mt Hood, eastern foothills

**Explanation:** Located at the top of the stairs above the amphitheater stage at the Rose Garden, this view looks out to the eastern foothills and Mt Hood. The Downtown skyline and rose garden are secondary focal features. This is one of two developed viewpoints at the rose garden and has a viewing telescope (the other developed viewpoint is CCSW10). The view from CCSW04 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens, or a bridge is a primary focal feature and to limit conflicting structures and vegetation within view corridors to other primary focal features. There are two BLI and two non-BLI lots that, if redeveloped to their allowed height potential, could block the view. Therefore, staff recommend applying a height limit. In addition, vegetation could grow up and block the view of Mt Hood. Therefore, the recommendation is to prohibit conflicting structures and vegetation to maintain a view of Mt Hood (shown in red) and to limit conflicting structures and vegetation to maintain a view of the eastern foothills (shown in yellow).



## CCSW05: INTERNATIONAL ROSE TEST GARDEN – TOP OF STAIRS ABOVE GAZEBO

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures and vegetation within view corridor to Mt Hood.
2. *Limit* conflicting structures and vegetation within view corridor to the Central City skyline.

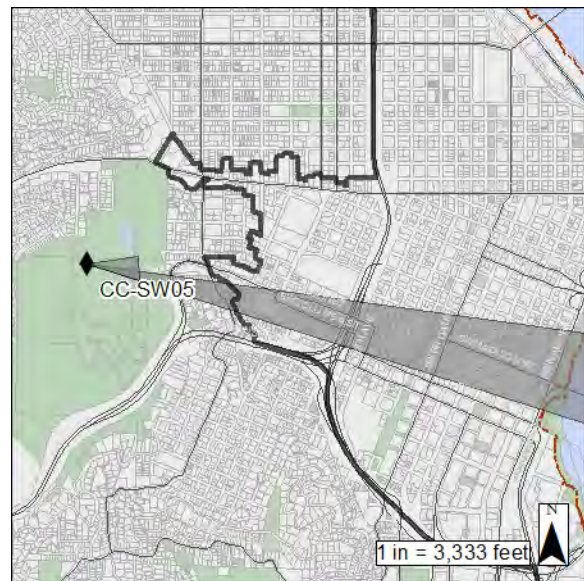
**Protected focal feature(s) of the view:** Mt Hood, Central City skyline

**Explanation:** 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 Central City 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.

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 Central City 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. The view from CCSW05 is ranked Tier I.

The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens, or a bridge is a primary focal feature and to limit conflicting structures and vegetation within view corridors to other primary focal features. There are three BLI and two non-BLI lots that, if redeveloped to their allowed height potential, could block the view.

Therefore, staff recommend applying a height limit. In addition, vegetation could grow up and block the view of Mt Hood. Therefore, the recommendation is to prohibit conflicting structures and vegetation to maintain a view of Mt Hood (shown in red) and to limit conflicting vegetation to maintain a view of the Central City skyline (shown in yellow).



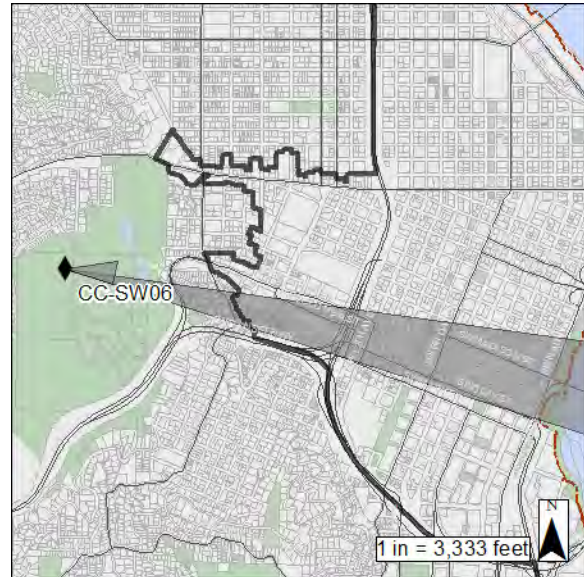
## CCSW06: PORTLAND JAPANESE GARDEN

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures and vegetation within view corridor to Mt Hood.
2. *Limit* conflicting structures and vegetation to maintain a view of the Central City skyline.

**Protected focal feature(s) of the view:** Mt Hood, Central City skyline

**Explanation:** This view, taken from the Portland Japanese Garden, looks out to Mt Hood and the eastern foothills. The Central City skyline and Mt Tabor are secondary focal features. 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. The view from CCSW06 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens or a bridge is a primary focal feature and to limit conflicting structures and vegetation within view corridors to other primary focal features. That recommendation stands. However, the viewpoint at the Japanese Garden is at a high enough elevation that structures within the Central City boundary, even if built to their allowed heights, will not block the view of Mt Hood under current zoning. The view of the Central City skyline is being impacted by vegetation growing up from below, particularly a row of Douglas firs in the foreground; however, vegetation also contributes positively to the view. Therefore, the recommendation is to prohibit conflicting structures and vegetation to maintain a view of Mt Hood (shown in red) and to limit conflicting structures and vegetation to maintain a view of the Central City skyline (shown in yellow).



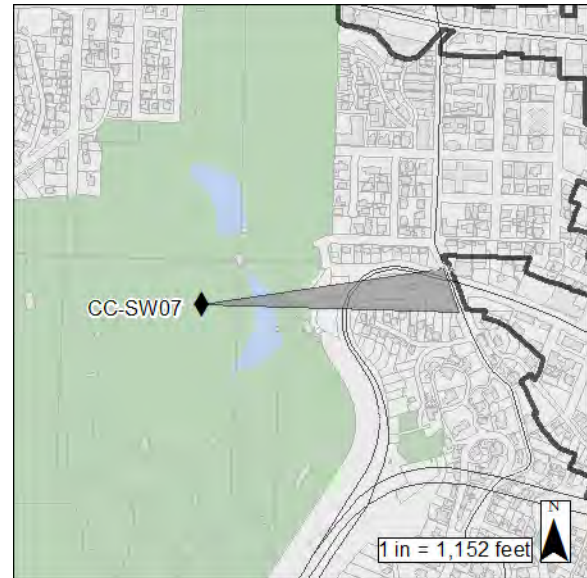
## CCSW07: SW SHERWOOD BOULEVARD ABOVE RESERVOIR 4

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to the Vista Bridge and the Central City skyline.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Vista Bridge, Central City skyline

**Explanation:** Looking down from this viewpoint along SW Sherwood Boulevard in Washington Park, one can see the Vista Bridge and Central City skyline against a backdrop of vegetated foothills and buttes 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. The view from CCSW07 is ranked Tier II.



The general ESEE recommendation for Tier II views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. That recommendation stands. Staff recommend applying the limit conflicting vegetation decision within a view corridor to the Vista Bridge and the Central City skyline (shown in yellow).



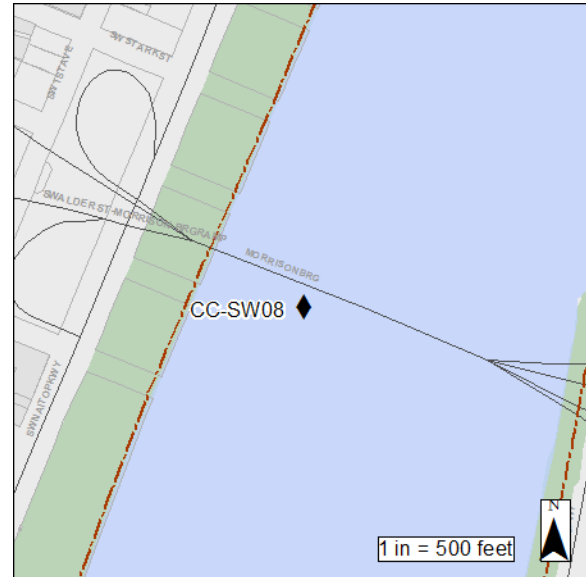
## CCSW08: MORRISON BRIDGE – SOUTH SIDE, WEST

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures and vegetation within view corridor to Central City skyline, and Hawthorne Bridge, with the Willamette River below.

**Protected focal feature(s) of the view:** Willamette River, Central City skyline, Hawthorne Bridge

**Explanation:** 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 Central City 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. The view from CCSW08 is ranked Group A.



The general recommendation for Group A views is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens or a bridge is a primary focal feature, and to limit conflicting structures and vegetation within view corridors to other primary focal features. Due to the location of this viewpoint on the Morrison Bridge out over the Willamette River, there is no potential for development or vegetation to block the view of the Willamette River, Hawthorne Bridge, or Central City skyline. The Central City skyline and Willamette River are both integral to this view. Therefore, the decision is to prohibit conflicting uses to maintain a view of the Central City skyline and Hawthorne Bridge, with the Willamette River below (shown in red).



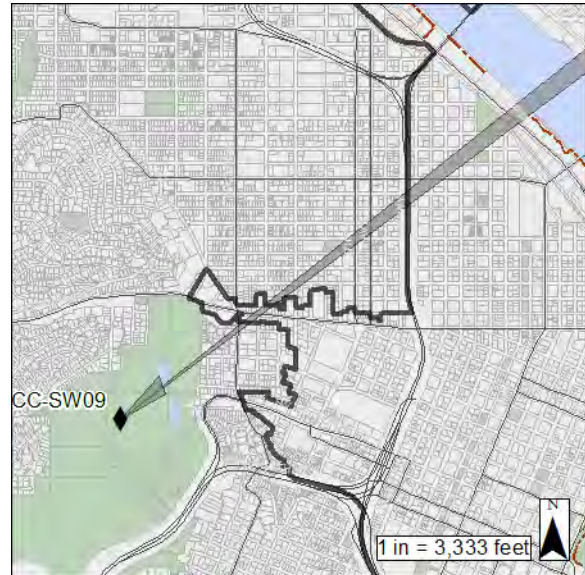
## CCSW09: INTERNATIONAL ROSE TEST GARDEN – NEAR GARDEN STORE, NORTH POINT

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures and vegetation within view corridor to Mt Adams.

**Protected focal feature(s) of the view:** Mt Adams

**Explanation:** This view from in front of the garden store at the Rose Garden looks out to the eastern foothills and 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). The view from CCSW09 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens or a bridge is a primary focal feature, and to limit conflicting structures and vegetation within view corridors to other primary focal features. The elevation of the viewpoint is at a high enough elevation that structures within the Central City boundary, even if built to their allowed heights, will not block the view of Mt Adams. However, vegetation is encroaching on the view from the bottom and sides and is beginning to obscure a clear view of Mt Adams. This is the most complete view of Mt Adams identified through the CCSRI. Therefore, the recommendation is to prohibit conflicting vegetation to maintain a view of Mt Adams (shown in red).





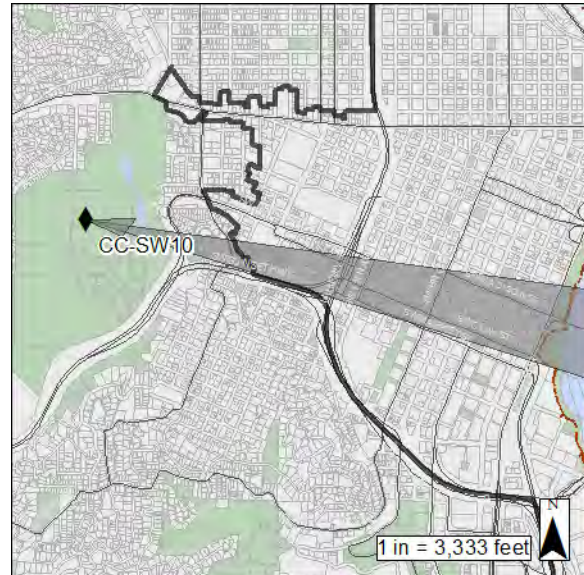
## CCSW10: INTERNATIONAL ROSE TEST GARDEN – NEAR GARDEN STORE, SOUTH POINT

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures and vegetation within view corridor to Mt Hood.
2. *Limit* conflicting structures and vegetation within view corridor to the Central City skyline.

**Protected focal feature(s) of the view:** Mt Hood, Central City skyline

**Explanation:** 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. 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). The view from CCSW10 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens or a bridge is a primary focal feature, and to limit conflicting structures and vegetation within view corridors to other primary focal features. 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. The view of Mt Hood is already compromised – the Wells Fargo Center partially obstructs the view of the mountain; however, it is still a Tier I ranked view. There are three BLI conflicts and five non-BLI conflicts. Staff recommend



applying height limits to preserve this view. In addition, a row of Douglas firs is encroaching on the view from below, almost entirely blocking the skyline and part of Mt Hood. Therefore, the recommendation is to prohibit conflicting structures and vegetation to maintain a view of Mt Hood (shown in red) and to limit conflicting structures and vegetation to maintain visibility through to the Central City skyline (shown in yellow).

## CCSW11: GREENWAY TRAIL WEST – BETWEEN SW MORRISON STREET AND SW YAMHILL STREET

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation within the view corridor to Mt Hood.
2. *Limit* conflicting vegetation within view corridors to the Willamette River and Morrison and Hawthorne Bridges.
3. *Allow* conflicting structures within view corridor to Willamette River and Morrison and Hawthorne Bridges.

**Protected focal feature(s) of the view:** Willamette River, Morrison Bridge, Hawthorne Bridge

**Explanation:** 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. 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. The view from CCSW11 is ranked Group B.



The general ESEE recommendation for Group B views where Mt Hood or Mt St Helens is not a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. Due to the location of the viewpoint along the seawall, there is no potential for development or vegetation to block the view of the river and bridges. However, development and/or vegetation on the east side of the river could potentially block the view of Mt Hood. Though Mt Hood is not a primary focal feature of this view, this viewpoint was considered in the analysis of views of Mt Hood from bridges and the Greenway Trail. The results of that economic analysis for views of Mt Hood from the Willamette River results in a ESEE recommendation for CCSW11 to allow conflicting uses within the view corridor to Mt Hood. The general ESEE decision stands for the view corridor to the bridges and river (shown in yellow).



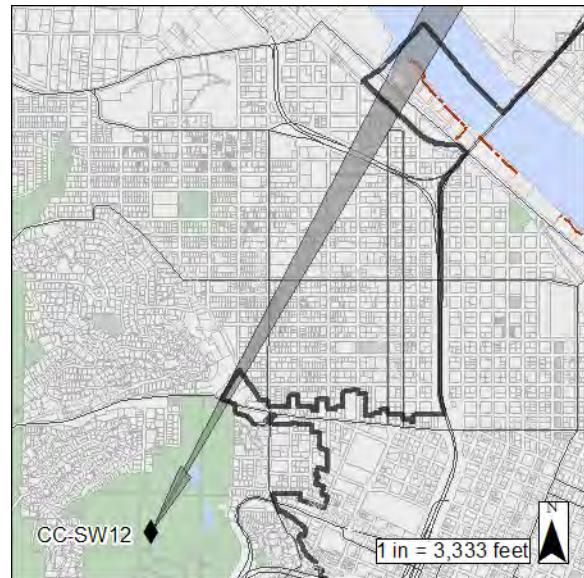
## CCSW12: WASHINGTON PARK – ZOO TRAIN STATION BY ROSE GARDEN

**Site-Specific ESEE Decision:** The ESEE decision is to:

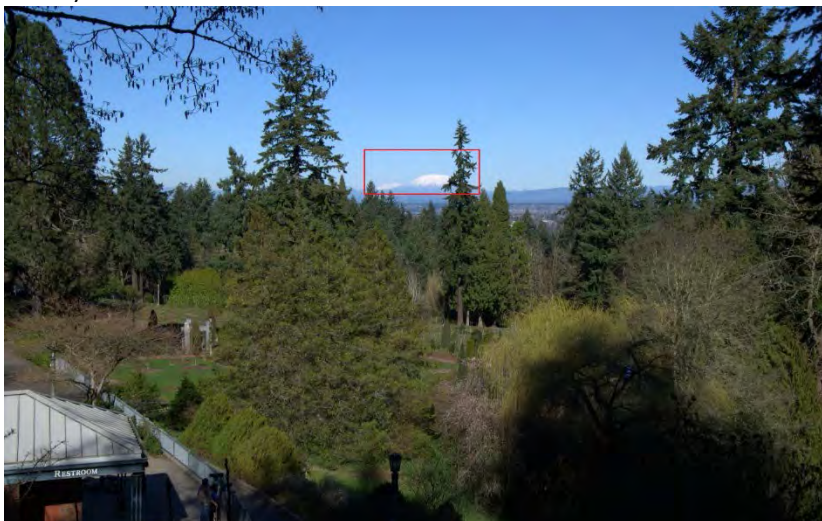
1. *Prohibit* conflicting structures and vegetation within view corridor to Mt St Helens and Mt Rainier.

**Protected focal feature(s) of the view:** Mt St Helens, Mt Rainier

**Evaluation:** 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. The view from CCSW12 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens or a bridge is a primary focal feature and to limit conflicting structures and vegetation within view corridors to other primary focal features. The viewpoint at the zoo train station by the Rose Garden is at a high enough elevation that structures within the Central City boundary, even if built to their allowed heights, will not block the view of Mt St Helens. However, vegetation is beginning to obscure the view of Mt St Helens. This is also one of the only views of Mt St Helens where Mt Rainier is identifiable. Therefore, the recommendation is to prohibit conflicting structures and vegetation to maintain a view of Mt St Helens and Mt Rainier (shown in red).



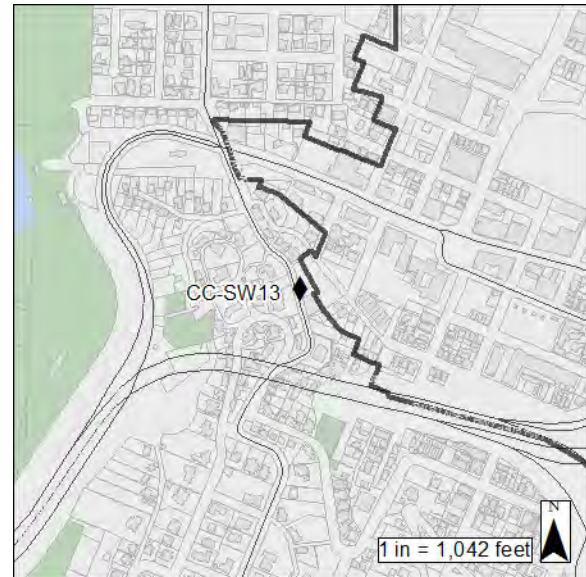
## CCSW13: SW VISTA AVENUE NORTH OF SW MONTGOMERY DRIVE – NORTH POINT

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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



Drive and north of the development on the property; it is not a highly trafficked or accessible part of Portland. The view from CCSW13 is ranked Tier II.

The general ESEE recommendation for a Tier II view is to limit conflicting structures and vegetation within view corridors where Mt Hood or Mt St Helens is a primary focal feature, and to limit conflicting vegetation and allow conflicting structures within view corridors to other primary focal features. Historically, this was a view of Mt St Helens. There are no building height conflicts with a view of Mt St Helens on BLI or non-BLI lots. However, vegetation obscures the view. In addition, there is a second viewpoint (CCSW16) located just south of this viewpoint which offers a clearer view of Mt St Helens and is located at the top of a public staircase. Staff analyzed both viewpoints and chose to protect CCSW16 since it is located at the top of a public staircase and currently offers a clearer view of Mt St Helens. Therefore, the ESEE decision for CCSW13 is to allow all conflicting uses.



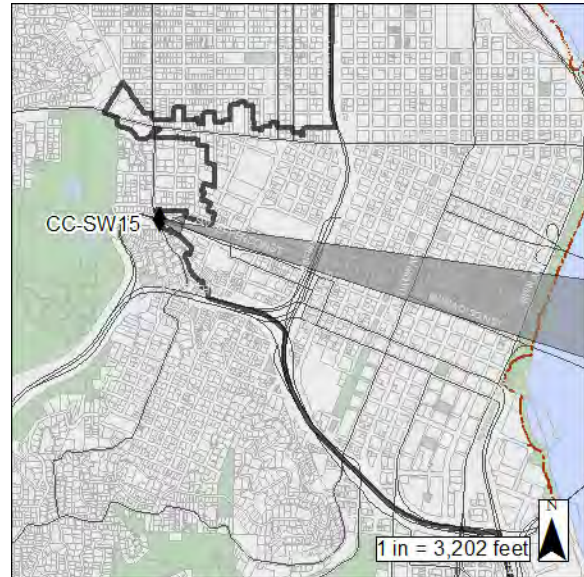
## CCSW15: VISTA BRIDGE – EAST SIDE, CENTER

**Site-Specific ESEE Decision:** The ESEE decision is to:

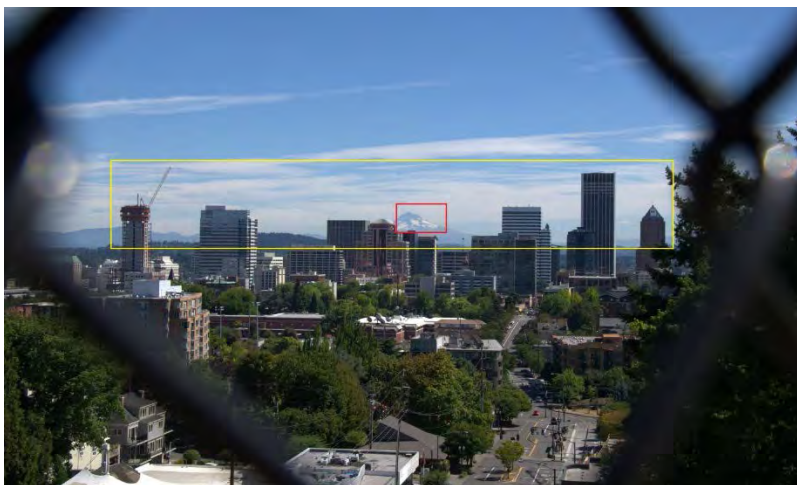
1. *Prohibit* conflicting structures and vegetation within view corridor to Mt Hood.
2. *Limit* conflicting structures and vegetation within view corridor to the Central City skyline.

**Protected focal feature(s) of the view:** Mt Hood, Central City skyline

**Explanation:** This is a view of Mt Hood and the Central City 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. The view from CCSW15 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens or a bridge is a primary focal feature, and to limit conflicting structures and vegetation within view corridors to other primary focal features. The view of Mt Hood is already compromised – multiple buildings in Downtown partially encroach on the view of the mountain; however, this was still ranked a Tier I view by the experts. Staff adjusted the view cone to Mt Hood to reflect the current extent of the view to Mt Hood and then assessed impact on BLI lots. There are 13 BLI lots and 52 non-BLI lots that, if redeveloped to their allowed height potential, would further block the view of Mt Hood. Therefore, the ESEE decision is to prohibit conflicting structures and vegetation within the current view corridor to Mt Hood (shown in red) and to limit conflicting vegetation within the view corridor to the Central City skyline (shown in yellow). Staff also recommend replacing the discordant safety fencing with something more permeable that allows better visibility while maintaining its safety function, and reinstating access to the two bump-out benches.



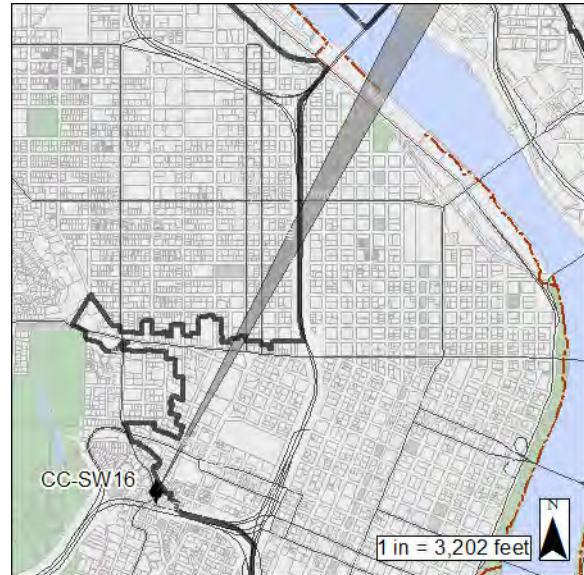
## CCSW16: SW VISTA AVENUE NORTH OF SW MONTGOMERY DRIVE – ABOVE STAIRS

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures and vegetation within view corridor to Mt St Helens and Mt Rainier.
2. *Limit* conflicting structures and vegetation within view corridor to Central City skyline, Mt Adams, and Fremont Bridge.

**Protected focal feature(s) of the view:** Mt St Helens, Mt Rainier, Central City skyline, Mt Adams, Fremont Bridge

**Explanation:** This view is of Mt St Helens and the Central City West skyline. Mt Adams, Mt Rainier, nearby buttes, and the eastern foothills are secondary focal features. 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. The view from CCSW16 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens or a bridge is a primary focal feature, and to limit conflicting structures and vegetation within view corridors to other primary focal features. Based on existing allowed buildable heights, there are no conflicts between current allowed building heights and a view of Mt St Helens. Though overgrown vegetation encroaches on the views of Mt St Helens, Mt Rainier, Mt Adams, and the Central City skyline, this view has less discordant vegetation than the view from the nearby historically designated viewpoint just north of here (see CCSW13). In addition, this viewpoint is located at the top of a public staircase. This is also one of the few locations with good visibility to Mt Rainier. Therefore, the recommendation is to prohibit conflicting uses to maintain a view of Mt St Helens and Mt Rainier (shown in red), and to limit conflicting uses to maintain a view of the Fremont Bridge, Mt Adams, and the Central City skyline (shown in yellow).



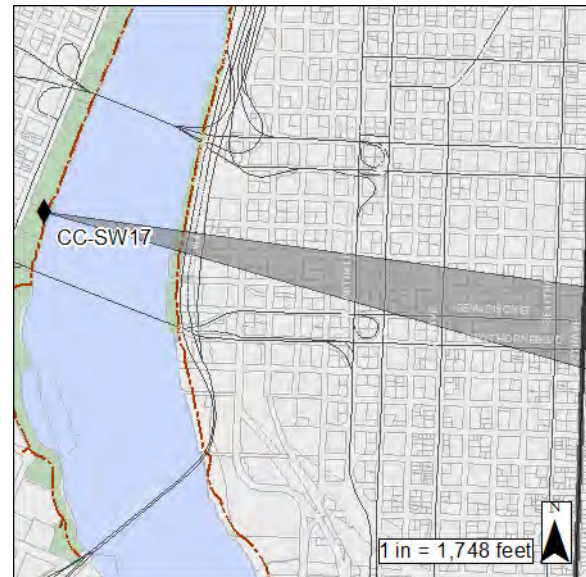
## CCSW17: GREENWAY TRAIL WEST – AT SALMON STREET SPRINGS

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures and vegetation within view corridor to Mt Hood.
2. *Limit* conflicting vegetation within view corridors to the Willamette River, Morrison Bridge, and Hawthorne Bridge.
3. *Allow* conflicting structures within view corridors to the Willamette River, Morrison Bridge, and Hawthorne Bridge.

**Protected focal feature(s) of the view:** Willamette River, Hawthorne Bridge, Morrison Bridge, Mt Hood

**Explanation:** Located at the Salmon Street Springs fountain, this view looks out across the Willamette River and the Central Eastside to Mt Hood. There is also a primary view of the Hawthorne Bridge. The Morrison Bridge, riverbank, and Mt Tabor are secondary focal features. The vegetation on the east side, including the conical conifers contributes to the scenic quality of this view. This developed viewpoint is located at Governor Tom McCall Waterfront Park and on a highly trafficked and accessible section of the Greenway Trail. The viewpoint is quite large and includes upper and lower paths, a curved staircase, and the approach from Salmon Springs. It has two telescopes, educational signs, and an amphitheater staircase where a viewer can sit and take in the view. The viewpoint receives high volumes of visitors, particularly during events like the Rose Festival, which draw tourists from the entire Metro Region. The view from CCSW17 is ranked Group B.



The general ESEE recommendation for Group B views where Mt Hood or Mt St Helens is a primary focal feature is to limit conflicting uses within the view corridor to Mt Hood or Mt St Helens, and to limit conflicting vegetation and allow conflicting structures within view corridors to other primary focal features. Due to the location of the viewpoint along the seawall, there is no potential for development or vegetation to block a view of the Willamette River and bridges. However, structures or vegetation on the east side could block a view of Mt Hood. CCSW17 was included in the analysis of views of Mt Hood from bridges and the Greenway Trail. There were 10 potential views of Mt Hood considered. Of the ten, SW17 is one of two viewpoints with a decision to prohibit conflicting uses within the view corridor to Mt Hood (shown in red). This viewpoint was chosen based on its location, existing infrastructure, accessibility and current use as a viewpoint. The general ESEE recommendation stands for the Willamette River and bridges (shown in yellow).



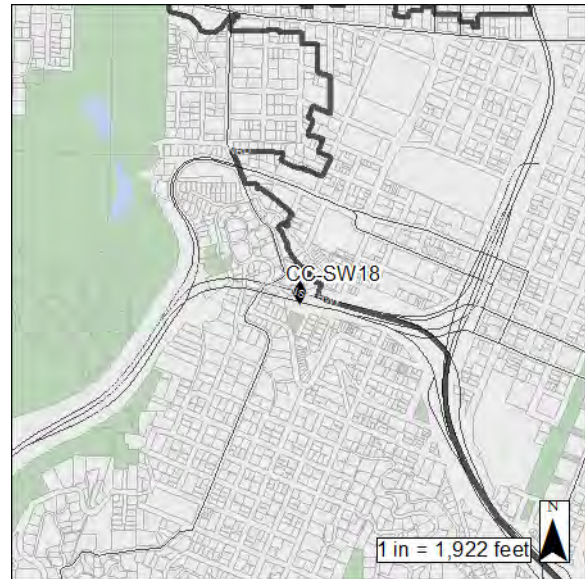
## CCSW18: SW MILL STREET TERRACE

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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. The view from CCSW18 is ranked Tier II.



The general ESEE recommendation for a Tier II view without Mt Hood and/or Mt St Helens as a primary focal feature is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. However, this viewpoint is not easily accessible and lacks a sidewalk or a safe, legal place to take in the view. Therefore, the ESEE decision for CCSW18 is to allow all conflicting uses.





