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

March 5, 2018

Memorandum

TO: Kyle Chisek and Nathan Howard

FROM: Troy Doss, Senior Planner; and Mindy Brooks, City Planner II

COPY: Susan Anderson, Director; Joe Zehnder, Chief Planner, Sallie Edmunds, Central City, River and Environmental Planning Manager;

SUBJECT: Land Use 16-278621 DZM GW – Fremont Apartments

Introduction

On February 21, 2018 City Council held a hearing on an appeal land use case 16-278621 for the Fremont Apartments. This memo is to provide City Council with background on how policies regarding building heights along the waterfront and views of the Fremont Bridge have been addressed in past and current plans.

This memo summarizes the North Pearl District Plan (2008), which established new heights and protected views of the bridge, and the Central City 2035 Plan (draft, to be adopted in May 2018), which recommends some changes to the protected views of the Fremont Bridge.

Under the current zoning, there are no restrictions to height on the subject site based on views of Fremont Bridge. The view of the Fremont Bridge along NW 12th Avenue is protected but this did not require base height limits across this subject site. The Central City 2035 Plan (CC2035) recommends retaining protections of the view from NW 12th Avenue and does not recommended protecting a view of Fremont Bridge from The Fields Park.

North Pearl District Plan

In 2008, the Portland City Council adopted the North Pearl District Plan (NPDP). This project was funded by the Portland Development Commission, and undertaken at the request of area property owners. In exchange for undertaking this project, and without regard to whether the project resulted in any code changes, Hoyt Street Properties (HSP) agreed to make additional land available for the development of The Fields Park.

The project was to evaluate whether heights and floor area ratios should be increased in the area and to identify what public benefits should be required in return. The project included a public advisory group with membership from the Pearl District Neighborhood Association and other stakeholders. It also included, after the planning phase, a public legislative process in front of the Planning Commission and City Council to consider changes to the zoning allowances.

At the end of the NPDP, the Pearl District Neighborhood Association and all other stakeholders on the plans Project Advisory Group (PAG) supported a modest increase in FAR for the plan area. They also supported unlimited height through most of the plan area.

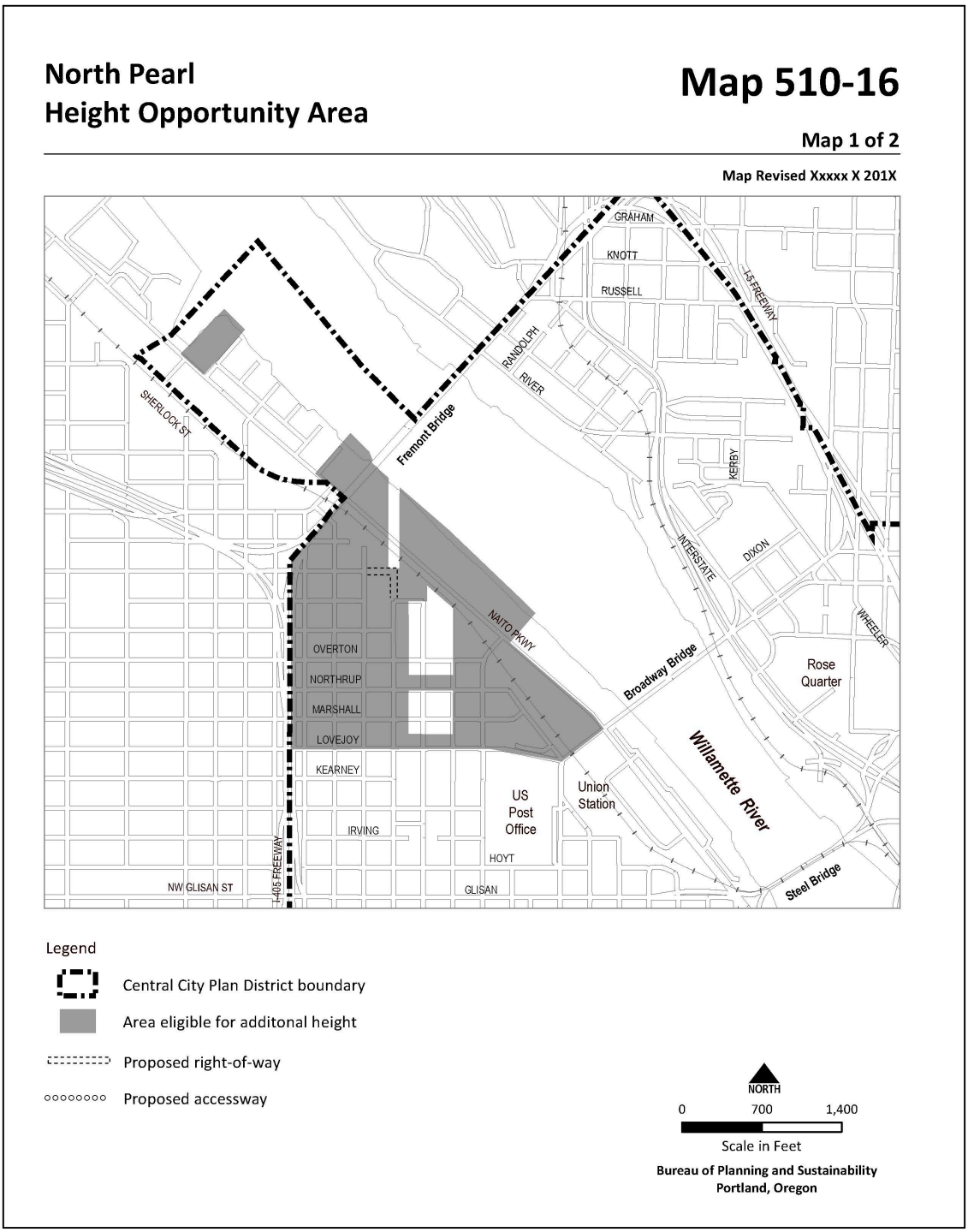
Along the waterfront, the intent was to allow tall and dense development to activate the riverfront and to ensure building massing provides visual permeability through the site. The base height of waterfront land remained 100 feet and new bonus height of 75 feet was made available if the following conditions were met:

- The façade of the building above 100 feet is no longer than 120 feet, with the ability for the Design Commission to approve a façade as wide as 150 feet as a modification through design review.
- The floor plate size of the building above the 100 feet level of the building may not exceed 12,500 square feet.

The NPDP also protected views of the Fremont Bridge along NW 12th Avenue by not allowing bonus height through a narrow corridor extending north from the street right-of-way and crossing one waterfront site (see Map 1).

The Fields Parks was undeveloped at the time NPDP was completed. However, the potential impact of development on views from the park and other North Pearl area were considered and analyzed.

The decisions regarding the views of Fremont Bridge, as described above, were supported by the community, Planning Commission, Design Commission, and City Council as sufficient to allow for visual permeability while promoting residential development in the plan area.

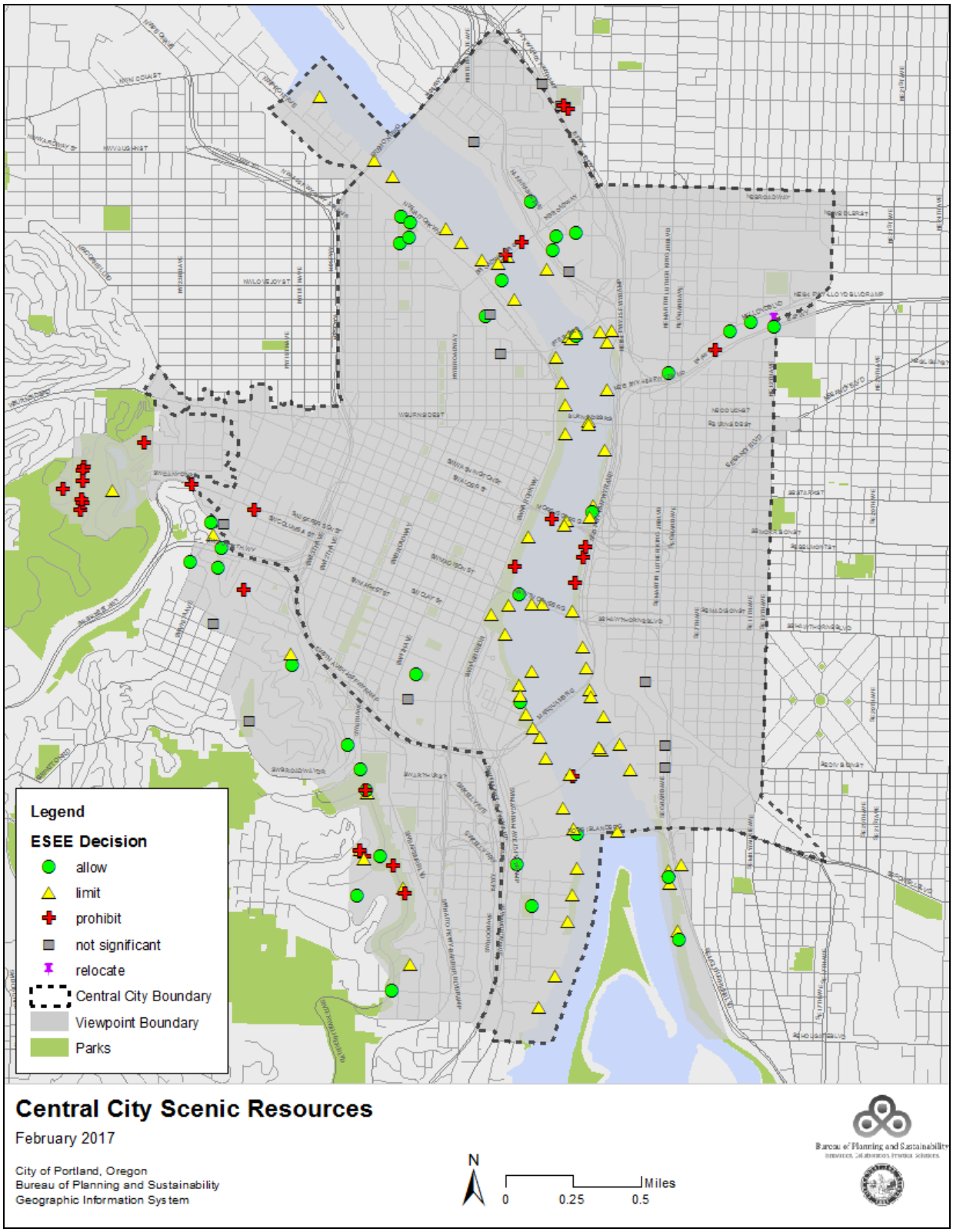


Map 1: North Pearl Height Opportunity Area

Central City 2035, Views of Fremont Bridge

As part of CC2035, the Scenic Resources Protection Plan for the Central City is being updated. CC2035 is anticipated to be adopted in May 2018. There are proposed changes to building heights to protect views. However, views of the Fremont Bridge from The Fields Park are not recommended for protection.

CC2035, Volume 3A, Part 1, describes the overall approach to protection of views in the Central City. Views of Willamette River bridges are a high priority for protection. There are dozens of views from the river front that are recommended from protection (see Map 2). In addition, CC2035 confirms the view of Fremont Bridge from NW 12th Avenue. Note – On the map, the term "limit" means to strike a balance between protecting the view and allowing conflicting uses such as buildings to impact the view. "Limit" also means active vegetation management within the view corridor.

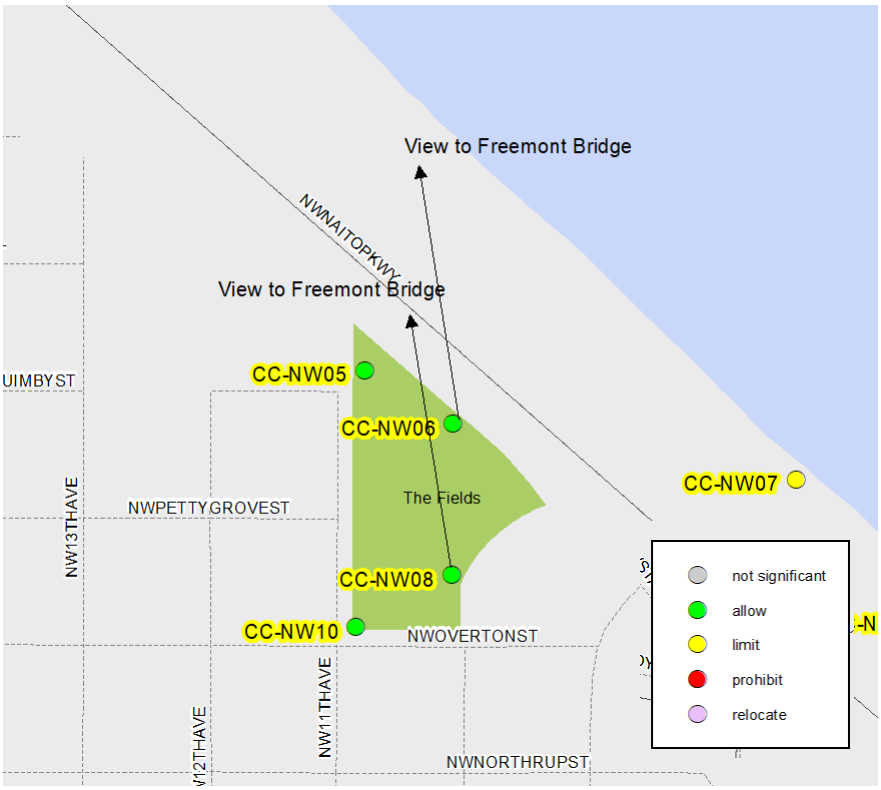


Map 2: View Corridors and Viewpoint Recommendations for Protection

In north Portland, there are many opportunities to view the Fremont Bridge. BPS documented eight views of Fremont Bridge from the riverfront or other bridges and recommends protecting those views through the Central City 2035 Plan (CC2035). The plan also confirms the view of Fremont Bridge from NW 12th Avenue and continues to recommend protection of the view by retaining the height limits established in the North Pearl District Plan (described above).

BPS documented four viewpoints in The Fields Park, two of which include views of the Fremont Bridge (see Map 3). In order to protect the views from The Fields Park to the Bridge, heights along the North Pearl District riverfront would have to be reduced from today's 100 feet, with the option to bonus to 175 feet, to 30-40 feet with no option to bonus. The sites that the view corridor crosses are identified in the Buildable Land Inventory for redevelopment by 2035. Note – On the map, the term "allow" means to not limit heights or require vegetation management to protect the view.

An economic analysis was performed for all views documented in the Central City Scenic Resources Inventory (CC2035, Volume 3A, Part 2 and Part 3). It was determined that the economic impacts of protecting the views of Fremont Bridge from Fields Park were too great considering there are ample opportunities to protect the views of the bridge from other nearby locations along the riverfront. CC2035 also carries forward the protections for the view of Fremont Bridge from NW 12th Avenue.



Map 3: Views of Fremont Bridge from The Fields Park

Summary of Scenic Views March 1, 2018 DRAFT

CC2035 is increasing the overall protections of views:

1. CC2035 is proposing to **protect 102 views** of and across the Central City
    a. **23 protected** by limiting building **heights**
    b. **79 protected** by managing **vegetation**

2. Today 17 views are protected with height limits and approximately 45 views are protected by managing vegetation

Details

Existing Views from the Central City Plan, Greenway Plan and Scenic Resources Plan

- 17 views are protected with height limits
- ~45 views are recommended for vegetation or other management but have no formal protections
- Many other scenic resources (view streets, gateways, accessways, scenic corridors) are documented in the Plans and have no formal protections

CC2035 Recommended Draft Summary

- 102 viewpoints are recommended for protection (some viewpoints have multiple views)
- 43 viewpoints are recommended for no protections (see notes on page 2 for why)

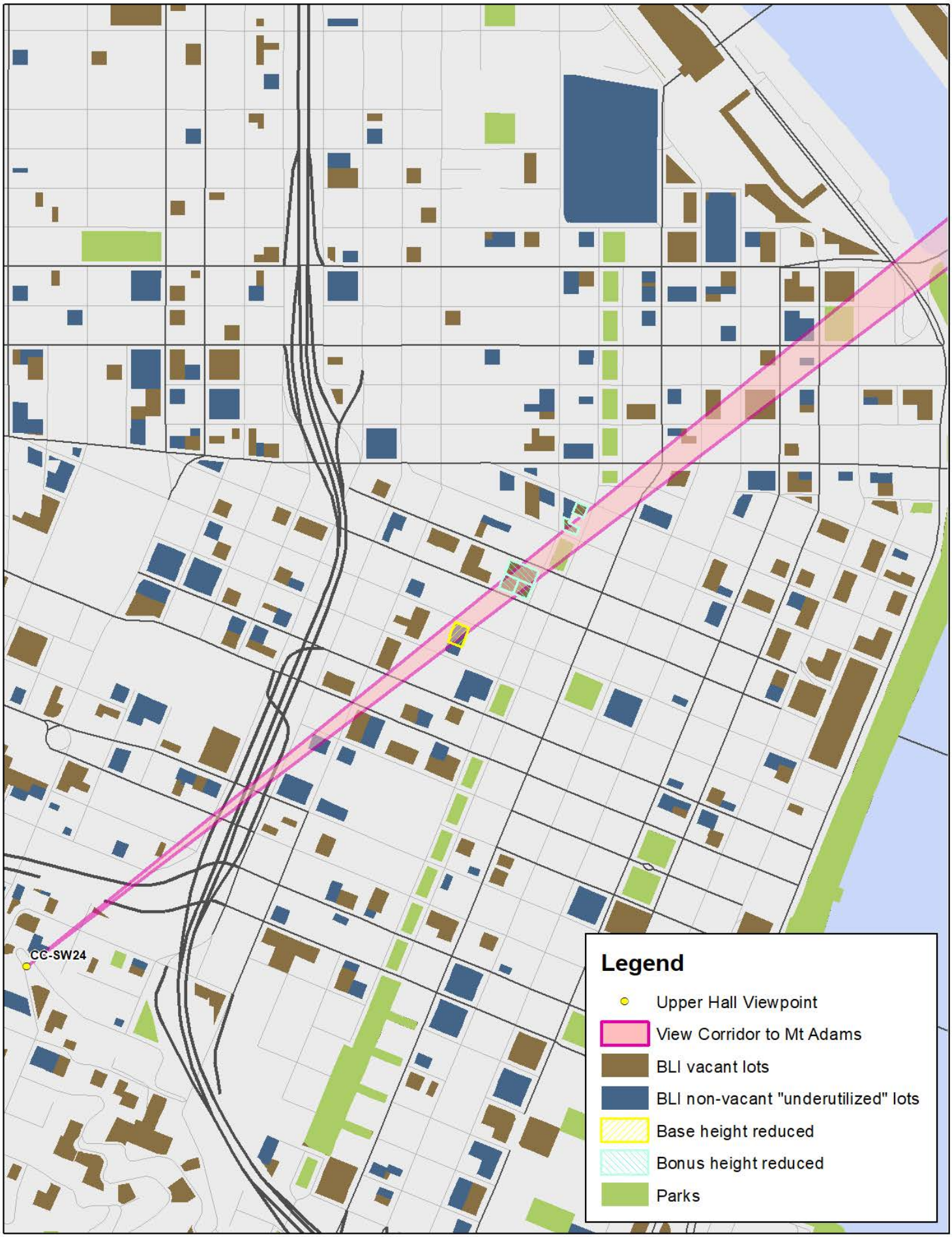
CC2035 Recommendations for <u>Protections</u>

- **23 views** recommended for protection by **limiting heights**;
    - 7 are new (examples – Upper Hall views of Mt St Helens and Mt Adams; Tilikum Crossing view of Mt Hood; Japanese Garden view of Mt Hood; Rose Garden, Garden Center and Picnic Tables views of Mt Hood and Mt Adams; Lillis Albina view of Freemont Bridge)
    - 15 are existing views with existing height limits; some of these have changes to the heights (example – View of Mt Hood from Vista Bridge has heights reduced to better protect the view)
    - 1 is an existing view recommended for relocation – I84/Sullivan's Gulch view of city skyline
- **35 existing views** are recommended for continued protection by **managing vegetation and improving the viewpoint**; nearly all are located along the riverfront, in the SW Hills or along Terwilliger Blvd
- **10 viewpoints are being relocated** and recommended for continued protection by managing vegetation and improving the viewpoint
- **1 viewpoint i**s recommended for **reclassification as a view street** and continued protections (View of Vista Bridge from SW 14th Ave)
- **33 new views** are being added that do not require limiting building heights to maintain the views; most are located along the riverfront; these are recommended for vegetation management and improvements to the viewpoints

CC2035 Recommendations for No Protections

- **10 existing views are being recommended for no protections** because either the viewpoint is very difficult to access, the view is not high quality (ranked low by the expert panel) and/or the view is mostly blocked by vegetation on steep slopes and on balance it is important to maintain the vegetation for slope stability, stormwater management, wildlife habitat, etc.
- **4 existing views are not significant** because they were ranked lowest by the expert panel, therefore the views are not recommended for protection
- 9 newly inventoried views are not significant because they were ranked lowest by the expert panel
- **20 existing views are being retired** (retired means that the location doesn't meet the criteria as a viewpoint or there isn't a view anymore)
    - 10 were classified as "gateways" in 1991 and are staff recommend reclassifying "gateways" as focal points; focal points are not explicitly protected through the Scenic Resources Protection Plan (example – Elk Statue on Salmon Street)
    - 1 has height limits being removed because the viewpoint is hard to access, serves only the local neighbors, and is not a high-quality view as ranked by the expert panel (SW Hills view of City Skyline)
    - 2 are blocked by new development and the view is eliminated (Montgomery Street Stairs; NW Lovejoy between 11th and 12th)
    - 1 is on private property and doesn't meet the criteria that only public views are protected
    - 6 are completely blocked by vegetation growing steep slopes and on balance it is more important to maintain the vegetation for slope stability, stormwater management, wildlife habitat, etc. (mostly in the SW Hills and along Terwilliger Blvd)


NRIVERST
FREMONTBRG
NWFRONTAVE
CC-NW02
FREMONTBRG
CC-NW04
I405EWY
NW15THAVE
NWSAVIERST
View to Freemont Bridge
NWNAITOPKWY
NWRALEIGHST
View to Freemont Bridge
NW14THAVE
NWQUIMBYST
CC-NW05
CC-NW06
CC-NW07
The Fields
NW13THAVE
NWPETTYGROVEST
CC-NW08
CC-NW10
NWOVERTONST
CC-NW09
NW11THAVE
NW12THAVE
NWNORTHRUPST
Tanner Springs Park
NWMARSHALLST
NW9THAVE
NW10THAVE
NWLOVEJOYST
not significant
allow
limit
prohibit
relocate


CC-SW24
Legend
Upper Hall Viewpoint
View Corridor to Mt Adams
BLI vacant lots
BLI non-vacant "underutilized" lots
Base height reduced
Bonus height reduced
Parks

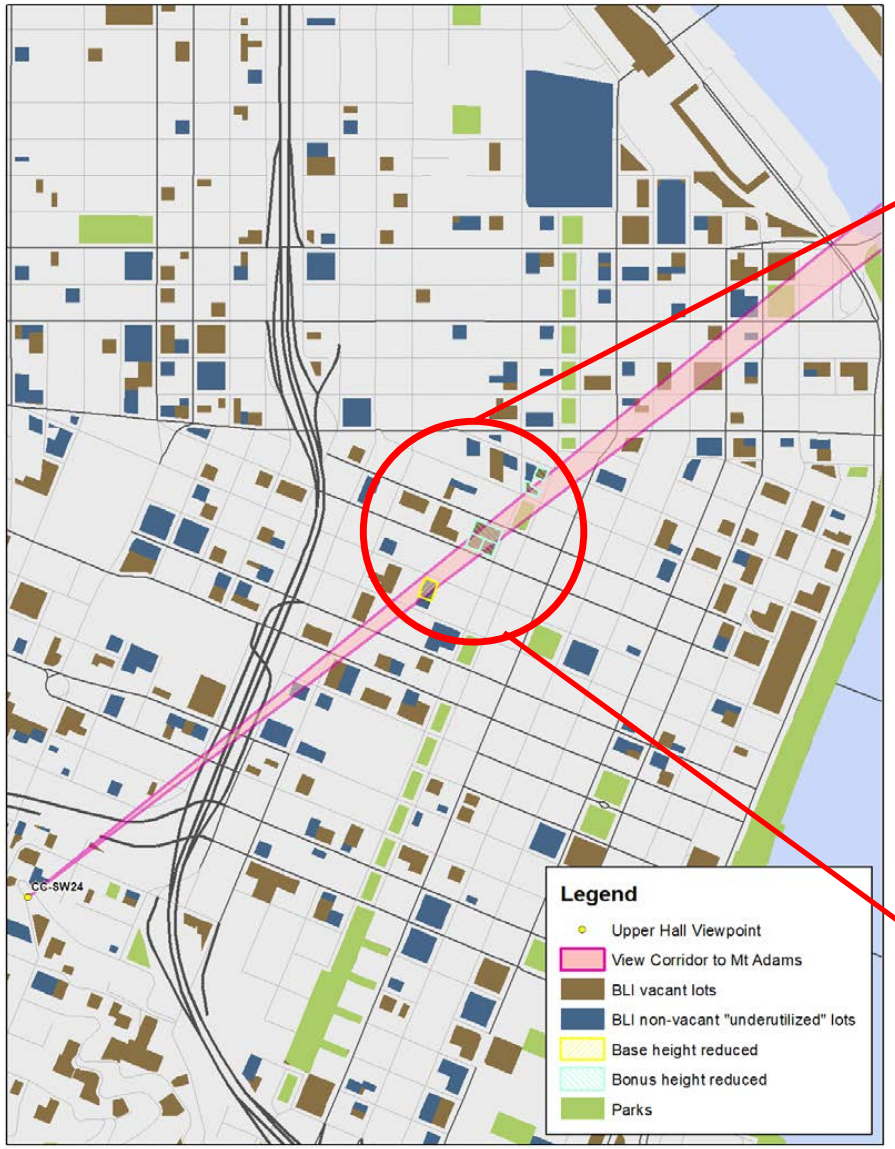

NW 13TH AVE
NW 12TH AVE
W BURNSIDE ST
SW ANKENY ST
SW PINE ST
SW OAK ST
SW STARK ST
SW 13TH AVE
Bonus Height
460' to 410'
SW WASHINGTON ST
Bonus Height
460' to 440'
SW ALDER ST
SW 12TH AVE
SW 6TH AVE
SW BROADWAY
Base Height
460' to 375'
SW 9TH AVE
SW PARK AVE
SW YAMHILL ST
SW TAYLOR ST
Legend
View Corridor to Mt Adams
BLI vacant lots
BLI non-vacant "underutilized" lots
Base height reduced
Bonus height reduced
Parks