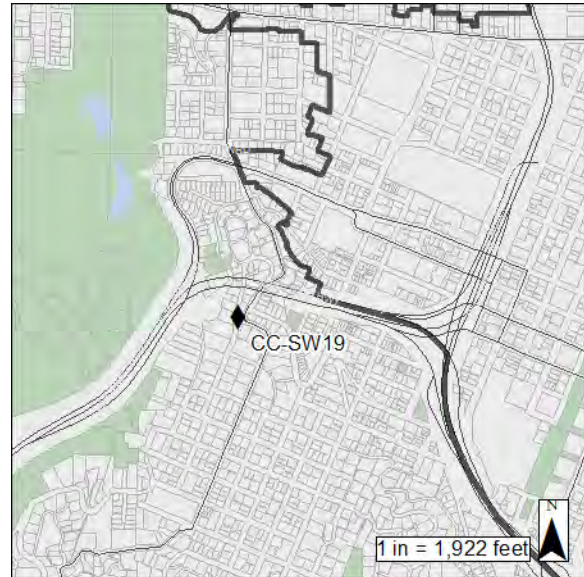
## CCSW19: SW MONTGOMERY DRIVE NORTH OF SW CARTER LANE

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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. The view from CCSW18 is ranked Tier II.



The general ESEE recommendation for a Tier II view without Mt Hood or Mt St Helens as a primary focal features is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. However, the view is compromised by a significant amount of existing vegetation. The viewpoint is not highly trafficked or easily accessible. Staff determined that the costs of removing vegetation from a steep slope to maintain a view from CCSW19, particularly the environmental costs associated with the loss of slope stabilizing vegetation, outweigh any benefits. Therefore, the ESEE decision for CCSW19 is to allow all conflicting uses.



## CCSW21: SW MONTGOMERY DRIVE AT FRANK L KNIGHT CITY PARK

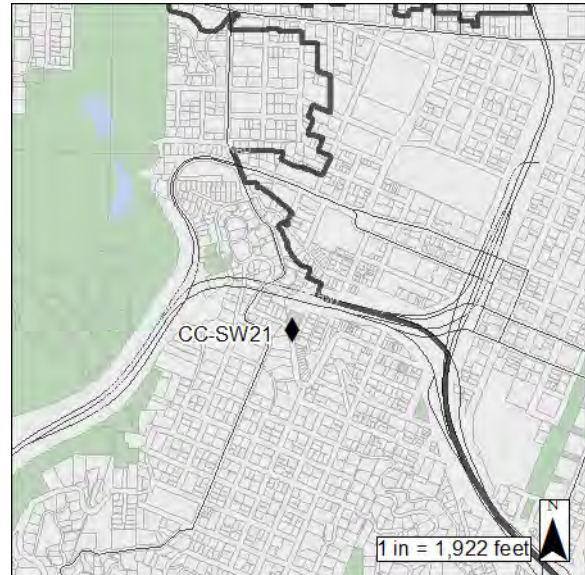
**Site-Specific Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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. 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. The view from CCSW21 is ranked Tier II.

The general ESEE recommendation for a Tier II view with Mt St Helens as a primary focal feature is to limit conflicting structures within the view corridor to Mt St Helens. There is one BLI and two non-BLI conflicts within the view corridor to Mt St Helens. However, significant existing vegetation obscures the view of Mt St Helens, even during leaf-off (during leaf-on, the view is completely obscured). Though this viewpoint is adjacent to a City-owned public park, it is not a developed park. Furthermore, it is located up in the hills and not likely to be accessed by anyone other than neighbors. Therefore, the ESEE decision is to allow all conflicting uses.



## CCSW23: HAWTHORNE BRIDGE – NORTH SIDE, WEST

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. Allow conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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. The view from CCSW23 is ranked Group B.



The general ESEE recommendation for Group B views where Mt Hood is not a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. Due to the location of the viewpoint on the Hawthorne Bridge, out over the water, there is no potential for development or vegetation to block the view of the river, Waterfront Park, the Downtown skyline, or the Morrison Bridge. However, development and/or vegetation on the east side of the river could potentially block the view of Mt Hood. Though Mt Hood is not a primary focal feature of this view, this viewpoint was considered in the analysis of views of Mt Hood from bridges and the Greenway Trail. The results of that economic analysis for views of Mt Hood from the Willamette River results in a ESEE recommendation for CCSW23 to allow conflicting uses within the view corridor to Mt Hood. There is another viewpoint on the north side of the Hawthorne Bridge (CCSW26) that offers a clearer view of the Central City skyline and a better perspective of the Willamette River. Therefore, the ESEE recommendation for CCSW23 is to allow conflicting uses.



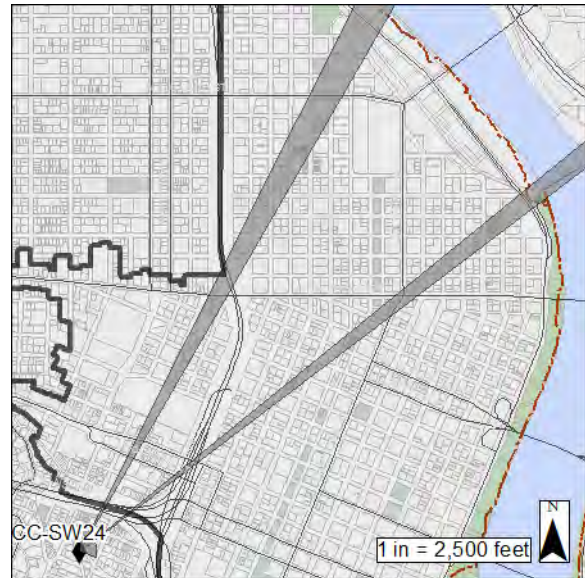
## CCSW24: SW UPPER HALL STREET HAIRPIN TURN

**Site-Specific ESEE Decision:** The ESEE decision is to allow.

1. *Prohibit* conflicting structures and vegetation within view corridors to the Central City skyline, Mt Adams, and Mt St Helens.
2. *Limit* conflicting vegetation within view corridors to Mt Hood and the Fremont Bridge.

**Protected focal feature(s) of the view:** Mt Hood, Mt St Helens, Mt Adams, Central City skyline, Fremont Bridge

**Explanation:** 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, and KOIN Center are all visible. Viewpoint access is limited due to its remote location, lack of parking, bike lanes, or transit access, and incomplete sidewalk. The view from CCSW24 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens, or bridges are primary focal features, and to limit conflicting structures and vegetation within view corridors to other primary focal features. There are no BLI and nine non-BLI conflicts within the view corridor to Mt St Helens, one BLI and 12 non-BLI conflicts to Mt Adams, and three BLI and 11 non-BLI conflicts to Mt Hood. CCSW24 has two existing height limitations; one is an extended view corridor to Mt Hood and the other is a wider but shallower panoramic view corridor directly adjacent to the viewpoint. This viewpoint is difficult to get to, has limited parking, and an incomplete sidewalk, and is not likely to be accessed by anyone other than people living nearby; however, the expert panel ranked it as one of the best views. Staff recommend retaining height limits within the view corridor to the Central City skyline and adding new height limits within view corridors to Mt Adams and Mt St Helens; staff recommend removing the height limits within the view corridor to Mt Hood. Therefore, the decision is to prohibit conflicting uses to maintain a view of the Central City skyline, Mt Adams, and Mt St Helens (shown in red) and to limit conflicting vegetation to maintain a view of Mt Hood and the Fremont Bridge as long as the views remain (shown yellow).



## CCSW25: HAWTHORNE BRIDGE – SOUTH SIDE, CENTER

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridors to the Willamette River and Central City west skyline.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Central City west skyline

**Explanation:** 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. The view from CCSW25 is ranked Group B.



The general ESEE recommendation for Group B views where Mt Hood is not a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. That recommendation stands (shown in yellow). However, due to the location of this viewpoint on the Hawthorne Bridge, out over the Willamette River, there's no potential for structures or vegetation to block the view of the Willamette River or Downtown skyline.



## CCSW26: HAWTHORNE BRIDGE – NORTH SIDE, CENTER

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation within the view corridor to Mt Hood.
2. *Limit* conflicting vegetation within view corridors to the Willamette River, Central City west skyline, Morrison Bridge, and Convention Center spires.
3. *Allow* conflicting structures within view corridors to the Willamette River, Central City west skyline, Morrison Bridge, and Convention Center spires.

**Protected focal feature(s) of the view:** Willamette River, Central City west skyline, Morrison Bridge, Convention Center spires

**Explanation:** 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. On the left is Waterfront Park and the Downtown skyline. On a clear day, Mt St Helens, Mt Adams, and Mt Hood are all visible. 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. The view from CCSW26 is ranked Group B.



The general ESEE recommendation for Group B views where Mt Hood is not a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. Due to the location of the viewpoint on the Hawthorne Bridge, out over the water, there is no potential for development or vegetation to block the view of the river, skyline, spires, or Morrison Bridge. However, development and/or vegetation on the east side of the river could potentially block the view of Mt Hood. Though Mt Hood is not a primary focal feature of this view, this viewpoint was considered in the analysis of views of Mt Hood from bridges and the Greenway Trail. The results of that economic analysis for views of Mt Hood from the Willamette River results in a ESEE recommendation for CSW26 to allow conflicting uses within the view corridor to Mt Hood. The general ESEE recommendation stands for view corridors to the river, bridge, skyline, and spires (shown in yellow).



## CCSW27: GREENWAY TRAIL WEST – NORTH OF THE HAWTHORNE BOWL

**Site-Specific ESEE Decision:** The ESEE decision is:

1. *Limit* conflicting vegetation within view corridors to Willamette River and Hawthorne Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Hawthorne Bridge

**Explanation:** 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. The view from CCSW27 is ranked Group B.



The general ESEE recommendation for Group B views where Mt Hood is not a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. That recommendation stands (shown in yellow). However, due to the location of the viewpoint along the seawall, there is no potential for development or vegetation to block the view.



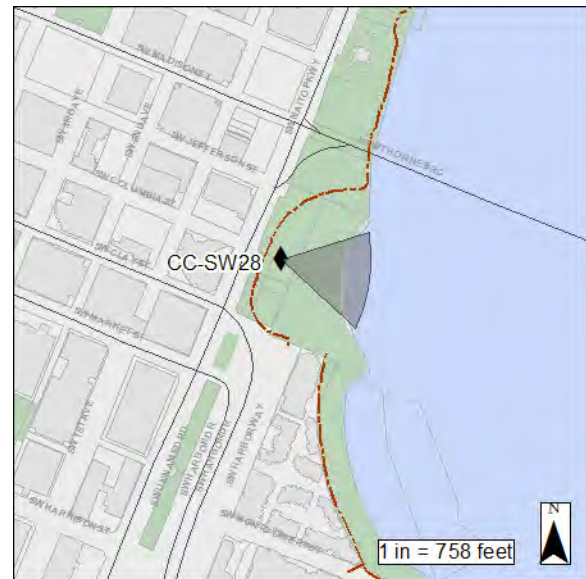
## CCSW28: HAWTHORNE BOWL – PALM TREE PLANTER

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to the Willamette River and Hawthorne Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Hawthorne Bridge

**Explanation:** 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 Bridge. The Marquam and Ross Island Bridges 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. The view from CCSW28 is ranked Group B.



The general ESEE recommendation for Group B views where Mt Hood is not a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. That recommendation stands. However, due to the location of this viewpoint along the Greenway Trail West, there is no potential for development to block the view. Therefore, the recommendation is to limit conflicting vegetation to maintain a view of the Willamette River and Hawthorne Bridge (shown in yellow).





## CCSW29: GREENWAY TRAIL WEST – AT SW CLAY STREET

**Site-Specific ESEE Decision:** The ESEE decision is to:

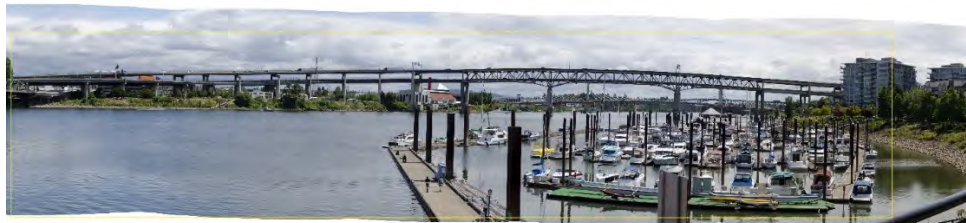
1. *Limit* conflicting vegetation within view corridor to the Willamette River, Hawthorne Bridge, and Riverplace Marina.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Hawthorne Bridge, Riverplace Marina

**Explanation:** 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 South Waterfront 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. The view from CCSW29 is ranked Group B.



The general ESEE recommendation for a Group B view where Mt Hood or Mt St Helens is not a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. That recommendation stands. However, due to the location of this viewpoint along the Greenway Trail West, there is no potential for development to block the view. Vegetation along the riverbank below the viewpoint could obstruct the view. Therefore, the recommendation is to limit conflicting vegetation to maintain a view of the Willamette River, Hawthorne Bridge, and Riverplace Marina (shown in yellow).



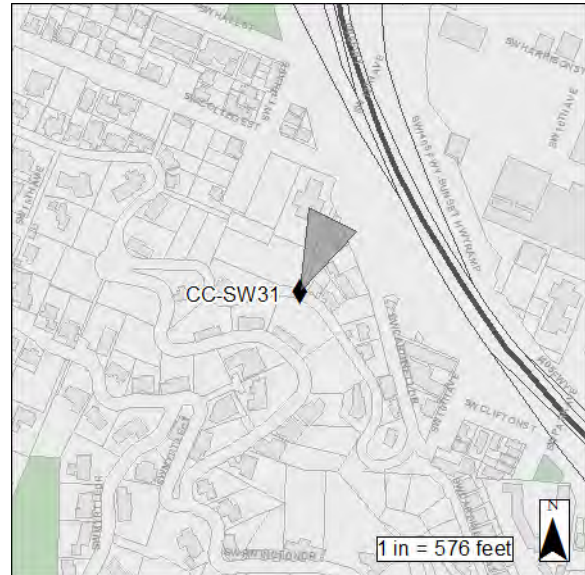
## CCSW31: SW CARDINELL DRIVE AT TOP OF STAIRS

**Site-Specific ESEE Decision:** The ESEE decision is to:

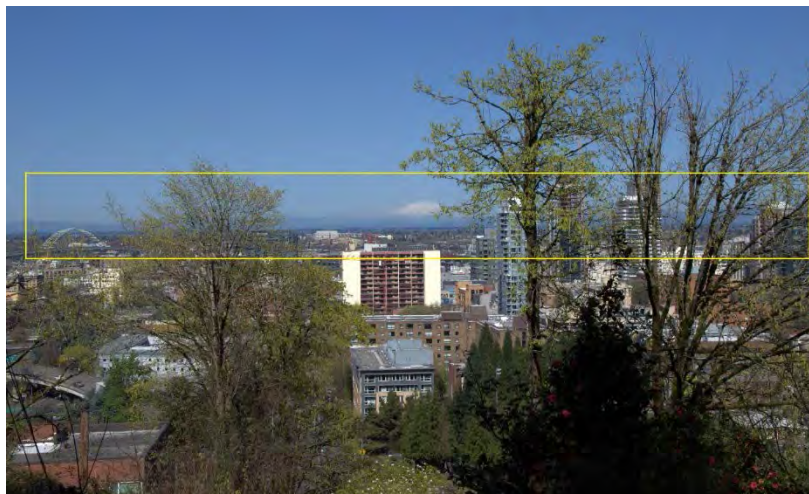
1. *Limit* conflicting vegetation within view corridor to the Central City skyline.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Central City skyline

**Explanation:** 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 a view of Mt St Helens. The Fremont Bridge and eastern foothills are secondary focal features. This viewpoint is not in a highly trafficked area of Portland and is difficult to access. The view from CCSW31 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens, or bridges are primary focal features and to limit conflicting structures and vegetation within view corridors to other primary focal features. Mt St Helens is a primary focal feature of this view. Based on existing height limits, there are 12 BLI conflicts and 30 non-BLI conflicts within the view corridor to Mt St Helens. The view is almost completely blocked by overgrown vegetation during leaf-on, though vegetation management could restore the view. There are also discordant utility lines cutting through the view. Furthermore, though this viewpoint is located at the top of a public staircase, it is very difficult to get to and is not likely to be accessed by anyone other than people living nearby. Staff looked at CCSW31 and CCSW33 together as they offer similar views and are close to each other. Staff chose to protect a view of the Central City skyline from CCSW31 because it is located at the top of a public staircase. The recommendation is to allow conflicting structures but limit conflicting vegetation to maintain a view of the Central City skyline as well as views of Mt St Helens and the Fremont Bridge, as long as those views remain (shown in yellow).



## CCSW32: RIVERPLACE SOUTH PUBLIC DOCK AT END OF DOCK

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridors to the Willamette River, Hawthorne Bridge, Marquam Bridge, Tilikum Crossing, Central City skyline, and Riverplace Marina.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Hawthorne Bridge, Downtown skyline, Riverplace Marina, Marquam Bridge, Tilikum Crossing

**Explanation:** 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. The Willamette River, Hawthorne Bridge, Riverplace Marina, and Central City skyline constitute the main focal features of the northerly view while the Willamette River and Marquam Bridge are the primary focal features of the southerly 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. The view from CCSW32 is ranked Group B.



The general ESEE recommendation for Group B views where Mt Hood or Mt St Helens is not a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. That recommendation stands (shown in yellow). However, due to the location of this viewpoint on a dock extending out into the Willamette River, there is no potential for development or vegetation to block the view of any primary focal features.



## CCSW33: SW RIVINGTON DRIVE

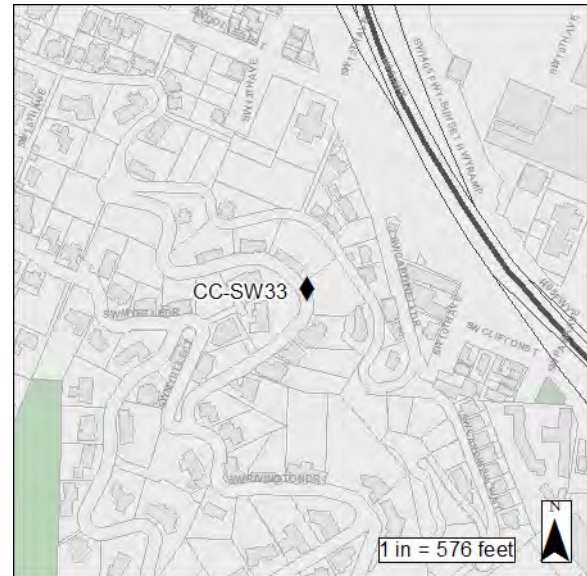
**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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. This viewpoint is not located in a highly trafficked area of Portland and is difficult to access. The view from CCSW33 is ranked Tier I.

The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens, or bridges are primary focal features and to limit conflicting structures and vegetation within view corridors to other primary focal features. Mt Hood and Mt St Helens are both primary focal features of this view. There are four BLI conflicts and 14 non-BLI conflicts within the view corridor to Mt St Helens. Moreover, there are four BLI conflicts and 21 non-BLI conflicts within the view of Mt Hood. Currently, the view is completely obscured during leaf-on; during leaf-off, views of the mountains and skyline are interspersed with tree trunks and branches, though the key focal features are all still visible. This viewpoint is very difficult to get to and is not likely to be accessed by anyone other than people living nearby. Staff looked at CCSW31 and CCSW33 together as they offer similar views and are close to each other. Staff chose to protect CCSW31 because it is located at the top of a public staircase. Therefore, the recommendation for CCSW33 is to allow all conflicting uses.



## CCSW34: LOVEJOY FOUNTAIN

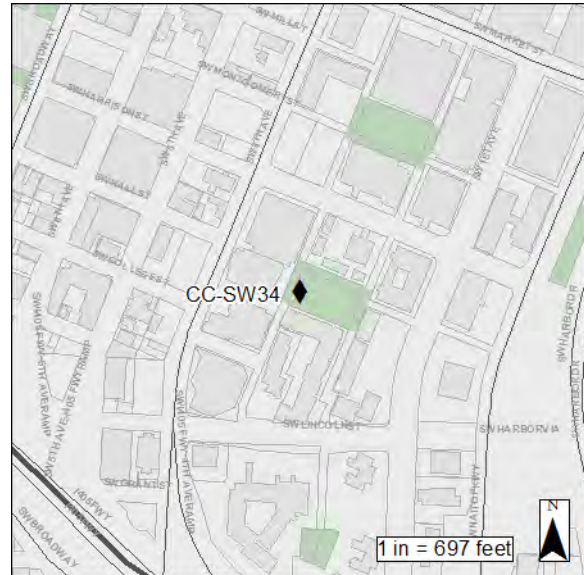
**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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. The view from CCSW34 is ranked Tier I.

The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens, or bridges are primary focal features and to limit conflicting uses within view corridors to other primary focal features. Mt Hood is a primary focal feature of this view, though it is already partially obscured by a nearby building. Staff further analyzed this view and determined that there are 23 BLI lot conflicts and 19 non-BLI conflicts within the view corridor to Mt Hood. Based on the economic costs of implementing height restrictions across so many properties for an already compromised view of Mt Hood, staff recommend allowing all conflicting uses.



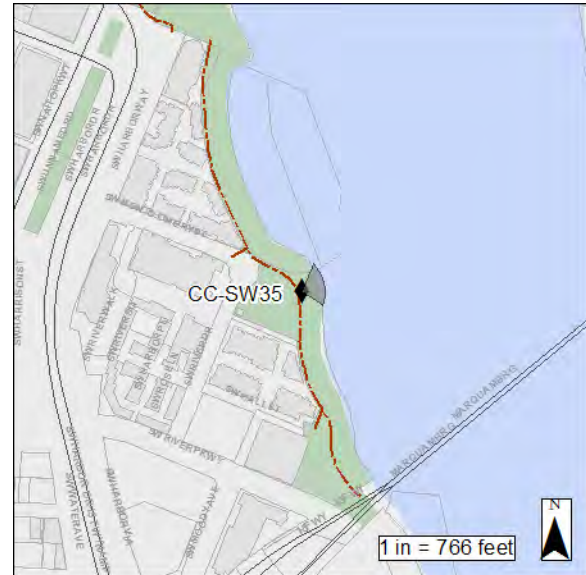
## CCSW35: GREENWAY TRAIL WEST – SOUTH OF RIVERPLACE PUBLIC DOCK

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to the Willamette River.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River

**Explanation:** 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 and Marquam Bridge. Tilikum Crossing, the Hawthorne Bridge, Riverplace Marina, the riverbank, and the Downtown skyline are secondary focal features. Though the viewpoint is developed and has benches, it is located directly above a trash can storage area which makes the viewpoint unpleasant. The view from CCSW35 is ranked Group B.



The general ESEE recommendation for Group B views where Mt Hood is not a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. That recommendation stands. However, due to the location of this viewpoint along the Greenway Trail West, there is no potential for development to block the view. Vegetation along the riverbank below the viewpoint could obstruct the view. Staff recommend applying the limit conflicting vegetation within a view cone to the Willamette River (shown in yellow). Staff also recommend relocating the existing trash and recycling receptacles away from the viewpoint.



## CCSW36: GREENWAY TRAIL WEST – SW MONTGOMERY STREET GARDENS

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation within the view corridor to Mt Hood.
2. *Limit* conflicting vegetation within view corridor to the Willamette River.
3. *Allow* conflicting structures within view corridor to the Willamette River.

**Protected focal feature(s) of the view:** Willamette River

**Explanation:** There are two separate views from this developed viewpoint, which is located along the south Greenway Trail near the garden at SW Montgomery Street. The view east 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. Tilikum Crossing and the riverbank are secondary focal features. The north view looks down the Willamette River to the Hawthorne Bridge. The Downtown skyline, Riverplace Marina, Convention Center spires, riverbank, and Lloyd District are secondary focal features. The views from CCSW36 are both ranked Group B.



The general ESEE recommendation for Group B views where Mt Hood is a primary focal feature is to limit conflicting structures and vegetation within the view corridor to Mt Hood, and to limit conflicting vegetation and allow conflicting structures within view corridors to other primary focal features. Due to the location of this viewpoint along the Greenway Trail West, there is no potential for development to block the views of the Willamette River or bridges. However, development or vegetation on the east side could block a view of Mt Hood. Staff analyzed the economic impact of protecting the view of Mt Hood from CCSW36 as part of the larger analysis of views of Mt Hood from bridges and the Greenway Trail. The results of that economic analysis for views of Mt Hood from the Willamette River results in a ESEE recommendation for CCSW36 to allow conflicting uses within the view corridor to Mt Hood. The general ESEE recommendation stands for the view corridor to the Willamette River (shown in yellow).



## CCSW38: GREENWAY TRAIL WEST – BETWEEN SW MONTGOMERY STREET AND SW HALL STREET

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. Allow conflicting structures and vegetation within the view corridor to Mt Hood.
2. Allow conflicting structures and vegetation within view corridors to the Willamette River and Marquam Bridge.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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 overgrown vegetation on the west bank. 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. The view from CCSW38 is ranked Group B.



The general ESEE recommendation for Group B views where Mt Hood is a primary focal feature is to limit conflicting structures and vegetation within the view corridor to Mt Hood, and to limit conflicting vegetation and allow conflicting structures within view corridors to other primary focal features. Due to the location of this viewpoint along the Greenway Trail West, there is no potential for development to block the views of the Willamette River and Marquam Bridge. However, structures and vegetation on the east side could obstruct a view of Mt Hood. Staff analyzed the economic impact of protecting the view of Mt Hood from CCSW38 as part of the larger analysis of views of Mt Hood from bridges and the Greenway Trail. The results of that economic analysis for views of Mt Hood from the Willamette River results in a ESEE recommendation for CCSW38 to allow conflicting uses within the view corridor to Mt Hood. CCSW38 is not a developed viewpoint; there are two developed viewpoints with similar views just



north and south of this viewpoint that have a limit conflicting vegetation decision (CCSW36 and CCSW39). Therefore, the ESEE decision for CCSW38 is to allow all conflicting uses.



## CCSW39: GREENWAY TRAIL WEST – AT SW HALL STREET

**Site-Specific ESEE Decision:** The ESEE decision is to:

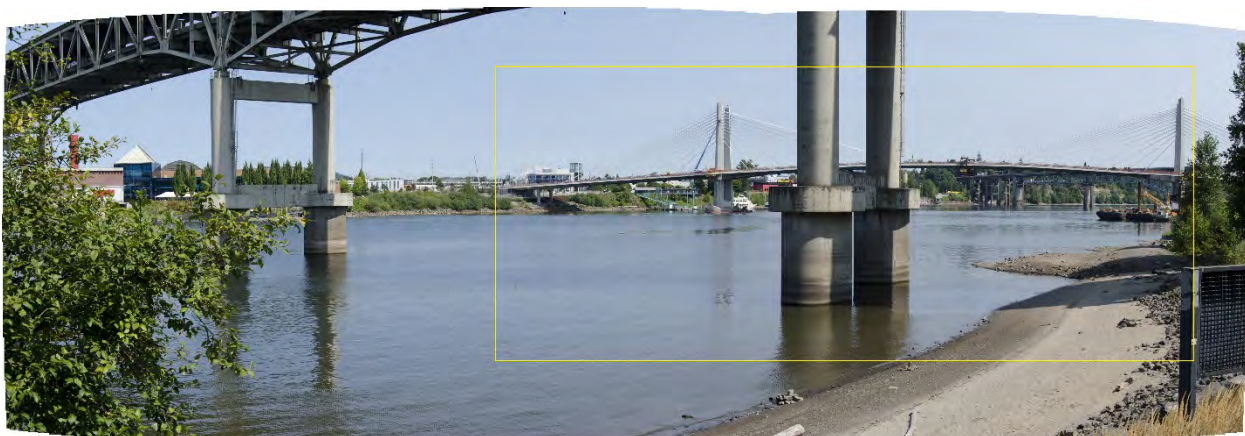
1. *Limit* conflicting vegetation within view corridor to the Willamette River and Tilikum Crossing.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Tilikum Crossing

**Explanation:** This view from a developed viewpoint located along the south Greenway Trail 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. Overgrown vegetation encroaches on the view from the left and right. Vegetation management may enhance this view on both sides. The view from CCSW39 is ranked Group C.



The general ESEE decision for a Group C view is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. That recommendation stands. However, due to the location of this viewpoint along the Greenway Trail, there is no potential for development to block the views of the Willamette River or Tilikum Crossing. The recommendation is to limit conflicting vegetation within a view corridor to Tilikum Crossing and the Willamette River (shown in yellow).



## CCSW40: GREENWAY TRAIL WEST – UNDER MARQUAM BRIDGE

**Site-Specific ESEE Decision:** The ESEE decision is to:

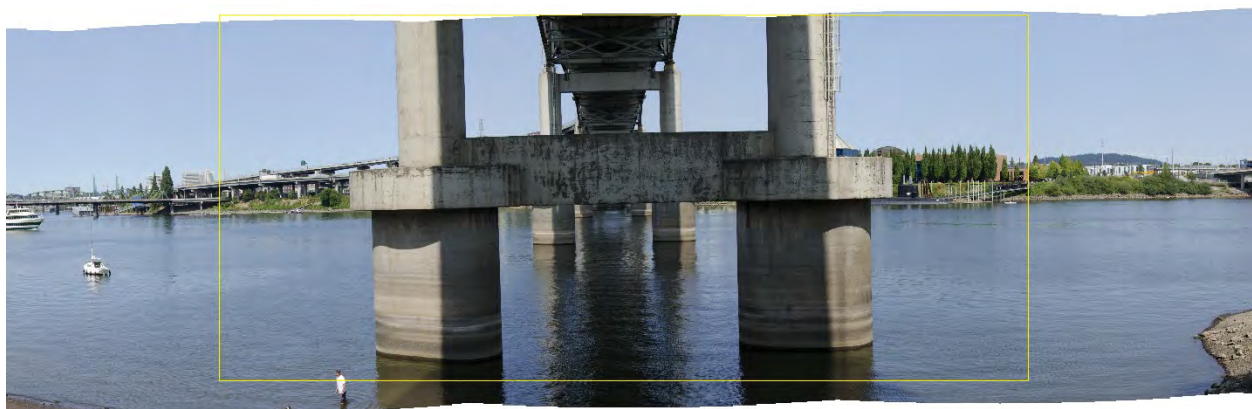
1. *Limit* conflicting vegetation within view corridor to the Willamette River and Marquam Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Marquam Bridge

**Explanation:** This view from a developed viewpoint along the Greenway Trail offers an interesting perspective looking straight down the underside of the Marquam Bridge. The Willamette River is also a primary focal feature while Tilikum Crossing, Mt Hood, the Hawthorne Bridge, and Downtown skyline are secondary focal features. Riverplace Marina, the Convention Center spires, the eastern foothills, and the Steel Bridge towers are also visible. The view from CCSW40 is ranked Group C.