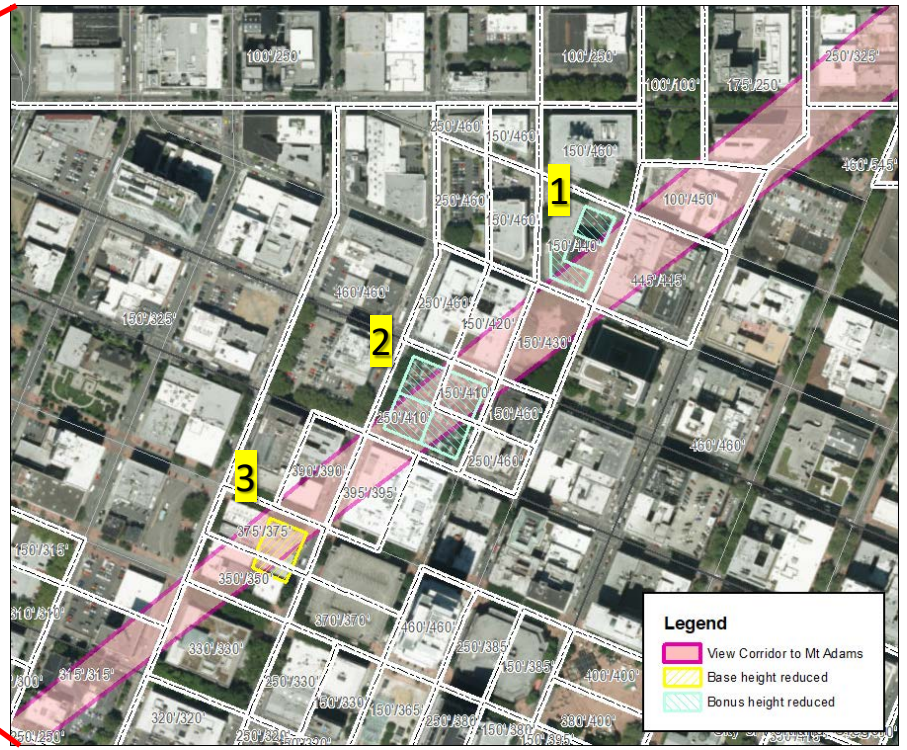
34471


W BURNSIDE ST
SW PINE ST
SW OAK ST
SW WASHINGTON ST
SW ALDER ST
SW YAMHILL ST
SW TAYLOR ST
SW BROADWAY
SW 1ST AVE
SW 2ND AVE
SW 3RD AVE
SW 4TH AVE
SW 6TH AVE
Legend
View Corridor to Mt Adams
Base height reduced
Bonus height reduced

34472

View of Mt Adams from Upper Hall – Impacts on BLI Sites
Updated 2/21/18







Site 1: 801 SW Stark St
Use: Parking Lot
Owner: Parcel 18 LLC
Height Change: Bonus 460’ to 440’



Site 3: 1018 SW Morrison St
Use: Commercial
Owner: Cook
Height Change: Base 460’ to 375’



Site 2: 900 SW Washington St
Use: Parking Lot/Food Carts
Owner: Goodman
Height Change: Bonus 460’ to 410’


CC-SW09
CC-SW24
CC_Plandistrict
viewpoints
view corridor
City of Portland, Oregon

Upper Hall

Updated Feb 2018

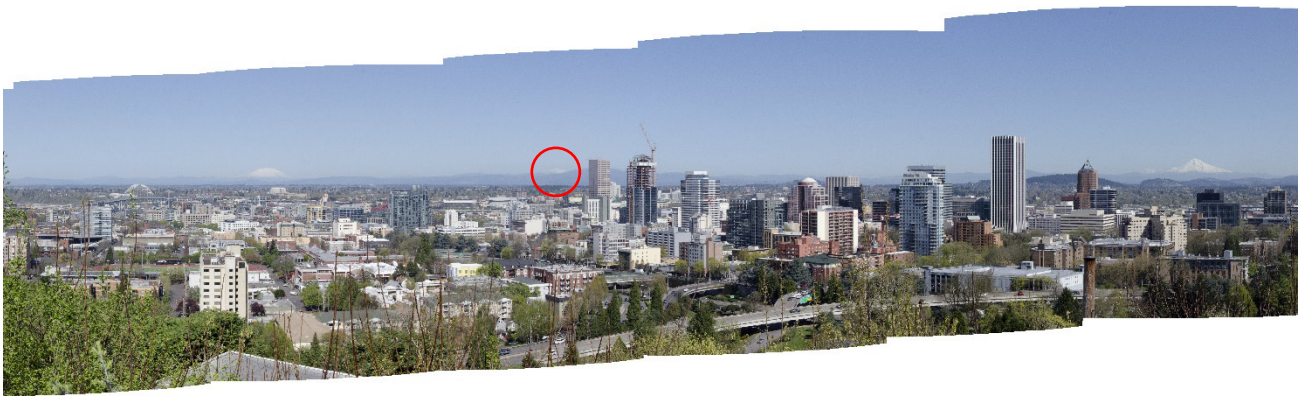


Figure 1: Panorama View from SW Upper Hall with Mt Adams Highlighted



Figure 2: Close-up View of Mt Adams from Upper Hall



Figure 3: Viewpoint at SW Upper Hall



Figure 4: Map of Viewpoint Location on Upper Hall

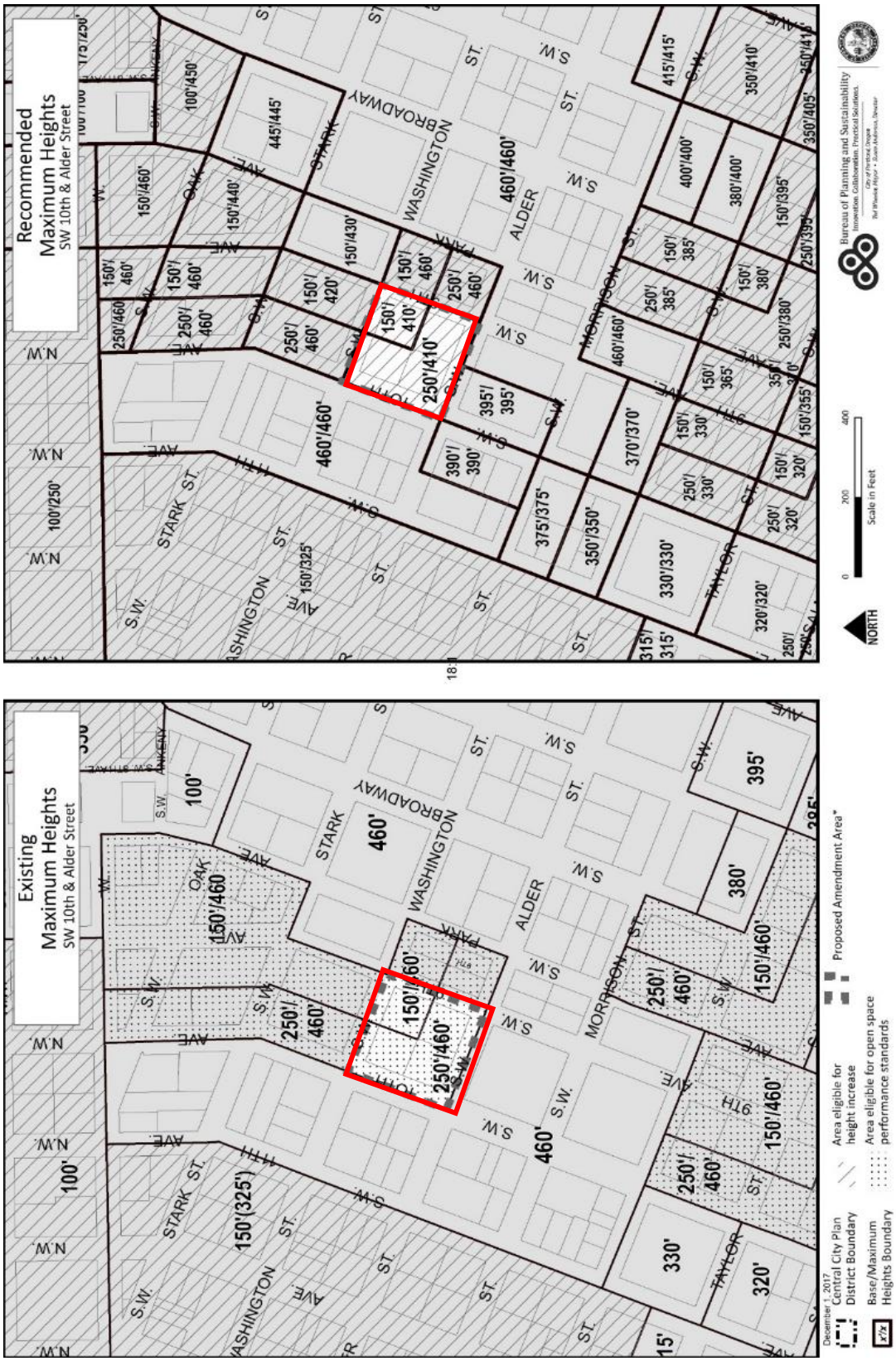


Figure 5: Base and Bonus Height on BLI Site within View of Mt Adams from Upper Hall



Map 1: Views of Mt Adams from Upper Hall (SW24) and Rose Garden (SW09) with site highlighted

Note – Upper Hall also includes a view of Mt St Helens (view looking north) and Mt Hood (view looking east) along with the view of Mt Adams (view looking northeast)

From:	Brooks, Mindy
To:	Adamsick, Claire; Fritz, Amanda; Edmunds, Sallie
Subject:	Salmon Springs
Date:	Wednesday, February 14, 2018 10:32:00 AM
Attachments:	SalmonSpringsSummary_Feb2018.pdf image001.png

Commissioner –

Attached is a summary of the Salmon Springs view of Mt Hood including:

1. Photo of view and viewpoint
2. Renderings of the impacts of existing height and recommended height on the view
3. Maps of the existing and recommended heights
4. Analysis of economic impacts of protecting any of the view of Mt Hood from the Willamette River

If there is additional information you need, please let me know.

Thanks

Mindy Brooks
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503-823-7831
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503-823-7700 | www.portlandoregon.gov/bps/71701

Salmon Springs

Updated Feb 2018



Figure 1: Current View of Mt Hood from Salmon Springs



Figure 2: Viewpoint at Salmon Springs with view of Mt Hood



Figure 3: Rendering of View of Mt Hood from Salmon Spring with *Existing* Height Allowances



Figure 4: Rendering of View of Mt Hood from Salmon Springs with *Recommended* Height Limits

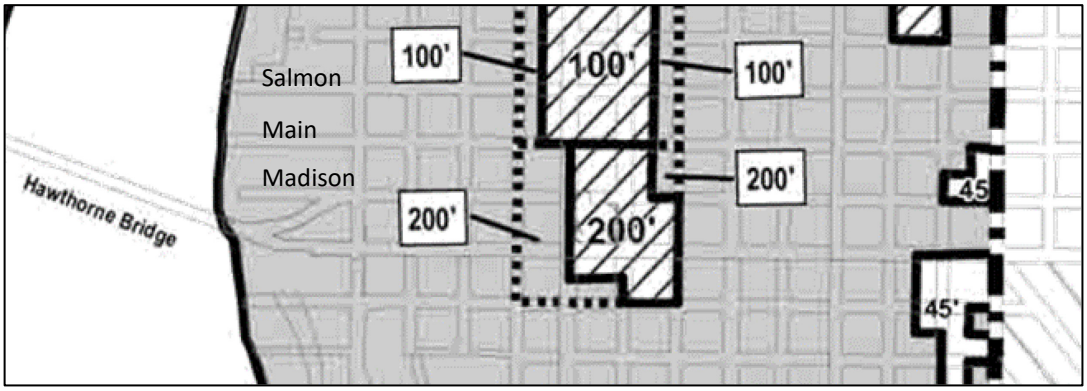


Figure 5: *Existing* Heights (bonus allows 175'-275')

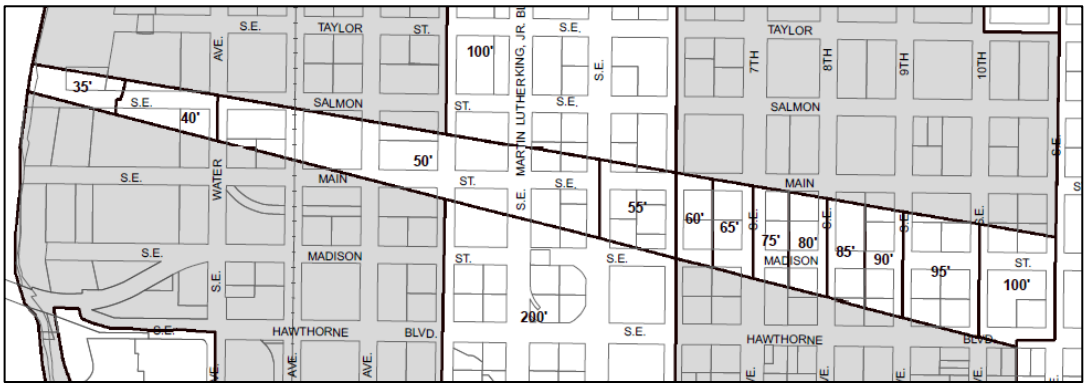
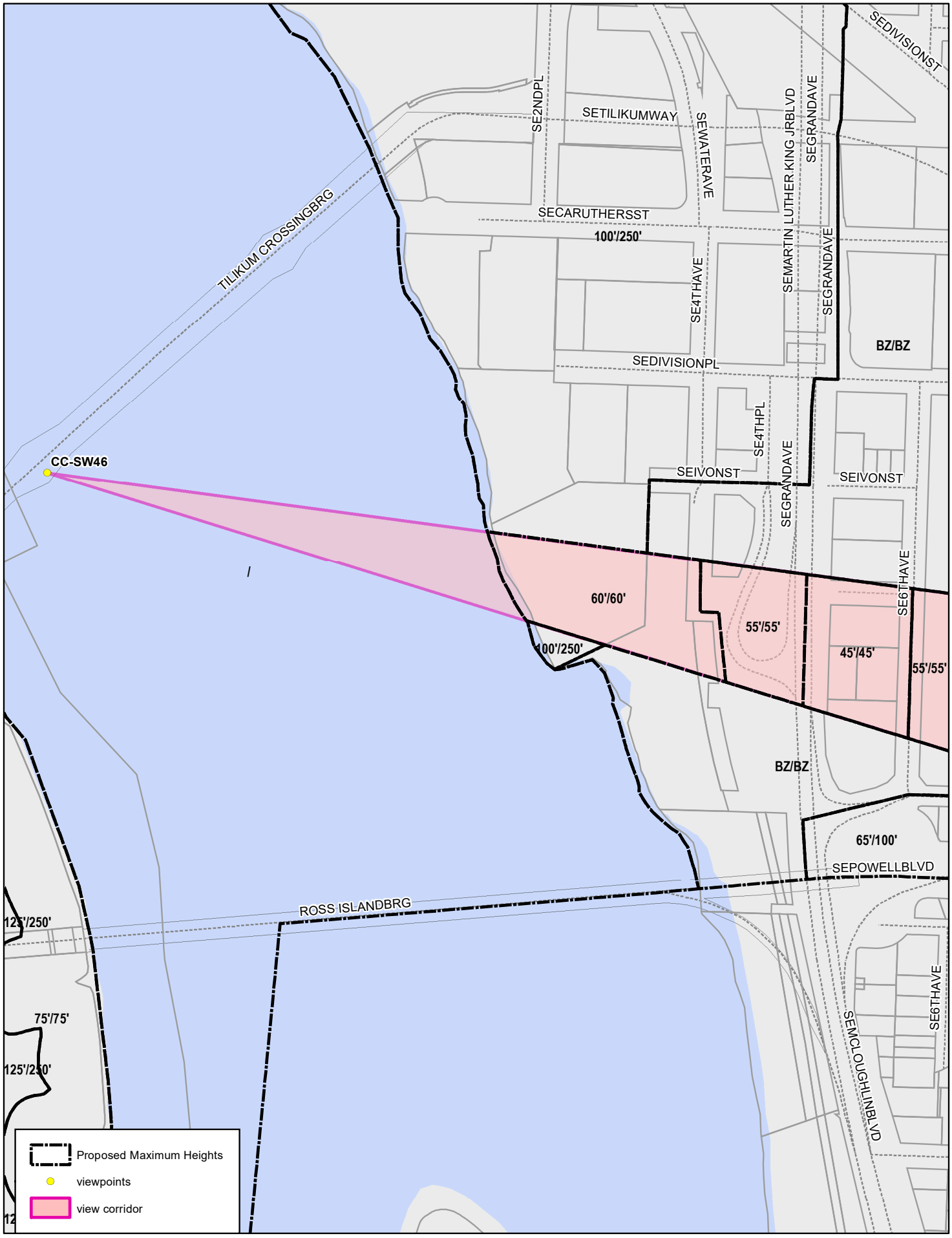


Figure 6: *Recommend* Height Limits

Table 1: 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	302,150	$10,877,400	1,512
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


SEDIVISIONST
SE2NDPL
SETILIKUMWAY
SEWATERAVE
SEMARTIN LUTHER KING JRBLVD
SEGRANDAVE
TILIKUM CROSSINGBRG
SECARUTHERSST
100'/250'
SE4THAVE
SEGRANDAVE
BZ/BZ
SEDIVISIONPL
SE4THPL
CC-SW46
SEIVONST
SEGRANDAVE
SEIVONST
SE6THAVE
60'/60'
55'/55'
100'/250'
45'/45'
55'/55'
BZ/BZ
65'/100'
SEPOWELLBLVD
ROSS ISLANDBRG
125'/250'
75'/75'
125'/250'
SE6THAVE
SEMCLOUGHLINBLVD
Proposed Maximum Heights
viewpoints
view corridor

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January 31, 2018

Memorandum

TO: Mayor Wheeler

FROM: Sallie Edmunds, Central City, River and Environmental Planning Manager and Mindy Brooks, City Planner II

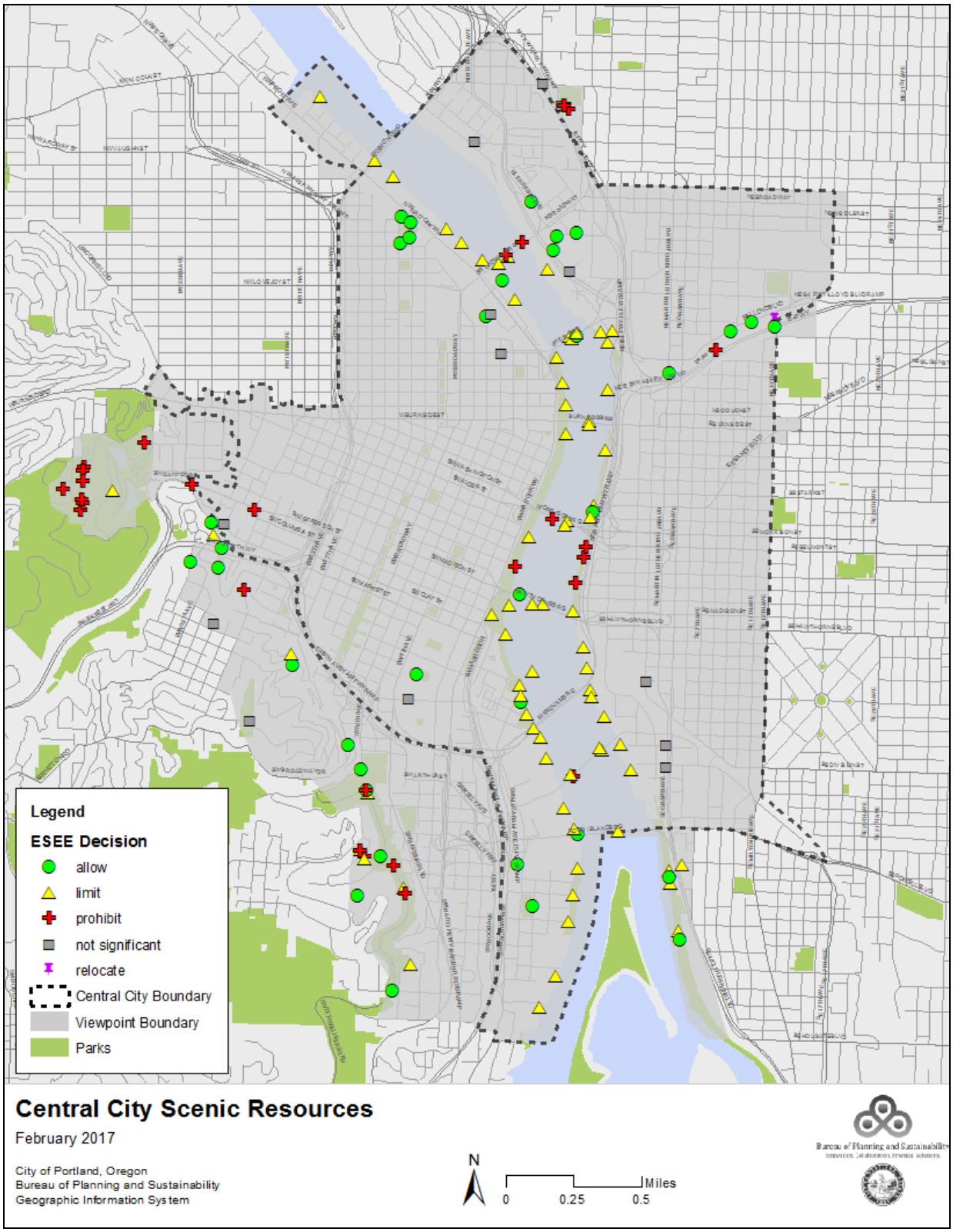
COPY: Susan Anderson, Director, Joe Zehnder, Chief Planner,

SUBJECT: View of Mt Adams from Upper Hall

Introduction

The Central City Scenic Resources Protection Plan Volume 3A, Part 1, describes the overall approach to protection of views of and across the Central City. There are policy priorities used to help determine which views should be protected. Views of Mt Hood and Mt St Helens are a high priority for protection. Mt Adams is not as high a priority for protection because the mountain is partially blocked by foothills. Views that are unique to a neighborhood are also a high priority for protection; as are views from developed and frequently visited viewpoints.

In the West Hills, there are a total of 32 views identified in the plan (see Map 1). Of those, 15 are recommended for protection and 12 have associated reductions to building heights. The remaining three views do not have reductions to building heights because the elevation of the viewpoint is high enough that buildings will not block the view. (Note – On the map, the term “prohibit” means to consider reductions to building heights.)



Map 1: View Corridor and Viewpoint ESEE Recommendations

Summary of the Upper Hall View

Viewpoint CCSW24 is located on SW Upper Hall in the West Hills. This viewpoint offers one of the most expansive views of the Central City skyline and area mountains. It provides a wide panorama of Northwest Portland, the Downtown skyline, Mt Hood, Mt St Helens (and Mt Rainier), Mt Adams, the Fremont Bridge, and the eastern foothills (See Figure 1). This is one of two locations in the plan where the view of Mt Adams is recommended for protection; the other is from the Rose Garden. Viewpoint access is limited due to its remote location, lack of parking, bike lanes, or transit access, and incomplete sidewalk (see Figure 2).

The recommendation for this view is to prohibit conflicting structures and vegetation within view corridors where Mt St Helens, Mt Adams or bridges and to limit conflicting structures and vegetation within view of the city skyline. Although the viewpoint not highly accessible, the expert panel ranked it as one of the best views in the Central City.



Figure 1: Panorama View from SW Upper Hall



Figure 2: Viewpoint at SW Upper Hall

An analysis was done for all views that could be impacted by building heights in the Central City. The analysis considered impacts on development if the view were to be protected by reducing building heights. New GIS 3D modeling was used to evaluate the relationship between the bottom plane of a view and the potential for height on any site under the view. For the analysis, sites designated in the Building Lands Inventory (BLI) were evaluated to determine the impacts on development and jobs. BLI sites are those that are anticipated to redevelop by 2035. For view CCSW24, Upper Hall, there is only one BLI site within the view corridor (See Figure 3). This BLI site currently has a base height of 250 feet and bonus height of 460 feet. To protect the view, the base height on the site would not have to change and the bonus height must be reduced to 410 feet. Because the impact is only to bonus height, not base height, the impact is negligible. Heights on other, non-BLI sites, would also be reduced because; but because those are not anticipated to redevelop by 2035, there is no associated impact to development or jobs.

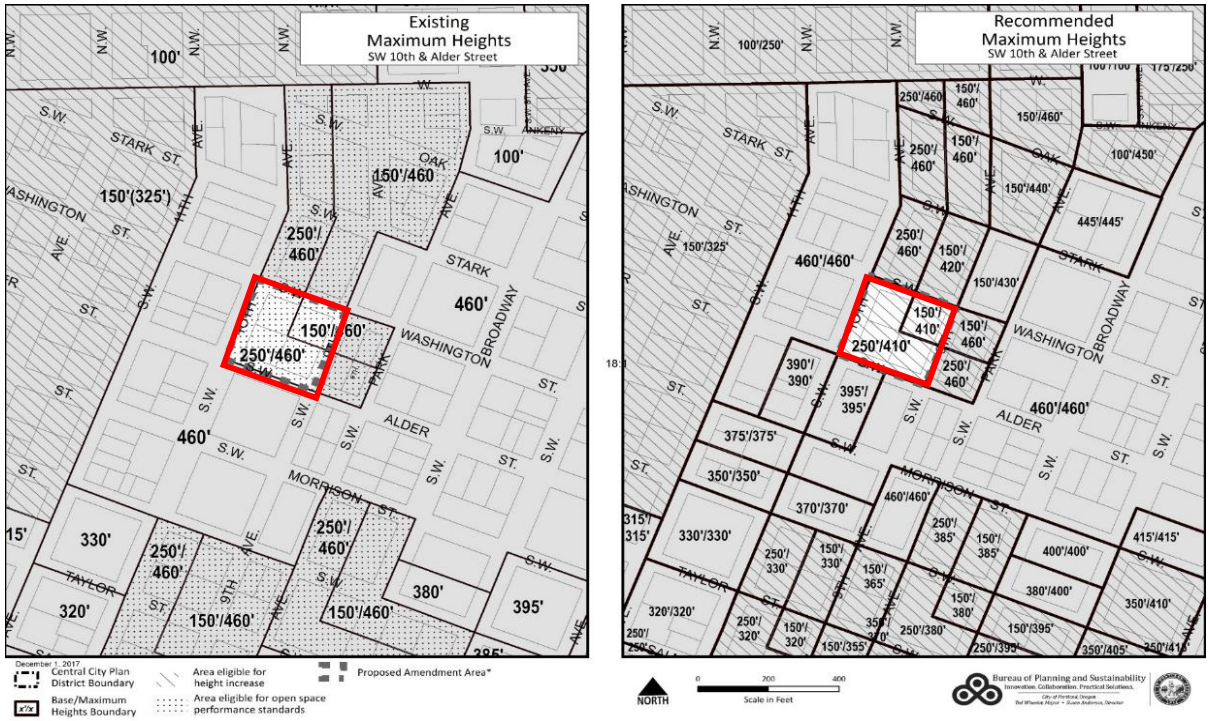


Figure 3: Base and Bonus Height on BLI Site within View of Mt Adams from Upper Hall

In addition to reducing building heights, to protect the view, vegetation on the hillside must be managed. This is true for many views. Vegetation management does not necessarily mean removing all vegetation, especially on a steep slope where the vegetation is helping stabilize the soils. Vegetation management can mean trimming and pruning of trees and large shrubs or it could mean replacing trees and tall shrubs which shorter shrubs and ground cover. The vegetation that can block the view from SW Upper Hall is located primarily within the right of way, with some located on private property (see Figure 4).