The general ESEE recommendation for a Group C view is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. That recommendation stands. However, due to the location of this viewpoint along the Greenway Trail, there is no potential for development to block the views of the Willamette River and Marquam Bridge. Staff recommend applying the limit conflicting vegetation decision within a view corridor to the underside of the Marquam Bridge with the Willamette River below (shown in yellow).



## CCSW42: GREENWAY TRAIL WEST – SOUTH OF MARQUAM BRIDGE, NORTH POINT (INACCESSIBLE)

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to the Willamette River and Tilikum Crossing.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Tilikum Crossing

**Explanation:** This section of the Greenway Trail has not yet been built. However, based on its future location as a developed viewpoint along the Greenway Trail, staff determined that the view from CCSW42 would be of Tilikum Crossing and the Willamette River. The view from CCSW42 was extrapolated to be ranked Group B, which is how a majority of the river views were ranked by the experts.



The general ESEE recommendation for a Group B view without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. The general ESEE recommendation stands. Due to the location of this viewpoint on the Greenway Trail, there is no potential for development to block the views of the Willamette River and Tilikum Crossing. Staff recommend applying the limit conflicting vegetation decision within a view corridor to Tilikum Crossing with the Willamette River below.

## CCSW43: TILIKUM CROSSING – NORTH SIDE, WEST

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridors to the Willamette River and Central City skyline.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Central City skyline

**Explanation:** 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. The view from CCSE43 is ranked Group B.



The general ESEE recommendation for a Group B view is to limit conflicting structures and vegetation within view corridors where Mt Hood or Mt St Helens is a primary focal feature, and to limit conflicting vegetation and allow conflicting structures within view corridors to other primary focal features. That recommendation stands (shown in yellow). However, due to the location of this viewpoint on Tilikum Crossing out over the Willamette River, there is no potential for development or vegetation to block the view. While a primary focal feature, the Marquam Bridge obstructs the view of the Central City skyline.



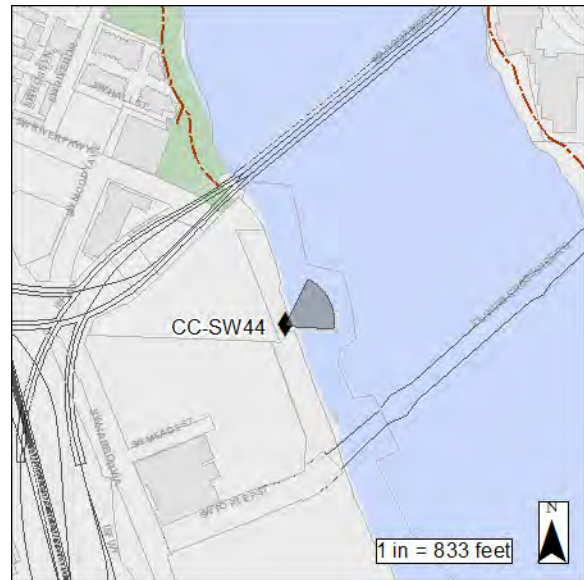
## CCSW44: GREENWAY TRAIL WEST – SOUTH OF MARQUAM BRIDGE, SOUTH POINT (INACCESSIBLE)

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to the Willamette River.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River

**Explanation:** This section of the Greenway Trail has not yet been built. However, based on its future location as a developed viewpoint along the Greenway Trail, staff determined that the view from CCSW44 would be of the Willamette River. The view from CCSW44 was extrapolated to be ranked Group B, which is how a majority of the river views were ranked by the experts.



The general ESEE recommendation for a Group B view is to limit conflicting structures and vegetation within view corridors where Mt Hood or Mt St Helens is a primary focal feature, and to limit conflicting vegetation and allow conflicting structures within view corridors to other primary focal features. That recommendation stands. Due to the location of this viewpoint on the Greenway Trail, there is no potential for development to block the view of the Willamette River. Staff recommend applying the limit conflicting vegetation decision within a view corridor to the Willamette River.

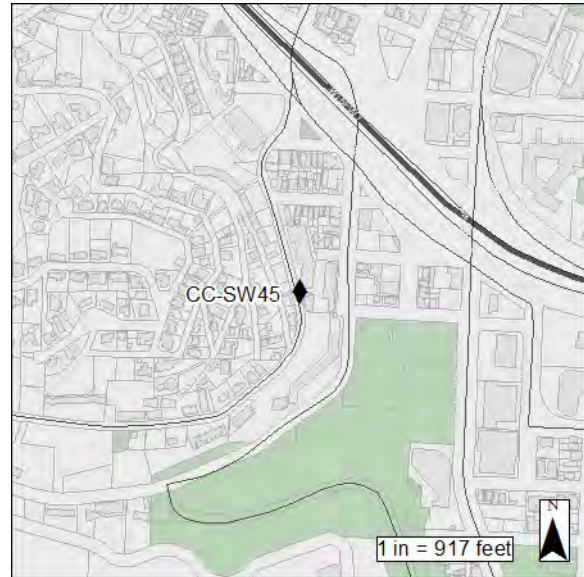
## CCSW45: SW BROADWAY DRIVE NORTH OF SE HOFFMAN AVENUE

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Defer* to South Waterfront Public Views and Visual Permeability Assessment (2006) regarding ESEE decision for conflicting structures.
2. *Allow* conflicting vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** This viewpoint offers a view of Mt Hood. Tilikum Crossing, Mt Tabor, Kelly Butte, and the eastern foothills are secondary focal features. 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. The view from CCSW45 is ranked Tier II.



The general ESEE recommendation for a Tier II view with Mt Hood as a primary focal feature is to limit conflicting structures and vegetation. Based on existing building height limits, there are no conflicts between allowed buildable height and a view of Mt Hood. In addition, the view corridor to Mt Hood crosses over South Waterfront. Views across South Waterfront were heavily considered in the recent South Waterfront planning process. There are no existing building conflicts blocking this view of Mt Hood and, as South Waterfront continues to develop, all new buildings will be held to the South Waterfront Public Views and Visual Permeability Assessment (2006), which considers east-west visibility through the developed area. Therefore, the ESEE decision regarding conflicting structures defers to the recent South Waterfront study. This viewpoint is not in a frequently visited location, has an incomplete sidewalk, no bike lane or transit stop, and is generally difficult to access. Therefore, the recommendation is to allow conflicting vegetation.



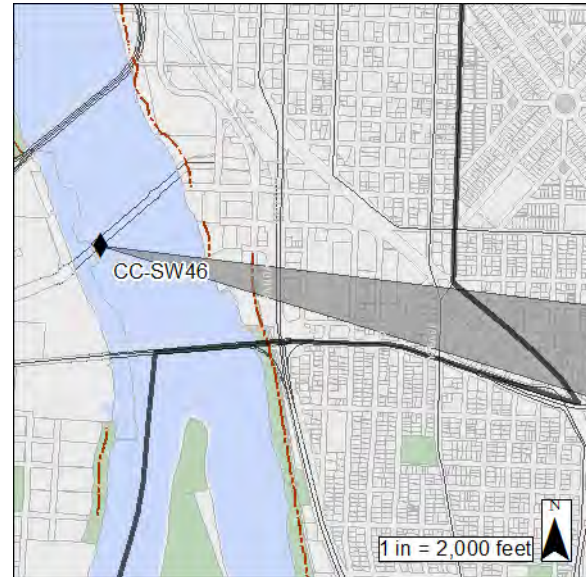
## CCSW46: TILIKUM CROSSING – SOUTH SIDE, WEST

**Site-Specific ESEE Decision:** The ESEE decision is to:

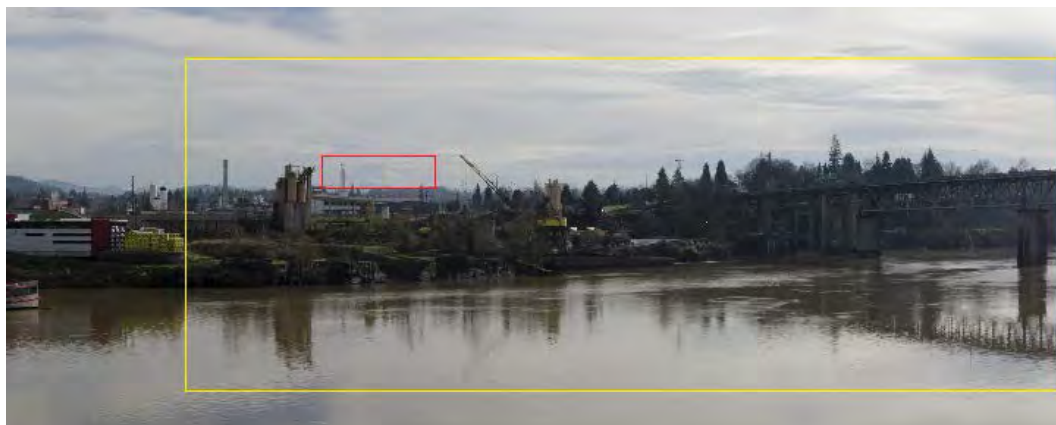
1. *Prohibit* conflicting structures and vegetation within view corridor to Mt Hood.
2. *Limit* conflicting structures and vegetation within view corridor to Willamette River, Ross Island Bridge, and South Waterfront skyline.

**Protected focal feature(s) of the view:** Willamette River, Ross Island Bridge, South Waterfront skyline, Mt Hood

**Explanation:** 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. Mt Hood is also visible. Ross Island, the South Waterfront, the West Hills, multiple buttes, and the riverbank are secondary focal features. 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 view from CCSW46 is ranked Group A.



The general ESEE recommendation for Group A views is to prohibit conflicting structures and vegetation within view corridors to Mt Hood, Mt St Helens, or bridges, and to limit conflicting structures and vegetation within view corridors to other primary focal features. Due to the location of this viewpoint on Tilikum Crossing out over the Willamette River, there's no potential for structures or vegetation to block the view of the Willamette River, Ross Island Bridge, or the South Waterfront skyline. However, structures or vegetation on the east side of the river have the potential to block a view of Mt Hood. This viewpoint was included in the larger analysis of views of Mt Hood from bridges and the Greenway Trail. The results of that economic analysis for views of Mt Hood from the Willamette River results in a ESEE recommendation for CCSW46 to prohibit conflicting uses within the view corridor to Mt Hood (shown in red). The general ESEE recommendation stands for the river, bridge, and skyline (shown in yellow).



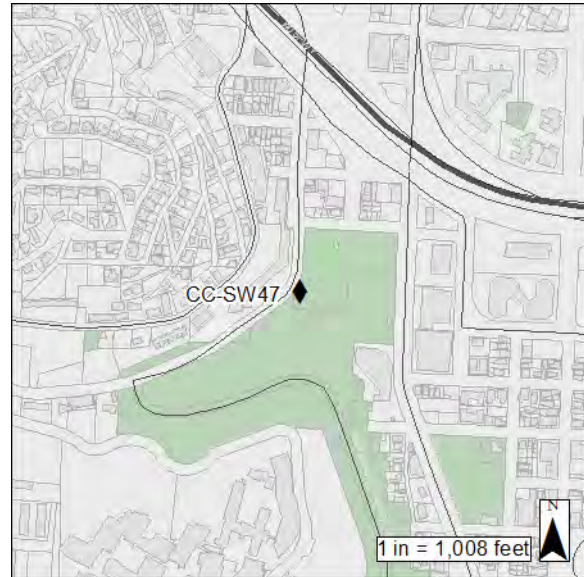
## CCSW47: SW TERWILLIGER BOULEVARD – DUNIWAY PARK

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Defer* to South Waterfront Public Views and Visual Permeability Assessment (2006) regarding ESEE decision for conflicting structures.
2. *Allow* conflicting vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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. There is not an automobile pull-out from the road or parking at this point along SW Terwilliger Boulevard. The view from CCSW47 is ranked Tier II.



The general ESEE recommendation for a Tier II view with Mt Hood as a primary focal feature is to limit conflicting structures and vegetation within the view corridor to Mt Hood and the limit conflicting vegetation within view corridors to primary focal features. Views across South Waterfront were heavily considered in the recent South Waterfront planning process. There are no existing building conflicts blocking this view of Mt Hood and, as South Waterfront continues to develop, all new buildings will be held to the South Waterfront Public Views and Visual Permeability Assessment, which considers east-west visibility through the developed area. Therefore, the ESEE decision defers to the 2006 *South Waterfront Public Views & Visual Permeability Assessment* for height and massing restrictions. Mt Hood is the only primary focal feature of this view; thus, if the view to Mt Hood were to disappear, staff recommend allowing conflicting vegetation. However, as long as the view to Mt Hood remains, staff recommend managing vegetation to maintain a view of Mt Hood.





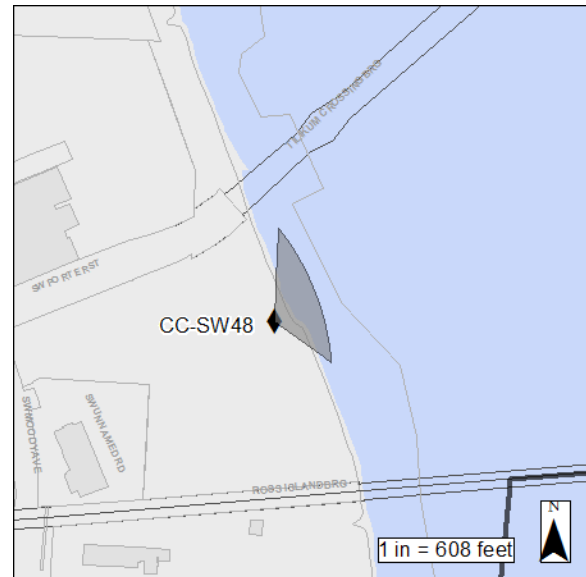
## CCSW48: GREENWAY TRAIL WEST – NORTH OF TILIKUM CROSSING (INACCESSIBLE)

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to the Willamette River, Tilikum Crossing, and the Ross Island Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Tilikum Crossing, Ross Island Bridge

**Explanation:** This section of the Greenway Trail has not yet been built. However, based on its future location as a developed viewpoint along the Greenway Trail, staff determined that the view from CCSW48 would be of the Willamette River, Tilikum Crossing, and the Ross Island Bridge. The view from CCSW48 was extrapolated to be ranked Group B, which is how a majority of the river views were ranked by the experts.



The general ESEE recommendation for a Group B view is to limit conflicting structures and vegetation within view corridors where Mt Hood or Mt St Helens is a primary focal feature, and to limit conflicting vegetation and allow conflicting structures within view corridors to other primary focal features. The general ESEE recommendation stands. Due to the location of this viewpoint on the Greenway Trail, there is no potential for development to block the view of the Willamette River. Staff recommend applying the limit conflicting vegetation decision within a view corridor to Tilikum Crossing, the Ross Island Bridge, and the Willamette River.

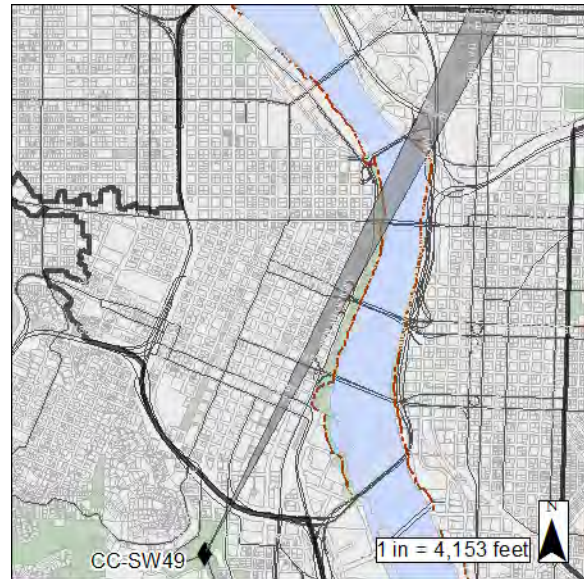
## CCSW49: SW TERWILLIGER BOULEVARD – NORTH OF SW CAMPUS DRIVE, NORTH VIEW

**Site-Specific ESEE Decision:** The ESEE decision is to:

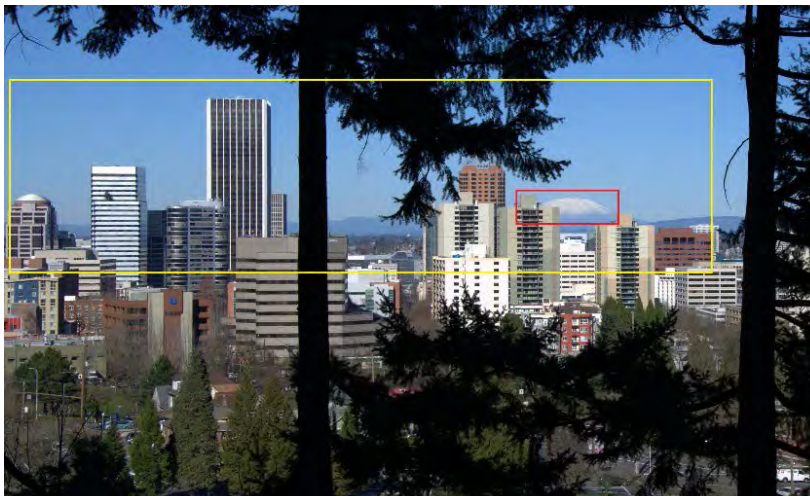
1. *Prohibit* conflicting structures and vegetation within the view corridor to Mt St Helens.
2. *Limit* conflicting structures and vegetation within the view corridor to the Central City skyline.

**Protected focal feature(s) of the view:** Mt St Helens, Central City skyline

**Explanation:** 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. The view from CCSW49 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens, or bridges are primary focal features, and to limit conflicting structures and vegetation within view corridors to all other primary focal features. That recommendation stands. This pull-out off Terwilliger is the closest to the Central City and offers three views, including this one of Mt St Helens and the Central City skyline. The view of Mt St Helens is already partially blocked; however, the view remains of a high quality, as evidenced by the experts' rank. There are 11 BLI and 24 non-BLI conflicts within the view corridor to Mt St Helens. Vegetation partially blocks the view of the skyline but recent vegetation management greatly opened up the view and the view remains of high quality even with some of the skyline blocked by vegetation, again, as evidenced by the experts' rank. Therefore, the recommendation is to prohibit conflicting structures and vegetation to



maintain a view of Mt St Helens (shown in red) and to limit conflicting structures and vegetation to maintain a view of the Central City skyline (shown in yellow).

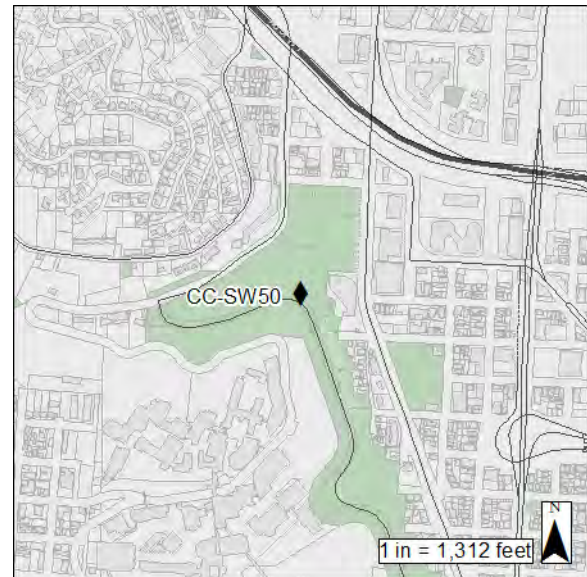
## CCSW50: SW TERWILLIGER BOULEVARD – NORTH OF SW CAMPUS DRIVE, PANORAMIC VIEW

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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, overgrown 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. The view from CCSW50 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens, or bridges are primary focal features, and to limit conflicting structures and vegetation within view corridors to all other primary focal features. However, there are two additional viewpoints at this same pull-out that offer better views of each mountain (CCSW49 and CCSW51). Though this view from CCSW50 offers visibility to both mountains, the amount of vegetation that would need to be removed to restore a panoramic view is too great. The environmental benefits of the vegetation outweigh the scenic benefits that would be gained through vegetation removal, especially because better views of both mountains can be seen from a few steps away. Therefore, the ESEE decision for CCSW50 is to allow all conflicting uses.



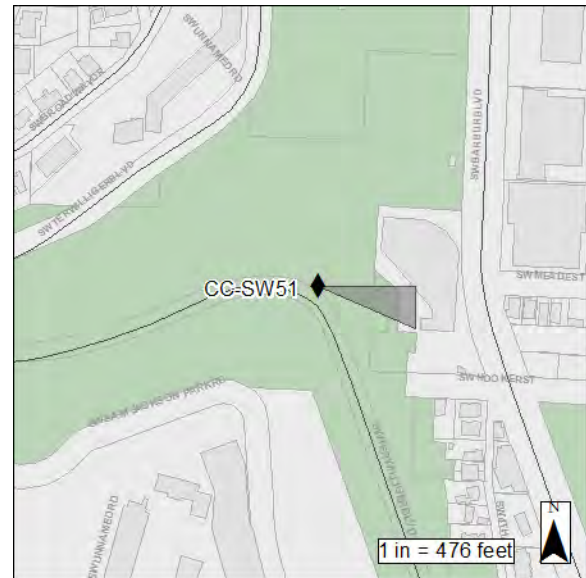
## CCSW51: SW TERWILLIGER BOULEVARD – NORTH OF SW CAMPUS DRIVE, EAST VIEW

**Site-Specific ESEE Decision:** The ESEE decision is to:

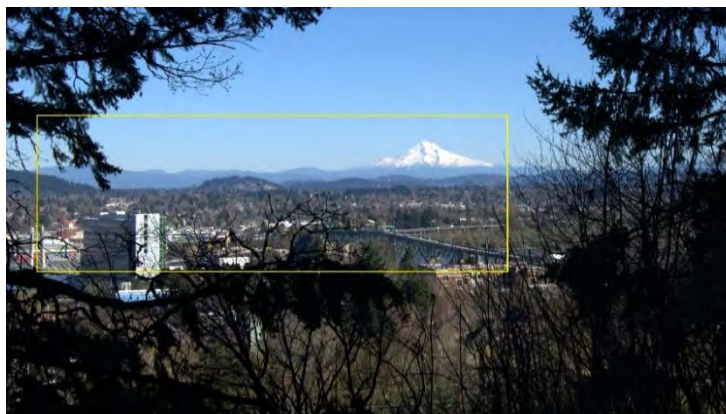
1. *Defer* to South Waterfront Public Views and Visual Permeability Assessment (2006) regarding ESEE decision for conflicting structures.
2. *Limit* conflicting vegetation within view corridor to the South Waterfront skyline and Mt Hood.

**Protected focal feature(s) of the view:** South Waterfront skyline, Mt Hood

**Explanation:** This view from the bench at the northernmost automobile pull-out along SW Terwilliger Boulevard offers a view of Mt Hood. South Downtown, South Waterfront, multiple buttes, the eastern foothills, Tilikum Crossing, the Ross Island Bridge, and the Willamette River are also visible as secondary focal features. 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 pullout has a bench. The view from CCSW51 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens, or bridges are primary focal features, and to limit conflicting structures and vegetation within view corridors to all other primary focal features. This pull-out off Terwilliger is the closest to the Central City and offers three views, including this one of Mt Hood. Views across South Waterfront were heavily considered in the recent South Waterfront planning process and CCSW51 is one of the viewpoints identified for use in the modeling exercise. There are no existing building conflicts blocking this view of Mt Hood and, as South Waterfront continues to develop, all new buildings will be held to the *South Waterfront Public Views and Visual Permeability Assessment* (2006), which considers east-west visibility through the developed area, including the view of Mt Hood from this viewpoint. There is a significant amount of overgrown vegetation encroaching on the view



from the bottom and both sides, although the side vegetation also frames, and contributes to, the view. Therefore, the ESEE decision is to limit conflicting vegetation to maintain a view of the South Waterfront skyline and Mt Hood, and to defer to the recent South Waterfront study for height and massing restrictions.

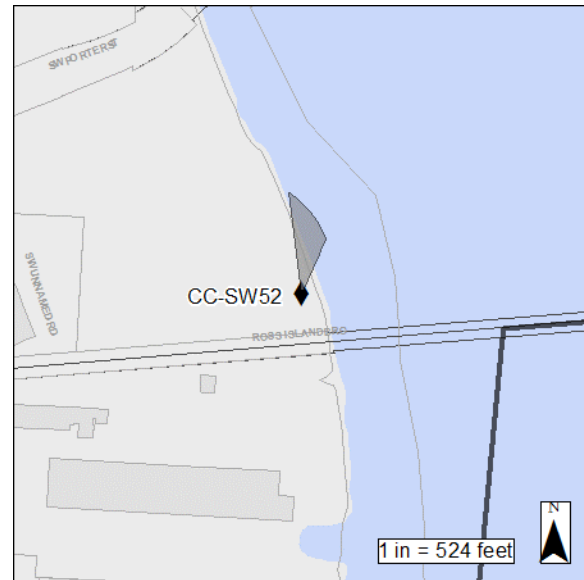
## CCSW52: GREENWAY TRAIL WEST – NORTH OF ROSS ISLAND BRIDGE (INACCESSIBLE)

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to the Willamette River and Tilikum Crossing.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Tilikum Crossing

**Explanation:** This section of the Greenway Trail has not yet been built. However, based on its future location as a developed viewpoint along the Greenway Trail, staff determined that the view from CCSW52 would be of the Tilikum Crossing with the Willamette River below. The view from CCSW52 was extrapolated to be ranked Group B, which is how a majority of the river views were ranked by the experts.



The general ESEE recommendation for a Group B view is to limit conflicting structures within view corridors where Mt Hood or Mt St Helens is a primary focal feature, and to limit conflicting vegetation and allow conflicting structures within view corridors to other primary focal features. The general ESEE recommendation stands. Due to the location of this viewpoint on the Greenway Trail, there is no potential for development to block the view of the Willamette River or Tilikum Crossing. Staff recommend applying the limit conflicting vegetation decision within a view corridor to Tilikum Crossing with the Willamette River below, rather than an entire panorama of the Willamette River.

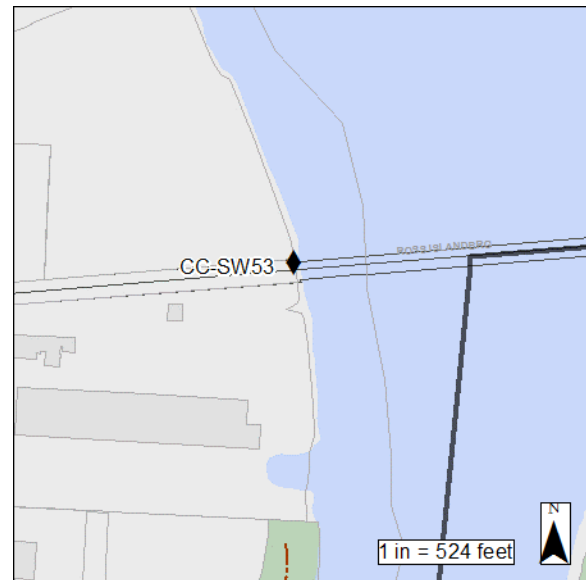
## CCSW53: ROSS ISLAND BRIDGE – NORTH SIDE, WEST

**Site-Specific ESEE Decision:** The ESEE decision is:

1. *Allow conflicting structures and vegetation.*

**Protected focal feature(s) of the view:** N/A

**Explanation:** This view overlooks a future redevelopment site (Zidell Yards); development of the site will affect this view. This is primarily a view of the Willamette River and Tilikum Crossing. The Downtown skyline, West Hills, Mt St Helens, South Waterfront, eastern foothills, and riverbank are secondary focal features. 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. The view from CCSW53 is ranked Group B.



The general ESEE recommendation for a Group B view is to limit conflicting structures and vegetation within view corridors where Mt Hood or Mt St Helens is a primary focal feature, and to limit conflicting vegetation and allow conflicting structures within view corridors to other primary focal features. Due to the location of this viewpoint on the Ross Island Bridge out over the edge of the Willamette River, there's no potential for structures or vegetation to block the view of the Willamette River or Tilikum Crossing. There is another viewpoint on the north side of the Ross Island Bridge (CCSE24) that offers a better perspective of Tilikum Crossing and the Willamette River. Therefore, the ESEE recommendation is to allow conflicting uses.



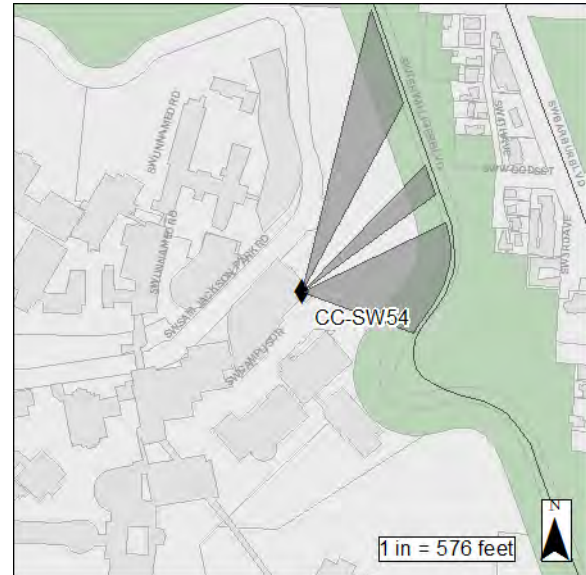
## CCSW54: OHSU PETER O. KOHLER PAVILION – LOWER LEVEL

**Site-Specific ESEE Decision:** The ESEE decision is:

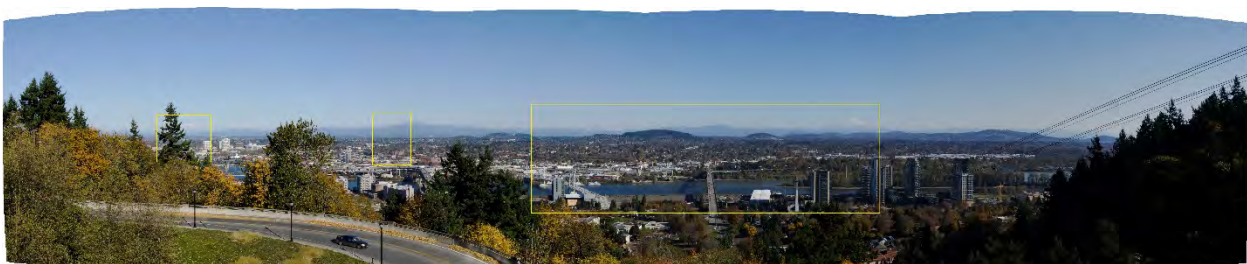
1. *Prohibit* conflicting structures within view corridor to Mt St Helens.
2. *Defer* to South Waterfront Public Views and Visual Permeability Assessment (2006) regarding ESEE decision for conflicting structures within view corridor to Mt Hood.
3. *Limit* conflicting vegetation within view corridors to Mt St Helens, Mt Hood, Mt Adams and Tilikum Crossing with the Willamette River below.