Figure 4: Vegetation near Viewpoint CCSW24, Upper Hall

Staff Recommendation

The view of Mt Adams from SW Upper Hall is one of only two views of the mountain that are recommended for protection with the Central City Scenic Resources Protection Plan. Although the viewpoint is not easily accessible nor developed, it is ranked as one of the best views in the Central City. And there is negligible impact on properties with the view corridor. Therefore, staff recommend retaining the height reductions within the view corridor to protect the view of Mt Adams from SW Upper Hall.

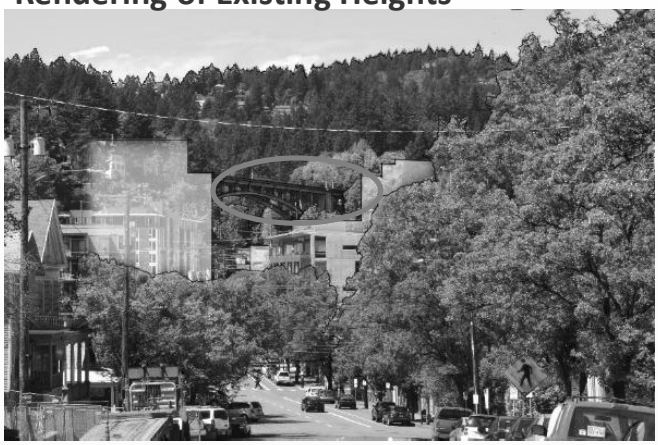
1

View of Vista Bridge from SW Jefferson Street

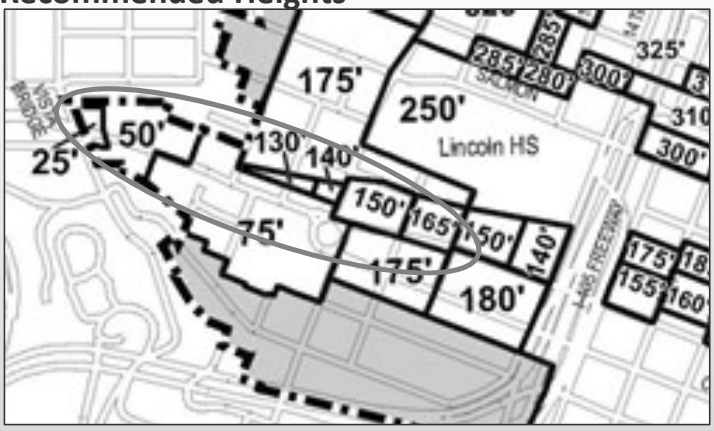
Existing Heights



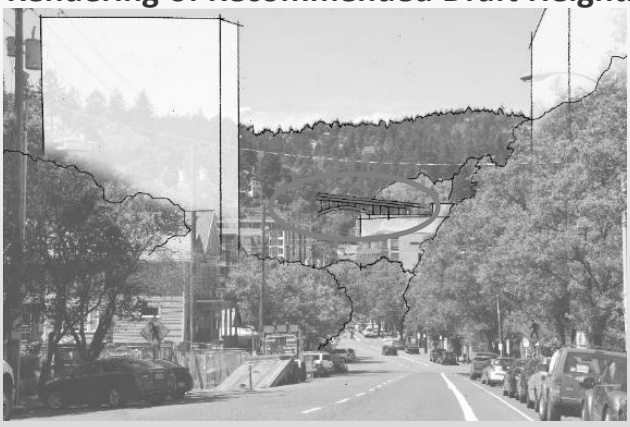
Rendering of Existing Heights



Recommended Heights



Rendering of Recommended Draft Heights



Summary of Comments on PowerPoint Presentation

Page: 1

Number: 1 Author: Presenter Subject: Presentation Notes Date: 11/28/2018 9:37:18 AM
MINDY

Another amendment that was introduced at Council is to maintain the existing heights along Jefferson Street to protect the view of Vista Bridge from the I405 overpass.

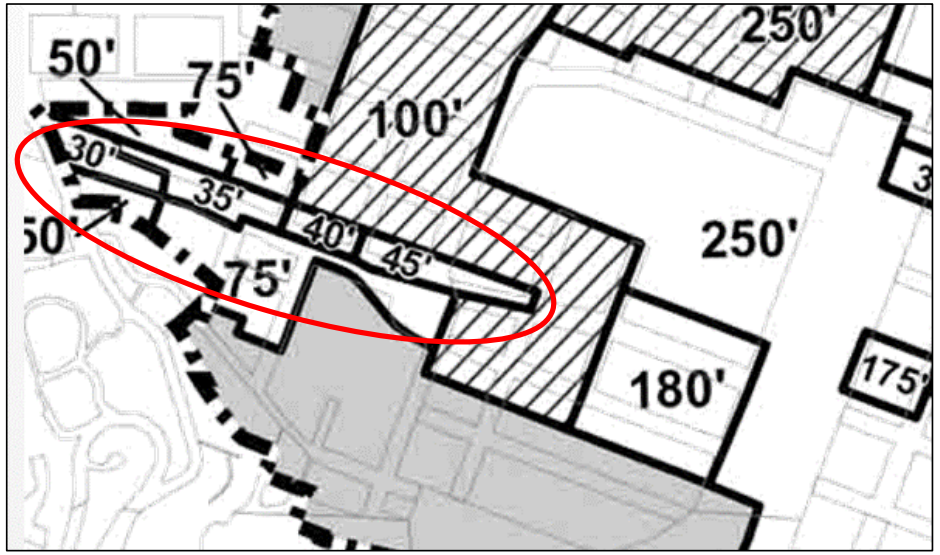
PSC had discussions about this and recommended a small increase in heights, from 35-45' to 75' to support Jefferson as a Commercial Corridor at a light rail stop. But even this small increase in height has an impact on the view of Vista Bridge.

The top two images are the existing heights and view.
The bottom two images are the recommended heights and view.

You can see that 75' tall buildings wouldn't block the view, but would impact it.

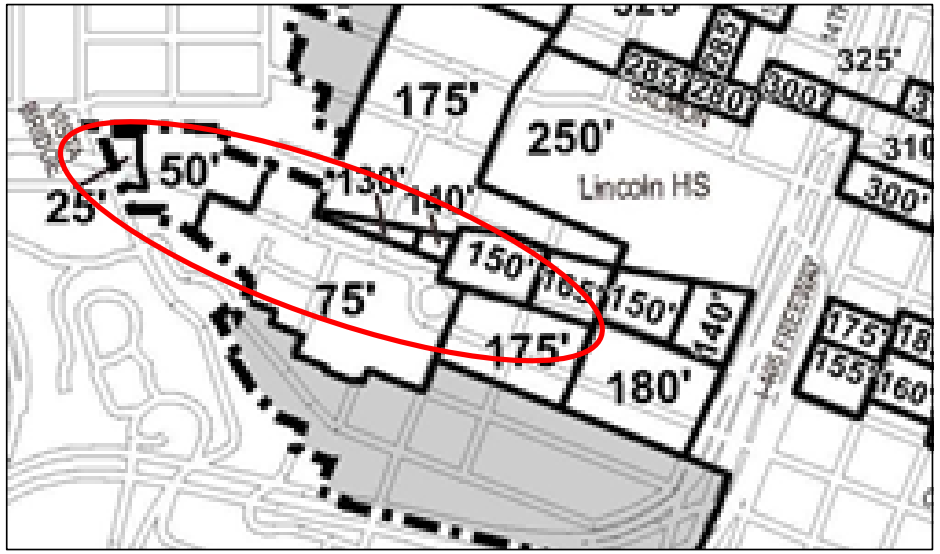


Existing Heights





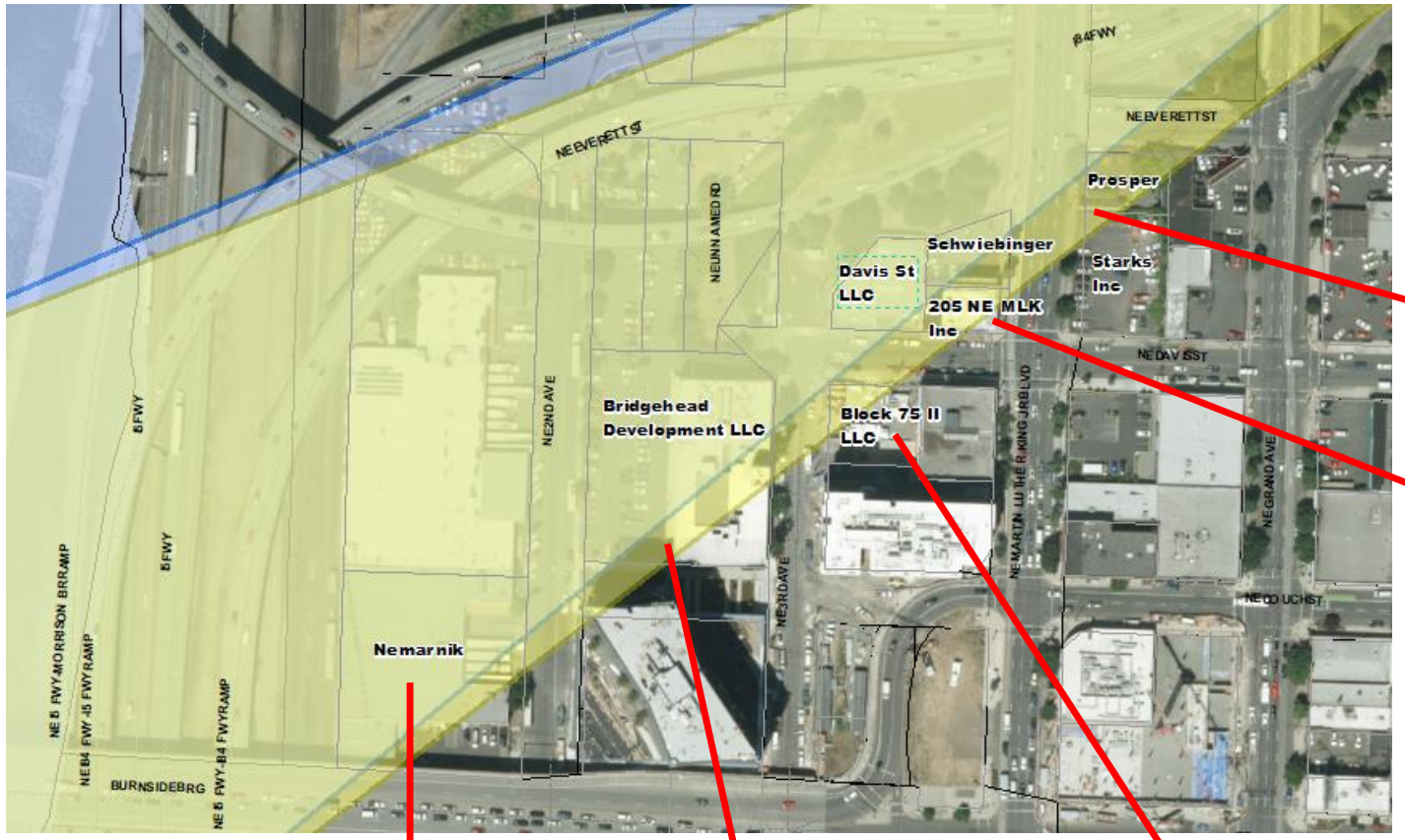
Recommended Heights



Sullivan's Gulch/I84 View Corridor

Option 1: Recommended View Corridor*

Option 3: Alternative View Corridor*



New property added 55' area



Existing = 200'
Options = 55'

Expands 55' area



Existing = 200'
Options = 55'

Expands 95' area



Existing = Base Zone
Options = 95'

Expands 85' area



Existing = 200'
Options = 85'

New property added 55' area



Existing = 200'
Options = 55'

For all properties called out, the existing height limit is 200' (except in IG1)

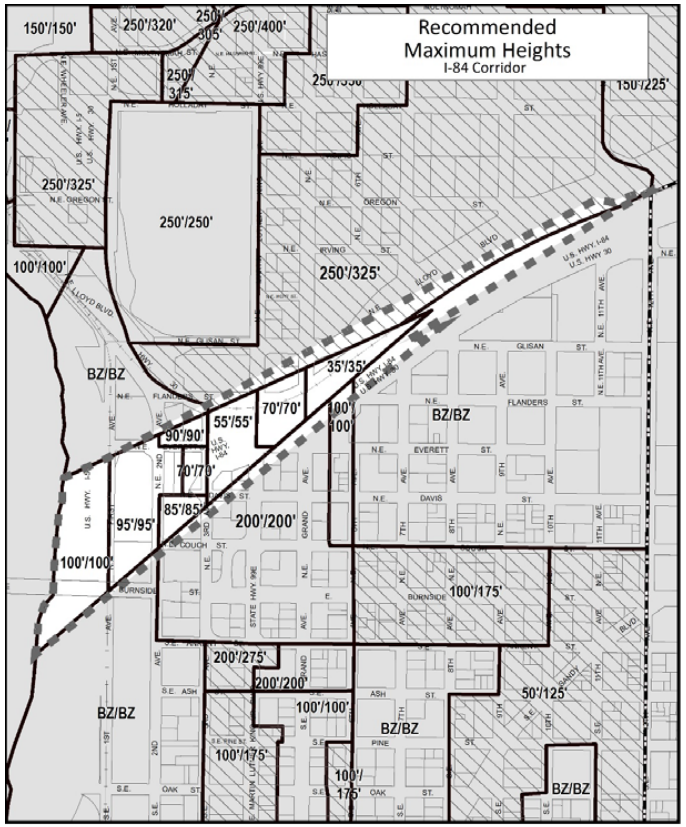
Along the southern edge of view corridor:

- 6 properties impacted by Option 1
- 8 properties impacted by Option 3
- All except MLK LLC are BLI sites

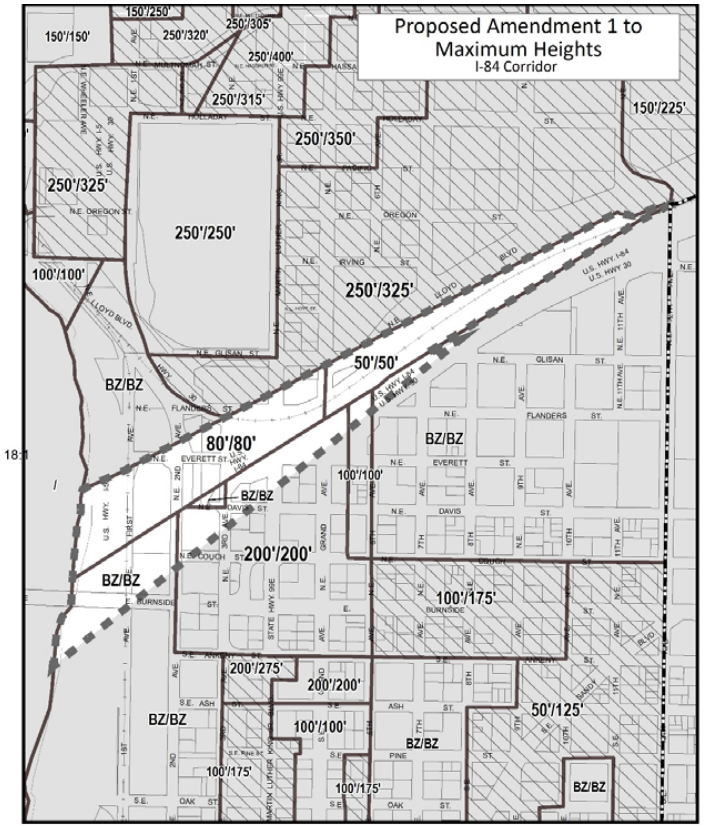
*Option 2 is not shown

Updated
12-11-17

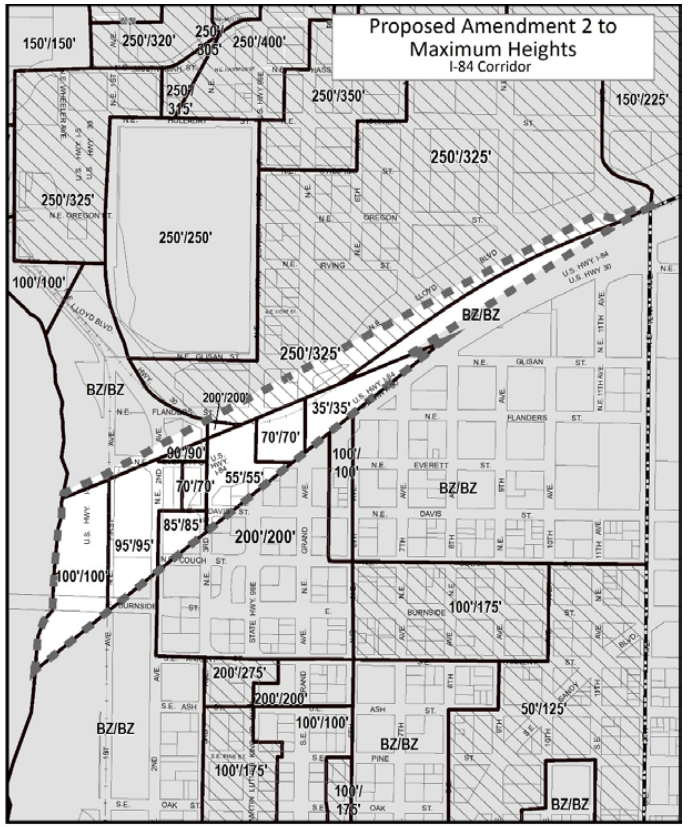
Option 1: Recommended Heights



Option 2: Existing Heights



Option 3: Alternative Heights



November 20, 2017

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

View Corridor Comparison

CCNE01

Legend

- CCNE01 existing
- CCNE01_c proposed
- CCNE01_c alternate
- "Underutilized" lot
- City Boundary

NORTH

0 Feet 300

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

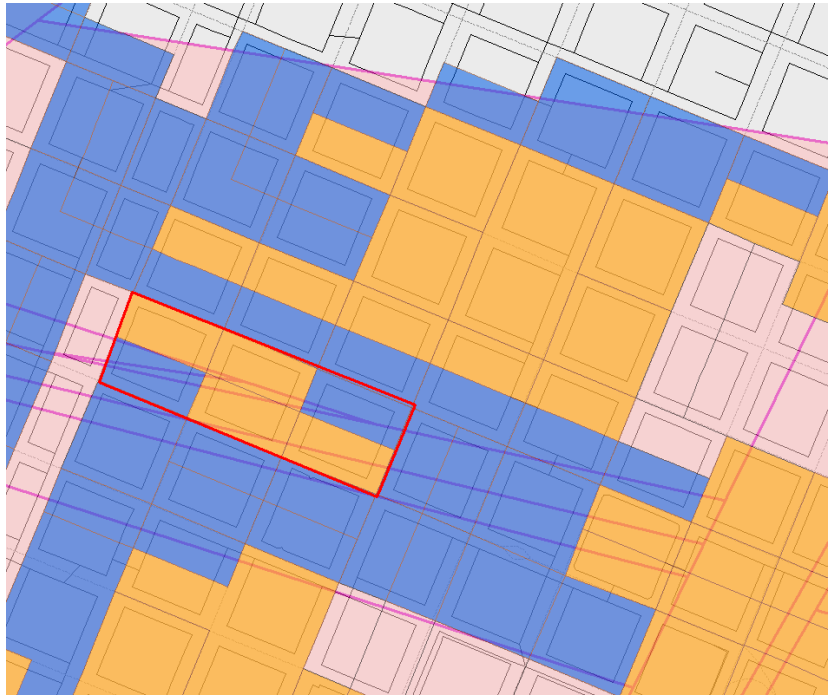
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

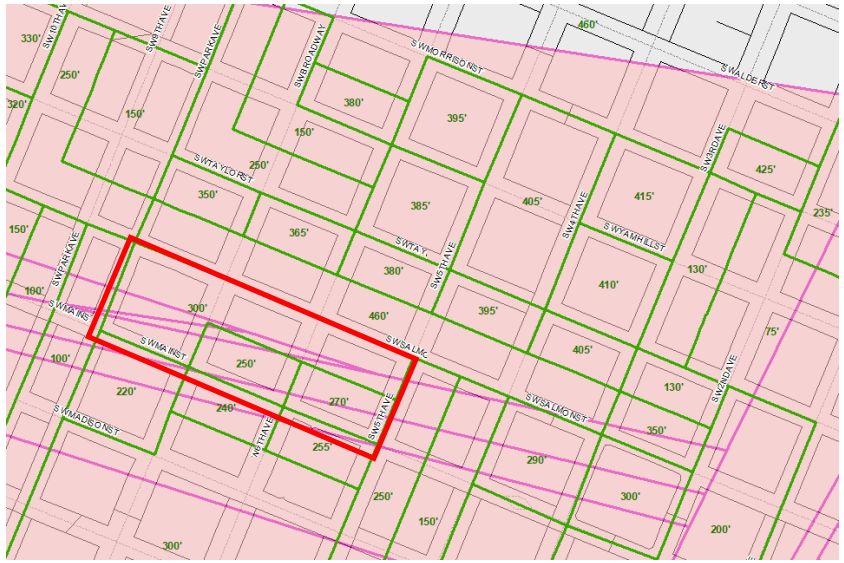
City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director

E:\Dropbox (BPS Tech Services)\BPS Tech Services Team Folder\gis\projects\Scenic_Resources\Maps\11x17_CCNE01_c_comparison_map_171120.mxd

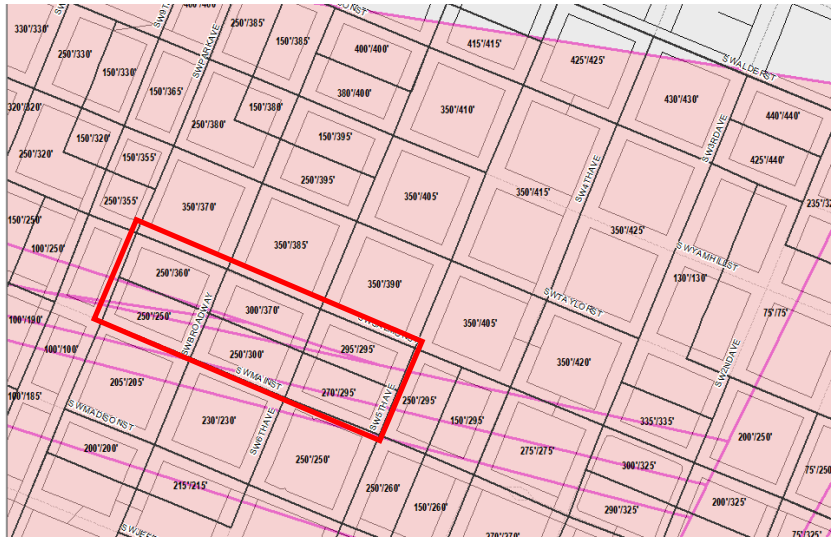
34495

Areas of height changes
Blue – decrease in height
Orange – increase in height
Pink – view corridor





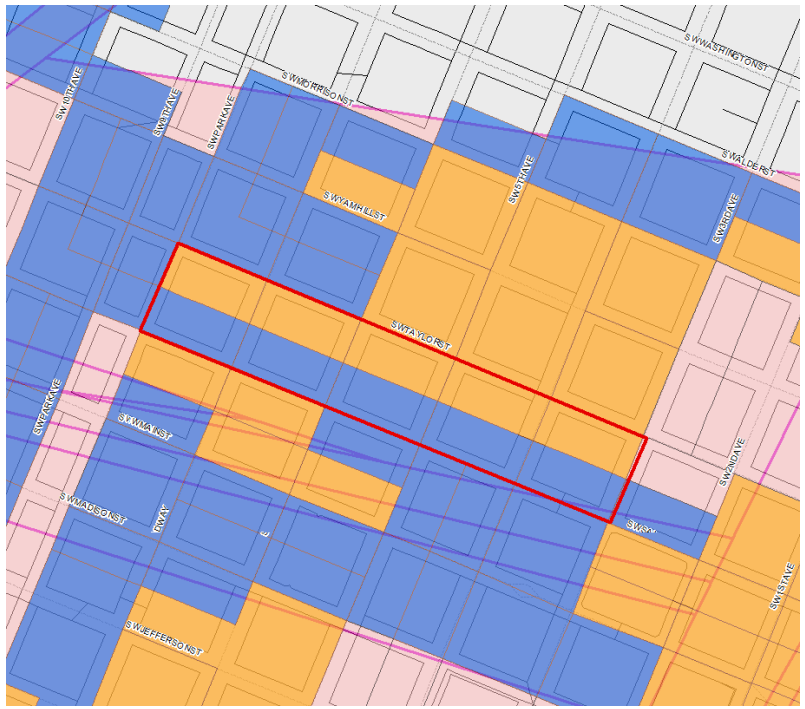
Existing base height limits Map 510-3

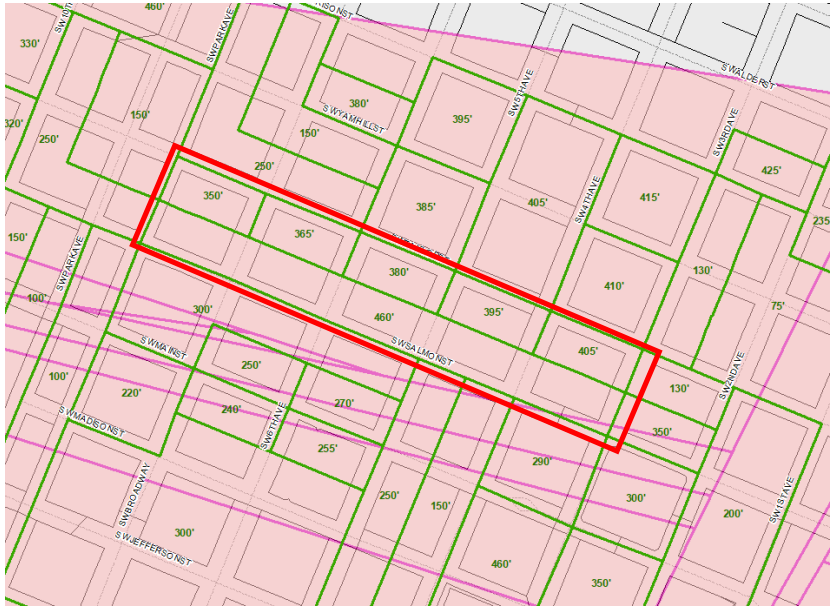


Recommended base/bonus height limits Map 510-3 & 510-4

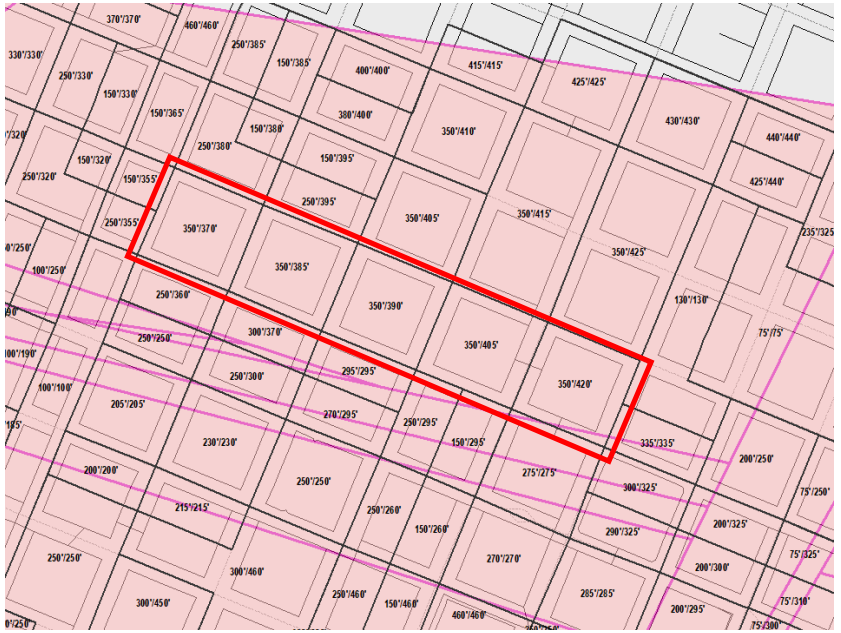
34496

Areas of height changes
Blue – decrease in height
Orange – increase in height
Pink – view corridor