**Protected focal feature(s) of the view:** Mt St Helens, Mt Hood, Mt Adams, Tilikum Crossing, Willamette River

**Explanation:** 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. While the lower deck of the OHSU pavilion offers a nice view, it is not easily accessible by the general public. The view from CCSW54 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens, or bridges are primary focal features, and to limit conflicting structures and vegetation within view corridors to all other primary focal features. Because there are two viewpoints with views of area mountains, the upper level rather than the lower level is recommended for protection. Vegetation should be maintained to protect the view of the City Skyline; of particular note is a tall Douglas fir that is partially obscuring Mt St Helens. There are no existing or foreseeable building conflicts blocking this view of Mt Hood and, as South Waterfront continues to develop, all new buildings will be held to the *South Waterfront Public Views and Visual Permeability Assessment*, which considers east-west visibility through the developed area. The ESEE decision is to defer to the 2006 *South Waterfront Public Views & Visual Permeability Assessment* for height and massing restrictions within the view corridor to Mt Hood, to limit conflicting structures and vegetation Mt Adams, Mt Hood, Mt St Helens, and Tilikum Crossing with the Willamette River below (shown in yellow).



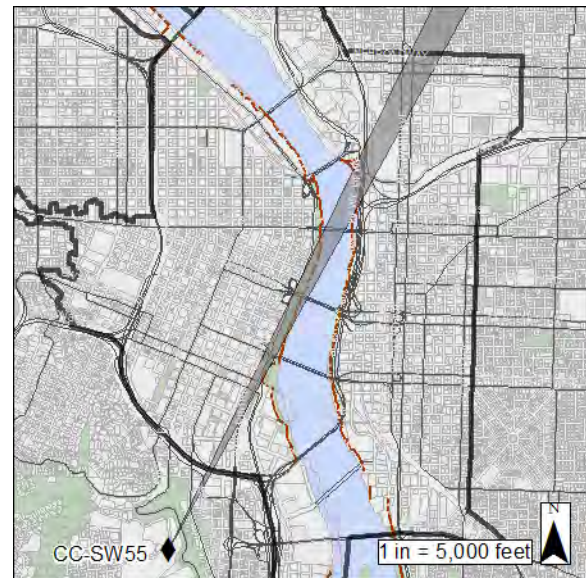
## CCSW55: OHSU PETER O. KOHLER PAVILION – UPPER LEVEL

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures within view corridor to Mt St Helens.
2. *Defer* to South Waterfront Public Views and Visual Permeability Assessment (2006) regarding ESEE decision for conflicting structures within view corridor to Mt Hood.
3. *Limit* conflicting vegetation within view corridors to Mt St Helens, Mt Hood, Mt Adams, and Tilikum Crossing with the Willamette River below.

**Protected focal feature(s) of the view:** Mt Hood, Mt St Helens, Mt Adams, Tilikum Crossing, Willamette River

**Explanation:** 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. 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. The view from CCSW55 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens, or bridges are primary focal features, and to limit conflicting structures and vegetation within view corridors to all other primary focal features. Building heights and vegetation may block the view of Mt St Helens. There are no existing or foreseeable building conflicts blocking this view of Mt Hood and, as South Waterfront continues to develop, all new buildings will be held to the *South Waterfront Public Views and Visual Permeability Assessment*. Though not primary focal features, Mt Adams and multiple bridges are visible and add to the scenic quality of this view. The ESEE decision is to defer to the 2006 *South Waterfront Public Views & Visual Permeability Assessment* for height and massing restrictions within the view corridor to Mt Hood, to prohibit conflicting structures to maintain a view of Mt St Helens (shown in red), and to limit conflicting vegetation to maintain views of Mt Adams, Mt Hood, Mt St Helens, and Tilikum Crossing with the



Willamette River below (shown in yellow).



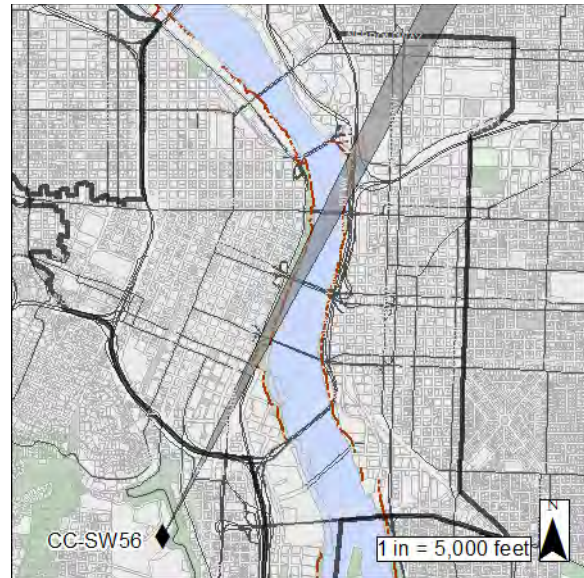
## CCSW56: PORTLAND AERIAL TRAM OHSU TERMINAL – NORTH PLATFORM

**Site-Specific ESEE Decision:** The ESEE decision is:

1. *Prohibit* conflicting structures within view corridor to Mt St Helens.
2. *Defer* to South Waterfront Public Views and Visual Permeability Assessment (2006) regarding ESEE decision for conflicting structures within view corridor to Mt Hood.
3. *Limit* conflicting vegetation within view corridors to Mt St Helens, Mt Hood, and Mt Adams.

**Protected focal feature(s) of the view:** Mt St Helens, Mt Hood, Mt Adams

**Explanation:** 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. The view from CCSW56 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens, or bridges are primary focal features, and to limit conflicting structures and vegetation within view corridors to all other primary focal features. Building heights and vegetation may block the view of Mt St Helens. There are no existing or foreseeable building conflicts blocking this view of Mt Hood and, as South Waterfront continues to develop, all new buildings will be held to the *South Waterfront Public Views and Visual Permeability Assessment*. The view of Mt Adams and glimpses of the Willamette River and bridges are also important to the character of this view. Vegetation could grow up and block views of the mountains or river. The ESEE decision is to defer to the 2006 *South Waterfront Public Views & Visual Permeability Assessment* for height and massing restrictions within the view corridor to Mt Hood, to prohibit conflicting structures to maintain a view of Mt St Helens (shown in red), and to limit conflicting vegetation to maintain views of Mt Adams, Mt Hood, and Mt St Helens (shown in yellow).



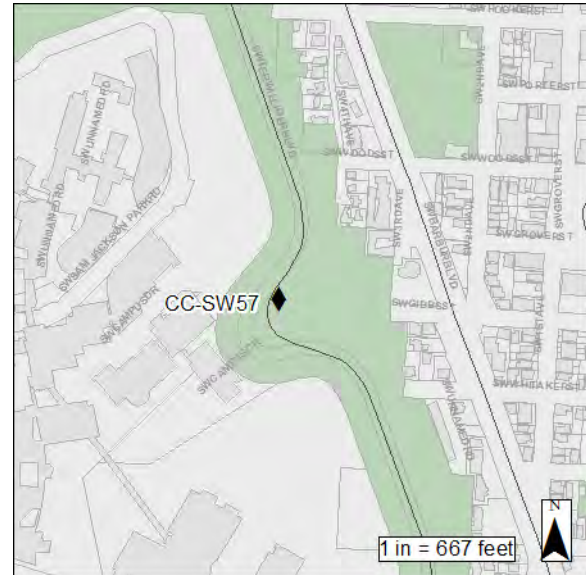
## CCSW57: SW TERWILLIGER BOULEVARD – AT SW CAMPUS DRIVE

**Site-Specific ESEE Decision:** The ESEE decision is to:

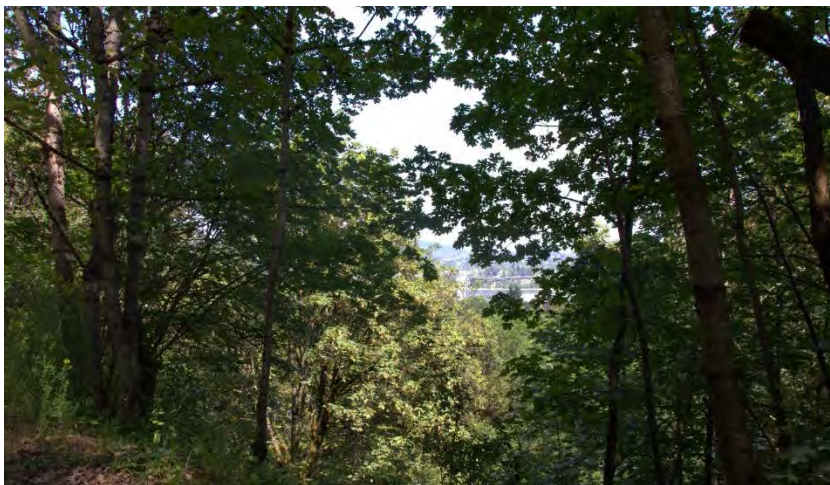
1. *Defer* to South Waterfront Public Views and Visual Permeability Assessment (2006) regarding ESEE decision for conflicting structures within view corridor to Mt Hood.
2. *Allow* conflicting vegetation within view corridor to Mt Hood.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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 overgrown 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. The view from CCSW57 is ranked Tier II.



The general ESEE recommendation for a Tier II view is to limit conflicting structures and vegetation within a view corridor to Mt Hood or Mt St Helens, and to limit conflicting vegetation and allow conflicting structures within view corridors to other primary focal features. Views across South Waterfront were heavily considered in the recent South Waterfront planning process. There are no existing building conflicts blocking this view of Mt Hood and, as South Waterfront continues to develop, all new buildings will be held to the *South Waterfront Public Views and Visual Permeability Assessment*, which considers east-west visibility through the developed area. However, vegetation on the slope currently blocks the view. Staff determined that the costs of removing significant vegetation along a steep slope outweigh the benefits of maintaining this view. Therefore, the ESEE decision is to defer to the recent South Waterfront study for height and massing restrictions within the view corridor to Mt Hood and to allow conflicting vegetation.





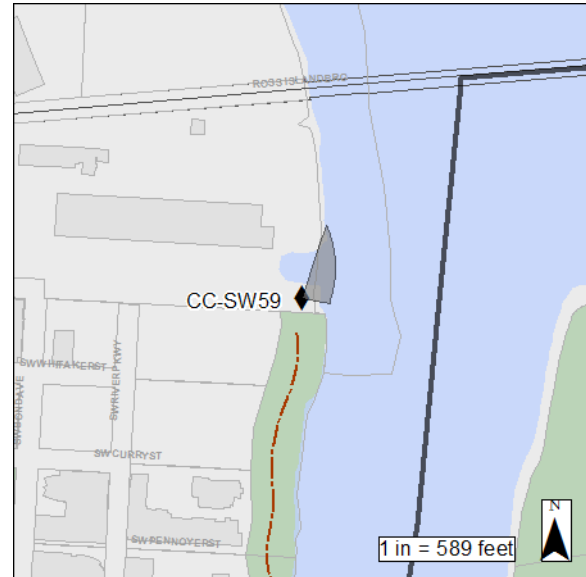
## CCSW59: GREENWAY TRAIL WEST – AT SW GIBBS STREET (ZIDELL)

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within the view corridor to the Ross Island Bridge with the Willamette River below.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Ross Island Bridge

**Explanation:** 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. The view from CCSW59 is ranked Group B.



The general ESEE recommendation for a Group B view is to limit conflicting structures within view corridors where Mt Hood or Mt St Helens is a primary focal feature, and to limit conflicting vegetation and allow conflicting structures within view corridors to other primary focal features. That recommendation stands. However, due to the location of this viewpoint along the Greenway Trail West, there is no potential for development to block the view. Staff recommend applying the limit decision within a view corridor to the Ross Island Bridge with the Willamette River below (shown in yellow).



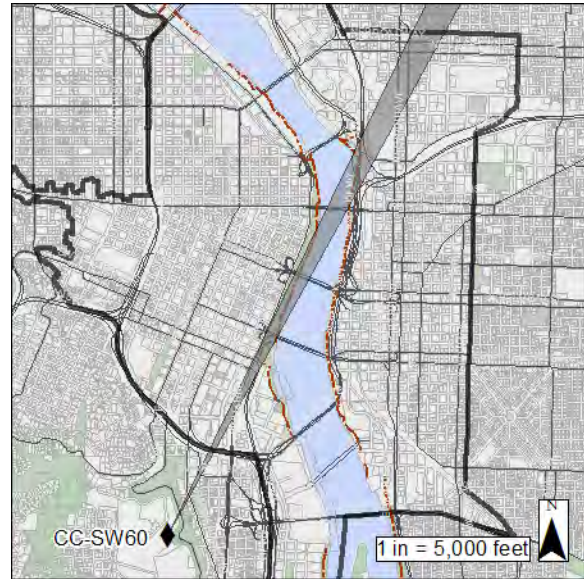
## CCSW60: PORTLAND AERIAL TRAM OHSU TERMINAL – SOUTH PLATFORM

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures within view corridors to Mt St Helens.
2. *Defer* to South Waterfront Public Views and Visual Permeability Assessment (2006) regarding ESEE decision for conflicting structures within view corridor to Mt Hood.
3. *Limit* conflicting vegetation within view corridor to Mt St Helens, Mt Hood, and Mt Adams.

**Protected focal feature(s) of the view:** Mt St Helens, Mt Hood, Mt Adams

**Explanation:** 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. The view from CCSW60 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens, or bridges are primary focal features, and to limit conflicting structures and vegetation within view corridors to all other primary focal features. The viewpoint at the Portland aerial tram OHSU terminal south platform is at a high enough elevation that structures within the Central City boundary, even if built to their allowed heights, will not block the view of Mt Hood or Mt Adams. Views across South Waterfront were heavily considered in the recent South Waterfront planning process. There are no existing or foreseeable building conflicts blocking this view of Mt Hood and, as South Waterfront continues to develop, all new buildings will be held to the *South Waterfront Public Views and Visual Permeability Assessment*. Mt Adams and glimpses of the Willamette River and bridges are also important to the character of this view. Vegetation could grow up and block views of the mountains or river. The ESEE decision is to defer to the 2006 *South Waterfront Public Views & Visual Permeability Assessment* for height and massing restrictions within the view corridor to Mt Hood, to prohibit conflicting structures to maintain a view of Mt St Helens, and to limit conflicting vegetation to maintain views of Mt Adams, Mt Hood, and Mt St Helens.



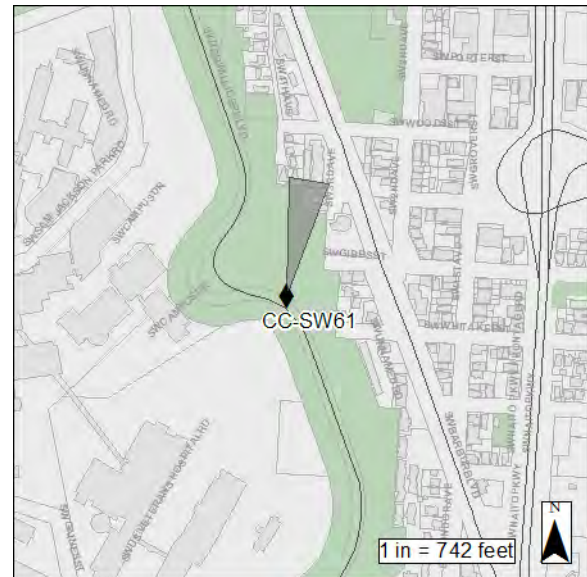
## CCSW61: SW TERWILLIGER BOULEVARD – SOUTH OF SW CAMPUS DRIVE

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures and vegetation within the view corridor to Mt St Helens.
2. *Limit* conflicting structures and vegetation within the view corridor to the Central City skyline.

**Protected focal feature(s) of the view:** Mt St Helens, Central City skyline

**Explanation:** 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. The Willamette River, Convention Center spires, Lloyd District, eastern foothills, and the Hawthorne, Morrison, and Burnside Bridges are also visible. This viewpoint is highly accessible and located on a developed automobile pull-out from the road. The view from CCSW61 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens, or bridges are primary focal features, and to limit conflicting structures and vegetation within view corridors to all other primary focal features. There are four BLI and four non-BLI conflicts within the view corridor to Mt St Helens. Moreover, while having some vegetation present contributes to the scenic quality of the view, vegetation could grow to block this view. Therefore, the ESEE recommendation is to prohibit conflicting structures and vegetation to maintain a view of Mt St Helens (shown in red) and to limit conflicting structures and vegetation to maintain a view of the Central City skyline (shown in yellow).



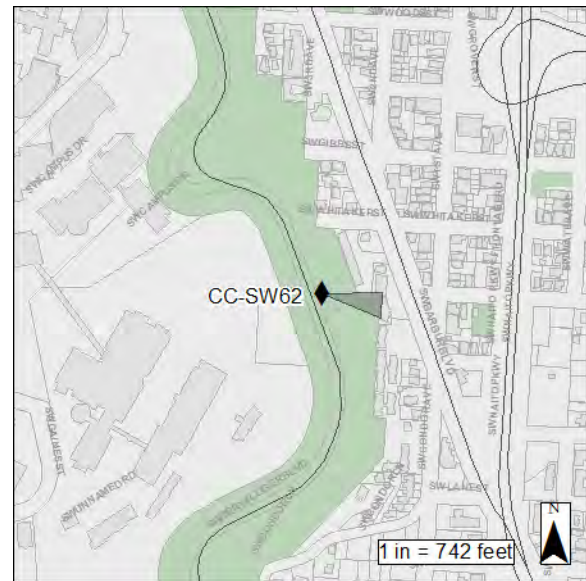
## CCSW62: SW TERWILLIGER BOULEVARD – NORTH OF SW CONDOR LANE, NORTH POINT

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Defer* to South Waterfront Public Views and Visual Permeability Assessment (2006) regarding ESEE decision for conflicting structures within view corridor to Mt Hood.
2. *Limit* conflicting vegetation within the view corridor to the South Waterfront skyline and Mt Hood.

**Protected focal feature(s) of the view:** Mt Hood, South Waterfront skyline

**Explanation:** 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 are two viewpoints along this automobile pull-out with adjacent parking; this is the northern of the two (the other is CCSW64). The view from CCSW62 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens, or bridges are primary focal features, and to limit conflicting structures and vegetation within view corridors to all other primary focal features. Development in South Waterfront has the potential to block the view of Mt Hood. Views across South Waterfront were heavily considered in the recent South Waterfront planning process and CCSW62 is one of the viewpoints identified for use in the modeling exercise. There are no existing building conflicts blocking this view of Mt Hood and, as South Waterfront continues to develop, all new buildings will be held to the *South Waterfront Public Views and Visual Permeability Assessment* (2006), which considers east-west visibility through the developed area, including the view of Mt Hood from this viewpoint. 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. Therefore, the recommendation is to



defer to the recent South Waterfront study for height and massing restrictions and to limit conflicting vegetation to maintain a view of the South Waterfront skyline and Mt Hood (shown in yellow).

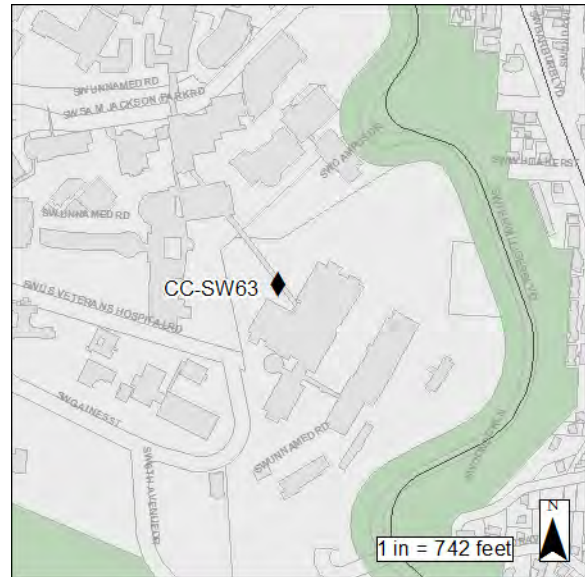
## CCSW63: VETERANS HOSPITAL/OHSU SKY BRIDGE

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. Allow conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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. The view from CCSW63 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens, or bridges are primary focal features, and to limit conflicting structures and vegetation within view corridors to all other primary focal features. However, though technically public, this viewpoint does not feel public and is very difficult to access. Therefore, the ESEE decision is to allow all conflicting uses.





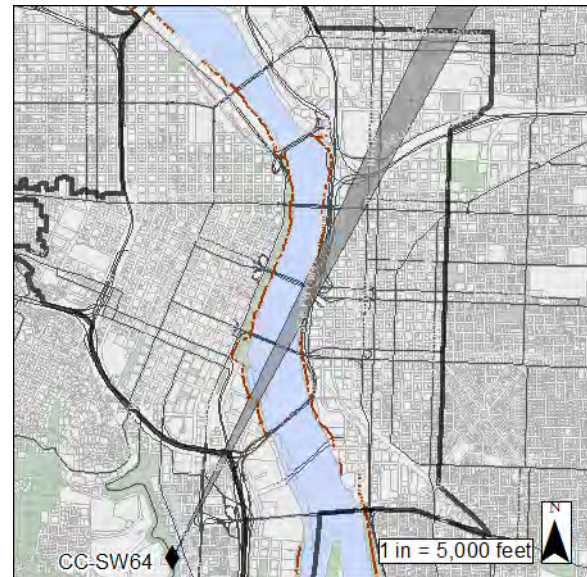
## CCSW64: SW TERWILLIGER BOULEVARD – NORTH OF SW CONDOR LANE, SOUTH POINT

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures and vegetation within the view corridor to Mt St Helens.
2. *Limit* conflicting vegetation within the view corridor to the Lloyd District skyline.
3. *Allow* conflicting structures within view corridor to Lloyd District skyline.

**Protected focal feature(s) of the view:** Mt St Helens, Lloyd District skyline

**Explanation:** 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. There are two viewpoints along this automobile pull-out with adjacent parking; this is the southern of the two (the other is CCSW62). The view from CCSW64 is ranked Tier I.



The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens, or bridges are primary focal features, and to limit conflicting structures and vegetation within view corridors to all other primary focal features. There is one BLI conflict and no non-BLI conflicts within the view corridor to Mt St Helens. The view is almost entirely blocked by overgrown vegetation during leaf-on. The ESEE decision is to prohibit conflicting structures and vegetation within the view corridor to Mt St Helens (shown in red), and to limit conflicting vegetation within the view corridor to the Lloyd District skyline (shown in yellow).



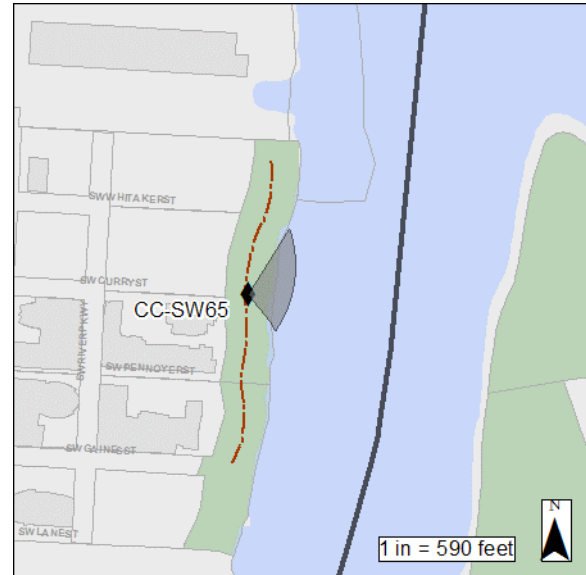
## CCSW65: GREENWAY TRAIL WEST – AT SW CURRY STREET

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within the view corridor to the Ross Island Bridge, including the tip of Ross Island and the Willamette River below.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Ross Island, Ross Island Bridge

**Explanation:** 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. The view from CCSW65 is ranked Group B.



The general ESEE recommendation for a Group B view without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. That recommendation stands. However, due to the location of this viewpoint along the Greenway Trail West, there is no potential for development to block the view. Staff recommend applying the limit conflicting vegetation decision within a view corridor to the Ross Island Bridge that includes the tip of Ross Island and the Willamette River below (shown in yellow).





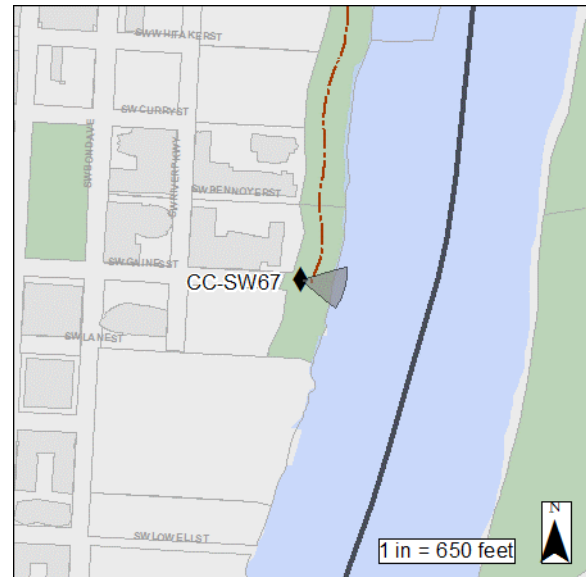
## CCSW67: GREENWAY TRAIL WEST – AT SW GAINES STREET

**Site-Specific ESEE Decision:** The ESEE decision is:

1. *Limit* conflicting vegetation within the view corridor to Ross Island with the Willamette River below.
2. *Allow* conflicting structures within the view corridor to Ross Island with the Willamette River below.
3. *Allow* conflicting structures and vegetation within the view corridor to the Ross Island Bridge.

**Protected focal feature(s) of the view:** Willamette River, Ross Island

**Explanation:** 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. The view from CCSW67 is ranked Group B.



The general ESEE recommendation for a Group B view without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. Though this viewpoint offers a view of the Ross Island Bridge, there are other viewpoints north of here that offer closer views of the bridge. Thus, this view is of the river and Ross Island. Due to the location of this viewpoint along the Greenway Trail West, there is no potential for development to block the view. However, vegetation along the riverbank below the viewpoint could grow to obstruct the view of the Willamette River and Ross Island. Therefore, the ESEE recommendation is to limit conflicting vegetation within the view corridor to Ross Island and the Willamette River (shown in yellow).





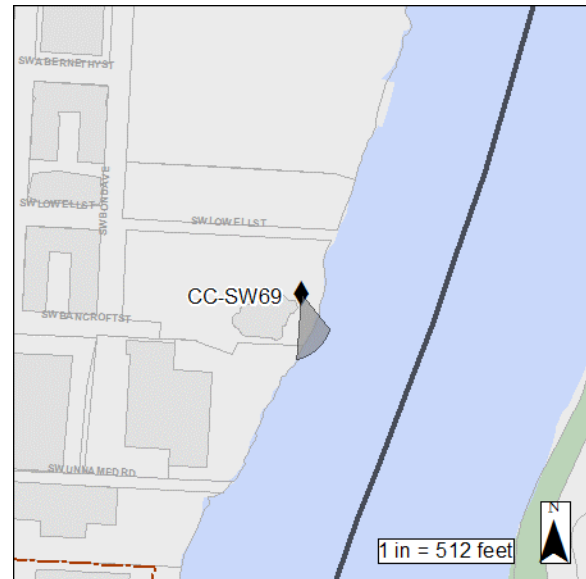
## CCSW69: GREENWAY TRAIL WEST – AT SW BANCROFT STREET

**Site-Specific ESEE Decision:** The ESEE decision is:

1. *Limit* conflicting structures and vegetation within view corridor to the Willamette River, Ross Island, and the southern hills.

**Protected focal feature(s) of the view:** Willamette River, Ross Island, southern hills

**Explanation:** 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. The view from CCSW69 is ranked Group A.



The general ESEE recommendation for a Group A view without Mt Hood, Mt St Helens, or a bridge as a primary focal feature is to limit conflicting structures and vegetation within view corridors to all other primary focal features. That recommendation stands. However, due to the location of this viewpoint along the Greenway Trail West, there is no potential for development to block the view. Vegetation along the riverbank adjacent to the viewpoint could grow to obstruct the view of the Willamette River, Ross Island, and southern hills. Therefore, the recommendation is to limit conflicting structures and vegetation to maintain a view of the Willamette River, Ross Island, and southern hills (shown in yellow).



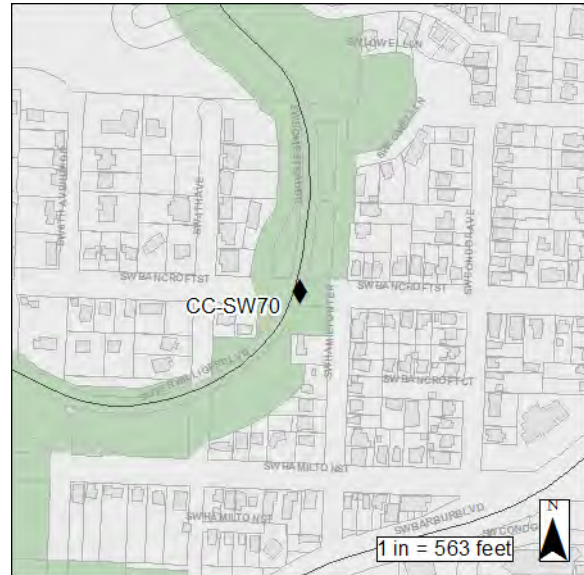
## CCSW70: SW TERWILLIGER BOULEVARD – AT SW BANCROFT STREET

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Defer* to South Waterfront Public Views and Visual Permeability Assessment (2006) regarding ESEE decision for conflicting structures within view corridor to Mt Hood.
2. *Allow* conflicting vegetation within view corridor to Mt Hood.