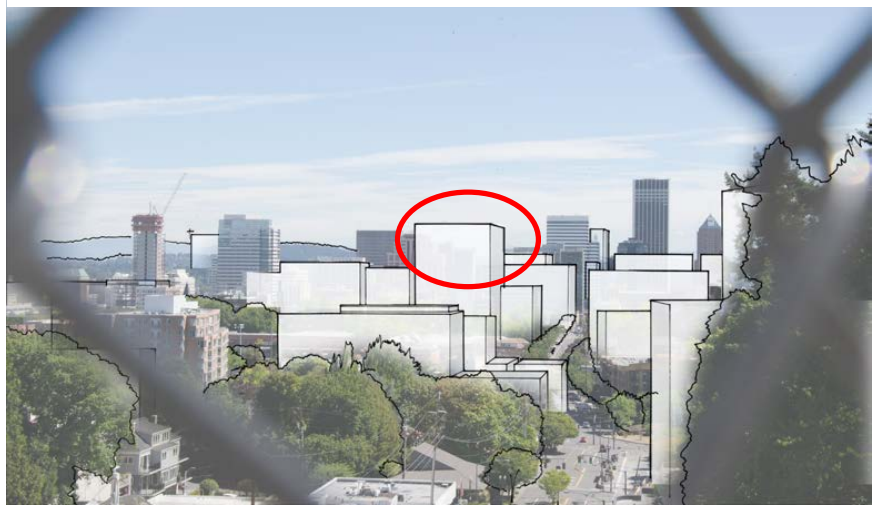


Existing base height limits Map 510-3



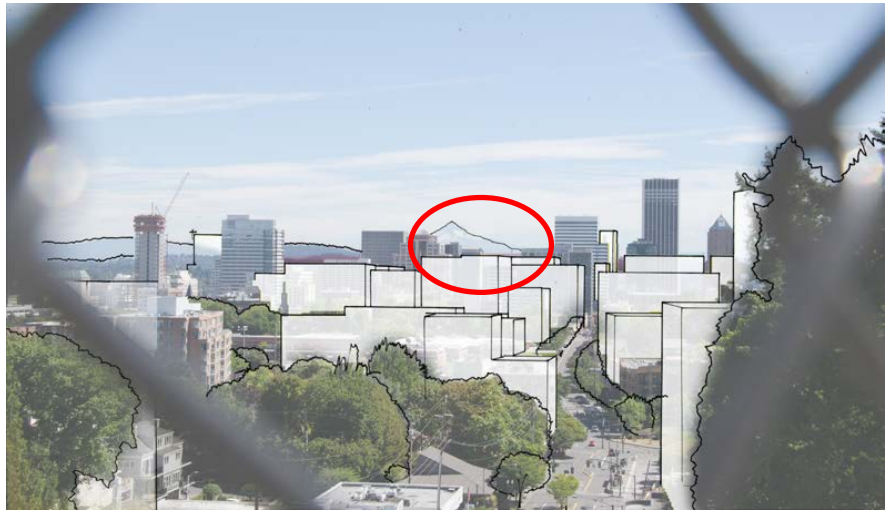
Recommended base/bonus height limits Map 510-3 & 510-4

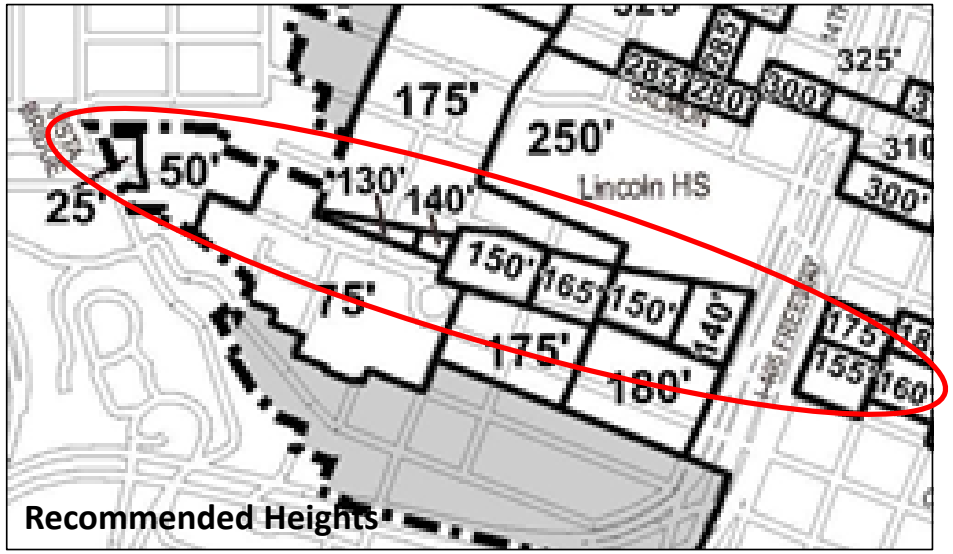
View of Mt Hood from Vista Bridge – Existing Heights

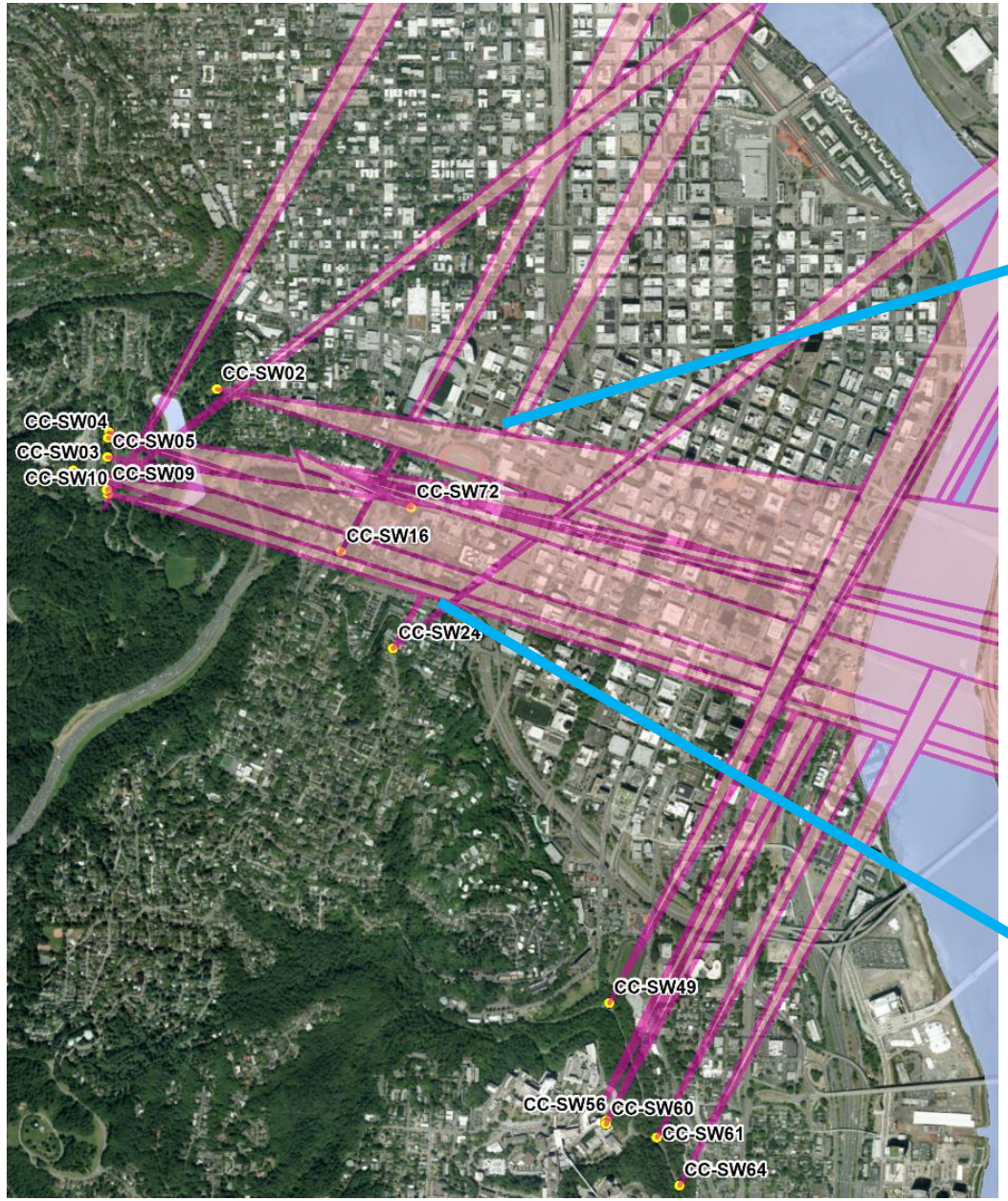




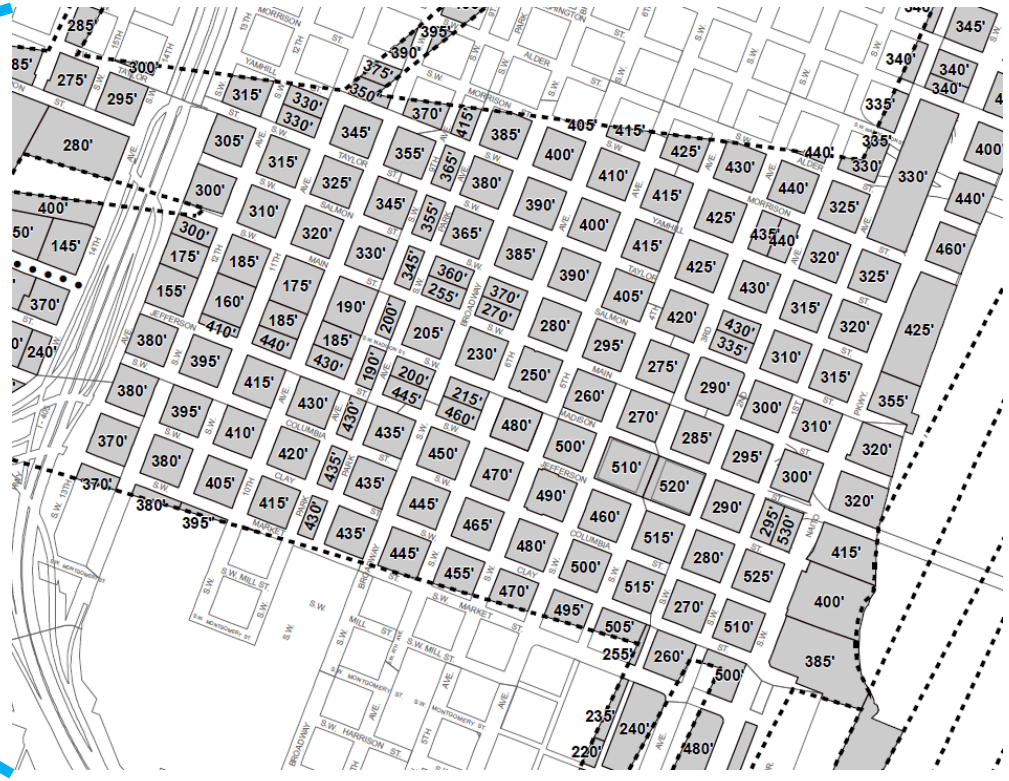
View of Mt Hood from Vista Bridge – Recommended Heights