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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. There is not an automobile pull-out from the road or parking at this point along SW Terwilliger Boulevard. The view from CCSW70 is ranked Tier II.



The general ESEE recommendation for a Tier II view is to limit conflicting structures and vegetation within a view corridor to Mt Hood or Mt St Helens, and to limit conflicting vegetation and allow conflicting structures within view corridors to other primary focal features. Development in South Waterfront has the potential to block the view of Mt Hood. Views across South Waterfront were heavily considered in the recent South Waterfront planning. There are no existing building conflicts blocking this view of Mt Hood and, as South Waterfront continues to develop, all new buildings will be held to the *South Waterfront Public Views and Visual Permeability Assessment* (2006), which considers east-west visibility through the developed area. The view from SW Terwilliger Boulevard is almost completely blocked by overgrown vegetation, particularly during leaf-on. Staff determined that the benefits of maintaining this view do not outweigh the environmental costs of removing significant vegetation on a steep slope. Therefore, the ESEE recommendation is to defer to the recent South Waterfront study for height and massing restrictions within the view corridor to Mt Hood and to allow conflicting vegetation.



## CCSW71: GREENWAY TRAIL WEST – AT SW UNNAMED ROAD

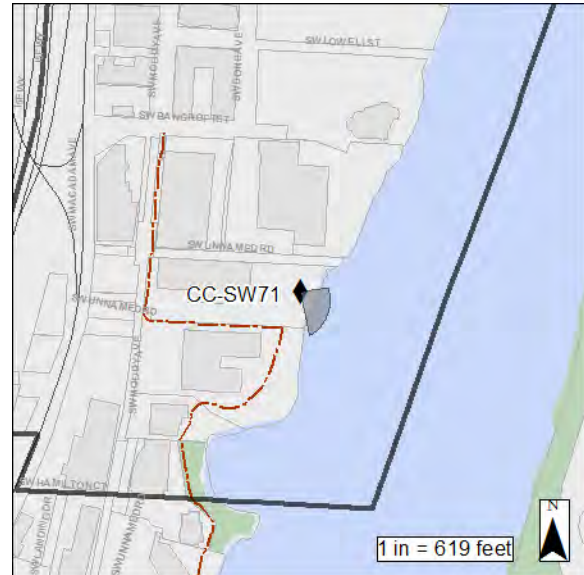
**Site-Specific ESEE Decision:** The ESEE decision is:

1. *Limit* conflicting vegetation within view corridor to Ross Island with the Willamette River below.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Ross Island

**Explanation:** 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.

Currently, there is a gap in the Greenway Trail to the north of SW Unnamed Road. The view from CCSW71 is ranked Group B.



The general ESEE recommendation for a Group B view without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. This recommendation stands. Due to the location of this viewpoint along the Greenway Trail West, there is no potential for development to block the view. However, vegetation along the riverbank adjacent to the viewpoint could grow to obstruct the view of the Willamette River and Ross Island. Therefore, the recommendation is to limit conflicting vegetation within a view corridor to Ross Island with the Willamette River below (shown in yellow).

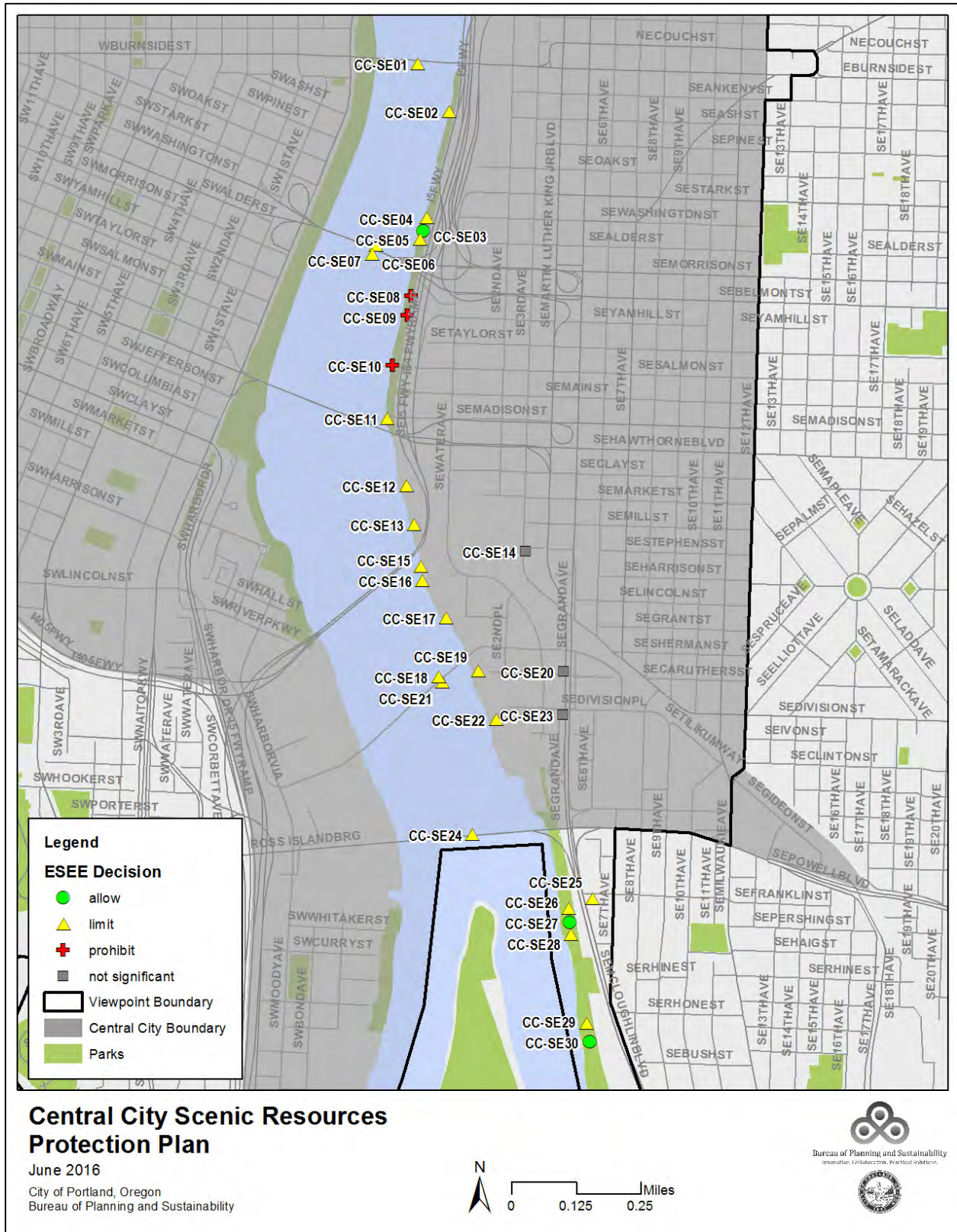




## 5.g. Southeast

There are 30 viewpoints in the southeast quadrant of the Central City; three are not significant and the remainder receive site-specific decisions. 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. Map 10 shows the ESEE decisions.

Note – Viewpoints CCSE23 and CCSE24 have two views. CCSE14, CCSE2, and both views from CCSE23 were determined to be not significant and, therefore, do not receive a site-specific decision.



Map 10: Southeast Viewpoint ESE Decisions

Proposed Draft

June 20, 2016

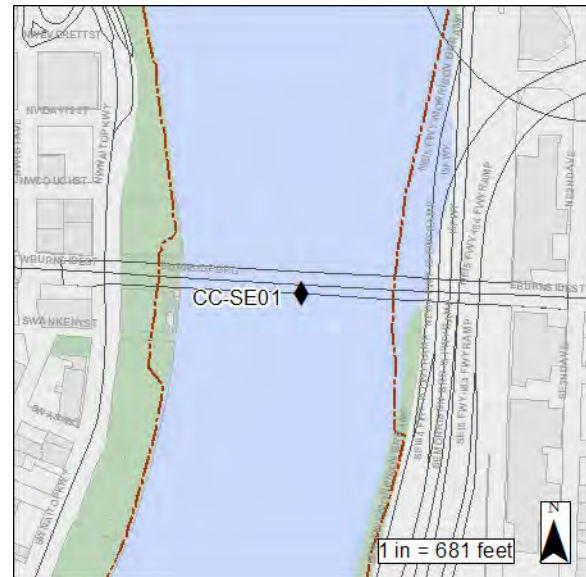
## CCSE01: BURNSIDE BRIDGE – SOUTH SIDE, CENTER

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to Willamette River, bridges, and Downtown skyline.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Downtown skyline, bridges

**Explanation:** 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. The view from CCSE01 is ranked Group B.



The general recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. This recommendation stands (shown in yellow). However, this viewpoint is on a bridge out over the Willamette River so there are no conflicting uses (structures or vegetation) that could block the view of the Willamette River, bridges, or Downtown skyline.



## CCSE02: EASTBANK ESPLANADE – SOUTH OF BURNSIDE BRIDGE

**Site-Specific ESEE Decision:** The ESEE decision is:

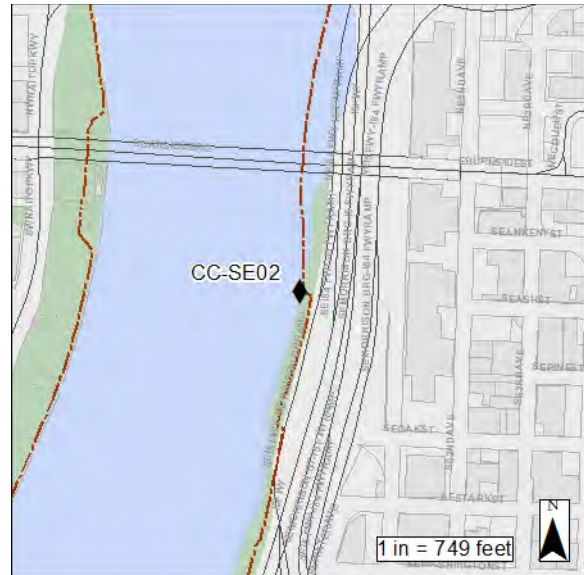
1. *Limit* conflicting vegetation within view corridor to the Willamette River and Burnside Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Burnside Bridge

**Explanation:** This view across the Willamette River centers on the U.S. Bancorp Tower. The Willamette River and Burnside Bridge are primary focal features. The White Stag sign, Downtown skyline, and Morrison Bridge are secondary focal features. 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. The view from CCSE02 is ranked Group B.

The general recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. That recommendation stands (shown in yellow). However, due to the location of the viewpoint at the top of the floating portion of the Eastbank Esplanade, out over the water with no development potential or options for vegetation enhancement to block the view, there are no conflicting uses within the view corridor.



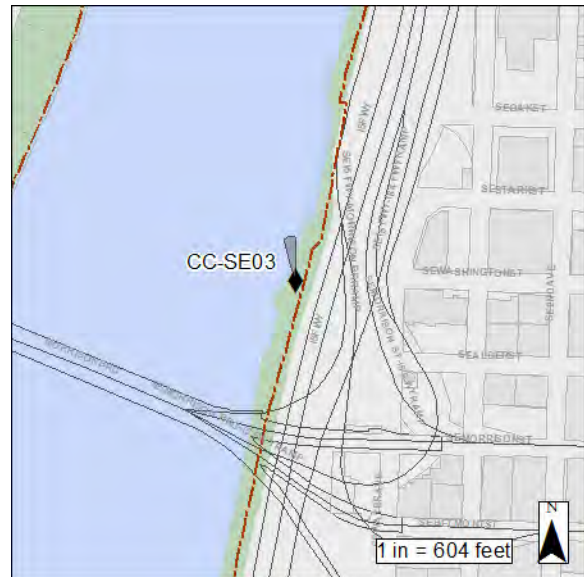
## CCSE03: EASTBANK ESPLANADE – AT SE WASHINGTON STREET

**Site-Specific ESEE Decision:** The ESEE decision is to:

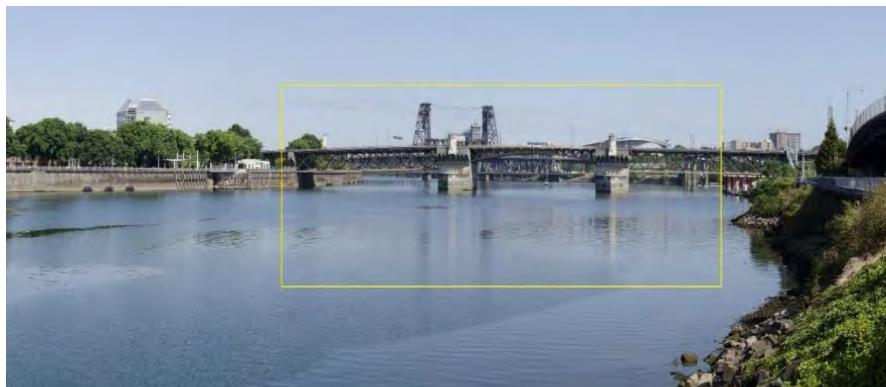
1. *Limit* conflicting vegetation within view corridor to the Willamette River, Steel Bridge, and Burnside Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Steel Bridge, Burnside Bridge

**Explanation:** This view looks across the Willamette River to the Morrison Bridge and Downtown skyline. Waterfront Park and the Burnside and Steel Bridges are secondary focal features. This section of the Esplanade receives a fair amount of commuter and recreational bicycle and pedestrian traffic. The view from CCSE03 is ranked Group B.



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) and provides closest view of the Steel and Burnside Bridges. The entirety of the viewpoint consists of a large, arced platform flanked on either end by two viewpoints that extend outward over the river. The general recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. Because this is a developed viewpoint along the Greenway Trail that extends over the water, there are no structures that could be built to block the view. However, vegetation could grow up and block the view. In this case, the primary focal features are the Morrison Bridge and Downtown skyline. However, the view is of the north side of the Morrison Bridge, which lacks the architectural towers that can be seen on the south side. Furthermore, the view of the Downtown skyline is obstructed by the Morrison Bridge. Rather than limit conflicting vegetation within the entire panorama, staff recommend limiting conflicting vegetation to maintain a view of the Willamette River and Steel and Burnside Bridges (shown in yellow).



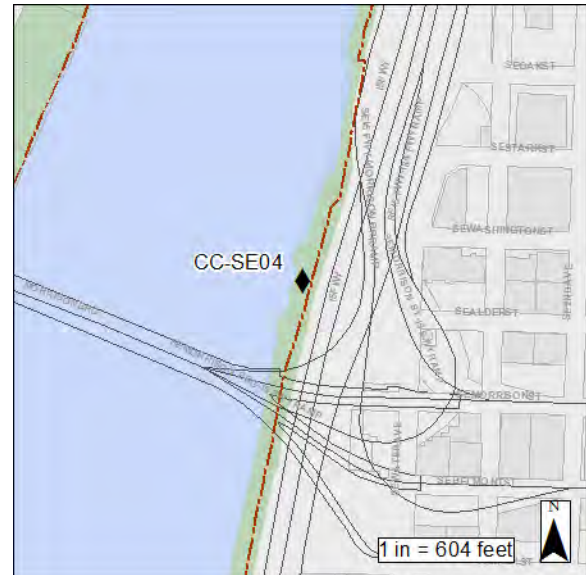
## CCSE04: EASTBANK ESPLANADE – BETWEEN SE WASHINGTON STREET AND SE ALDER STREET

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. Allow conflicting structures and vegetation.

**Protected focal feature(s) of the view:** Willamette River, Downtown skyline, Morrison Bridge

**Explanation:** This view looks across the Willamette River to the Morrison Bridge and the Downtown skyline. Waterfront Park is a secondary focal feature. 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. The view from CCSE04 is ranked Group B.



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. The general ESEE recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. However, staff determined that CCSE03 and CCSE05 offer better views and are located on viewpoints that extend out over the water, thereby limiting potential conflicts. Therefore, the recommendation for CCSE04 is to allow conflicting uses within the view corridor.



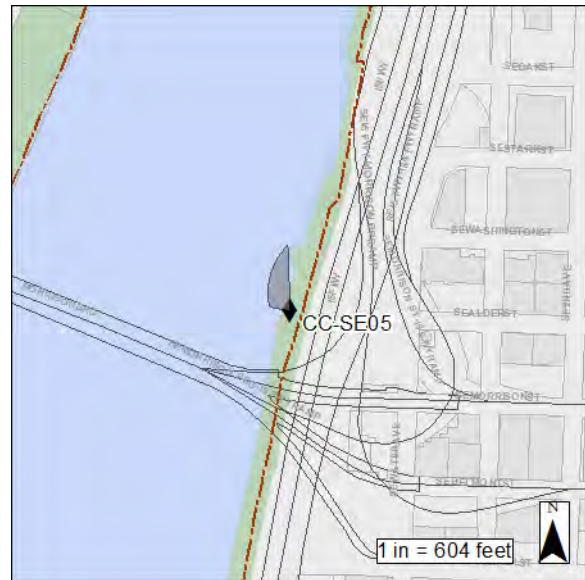
## CCSE05: EASTBANK ESPLANADE – AT SE ALDER STREET

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to the Willamette River, Waterfront Park, and Steel Bridge.
2. *Allow* conflicting structures within view corridor to Willamette River, Waterfront Park, and Steel Bridge.
3. *Allow* conflicting structures and vegetation within view corridor to Downtown skyline and Morrison Bridge.

**Protected focal feature(s) of the view:** Willamette River, Waterfront Park, Steel Bridge

**Explanation:** This view looks across the Willamette River to the Morrison Bridge and the Downtown skyline. Waterfront Park and the Burnside and Steel Bridges are secondary focal features. This section of the Esplanade receives a fair amount of commuter and recreational bicycle and pedestrian traffic. The view from CCSE05 is ranked Group B.



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. The general ESEE recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. However, the view of the Downtown skyline from this viewpoint is the most compromised of the three as the Morrison Bridge interferes with a clear view of the skyline. Furthermore, this view is of the north side of the Morrison Bridge, which lacks the architectural towers that can be seen on the south side. Staff recommend allowing conflicting uses within the view corridors to the Downtown skyline and Morrison Bridge and limiting conflicting vegetation to maintain a view of the Willamette River, Steel Bridge, and Waterfront Park (shown in yellow).



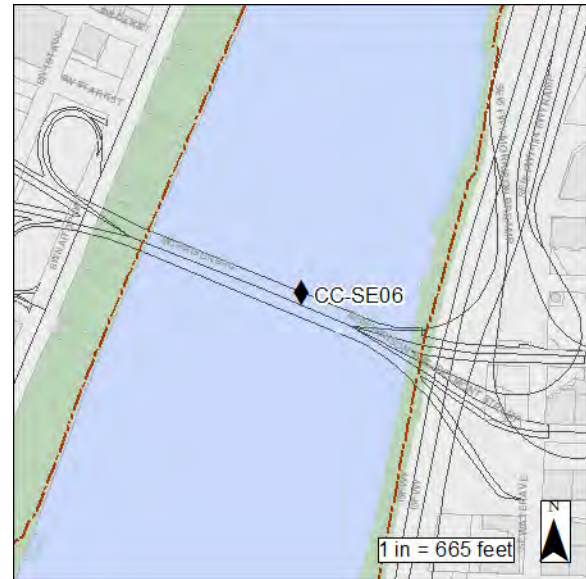
## CCSE06: MORRISON BRIDGE – NORTH SIDE, EAST

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to Willamette River, bridges, and Convention Center spires.
2. *Allow* conflicting structures.

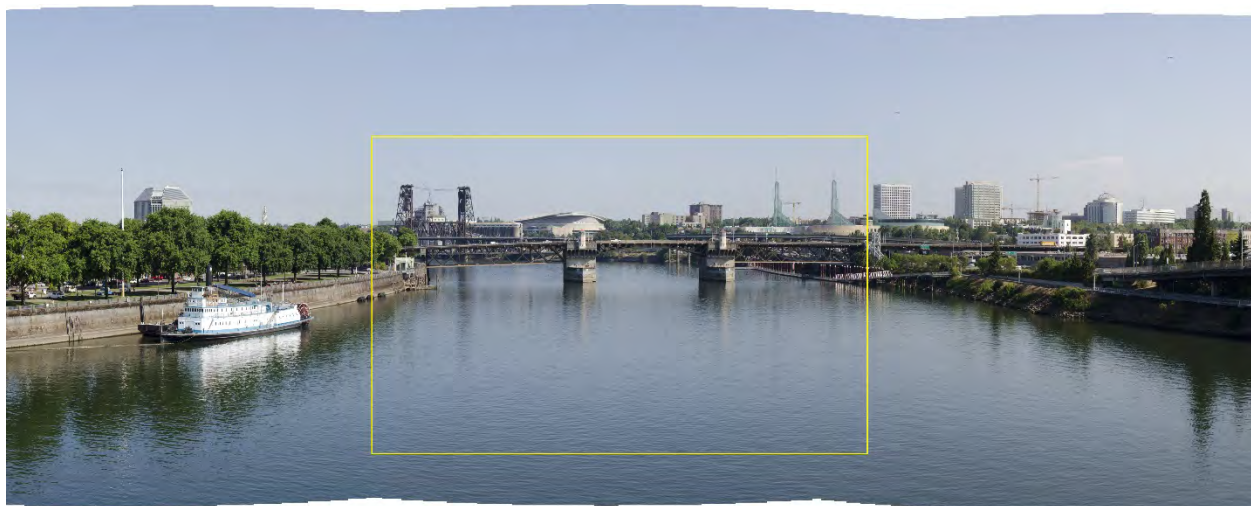
**Protected focal feature(s) of the view:** Willamette River, Convention Center spires, bridges

**Explanation:** 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). The view from CCSE06 is ranked Group B.

The general recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. This recommendation stands (shown in yellow). However, this viewpoint is on a bridge out over the Willamette River so there are no conflicting uses (structures or vegetation) that could block the view of the Willamette River, Convention Center spires, or bridges.





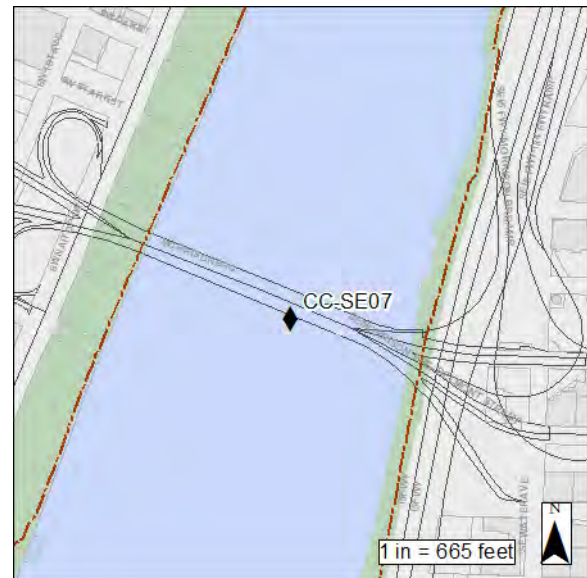
## CCSE07: MORRISON BRIDGE – SOUTH SIDE, EAST

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation within the view corridor to Mt Hood.
2. *Limit* conflicting vegetation within the view corridor to the Willamette River, Downtown skyline, and Hawthorne Bridge.
3. *Allow* conflicting structures within the view corridor to the Willamette River, Downtown skyline, and Hawthorne Bridge.

**Protected focal feature(s) of the view:** Willamette River, Downtown skyline, Hawthorne Bridge

**Explanation:** 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.



The general recommendation for Group B views with Mt Hood as a primary focal feature is to limit conflicting structures and vegetation within the view corridor to Mt Hood, and to limit conflicting vegetation and allow conflicting structures within view corridors to other primary focal features. Due to the location of this viewpoint on the Morrison Bridge, there are no conflicting uses with views of the Willamette River, Hawthorne Bridge, or Downtown skyline. However, the view to Mt Hood looks off to the east where there are potential conflicts with structures and vegetation. This viewpoint was included in the analysis of views of Mt Hood from bridges and the Greenway Trail. Through that analysis, staff determined that the costs of preserving the view of Mt Hood from this viewpoint outweigh the benefits (CCSW46 was chosen as the view to maintain). Therefore, the recommendation is to allow conflicting uses within the view corridor to Mt Hood. The general ESEE recommendation stands for the view corridor to the Willamette River, Downtown skyline, and Hawthorne Bridge (shown in yellow).



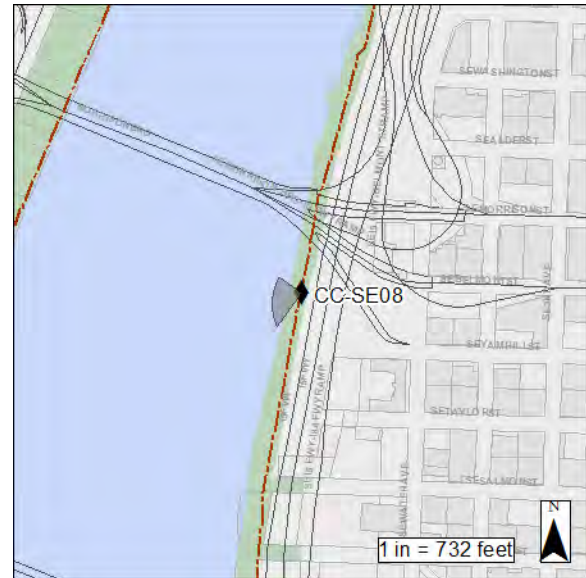
## CCSE08: EASTBANK ESPLANADE – SOUTH OF SE BELMONT STREET

**Site-Specific ESEE Decision:** The ESEE decision is to:

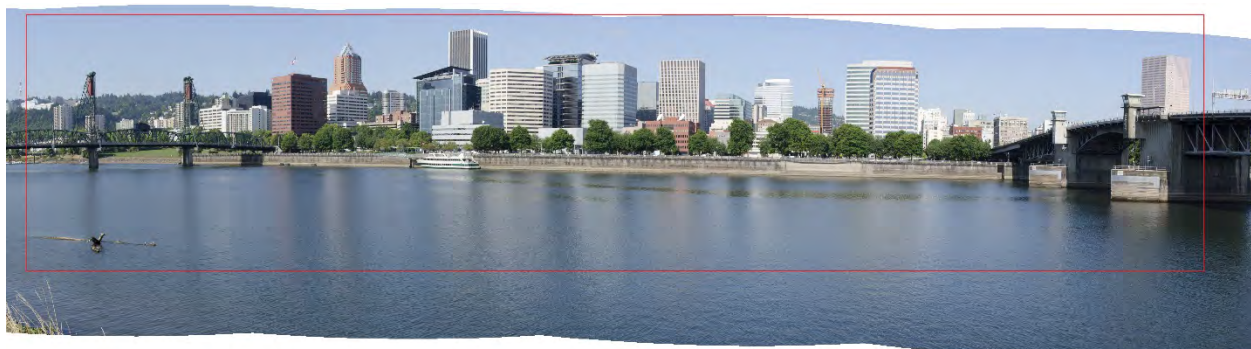
1. *Prohibit* conflicting structures and vegetation within the view corridor to the Willamette River, Central City skyline, and Hawthorne and Morrison Bridge towers.

**Protected focal feature(s) of the view:** Willamette River, Central City skyline, Hawthorne Bridge, Morrison Bridge

**Explanation:** Offering a sweeping view of the Willamette River, Central City 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. The view from CCSE08 is ranked Group A.



The general recommendation for Group A views is to prohibit conflicting structures and vegetation within view corridors to Mt Hood, Mt St Helens, and bridges, and to limit conflicting structures and vegetation within view corridors to other primary focal features. However, due to the location of this viewpoint along the Eastbank Esplanade, there is no potential for development to block the view. In addition, the Willamette River and Central City skyline are integral to this view. Staff recommend applying the prohibit conflicting structures and vegetation decision to a view corridor of the Willamette River, Central City skyline, and Hawthorne and Morrison Bridge towers (shown in red).



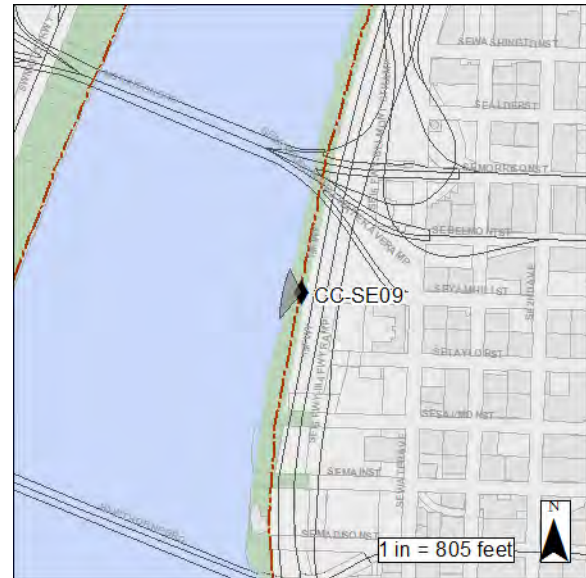
## CCSE09: EASTBANK ESPLANADE – AT SE YAMHILL STREET

**Site-Specific ESEE Decision:** The ESEE decision is to:

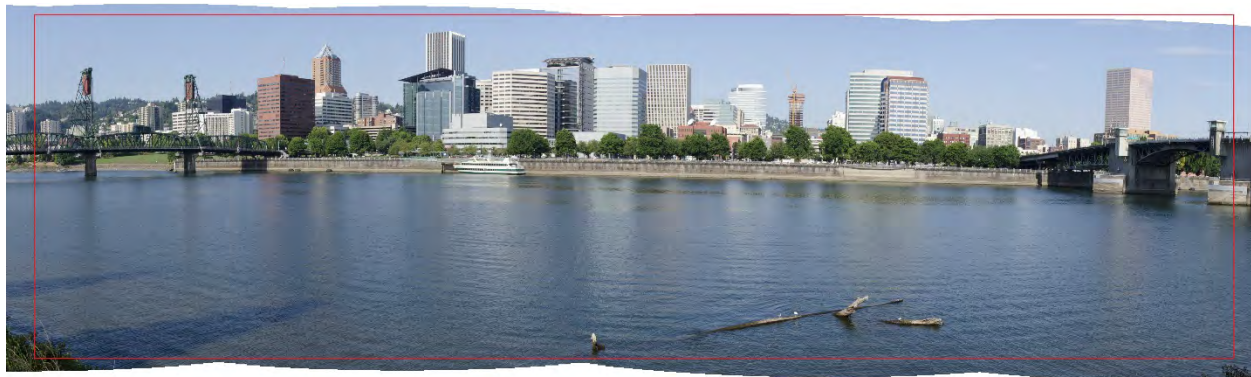
1. *Prohibit* conflicting structures and vegetation within the view corridor to the Willamette River, Central City skyline, and Hawthorne and Morrison Bridge towers.

**Protected focal feature(s) of the view:** Willamette River, Central City skyline, Hawthorne Bridge, Morrison Bridge

**Explanation:** The Hawthorne and Morrison Bridges, to the south and north, frame this panorama of the Willamette River and Central City 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. The view from CCSE09 is ranked Group A.



The general recommendation for Group A views is to prohibit conflicting structures and vegetation within view corridors to Mt Hood, Mt St Helens, and bridges, and to limit conflicting structures and vegetation within view corridors to other primary focal features. However, due to the location of this viewpoint along the Eastbank Esplanade, there is no potential for development to block the view. In addition, the Willamette River and Central City skyline are integral to this view. Staff recommend applying the prohibit conflicting structures and vegetation decision to a view corridor that includes the Willamette River, Central City skyline, and the towers of the Hawthorne and Morrison Bridges (shown in red).



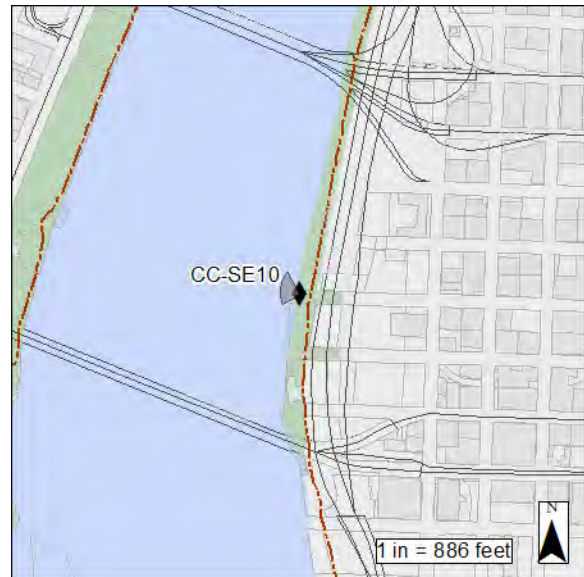
## CCSE10: EASTBANK ESPLANADE – AT SE SALMON STREET

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures and vegetation within a view corridor to the Willamette River, Central City skyline, and Hawthorne Bridge.

**Protected focal feature(s) of the view:** Willamette River, Downtown skyline, Hawthorne Bridge

**Explanation:** This large, developed viewpoint at the end of SE Salmon Street along the Eastbank Esplanade offers a panorama across the Willamette River to the Central City skyline and Hawthorne Bridge. Waterfront Park, the Morrison Bridge, and the West Hills are secondary focal features. 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 view from CCSE10 is ranked Group A.



The general recommendation for Group A views is to prohibit conflicting structures and vegetation within view corridors to Mt Hood, Mt St Helens, and bridges, and to limit conflicting structures and vegetation within view corridors to other primary focal features. Due to the location of this viewpoint along the Eastbank Esplanade, there is no potential for development to block the view. In addition, the Willamette River and Central City skyline are integral to this view. The ESEE recommendation is to prohibit conflicting structures and vegetation within a view corridor to the Willamette River, Central City skyline and Hawthorne Bridge (shown in red).



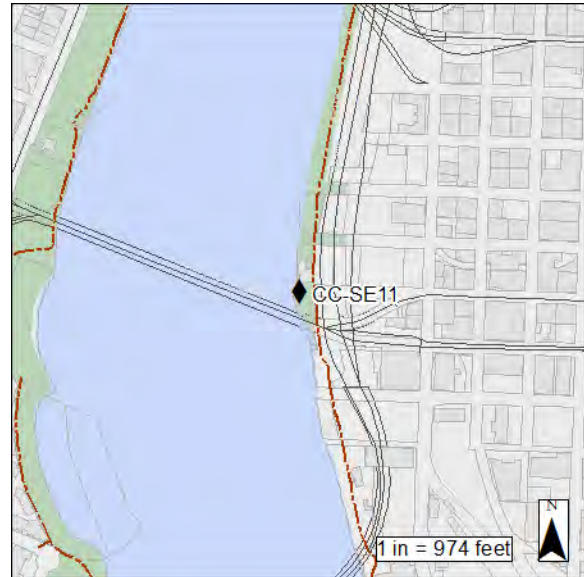
## CCSE11: EASTBANK ESPLANADE – NORTH OF HAWTHORNE BRIDGE

**Site-Specific ESEE Decision:** The ESEE decision is:

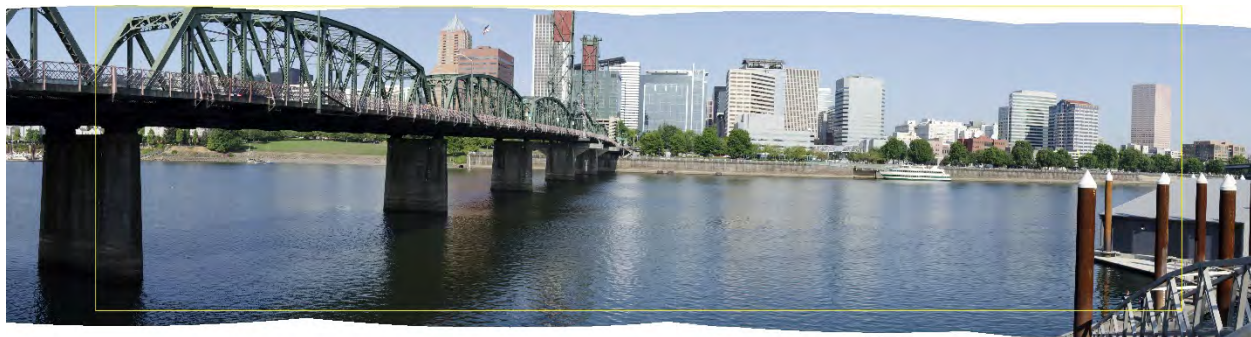
1. *Limit* conflicting vegetation within view corridor to Willamette River, Downtown skyline, and Hawthorne Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Downtown skyline, Hawthorne Bridge

**Explanation:** The Willamette River, Hawthorne Bridge, and Downtown skyline are the primary focal features of this view. The Morrison and Steel Bridges and riverbank are secondary focal features. 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. The view from CCSE11 is ranked Group B.



The general recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. That recommendation stands (shown in yellow). However, due to the location of the viewpoint along the Eastbank Esplanade, projecting out over the water, there are no conflicting uses.



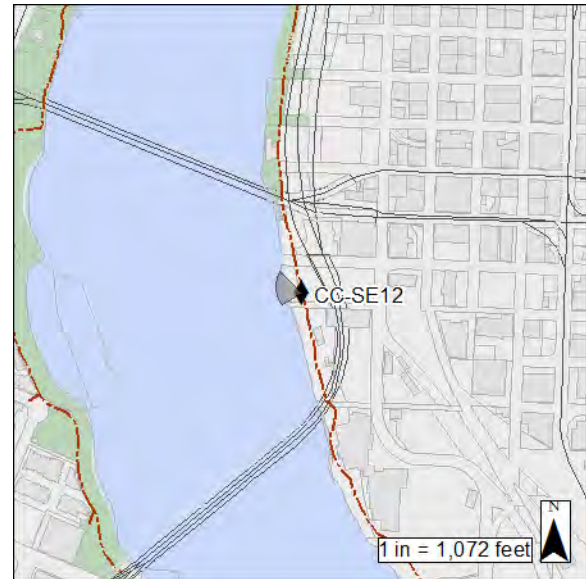
## CCSE12: GREENWAY TRAIL EAST – AT HOLMAN DOCK ACCESS

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to the Willamette River, Central City skyline, and Hawthorne Bridge towers.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Central City skyline, Hawthorne Bridge

**Explanation:** Looking out across the Willamette River from the Greenway Trail (east), this view's primary focal features are the Willamette River and Downtown skyline. Secondary focal features include Riverplace Marina, the West Hills, the South Downtown/University District, and the Hawthorne and Marquam Bridges. 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. The view from CCSE12 is ranked Group B.



The general recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. This recommendation stands. However, due to the location of this viewpoint along the Greenway Trail East, there is no potential for development to block the view. Staff recommend applying the limit conflicting vegetation decision between Riverplace Marina and the Hawthorne Bridge to maintain views of the Willamette River, Central City skyline and Hawthorne Bridge towers (shown in yellow).



## CCSE13: GREENWAY TRAIL EAST – OMSI NORTH OF MARQUAM BRIDGE

**Site-Specific ESEE Decision:** The ESEE decision is to:

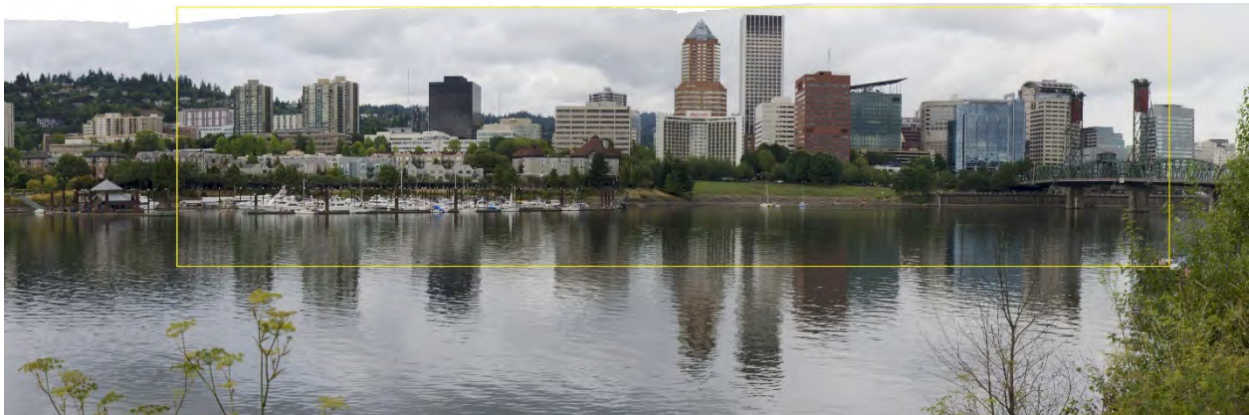
1. *Limit* conflicting vegetation within the view corridor to the Willamette River, Central City skyline, and Hawthorne Bridge towers.
2. *Allow* conflicting structures within view corridor to Willamette River, Central City skyline, and Hawthorne Bridge towers.
3. *Allow* conflicting structures and vegetation within the view corridor to the Marquam Bridge.

**Protected focal feature(s) of the view:** Willamette River, Central City skyline

**Explanation:** 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. There was once a bench marking the viewpoint; however, the bench has been vandalized and only the supports remain. The view from CCSE13 is ranked Group B.



The general recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. Due to the location of this viewpoint along the Greenway Trail East, there is no potential for development to block the view. Though the Marquam Bridge is a primary focal feature, it was not identified as a scenic visual focal point. Staff recommend applying the limit conflicting vegetation decision between Riverplace Marina and the Hawthorne Bridge to maintain a view of the Willamette River, Central City skyline, and Hawthorne Bridge towers (shown in yellow).



## CCSE15: GREENWAY TRAIL EAST – OMSI NORTH POINT

**Site-Specific ESEE Decision:** The ESEE decision is:

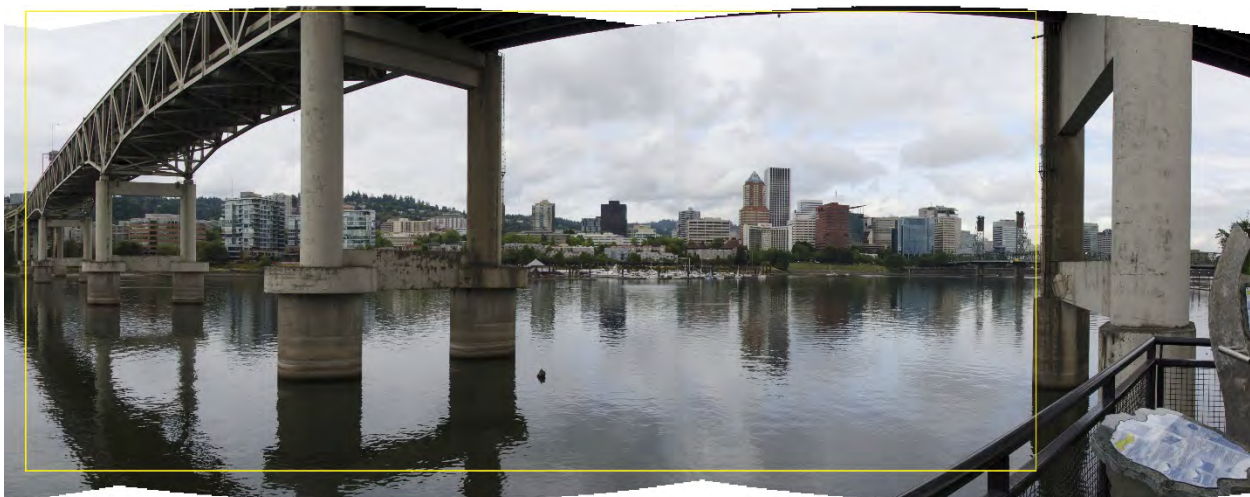
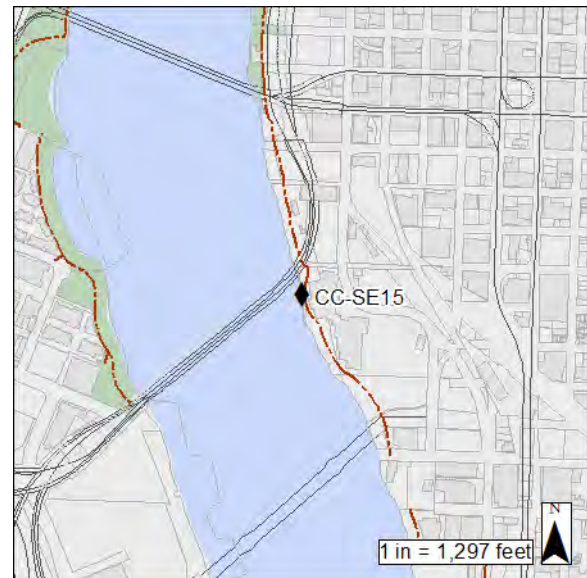
1. *Limit* conflicting vegetation within the view corridor to the Willamette River, Downtown skyline, and Marquam Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Downtown skyline, Marquam Bridge

**Explanation:** 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 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. The view from CCSE15 is ranked Group C.

The general recommendation for a Group C view is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. This recommendation stands (shown in yellow). However, due to the location of the viewpoint along the Greenway Trail, out over the water, there are no conflicting uses (structures or vegetation) within the view corridor.





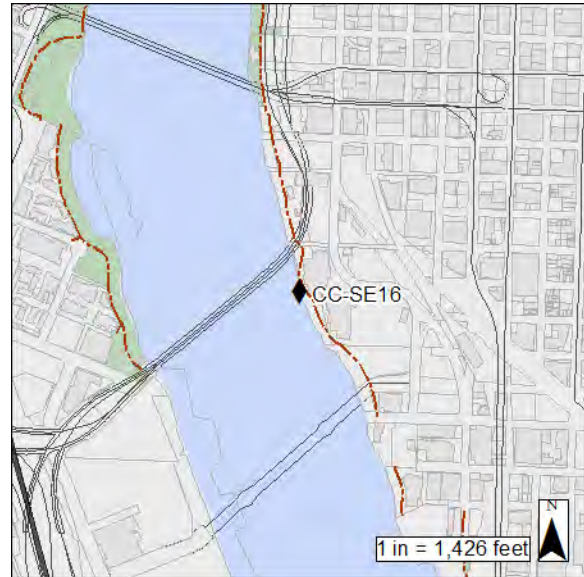
## CCSE16: GREENWAY TRAIL EAST – OMSI MIDDLE POINT

**Site-Specific ESEE Decision:** The ESEE decision is:

1. *Limit* conflicting vegetation within view corridor to the Willamette River, Marquam Bridge, Tilikum Crossing, Central City skyline, and Hawthorne Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Marquam Bridge, Tilikum Crossing, Central City skyline, Hawthorne Bridge

**Explanation:** 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. The view from CCSE16 is ranked Group B.



The general recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. This recommendation stands (shown in yellow). However, due to the location of the viewpoint along the Greenway Trail, out over the water, there are no conflicting uses (structures or vegetation) within the view corridor.



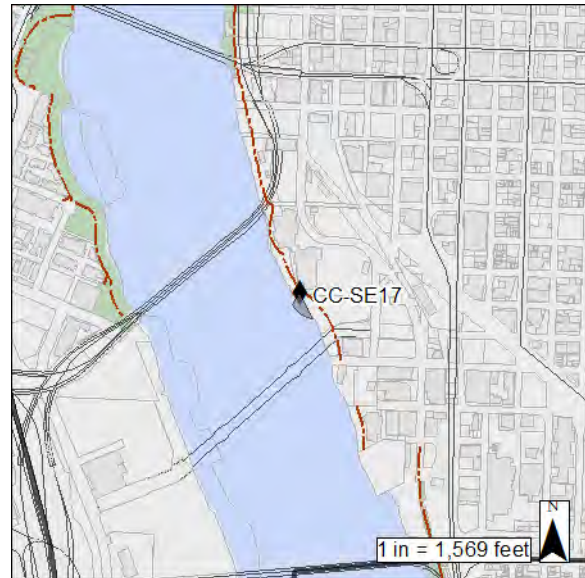
## CCSE17: GREENWAY TRAIL EAST – OMSI SOUTH POINT

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to the Willamette River and Tilikum Crossing.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Tilikum Crossing

**Explanation:** 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 primary focal features of this view are the Willamette River, Tilikum Crossing, and the Marquam Bridge. Secondary focal features include South Waterfront, the West Hills, Ross Island, the Downtown skyline, the South Downtown/University District skyline, and the riverbank. 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. The view from CCSE17 is ranked Group B.



The general recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. This recommendation stands. However, due to the location of this viewpoint along the Greenway Trail East, there is no potential for development to block the view. Staff recommend applying the limit conflicting vegetation decision to maintain a view of the Willamette River and Tilikum Crossing, rather than across the entire panorama (shown in yellow).



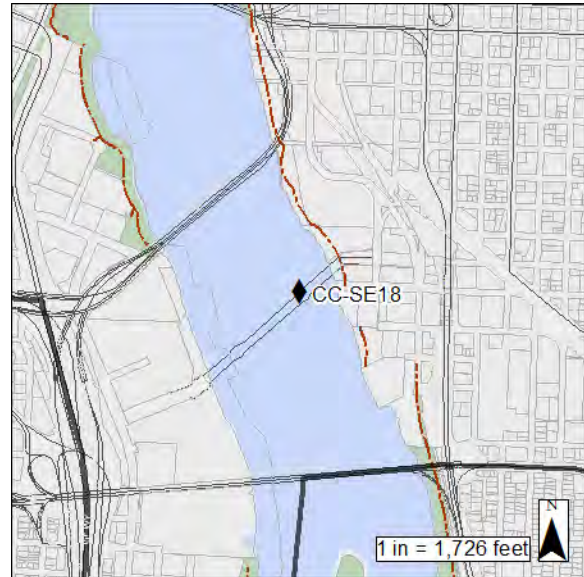
## CCSE18: TILIKUM CROSSING – NORTH SIDE, EAST

**Site-Specific ESEE Decision:** The ESEE decision is:

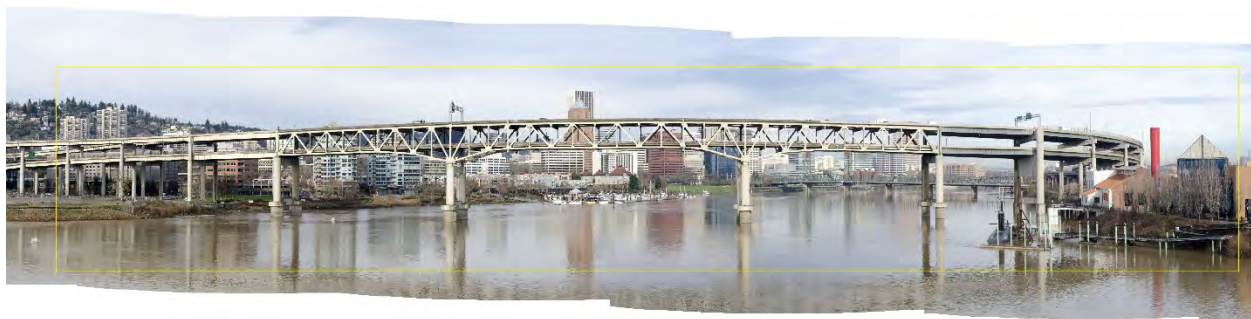
1. *Limit* conflicting vegetation within view corridor to Willamette River and Downtown skyline.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Downtown skyline

**Explanation:** 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. The view from CCSE16 is ranked Group B.



The general recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. Due to the location of the viewpoint on Tilikum Crossing, out over the water, there are no conflicting uses (structures or vegetation) within the view corridor. While a primary focal feature, the Marquam Bridge obstructs the view of the Downtown skyline. Therefore, the recommendation is to limit conflicting vegetation within a view corridor to the Willamette River and Downtown skyline (shown in yellow).



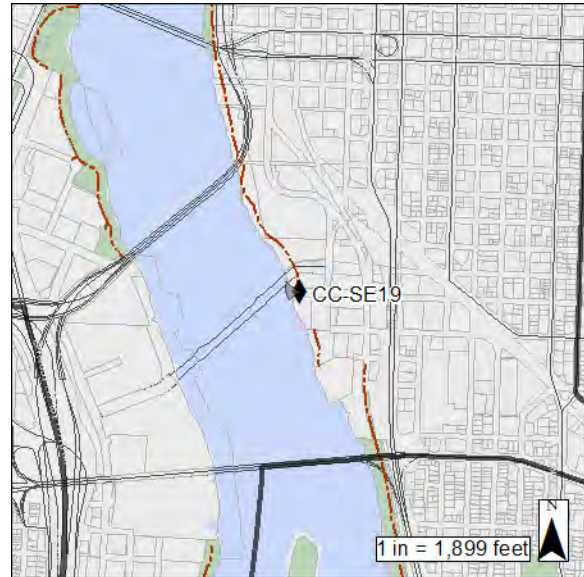
## CCSE19: GREENWAY TRAIL EAST – AT SE CARUTHERS STREET

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to the Willamette River and Tilikum Crossing.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Tilikum Crossing

**Explanation:** 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. Along with Tilikum Crossing, the Willamette River is also a primary focal feature; the Ross Island Bridge, South Waterfront, and West Hills are secondary focal features. 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. The view from CCSE19 is ranked Group B.



The general recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. The general recommendation stands. However, due to the location of this viewpoint along the Greenway Trail East, there is no potential for development to block the view. Staff recommend applying the limit conflicting vegetation decision to maintain a view of the Willamette River and Tilikum Crossing, rather than the entire panorama (shown in yellow).



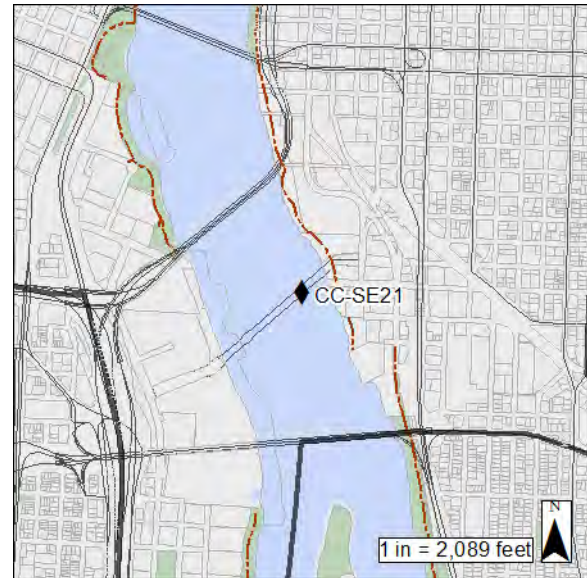
## CCSE21: TILIKUM CROSSING – SOUTH SIDE, EAST

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation within the view corridor to Mt Hood.
2. *Limit* conflicting vegetation within the view corridor to the Willamette River and Ross Island Bridge.
3. *Allow* conflicting structures within the view corridor to the Willamette River and Ross Island Bridge.

**Protected focal feature(s) of the view:** Willamette River, Ross Island Bridge

**Explanation:** 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. Mt Hood is also visible in the distance. Ross Island, the South Waterfront, the West Hills, multiple buttes, and the riverbank are secondary focal features. 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 view from CCSE21 is ranked Group B.



The general ESEE recommendation for Group B views with Mt Hood as a primary focal features is to limit conflicting structures within the view corridor to Mt Hood and to limit conflicting vegetation within view corridors to primary focal features. Due to the location of this viewpoint on Tilikum Crossing out over the Willamette River, there's no potential for structures or vegetation to block the view of the Willamette River or Ross Island Bridge; thus, there are no conflicting uses within the view corridor up the Willamette River towards the Ross Island Bridge. However, structures or vegetation along the riverbank on and landward from the east side of the river have the potential to block a view of Mt Hood. This viewpoint was included in the economic analysis of views of Mt Hood from bridges and the Greenway Trail. The results of that analysis is to allow conflicting uses within the view corridor to Mt Hood. The general recommendation stands for the view corridor to the Willamette River and Ross Island Bridge (shown in yellow).







## CCSE25: Brooklyn Community Garden

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within the view corridor to the Central City skyline and the West Hills.

**Protected focal feature(s) of the view:** West Hills, Central City Skyline

**Explanation:** This view is primarily of the Central City skyline and the West Hills. Tilikum Crossing, the Ross Island Bridge, and the Willamette River are also visible. Traffic speeds, multiple lanes of traffic, and a concrete traffic barrier detract from the view. The view from CCNE09 is ranked Tier II.

The general ESEE recommendation for a Tier II view without a view of Mt Hood or Mt St Helens is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. That recommendation stands. Staff recommend applying the limit conflicting vegetation decision within a view corridor to the Central City skyline and the West Hills, with Willamette River below.





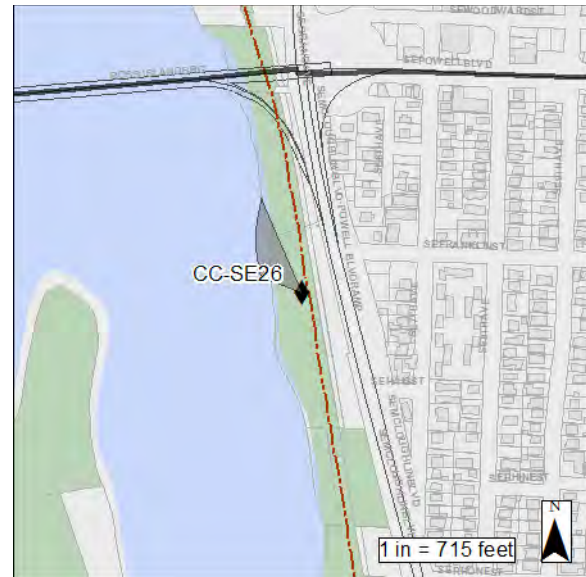
## CCSE26: SPRINGWATER CORRIDOR – BETWEEN SE FRANKLIN AND SE HAIG STREETS, NORTH POINT

**Site-Specific ESEE Decision:** The ESEE decision is to:

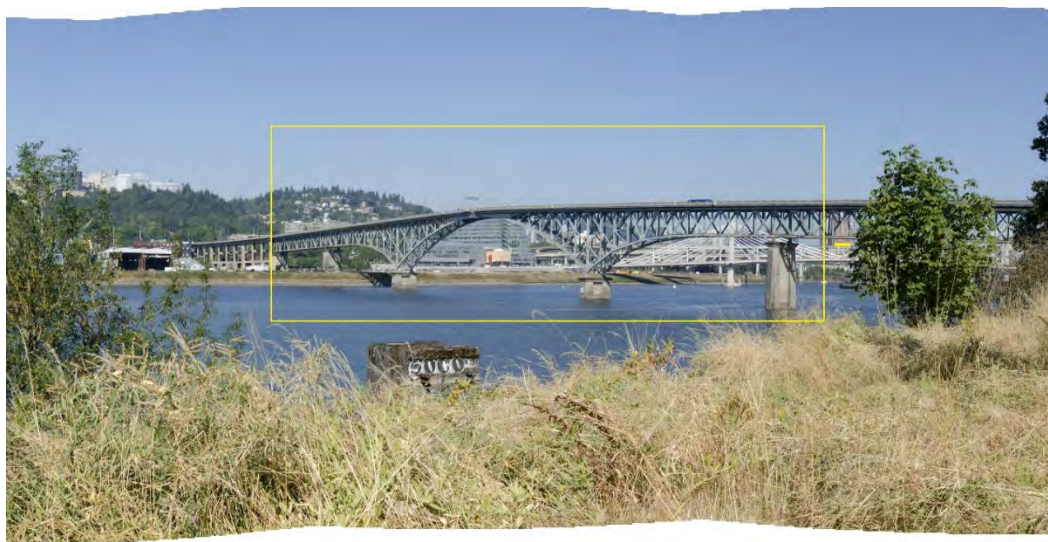
1. *Limit* conflicting vegetation within view corridor to the Willamette River and Ross Island Bridge.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Ross Island Bridge

**Explanation:** 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, and the Ross Island Bridge. The West Hills, South Waterfront, and Tilikum Crossing are secondary focal features. 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. The view from CCSE26 is ranked Group B.



There are three developed viewpoints along this informal path; this is the most northern and includes a bench (the others are CCSE27 and CCSE28). The general ESEE recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. Due to the location of this viewpoint along the Springwater Corridor, there is no potential for development to block the view. Staff recommend applying the limit conflicting vegetation decision within a view corridor to the Ross Island Bridge with the Willamette River below, rather than to the entire panorama (shown in yellow).



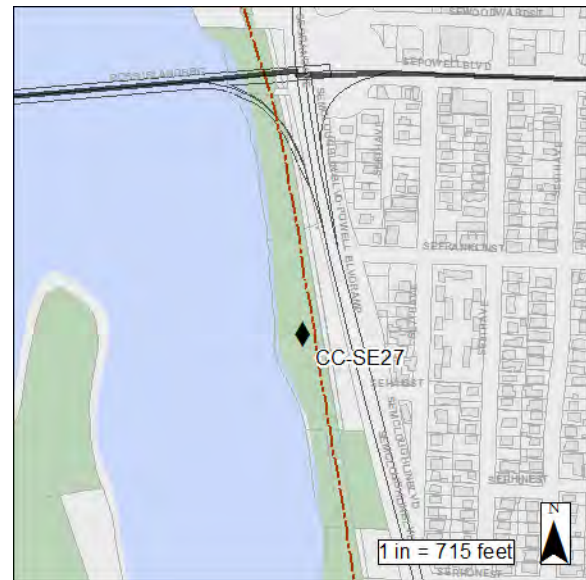
## CCSE27: SPRINGWATER CORRIDOR – BETWEEN SE FRANKLIN AND SE HAIG STREETS, MIDDLE POINT

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting structures and vegetation.

**Protected focal feature(s) of the view:** N/A

**Evaluation:** 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, and the Ross Island Bridge. The West Hills and Tilikum Crossing are secondary focal features. 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. The view from CCSE27 is ranked Group B.



There are three developed viewpoints along this informal path; this is the middle viewpoint and includes a bench (the others are CCSE26 and CCSE28). The general ESEE recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. Due to the location of this viewpoint along the Springwater Corridor, there is no potential for development to block the view. There are two other viewpoints in close proximity that offer similar views; CCSE26 to the north offers a less obstructed view of the Ross Island Bridge, and CCSE28 to the south offers a similar view of the South Waterfront skyline and Ross Island. Staff recommend protecting views from CCSE26 and CCSE28 and allowing conflicting uses within the view corridor from CCSE27.



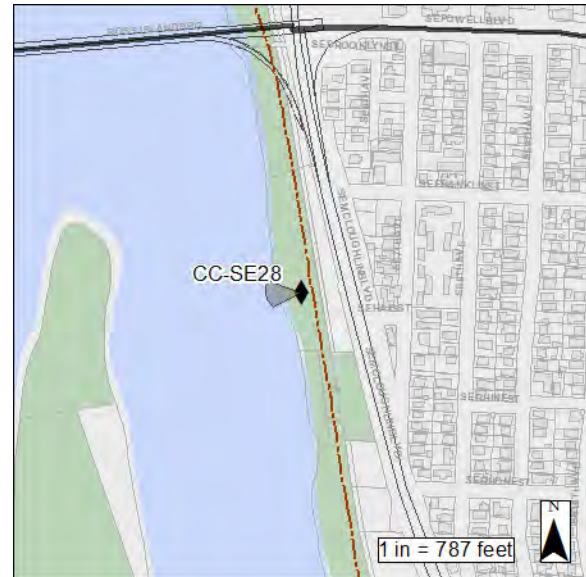
## CCSE28: SPRINGWATER CORRIDOR – BETWEEN SE FRANKLIN AND SE HAIG STREETS, SOUTH POINT

**Site-Specific ESEE Decision:** The ESEE decision is to:

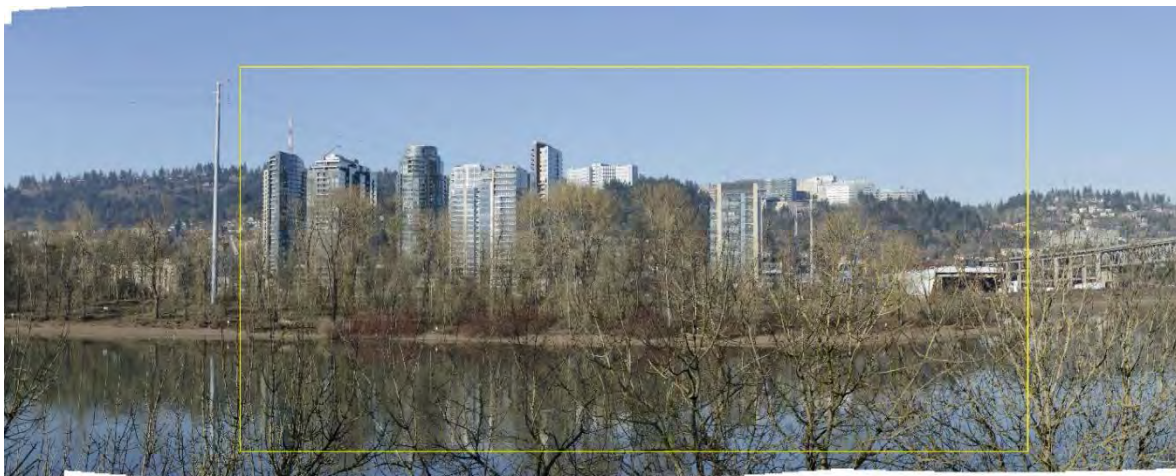
1. *Limit* conflicting vegetation within view corridor to the Willamette River, Ross Island, and South Waterfront skyline.
2. *Allow* conflicting vegetation within view corridor to Ross Island Bridge.
3. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Ross Island, South Waterfront skyline

**Explanation:** Located on an informal path adjacent to the Springwater Corridor trail just south of the Ross Island Bridge, this view includes the Willamette River, South Waterfront, and the Ross Island Bridge. The West Hills, Ross Island, and Tilikum Crossing are secondary focal features. 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. The view from CCSE28 is ranked Group B.



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). The general ESEE recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. Due to the location of this viewpoint along the Springwater Corridor, there is no potential for development to block the view. There is a less obstructed and closer view of Ross Island Bridge from CCSE26, located just north of this viewpoint. Staff recommend applying the limit conflicting vegetation decision within a view corridor to Ross Island and South Waterfront, with the Willamette River below, rather than to the entire panorama (shown in yellow).



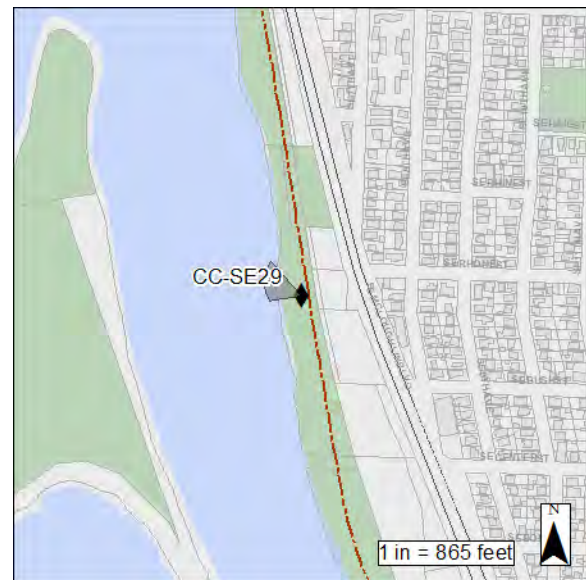
## CCSE29: SPRINGWATER CORRIDOR – NEAR SE RHONE STREET, NORTH POINT

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to Ross Island, the Willamette River, and the South Waterfront skyline.
2. *Allow* conflicting structures.

**Protected focal feature(s) of the view:** Willamette River, Ross Island, South Waterfront skyline

**Explanation:** 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. 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. The view from CCSE29 is ranked Group B.



There are two developed viewpoints along this informal path; this is the more northern and includes a bench (the other is CCSE30). The general ESEE recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. That recommendation stands. However, due to the location of this viewpoint along the Springwater Corridor, there is no potential for development to block the view. Staff recommend applying the limit conflicting vegetation decision within a view corridor to Ross Island and the South Waterfront skyline, with the Willamette River below, rather than to the entire panorama (shown in yellow).



## CCSE30: SPRINGWATER CORRIDOR – NEAR SE RHONE STREET, SOUTH POINT

**Site-Specific ESEE Decision:** The ESEE decision is to:

1. *Allow conflicting structures and vegetation within view corridor to Central City skyline.*

**Protected focal feature(s) of the view:** N/A

**Explanation:** 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 Central City skyline. South Waterfront, the West Hills, Ross Island, and Tilikum Crossing are also visible in the background. 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. The view from CCSE30 is ranked Group B.



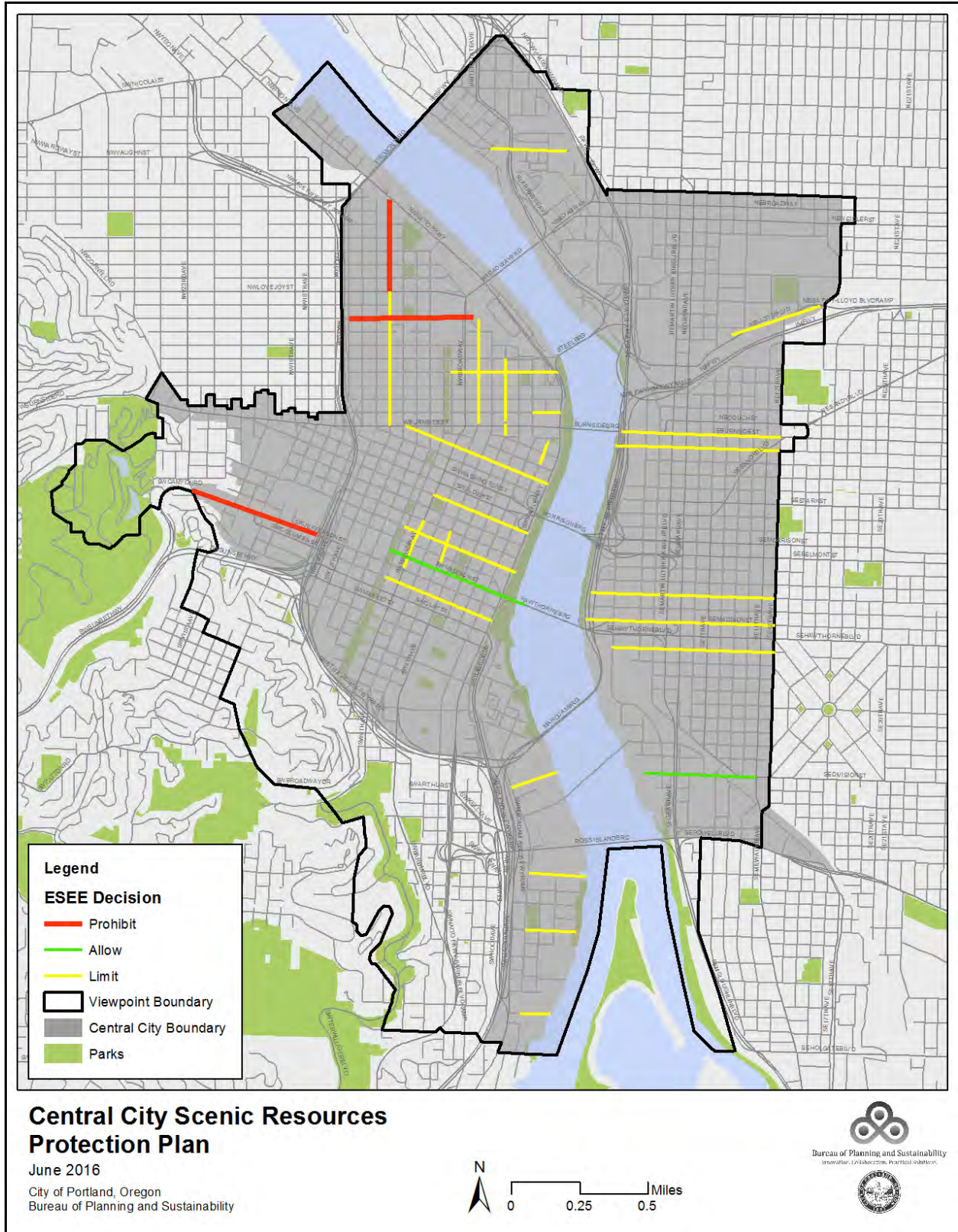
There are two developed viewpoints along this informal path; this is the more southern and includes artwork (the other is CCSE29). The general ESEE recommendation for Group B views without Mt Hood or Mt St Helens as a primary focal feature is to allow conflicting structures and to limit conflicting vegetation within view corridors to primary focal features. Although the Central City skyline is visible in the distance, the primary view from CCSE30 is of the Holgate Channel and Ross Island, both of which are outside of the Central City boundary. The recommendation is to allow conflicting uses within the view corridor to the Central City skyline. The view of Holgate Channel and Ross Island should be revisited during the Willamette River South Reach update.



## **Chapter 6 – Site-Specific ESEE Decisions for View Streets and River Access Ways**

Chapter 4 is the general ESEE analysis, which results in recommendations for all categories of scenic resources and conflicting uses. In Chapter 6, the general recommendations are applied to the individual view streets and adjustments or clarifications are made based on the context of the resource in its setting, additional analysis (Appendix A) or guidance from the CC2035 plan.

The general ESEE produced a preliminary recommendation for limiting conflicting uses that would block, partially block, or substantially reduce the air space around the focal terminus. Focal termini that are located down the center of a linear view street or river access way could not be blocked by buildings since the view corridor falls entirely within the public right-of-way. View streets and river access ways that curve, have a focal terminus that is off-center (i.e. not straight down the middle of the right-of-way) or that terminate prior to the focal terminus (i.e., the public right-of-way ends at a park but the focal terminus is on the other side of the park) could be blocked by future development. Thus, these were further assessed using GIS modeling to determine if the heights of future buildings would block, partially block or substantially encroach on views of the focal termini. The next step is to use the results of the GIS modeling to make a final decision for each view street. Map 11 shows the ESEE decisions.



Map 11: View Street ESEE Decisions

## SW Jefferson Street and SW 14<sup>th</sup> Avenue: View of Vista Bridge and West Hills

**ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures and vegetation within view corridor to the Vista Bridge and West Hills.

**Protected focal feature(s) of the view:** Vista Bridge, West Hills

### **Explanation:**

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. Overgrown vegetation and overhead utilities partially obscure the view. There is a designated bike lane and sidewalks on both sides of the street, though the view is best seen from the crosswalk.

The general ESEE recommendation for a view street is to limit conflicting structures and vegetation that would block, partially block, or substantially reduce the air space around the focal terminus. Because SW Jefferson Street curves, the view of the Vista Bridge is not entirely within the right-of-way. Building heights and massing on these tax lots could impact the view. Therefore, the ESEE decision is to prohibit conflicting building heights along SW Jefferson Street to maintain a view of the Vista Bridge and West Hills from SW Jefferson Street and SW 14<sup>th</sup> Avenue (shown in red).





## NW 12<sup>th</sup> Avenue and NW Lovejoy Street: View of Fremont Bridge

**ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures and vegetation within view corridor to the Fremont Bridge.

**Protected focal feature(s) of the view:** Fremont Bridge

**Explanation:**

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.

The general ESEE recommendation for a view street is to limit conflicting structures and vegetation that would block, partially block, or substantially reduce the air space around the focal terminus. Because the architecturally interesting feature of the Fremont Bridge, where the deck meets the arch, is slightly off-center from the middle of the ROW, development along the west side of NW 12<sup>th</sup> could block or partially block the view of the Fremont Bridge. Therefore, the ESEE recommendation is to prohibit conflicting building heights along NW 12<sup>th</sup> Avenue to maintain a view of where the deck meets the arch on the Fremont Bridge.



## NW Johnson Street and NW 15<sup>th</sup> Avenue: View of Union Station Clock Tower

**ESEE Decision:** The ESEE decision is to:

1. *Prohibit* conflicting structures and vegetation within view corridor to the Union Station clock tower.

**Protected focal feature(s) of the view:** Union Station clock tower

### **Explanation:**

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.

The general ESEE recommendation for a view street is to limit conflicting structures and vegetation that would block, partially block, or substantially reduce the air space around the focal terminus. While the clock tower can be seen from the ROW, it sits slightly off center from the middle of the ROW. Thus, it is possible that new development on the north side of SW Johnson Street could block or partially block the view of the clock tower looking east along NW Johnson Street. Therefore, the ESEE decision is to prohibit conflicting building heights along NW Johnson Street to maintain a view of the clock tower from NW Johnson Street and NW 15<sup>th</sup> Avenue.



## SW Broadway from SW Taylor Street to SW Jefferson Street: View of Portland Sign

**ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridor to the “Portland” sign.
2. *No conflicting structures.*

**Protected focal feature(s) of the view:** “Portland” sign (on Arlene Schnitzer Concert Hall)

### **Explanation:**

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.

The general ESEE recommendation for a view street is to limit conflicting structures and vegetation that would block, partially block, or substantially reduce the air space around the focal terminus. The Portland sign is located on the Arlene Schnitzer Concert Hall, on the west side of SW Broadway; the view is best from the corner of SW Broadway and SW Jefferson Street. The view corridor is entirely within the ROW such that no development could block a view of the sign; however, vegetation partially blocks the sign, particularly during leaf on. Furthermore, this section of SW Broadway is part of the Broadway Unique Sign District. Therefore, the ESEE decision is to limit conflicting vegetation located on either side of the Portland sign to maintain a clearer view of the Portland sign from two blocks away in either direction along SW Broadway.



## SW 5<sup>th</sup> Avenue and SW Taylor Street: View of Portlandia

**ESEE Decision:** The ESEE decision is to:

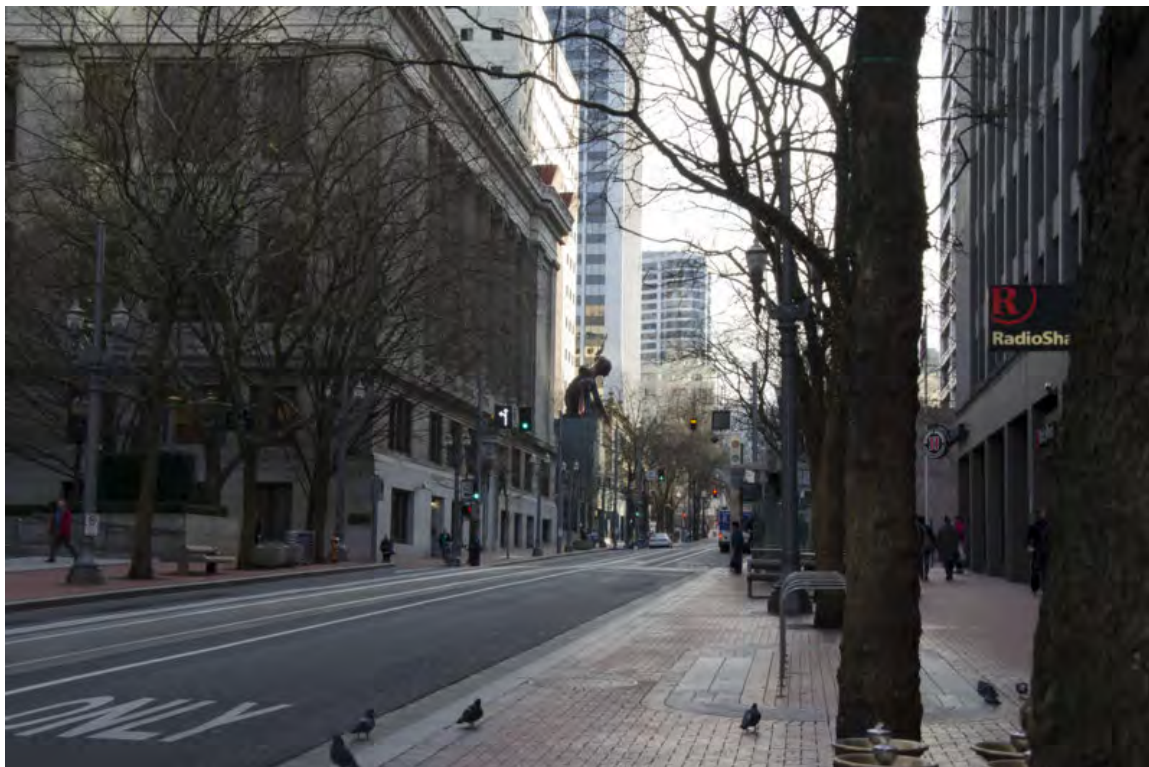
1. *Limit* conflicting vegetation within view corridor to Portlandia statue.
2. *No conflicting structures.*

**Protected focal feature(s) of the view:** Portlandia statue

**Explanation:**

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 statue 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.

The general ESEE recommendation for a view street is to limit conflicting structures and vegetation that would block, partially block, or substantially reduce the air space around the focal terminus. Portlandia statue is located on the Portland Building, on the east side of SW 5<sup>th</sup> Avenue; the view is best from the corner of SW 5<sup>th</sup> Avenue and SW Taylor Street. The view corridor is entirely within the ROW such that no development could block a view of the statue; however, vegetation partially blocks the statue, particularly during leaf on. Therefore, the ESEE decision is to limit conflicting vegetation located on either side of Portlandia statue to maintain air space around Portlandia statue.



## SE Division Street and SE 11<sup>th</sup> Avenue: View of Tilikum Crossing

**ESEE Decision:** The ESEE decision is to:

1. *No conflicting uses* within view corridor to the West Hills and the middle of Tilikum Crossing.
2. *Allow* conflicting structures and vegetation within view corridor to the Tilikum Crossing north tower.

**Protected focal feature(s) of the view:** N/A

### **Explanation:**

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.

The general ESEE recommendation for a view street is to limit conflicting structures and vegetation that would block, partially block, or substantially reduce the air space around the focal terminus. The middle of Tilikum Crossing is lined up in the center of the view down SE Division; however, the interesting features of the view are the towers, located to the north and south of center. The south tower is already blocked by large street trees and the north tower could be blocked by development along the north side of SE Division Street or SE Division Place (Note: SE Division curves north a few block west of SE 11<sup>th</sup>, just east of the train tracks; however, SE Division Place picks up in line with SE Division Street just west of the train tracks so the view corridor continues down that ROW). Staff recommend retaining a line of sight down the ROW to the West Hills, where there are no conflicting uses. The part of Tilikum Crossing where the two towers meet at the bottom in a V-shape will remain visible. Staff do not recommend adding height limits to the north side of SE Division Street and SE Division Place to retain the view to the north Tilikum tower.



## N Tillamook Street and One Block East of N Kerby Avenue: View of Fremont Bridge

**ESEE Decision:** The ESEE decision is to:

1. *Limit* conflicting structures and vegetation within view corridor to the Fremont Bridge and Forest Park west of N Interstate Avenue.

**Protected focal feature(s) of the view:** Fremont Bridge, Forest Park

### **Explanation:**

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.

The general ESEE recommendation for a view street is to limit conflicting structures and vegetation that would block, partially block, or substantially reduce the air space around the focal terminus. Currently, much of the Fremont Bridge can be seen. However, only the center of the bridge is in line with the ROW; if buildings were to be built taller along either the north or south sides of N Tillamook Street, the visibility to the Fremont Bridge would shrink significantly and the sides of the arch would no longer be visible. N Tillamook Street slopes down west of N Interstate Avenue. Thus, staff recommend limiting height along the north and south side of N Tillamook Street west of N Interstate Avenue and allowing height east. Should new development go in along N Tillamook Street east of N Interstate that blocks the sides of the Fremont Bridge arch, this view street extent could be shortened to begin at N Interstate Avenue, rather than one block east of N Kerby Avenue.



## SW Madison Street and SW Park Avenue: View of Hawthorne Bridge Tower

**ESEE Decision:** The ESEE decision is to:

1. *Allow* conflicting vegetation within view corridor to the Hawthorne Bridge tower.
2. *No conflicting structures.*

**Protected focal feature(s) of the view:** N/A

### **Explanation:**

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.

The general ESEE recommendation for a view street is to limit conflicting structures and vegetation that would block, partially block, or substantially reduce the air space around the focal terminus. While the bridge tower can be seen down the center of the ROW, approximately eight blocks of street trees completely block the view of the tower during leaf on. Staff do not recommend limiting multiple blocks of street trees to retain a clear view of the tower during leaf-on. However, the tower is visible during leaf-off and will remain as a seasonal view.



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# Appendix A: View Corridor Building Height Modeling and Economic Analysis

View corridors that cross the Central City may be impacted by construction of new buildings. In order to protect the views, some maximum building heights could be limited to keep the buildings from entering into the view corridor. However, limiting building heights can have economic impacts.

The purpose of this modeling is to understand the potential impacts of building heights and massing on views from viewpoints that are recommended for a limit or prohibit decision. The economic analysis then takes those results and evaluates the impact of protecting a view on potential development. This chapter does not address impacts on views from vegetation, above-ground utilities, permanent fencing or other conflicting uses – those conflicting uses are addressed in Chapter 4.

## Methodology

The following views and viewpoints are evaluated to understand the relationship between the view corridors and allowed building heights:

- Tier I Upland views and Group A River views of Mt Hood, Mt St Helens and bridges
- Tier I Upland views to other primary focal features
- Tier II Upland and Group B River views of Mt Hood and Mt St Helens
- Views unique to a neighborhood
- View Streets where the street is not linear

These views were ranked relatively high in the Central City Scenic Resources Inventory (CCSRI) and the focal features of the views are iconic and part of Portland' imageability.

The exception to the above list of views that were evaluated are view corridors that cross South Waterfront. In 2006, scenic resource protections were updated through the *South Waterfront Urban Design and Development Update Project: Public Views and Visual Permeability Assessment*. The assessment studied the impact of future development in South Waterfront on views from five viewpoints. The result is that applicants for development in South Waterfront must consider views from those five locations when designing buildings. The views are from both the east and west sides of the Willamette River and address both preserving views of Mt Hood from the west side and maintaining visibility to the West Hills from the east side. There are building height and massing restrictions within the South Waterfront zoning code. Because considerable work and public process went into creating the recent rules, view corridors crossing South Waterfront are excluded from this evaluation.

The evaluation is a multi-step process where each step builds on the previous.

### Step One – Refining View Corridors

A view corridor is the extent of the view as seen from the viewpoint. For this analysis, the view corridors were refined to better represent the primary focal features identified CCSRI. In order to create a GIS model, four spatial points were set for each of the views and focal features:

1. **Elevation of the viewpoint** – this is the elevation of the land at the viewpoint plus 5ft 6in, which is the average eye level and the height at which the pictures of the view were taken.

2. **Elevation of the focal feature** – this is the lowest elevation that needs to be seen to preserve the view:
  - a. **Mt Hood** – elevation 5,000 ft. This is approximately 1,000 ft below the timberline. The timberline is a defining feature and creates the contrast in the mountain. There are two exceptions:
    - i. The view from Vista Bridge to Mt Hood is partially blocked by buildings and the timberline is not visible across the entire view. The elevation was adjusted based on the Congress Building and the Mark O. Hatfield Federal Courthouse, which form the bottom of the view of Mt Hood from Vista Bridge. The remaining portion of the view cone, south of the Mark O. Hatfield Federal Courthouse, remains at 1,000 feet below timberline.
    - ii. The view from Salmon Springs to Mt Hood is partially blocked by the Interstate-5 ramps and the timberline is not visible. The elevation was adjusted based on the ramps, which form the bottom of the view of Mt Hood from Salmon Springs.
  - b. **Mt St Helens** – elevation 3,800 ft. This is approximately 1,000 ft below the timberline. The timberline is a defining feature and creates the contrast in the mountain. There is one exception:
    - i. The view from SW Terwilliger Boulevard (SW49) crosses over the recently approved Multnomah County Courthouse location. The view corridor was split into two and the elevation of the sliver that passes over the courthouse was set at the elevation of the proposed courthouse roof (this translates to an elevation on Mt St Helens of approximately 6,500 ft).
  - c. **Central City Skyline** – elevation 135 ft for views from the east side and 285 ft for views from the West Hills. The four tallest buildings – US Bancorp Tower, Wells Fargo Center, Park Avenue West Tower and KOIN Center – were used as focal points that represent the Central City skyline.
  - d. **Tilikum Crossing Bridge** – elevation 85 ft. This is the approximate elevation of the deck at the center of the bridge.
  - e. **Broadway Bridge** – elevation 102 ft. This is the elevation of the deck at the center of the bridge.
  - f. **Fremont Bridge** – elevation 225 ft. This is the elevation of the deck at the center of the bridge.
  - g. **Hawthorne Bridge** – elevation 50 ft. This is the approximate elevation of the deck at the center of the bridge.
  - h. **Vista Bridge** – elevation 215 ft. This elevation was based on The Jefferson Condominiums at 1234 SW 18<sup>th</sup> as this is the tallest building in the view corridor from SW Jefferson Street and SW 14<sup>th</sup> Avenue and partially encroaches on a full view of the arch.
3. **The width of the focal features(s)** (two points) – this is how wide the view corridor needs to be to see the full extent of the focal feature(s). This was determined using a mix of digital elevation modeling and aerial photography. There are two spatial points associated with the width. The widths were adjusted based on photographs taken from each viewpoint to represent the actual width of the view.

Using these four spatial points, a view corridor elevation surface was created in GIS emanating from each viewpoint. The view corridor elevation surface represents a continuum of the lowest elevation necessary to preserve the view of a particular focal feature. Some of the view corridors were modified based on existing development. When an existing building is already impeding a view corridor, the view corridor elevation was adjusted above the existing building. This was done because the analysis is

considering the economic impact of preserving existing views, not re-establishing pre-development views.

### Step Two – Establishing Allowable Building Heights

This step in the analysis is to compare the impacts of the view corridors on the existing allowed building heights with the proposed allowed building heights in the Central City.

The existing allowed buildable heights were established through previous planning efforts and are set in zoning code Map 510-3, Base Heights. As part of the Central City 2035 Plan there were recommendations through each quadrant that related to height. Those recommendations were used to create a proposed Map 510-3, Base Heights. Although there were changes in the base height proposed, the majority of the base heights in the Central City were retained from the existing Map 510-3.

Both the existing and proposed base heights cover most of the Central City. However, some areas do not have a base height set and rely on the base zone. In order to perform the modeling, assumptions were made and heights assigned in the following geographies:

1. **Central Eastside:** There are two areas in the Central Eastside that have unique building heights.
  - a. There are sites that are zoned IG1 with a Comprehensive Plan designation of EX. This means that property owners have the right to request to be rezoned from IG1 to EX. If they asked to be rezoned, the EX comes with a base height limit of 275 feet. Therefore, 275 feet is the base height used for those sites in both the existing and proposed analysis.
  - b. The portions of the Central Eastside zoned IG1 do not have base heights. Historically these areas were developed with traditional industrial uses in low-rise buildings (less than five stories). The new Central City 2035 Plan proposes to allow IG1 areas develop with industrial office uses in taller buildings. For this analysis, it is assumed that the typical industrial office building in the Central Eastside will not exceed 90 feet. This is based on 4:1 FAR and 80% lot coverage. The following are exceptions to the assumption:
    - i. In the geography known as the *Southern Triangle* there are larger “super” blocks and it would be possible to reconfigure these sites to have tall towers on portions of the site. The Southern Triangle is bound by the railroad to the north and east, SE Powell Boulevard to the south and the Willamette River to the west. A base height of 200 feet is applied to the Southern Triangle.
    - ii. There are three blocks bound by SE Taylor Street to the north, SE Madison Street to the south, SE Water Avenue to the east, and the Willamette River Greenway to the west, which are owned by the Portland Development Commission and are referred to as the *ODOT Blocks* (because portions of the blocks are in the Interstate 5 right-of-way and managed by OR Department of Transportation). These blocks are larger than the typical blocks in the Central Eastside and may have taller buildings. A base height of 175 feet is applied to the ODOT Blocks.
2. **Lower Albina:** Most of Lower Albina is zoned for industrial uses and does not have base heights, except where there are previously protected view corridors. Staff chose to use the tallest industrial structures in the subdistrict, the grain elevators, to set a base height of 150 feet across the district.
3. **Pearl District:** Most of the Pearl District has base heights; however, there is a small section of the district with no height restrictions. The area is located along I-405 and NW 15<sup>th</sup> Avenue, between NW Naito Parkway and NW Lovejoy Street. A base height of 325 feet was applied.

4. **Open Space:** Land zoned open space cannot be developed with tall buildings. Although some structures could be built, the modeling assumes a base height limit of zero feet for OS zoned land in the Central City.

#### Step Three – Identifying Buildable Lands

As part of the Comprehensive Plan update, the City produced a buildable lands inventory (BLI). Buildable lands are vacant or underutilized sites that are likely to redevelop by 2035. It is understood that non-BLI sites may also redevelop by 2035; however, the BLI models the best assumption of redevelopment within the planning horizon.

In the Central Eastside there are sites zoned IG1 with a Comprehensive Plan designation of EX. This means that property owners have the right to request to be rezoned from IG1 to EX. This change to EX comes with a base height increase to 275 feet. These sites, although current developed, are considered BLI sites because the rezoning increases their potential to redevelop by 2035.

Some of the BLI sites that were identified by the Comprehensive Plan are already redeveloping. For sites that are under construction, have obtained a building permit or have completed land use review, the BLI designation was removed. These sites are treated like other already developed sites in the Central City and had the base height applied.

#### Step Four – Incorporating Floor to Area Ratio

Base heights and floor-to-area ratio (FAR) work together to create a diversity of building sizes and shapes in the Central City. Applying FAR to sites can restrict building height to something less than the base height. FAR can result in wide podiums and skinny towers, which creates visual permeability between taller buildings.

Staff created a set of rules regarding site size and FAR to determine which BLI sites would not be able to achieve existing base heights set in Step 2. The rules, called building typologies, are detailed in Attachment 1 of this document. For each BLI site that is a typical city block (200 feet by 200 feet) or smaller, the rules were applied.

- If the resulting built height was less than the base height, the FAR-restricted height was used in the modeling instead of base height.
- For BLI sites located in the Central Eastside or Lower Albina, where an assumed base height was applied, if the FAR-restricted height was higher than the assumed base height, the taller FAR-restricted height was used.
- For BLI sites larger than a typical city block or irregular sites, the base height was used except in the Southern Triangle of the Central Eastside.
- For the Southern Triangle, a FAR of 3:1 was used rather than the base height. This FAR applies to entire sites, but it is not known if portions of sites would be taller and other portions shorter. Therefore, the 3:1 FAR was applied to entire sites, not just the portion of the site located within the view corridor. This is a conservative approach that attempts to recognize that a reduction in height on any portion of the site will have an economic impact on the entire site.

In the Central City, there are provisions that allow bonuses and transfers of FAR. Developers can acquire bonus FAR, above the entitled FAR, if they include a public benefit in the building. The benefits are listed in the zoning code. For example, if the developer includes a day care in the building, they can acquire addition FAR and build a taller building. The code also allows the transfer of unused FAR from one site to another. For example, if there is available FAR on a historic building site, in order to help preserve that historic building, the FAR can be transferred to another site. While these bonuses and transfers are

expected, it is not known when or where they will occur. Therefore, neither bonuses nor FARs transfer were not included in this analysis.

#### Step Five – Determining BLI Building Height Conflicts

The GIS model maps the view corridors and the base height or FAR-restricted heights. All BLI sites that have a view corridor where the surface elevation intersects with a base height or FAR-restricted height were identified to be carried forward to Step 6. The difference between the view corridor surface elevation and the total base or FAR-restricted height was determined. For example, if the view corridor crosses through a BLI site at elevation 250ft and the base height of the site is 300ft, then there is 50ft of potential building height that exceeds the view corridor and would block or partially block the view. Figure 1 shows a representation of the modeling.

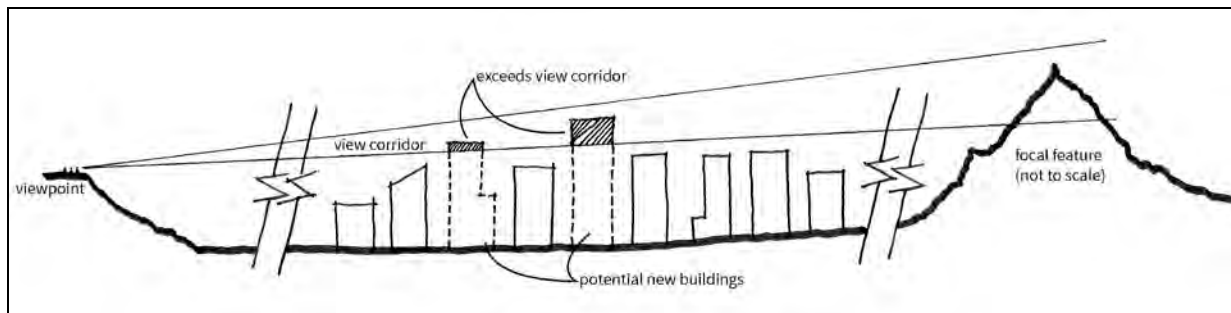


Figure 1: Example of BLI Building Height Conflicts

The results of this step were used in step 6 to estimate the economic impacts of protecting a view corridor.

#### Step 6 – Analyzing Economic Impacts

The economic analysis focused on the BLI sites that have an identified conflict with a view corridor. The BLI sites include both vacant and underutilized sites and represent the best assumption of redevelopment by 2035. In order to understand the economic impacts of protecting or not protecting the view corridors, the following analysis was run:

1. Translate the difference between the base height or FAR-restricted height and the view corridor surface elevation into building stories. It was assumed that residential buildings have a 14 foot tall ground-floor story and 10 foot tall stories above that and commercial buildings have 14 foot tall stories. For buildings in the Central Eastside District, it was assumed that all floors would be 15ft tall, which reflects the current building typology being constructed within the district. Applying these assumptions allowed staff to determine how many stories would not be allowed if the height restrictions were put in place.
2. Assume a building lot coverage for each site. A GIS analysis was run to determine the average lot coverage within each district (see Table 1). For the area known as the Southern Triangle (bound by the railroad to the north and east, SE Powell Boulevard to the south and the Willamette River to the west), which is comprised of large sites, an estimate of 80% lot covered was assumed.
3. Reflect what could likely be built on a BLI site. All "irregularly-shaped" BLI lots, BLI lots less than 10,000 sq ft, and BLI lots greater than 51,600 sq ft used maximum height. For the economic analysis, BLI lots less than 14,910 were all considered part of the 10,000 sq ft typology and BLI lots greater than 51,600 were given custom typologies.
4. Assign a dollar and jobs per square foot value to sites. For the Central City the assumed average is \$36 per square foot and 128 jobs per square acre.

Table 1. Average Building Lot Coverage, by district

District/Area	Average Building Lot Coverage*
Lower Albina	66%
Lloyd	60%
Central Eastside	47-70%
Southern Triangle	80%
Pearl	85%
Old Town/Chinatown	88%
Goose Hollow	66-73%
West End	77-93%
Downtown	81-92%
South Downtown/University	56-65%

\*Average building coverage is based on existing conditions (2015)

The results are the reduction of potential future development measured in both dollars and jobs. These were added together to give the economic impact on potential future development within the view corridor.

## Results

The analysis described above produced two results that inform the ESEE decisions.

The first results are the economic impacts of protecting views with a conflict with a BLI site. The amount of conflict was translated into a reduction of development value and reduction of job capacity if the view were to be fully protected. Table 2 summarizes those results. Where there are multiple focal features within one view corridor, only the focal feature that has conflicts with base height or FAR-restricted height is listed.

In some situations the proposed building heights necessary to protect the views are actually taller than the existing base heights. This means that base heights could be increased. The analysis for these views instead considered the impacts of the view corridor on the potential of not continuing to protect the view. For example, there is a view looking west along the Interstate 84 right of way that is a view of the Central City Skyline. The viewpoint is proposed to be relocated to a yet-to-be-constructed bicycle and pedestrian overpass. The economic analysis used the existing base heights, which include limited building heights to protect the view, and a proposed base height if the view were no longer to be protected.

Table 2 include the proposed recommendations for each viewpoint to protect or not protect the view by limiting building heights. For views with existing protections the base heights may be adjusted. For views with no protections, new base height limits would be applied.

Table 2: Economic Impacts of Protecting Views

			Existing Heights (base + FAR-restricted heights)			Proposed Heights (base + FAR-restricted heights)		
VP	Location	Focal Features	Square Feet of Conflict within View Corridor [1]	Reduction in Development Value within View Corridor [2]	Reduction in Job Capacity within View Corridor [2]	Square Feet of Conflict within View Corridor [1]	Reduction in Development Value within View Corridor [2]	Reduction in Job Capacity within View Corridor [2]
<b>Views Proposed for Protection</b>								
N04	Lillis Albina Park	Central City				60,000 [3]	\$2,160,000 [3]	300 [3]
NE01	I-84 Overpass (bike/ped)	Central City				451,455 [3]	\$16,252,380 [3]	2,261[3]
SW02	Washington Park - Lewis and Clark Monument	Mt Hood						
SW04	Rose Garden - Telescopes	Mt Hood						
View Street	Jefferson St Overpass	Vista Bridge				20,846 [3]	\$750,445 [3]	105 [3]
SW15	Vista Bridge	Mt Hood						
SW16	SW Vista Ave	Mt St Helens						
SW17a	Salmon Springs	Mt Hood	416,715	\$15,001,740	2,085	432,915	\$15,584,940	2,166
SW24	Upper Hall	Mt St Helens Mt Adams						
SW31	SW Cardinell	Mt St Helens						
<b>SW46</b>	<b>Tilikum Crossing - West</b>	<b>Mt Hood</b>	294,828	\$10,613,808	1,476	218,168	\$7,854,048	1,093
SW49	SW Terwilliger Blvd	Mt St Helens						
SW50	SW Terwilliger Blvd	Mt St Helens						
SW55	OHSU Viewing Platform	Mt Hood Mt St Helens						
<b>SW56</b>	<b>OHSU Tram - North</b>	<b>Mt Hood Mt St Helens</b>						
<b>SW61</b>	<b>OHSU Tram - South</b>	<b>Mt Hood Mt St Helens</b>						
SW64	SW Terwilliger Blvd	Mt St Helens						



			Existing Heights (base + FAR-restricted heights)			Proposed Heights (base + FAR-restricted heights)		
VP	Location	Focal Features	Square Feet of Conflict within View Corridor [1]	Reduction in Development Value within View Corridor [2]	Reduction in Job Capacity within View Corridor [2]	Square Feet of Conflict within View Corridor [1]	Reduction in Development Value within View Corridor [2]	Reduction in Job Capacity within View Corridor [2]
<b>Views Evaluated for Comparison (NOT proposed for protection)</b>								
NW14	Broadway Bridge	Mt Hood	2,607,772	\$93,879,792	13,044	2,607,772	\$93,879,792	13,044
<b>SE07</b>	<b>Morrison Bridge</b>	<b>Mt Hood</b>	437,537	\$15,751,332	2,192	437,537	\$15,751,332	2,192
<b>SE21</b>	<b>Tilikum Crossing - East</b>	<b>Mt Hood</b>	223,000	\$8,028,000	1,115	223,000	\$8,028,000	1,115
SW01	Greenway Trail at SW Ankeny	Mt Hood	966,497	\$34,792,812	4,837	986,467	\$35,512,812	4,937
SW11	Greenway Trail at SW Morrison	Mt Hood	886,694	\$31,920,984	4,436	838,994	\$30,203,784	4,197
<i>SW13</i>	<i>SW Vista Ave</i>	<i>Mt St Helens</i>						
SW26	Hawthorne Bridge	Mt Hood	700,441	\$25,214,796	3,506	743,279	\$26,758,044	3,720
<b>SW34</b>	<b>Lovejoy Fountain</b>	<b>Mt Hood</b>	174,000	\$6,264,000	870	174,000	\$6,264,000	870
<i>SW33</i>	<i>SW Rivington Dr</i>	<i>Mt Hood</i>						
<b>SW36</b>	<b>Greenway Trail - Montgomery St Gardents</b>	<b>Mt Hood</b>	1,141,098	\$41,079,528	5,709	981,598	\$35,337,528	4,912
SW38	Greenway Trail - Pedestrian Trail	Mt Hood	1,192,198	\$42,919,128	5,965	1,026,698	\$36,961,128	5,138

**BOLD text** = New view and viewpoint

*Italicized text* = Existing view with existing protections in the form of building height limits. The proposal may alter the protections.

Regular text = Existing viewpoint but the view is not currently protected by limiting building heights.

[1] If a view corridor crosses any portion of a BLI site, the entire BLI site is treated as if it were within the view corridor.

[2] Assumes \$36/sq ft and 1 job/200 sq ft.

[3] The proposed heights are taller than existing base heights. For these views, the proposed heights are compared against not continuing to protect the view.

## Attachment 1: Building Typologies

Base heights and floor-to-area ratio (FAR) work together to create a diversity of building sizes and shapes in the Central City. Applying FAR to sites can restrict building height to something less than the base height. FAR can result in wide podiums and skinny towers, which creates visual permeability between taller buildings. Staff created a set of rules regarding site size and FAR to determine which BLI sites would not be able to achieve existing base heights.

### **Calculation Parameters:**

Podium: 3 stories

Tower Footprint (Residential): 10,000 sf

Tower Footprint (Commercial): 20,000 sf

Floor to Ceiling height: Ground Floor – 14'

Upper Floors (Residential) – 10'

Upper Floors (Commercial) - 14'

Incorporate Bonus 3:1 FAR whenever allowed

Assumption that developer will develop on the entire parcel.

### **Full Block Parcels (Residential)**

40,000 sf @ 15:1 = 600,000 buildable sf

40,000 sf x 3 fl = 120,000 sf

10,000 sf x 48 fl = 480,000 sf

---

51 floors = 514'

40,000 sf @ 12:1 = 480,000 buildable sf

40,000 sf x 3 fl = 120,000 sf

10,000 sf x 36 fl = 360,000 sf

---

39 floors = 394'

40,000 sf @ 9:1 = 360,000 buildable sf

40,000 sf x 3 fl = 120,000 sf

10,000 sf x 24 fl = 240,000 sf

---

27 floors = 274'

40,000 sf @ 8:1 = 320,000 buildable sf

40,000 sf x 3 fl = 120,000 sf

10,000 sf x 20 fl = 200,000 sf

---

23 floors = 234'

40,000 sf @ 6:1 = 240,000 buildable sf

40,000 sf x 3 fl = 120,000 sf

10,000 sf x 12 fl = 120,000 sf

---

15 floors = 154'

40,000 sf @ 5:1 = 200,000 buildable sf

40,000 sf x 3 fl = 120,000 sf

10,000 sf x 8 fl = 80,000 sf

---

11 floors = 114'

40,000 sf @ 4:1 = 160,000 buildable sf

40,000 sf x 3 fl = 120,000 sf

10,000 sf x 4 fl = 40,000 sf

---

7 floors = 74'

40,000 sf @ 3:1 = 120,000 buildable sf

40,000 sf x 3 fl = 120,000 sf

---

3 floors = 34'

40,000 sf @ 2:1 = 80,000 buildable sf

40,000 sf x 2 fl = 80,000 sf

---

2 floors = 24'

### **Full Block Parcels (Commercial)**

40,000 sf @ 15:1 = 600,000 buildable sf

40,000 sf x 3 fl = 120,000 sf

20,000 sf x 24 fl = 480,000 sf

---

27 floors = 378'

40,000 sf @ 12:1 = 480,000 buildable sf

40,000 sf x 3 fl = 120,000 sf

20,000 sf x 18 fl = 360,000 sf

---

21 floors = 294'

40,000 sf @ 9:1 = 360,000 buildable sf

40,000 sf x 3 fl = 120,000 sf

20,000 sf x 12 fl = 240,000 sf

---

15 floors = 210'

40,000 sf @ 8:1 = 320,000 buildable sf

40,000 sf x 3 fl = 120,000 sf

20,000 sf x 10 fl = 200,000 sf

---

13 floors = 182'

40,000 sf @ 6:1 = 240,000 buildable sf

40,000 sf x 3 fl = 120,000 sf

20,000 sf x 6 fl = 120,000 sf

---

9 floors = 126'

40,000 sf @ 5:1 = 200,000 buildable sf

40,000 sf x 3 fl = 120,000 sf

20,000 sf x 4 fl = 80,000 sf

---

7 floors = 98'

40,000 sf @ 4:1 = 160,000 buildable sf

40,000 sf x 3 fl = 120,000 sf

20,000 sf x 2 fl = 40,000 sf

---

5 floors = 70'

40,000 sf @ 3:1 = 120,000 buildable sf

40,000 sf x 3 fl = 120,000 sf

---

3 floors = 42'

40,000 sf @ 2:1 = 80,000 buildable sf

40,000 x 2 fl = 80,000 sf

---

2 floors = 28'

### **Residential**

30,000 sf @ 15:1 = 450,000 buildable sf

30,000 sf x 3 fl = 90,000 sf

10,000 sf x 36 fl = 360,000 sf

---

39 floors = 394'

30,000 @ 12:1 = 360,000 buildable sf

30,000 sf x 3 fl = 90,000 sf

10,000 sf x 27 fl = 270,000 sf

---

30 floors = 304'

30,000 sf @ 9:1 = 270,000 buildable sf

30,000 sf x 3 fl = 90,000 sf

10,000 sf x 18 fl = 180,000 sf

---

21 floors = 214'

30,000 sf @ 8:1 = 240,000 buildable sf

30,000 sf x 3 fl = 90,000 sf

10,000 sf x 15 fl = 150,000 sf

---

18 floors = 184'

30,000 sf @ 6:1 = 180,000 buildable sf

30,000 sf x 3 fl = 90,000 sf

10,000 sf x 9 fl = 90,000 sf

---

12 floors = 124'

30,000 sf @ 5:1 = 150,000 buildable sf

30,000 sf x 3 fl = 90,000 sf

10,000 sf x 6 fl = 60,000 sf

---

9 floors = 94'

30,000 sf @ 4:1 = 120,000 buildable sf

30,000 sf x 3 fl = 90,000 sf

10,000 sf x 3 fl = 30,000 sf

---

6 floors = 64'

30,000 sf @ 3:1 = 90,000 buildable sf

30,000 sf x 3 fl = 90,000 sf

---

3 floors = 34'

30,000 sf @ 2:1 = 60,000 buildable sf

30,000 sf x 2 fl = 60,000 sf

---

2 floors = 24'

### **Commercial**

30,000 sf @ 15:1 = 450,000 buildable sf

30,000 sf x 3 fl = 90,000 sf

20,000 sf x 18 fl = 360,000 sf

---

21 floors = 294'

30,000 @ 12:1 = 360,000 buildable sf

30,000 sf x 3 fl = 90,000 sf

20,000 sf x 13 fl = 260,000 sf

---

20 floors = 280'

30,000 sf @ 9:1 = 270,000 buildable sf

30,000 sf x 3 fl = 90,000 sf

20,000 sf x 9 fl = 180,000 sf

---

12 floors = 168'

30,000 sf @ 8:1 = 240,000 buildable sf

30,000 sf x 3 fl = 90,000 sf

20,000 sf x 7 fl = 140,000 sf

---

10 floors = 140'

30,000 sf @ 6:1 = 180,000 buildable sf

30,000 sf x 3 fl = 90,000 sf

20,000 sf x 4 fl = 80,000 sf

---

7 floors = 98'

30,000 sf @ 5:1 = 150,000 buildable sf

30,000 sf x 3 fl = 90,000 sf

20,000 sf x 3 fl = 60,000 sf

6 floors = 84'

30,000 sf @ 4:1 = 120,000 buildable sf

30,000 sf x 3 fl = 90,000 sf

20,000 sf x 1 fl = 20,000 sf

---

4 floors = 56'

30,000 sf @ 3:1 = 90,000 buildable sf

30,000 sf x 3 fl = 90,000 sf

---

3 floors = 42'

30,000 sf @ 2:1 = 60,000 buildable sf

30,000 sf x 2 fl = 60,000 sf

---

2 floors = 28'

### **Half Block Parcels (Residential)**

20,000 sf @ 15:1 = 300,000 buildable sf

20,000 sf x 3 fl = 60,000 sf

10,000 sf x 24 fl = 240,000 sf

---

27 floors = 274'

20,000 sf @ 12:1 = 240,000 buildable sf

20,000 sf x 3 fl = 60,000 sf

10,000 sf x 18 fl = 180,000 sf

---

21 floors = 214'

20,000 sf @ 9:1 = 180,000 buildable sf

20,000 sf x 3 fl = 60,000 sf

10,000 sf x 12 fl = 120,000 sf

---

15 floors = 154'

20,000 sf @ 8:1 = 160,000 buildable sf

20,000 sf x 3 fl = 60,000 sf

10,000 sf x 10 fl = 100,000 sf

---

13 floors = 134'

20,000 sf @ 6:1 = 120,000 buildable sf

20,000 sf x 3 fl = 60,000 sf

10,000 sf x 6 fl = 60,000 sf

---

9 floors = 94'

20,000 sf @ 5:1 = 100,000 buildable sf

20,000 sf x 3 fl = 60,000 sf

10,000 sf x 4 fl = 40,000 sf

---

7 floors = 74'

20,000 sf @ 4:1 = 80,000 buildable sf

20,000 sf x 3 fl = 60,000 sf

10,000 sf x 2 fl = 20,000 sf

---

5 floors = 54'

20,000 sf @ 3:1 = 60,000 buildable sf

20,000 sf x 3 fl. = 60,000 sf

---

3 floors = 34'

20,000 sf @ 2:1 = 40,000 buildable sf

20,000 sf x 2 fl = 40,000 sf

---

2 floors = 24'

### **Half Block Parcels (Commercial)**

20,000 sf @ 15:1 = 300,000 buildable sf

20,000 sf x 15 fl = 300,000 sf

---

15 floors = 210'

20,000 sf @ 12:1 = 240,000 buildable sf

20,000 sf x 12 fl = 240,000 sf

---

12 floors = 168'

20,000 sf @ 9:1 = 180,000 buildable sf

20,000 sf x 9 fl = 180,000 sf

---

9 floors = 126'

20,000 sf @ 8:1 = 160,000 buildable sf

20,000 sf x 8 fl = 160,000 sf

---

8 floors = 112'

20,000 sf @ 6:1 = 120,000 buildable sf

20,000 sf x 6 fl = 120,000 sf

---

6 floors = 84'

20,000 sf @ 5:1 = 100,000 buildable sf

20,000 sf x 5 fl = 100,000 sf

---

5 floors = 70'

20,000 sf @ 4:1 = 80,000 buildable sf

20,000 sf x 4 fl = 80,000 sf

---

4 floors = 56'

20,000 sf @ 3:1 = 60,000 buildable sf

20,000 sf x 3 fl = 60,000 sf

---

3 floors = 42'

20,000 sf @ 2:1 = 40,000 buildable sf

20,000 sf x 2 fl = 40,000 sf

---

2 floors = 28'

### **Residential**

15,000 sf @ 15:1 = 225,000 buildable sf

15,000 sf x 3 fl = 45,000 sf

10,000 sf x 18 fl = 180,000 sf

---

21 floors = 214'

15,000 sf @ 12:1 = 180,000 buildable sf

15,000 sf x 3 fl = 45,000 sf

10,000 sf x 13 fl = 130,000 sf

---

16 floors = 164'

15,000 sf @ 9:1 = 135,000 buildable sf

15,000 sf x 3 fl = 45,000 sf

10,000 sf x 9 fl = 90,000 sf

---

12 floors = 124'

15,000 sf @ 8:1 = 120,000 buildable sf

15,000 sf x 3 fl = 45,000 sf

10,000 sf x 7 fl = 70,000 sf

---

10 floors = 104'

15,000 sf @ 6:1 = 90,000 buildable sf

15,000 sf x 3 fl = 45,000 sf

10,000 sf x 4 fl = 40,000 sf

---

7 floors = 74'

15,000 sf @ 5:1 = 75,000 buildable sf

15,000 sf x 3 fl = 45,000 sf

10,000 sf x 3 fl = 30,000 sf

---

6 floors = 64'

15,000 sf @ 4:1 = 60,000 buildable sf

15,000 sf x 3 fl = 45,000 sf

10,000 sf x 1 fl = 10,000 sf

---

4 floors = 44'

15,000 sf @ 3:1 = 45,000 buildable sf



15,000 sf x 3 fl = 45,000 sf

---

3 floors = 34'

15,000 sf @ 2:1 = 30,000 buildable sf

15,000 sf x 2 fl = 30,000 sf

---

2 floors = 24'

### **Commercial**

15,000 sf @ 15:1 = 225,000 buildable sf

15,000 sf x 15 fl = 225,000 sf

---

15 floors = 210'

15,000 sf @ 12:1 = 180,000 buildable sf

15,000 sf x 12 fl = 180,000 sf

---

12 floors = 168'

15,000 sf @ 9:1 = 135,000 buildable sf

15,000 sf x 9 fl = 135,000 sf

---

9 floors = 126'

15,000 sf @ 8:1 = 120,000 buildable sf

15,000 sf x 8 fl = 120,000 sf

---

8 floors = 112'

15,000 sf @ 6:1 = 90,000 buildable sf

15,000 sf x 6 fl = 90,000 sf

---

6 floors = 84'

15,000 sf @ 5:1 = 75,000 buildable sf

15,000 sf x 5 fl = 75,000 sf

---

5 floors = 70'

15,000 sf @ 4:1 = 60,000 buildable sf

15,000 sf x 4 fl = 60,000 sf

---

4 floors = 56'

15,000 sf @ 3:1 = 45,000 buildable sf

15,000 sf x 3 fl = 45,000 sf

---

3 floors = 42'

15,000 sf @ 2:1 = 30,000 buildable sf

15,000 sf x 2 fl = 30,000 sf

---

2 floors = 28'

**Quarter Block Parcels (Residential)**

10,000 sf @ 15: 1 = 150,000 buildable sf

10,000 sf x 15 fl = 150,000 sf

---

15 floors = 154'

10,000 sf @ 12:1 = 120,000 buildable sf

10,000 sf x 12 fl = 120,000 sf

---

12 floors = 124'

10,000 sf @ 9:1 = 90,000 buildable sf

10,000 sf x 9 fl = 90,000 sf

---

9 floors = 94'

10,000 sf @ 8:1 = 80,000 buildable sf

10,000 sf x 8 fl = 80,000 sf

---

8 floors = 84'

10,000 sf @ 6:1 = 60,000 buildable sf

10,000 sf x 6 fl = 60,000 sf

---

6 floors = 64'

10,000 sf @ 5:1 = 50,000 buildable sf

10,000 sf x 5 fl = 50,000 sf

---

5 floors = 54'

10,000 sf @ 4:1 = 40,000 buildable sf

10,000 sf x 4 fl = 40,000 sf

---

4 floors = 44'

10,000 sf @ 3:1 = 30,000 buildable sf

10,000 sf x 3 fl = 30,000 sf

---

3 floors = 34'

10,000 sf @ 2:1 = 20,000 buildable sf

10,000 sf x 2 fl = 20,000 sf

---

2 floors = 24'

**Quarter Block Parcels (Commercial)**

10,000 sf @ 15:1 = 150,000 buildable sf

10,000 sf x 15 fl = 150,000 sf

---

15 floors = 210'

10,000 sf @ 12:1 = 120,000 buildable sf

10,000 sf x 12 fl = 120,000 sf

---

12 floors = 168'

10,000 sf @ 9:1 = 90,000 buildable sf

10,000 sf x 9 fl = 90,000 sf

---

9 floors = 126'

10,000 sf @ 8:1 = 80,000 buildable sf

10,000 sf x 8 fl = 80,000 sf

---

8 floors = 112'

10,000 sf @ 6:1 = 60,000 buildable sf

10,000 sf x 6 fl = 60,000 sf

---

6 floors = 84'

10,000 sf @ 5:1 = 50,000 buildable sf

10,000 sf x 5 fl = 50,000 sf

---

5 floors = 70'

10,000 sf @ 4:1 = 40,000 buildable sf

10,000 sf x 4 fl = 40,000 sf

---

4 floors = 56'

10,000 sf @ 3:1 = 30,000 buildable sf

10,000 sf x 3 fl = 30,000 sf

---

3 floors = 42'

10,000 sf @ 2:1 = 20,000 buildable sf

10,000 sf x 2 fl = 20,000 sf

---

2 floors = 28'





# WHAT'S IN THE CENTRAL CITY 2035 PLAN?

## **Volume 1: Goals and Policies**

*The long-range vision for the Central City*

- Big ideas to inspire a generation of Portlanders
- A framework of goals and policies to guide City projects for the next 20 years
- Highlights of the plan by district

## **Volume 2A: Zoning Code and Map Amendments**

*Regulations to implement the Plan*

- Part 1: Central City Plan District
- Part 2: River, Scenic and Trails

## **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 Inventory**

## **Volume 4: Background Materials**

*Prior plans and research provided for reference*

## **Volume 5: Implementation Plan**

*City's targets and the actions it will take to implement the Plan*

## **Volume 6: Public Involvement**

*CC2035 public involvement*