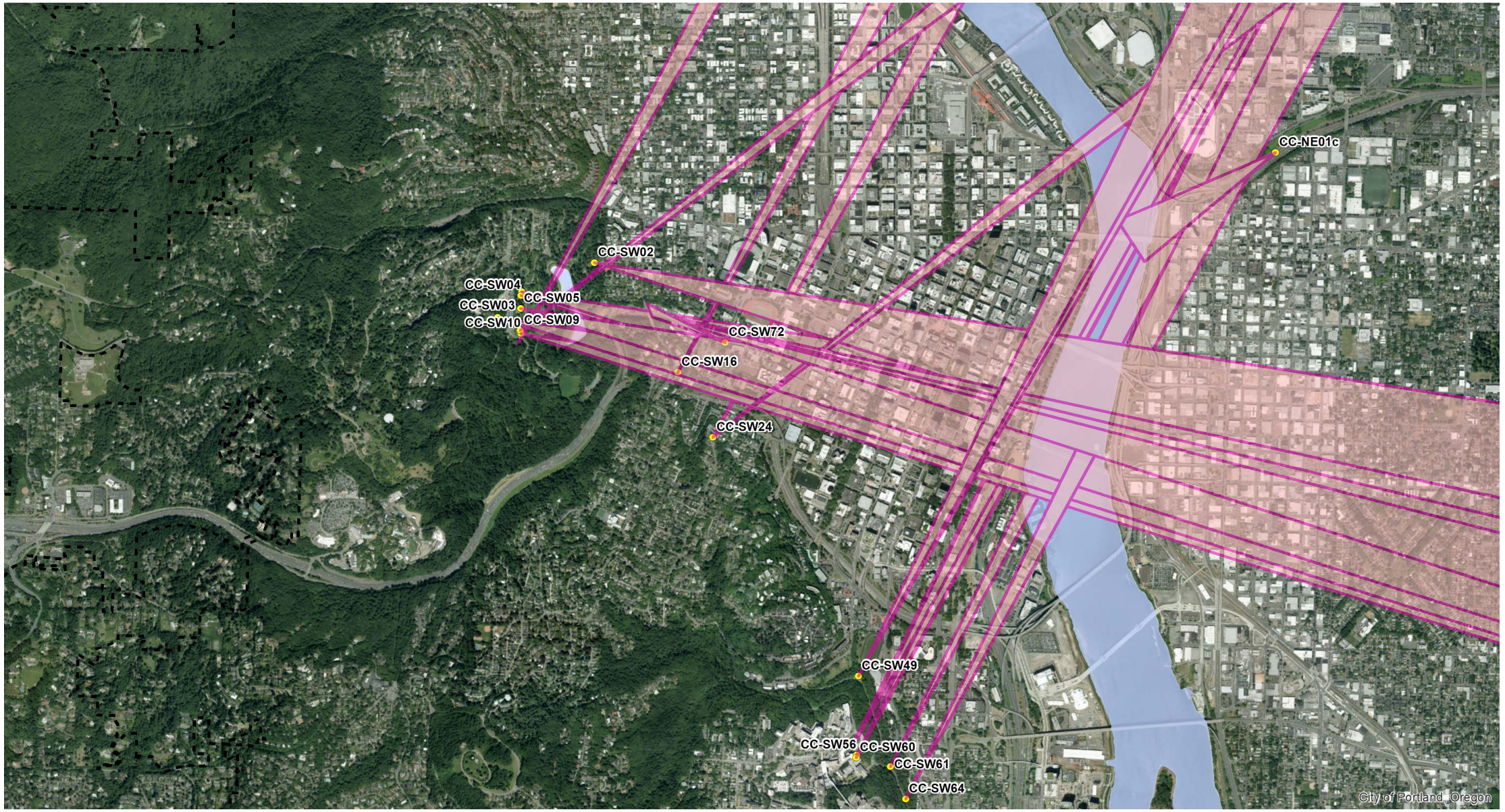




There are 12 view corridors that crisscross the West Quad. Each view comes from a different elevation in the hills. Using GIS, staff model how tall buildings *could* get before intruding into a view corridor.

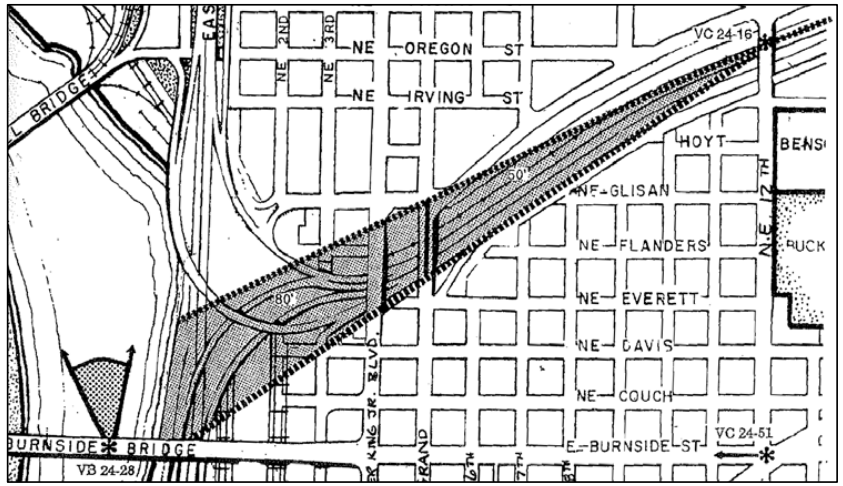


Just because a building *could* get to 465’ or 505’ doesn’t mean that height fits the policies and patterns of CC2035. Staff go block-by-block to translate the GIS model into the official height maps. View corridors is one piece if info used.

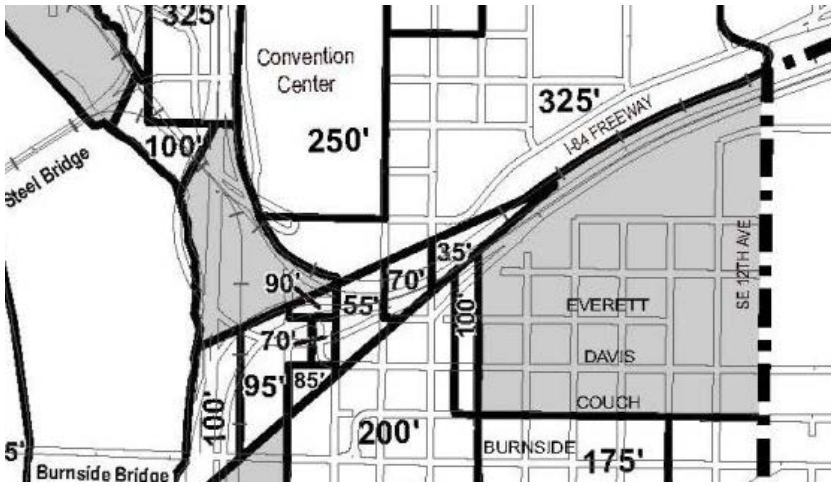

CC-NE01c
CC-SW02
CC-SW04
CC-SW05
CC-SW03
CC-SW10
CC-SW09
CC-SW72
CC-SW16
CC-SW24
CC-SW49
CC-SW56
CC-SW60
CC-SW61
CC-SW64
City of Portland, Oregon

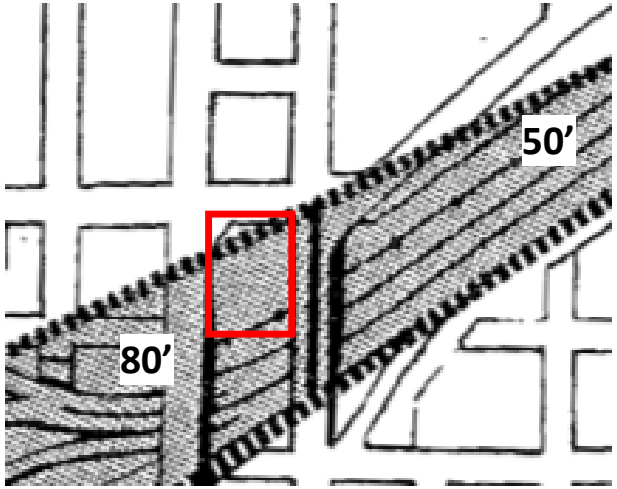
34500

<u>Existing</u> viewpoint on NE 12th Ave
Heights limited to 50’ – 80’



<u>Recommended</u> viewpoint on new Bike/Ped Bridge
Heights limited to 35’ – 100’





On the property in question, the heights today are limited to 80’ over the whole site. If the viewpoint is moved, the heights are 70’ over southern half and 325’ over northern half



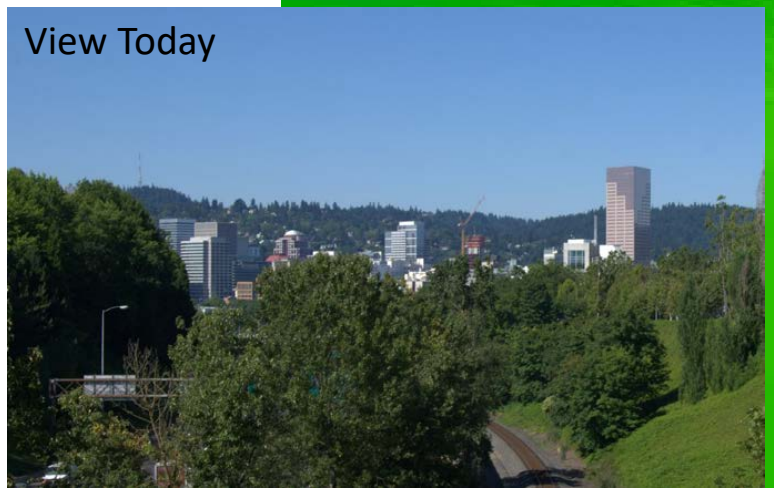
34501

GIS 3D model of existing view from NE 12th Ave and existing height limits

Big Pink
(blue behind yellow)

Sites north of I84 will need further height reductions to protect today's view. Property's without height limits will now be included. This also includes property identified in testimony.

View Today



From:	Edmunds, Sallie
To:	Zehnder, Joe; Brooks, Mindy
Subject:	FW: 3RD AND HARRISON AND SALMON STREET SPRINGS VIEW CORRIDOR IMPACTS
Date:	Tuesday, October 10, 2017 5:49:14 PM
Attachments:	170927paulinegobleletter.pdf

See email below….

From: Chisek, Kyle
Sent: Tuesday, October 10, 2017 4:44 PM
To: Howard, Nathan <Nathan.Howard@portlandoregon.gov>; Edmunds, Sallie <Sallie.Edmunds@portlandoregon.gov>
Subject: FW: 3RD AND HARRISON AND SALMON STREET SPRINGS VIEW CORRIDOR IMPACTS

Kyle Chisek
Director of Bureau Relations
Office of Mayor Ted Wheeler
1221 SW Fourth Ave Rm 340 | Portland, OR 97204
: 503-823-1126 | : kyle.chisek@portlandoregon.gov

Aut viam inveniam aut faciam.

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From: Nelson, Berk
Sent: Friday, October 06, 2017 4:08 PM
To: Chisek, Kyle <Kyle.Chisek@portlandoregon.gov>
Subject: FW: 3RD AND HARRISON AND SALMON STREET SPRINGS VIEW CORRIDOR IMPACTS

From: Gary Rehnberg [mailto:gary@eastsideplating.com]
Sent: Friday, October 06, 2017 10:39 AM
To: Nelson, Berk <Berk.Nelson@portlandoregon.gov>
Subject: 3RD AND HARRISON AND SALMON STREET SPRINGS VIEW CORRIDOR IMPACTS

Good morning Berk.
Since you were gracious enough to come over 9/5/17 to hear our concerns about the surplus R2D2 property being sold and losing access to our facility, I wanted to forward my “public comments” so they were available to the mayor as the city council decides how to proceed with the property’s disposal the next week or so. As I indicated when we last spoke, we would like to buy it, but fear we will be pushed out by someone with deeper pockets. The primary goal is to secure the 15’ alley

chemical delivery access we have been promised prior to the property being listed for sale.
I just noticed that the mayor is amending the Salmon Street Springs view corridor "do not recommend" from the Planning and Sustainability Commission. We also own a property at 2nd and Main whose value will be meaningfully reduced by this amendment having height restrictions apply if the city council approves this amendment.

Maybe the economic value reduction that will apply to our 2nd and Main property due to reduced height could be added to our offer to buy the 3rd and Harrison property to make our purchase offer more attractive……..what do you think? I would be open to having a conversation.
Have a good weekend Berk.
Gary

Gary Rehnberg | President
gary@eastsideplating.com | Ph (503) 654-3774 x 121 | Fax (503) 654-6464

ISO 9001:2008 Certified By BSI under certificate number FM 568587

East Side Plating, Inc. | 8400 SE 26th Place | Portland, Oregon 97202
http://www.eastsideplating.com/

EAST SIDE PLATING, INC.
8400 SE 26TH PLACE
PORTLAND, OR 97202
PHONE 503-654-3774
FAX 503-654-6464

RECEIVED
SEP 27 2017
3:05pm
OMF

Pauline Goble

Property Manager, City of Portland

1120 SW 5th Ave #1204

Portland, Oregon 97204

Property ID: R673288 PUBLIC COMMENT

September 27, 2017

Dear Pauline,

I am writing to communicate my concerns relating to the above surplus property. East Side Plating, Inc. (ESP) is the property owner of the adjacent business and I am worried that the ownership transfer of this property to another will harm our firm by restricting access to our facility. This access was promised by the Office of Management and Finance (OMF) and Portland city council since the city purchased the property in 2015. Restricting access to the southeast door of our facility will jeopardize our ability to process customer parts, support northwest businesses and employ staff. East Side Plating requires access to the south side of its facility for tanker truck deliveries of key chemistries. I am formally requesting the city 1) provide the easement promised ESP prior to OMF listing it for sale or otherwise disposing of the property, 2) complete the promised improvements to the delivery access area, and 3) provide ESP an easement to the manhole on the east side of the property acceptable to BES (per ODOT sewer connection in 2011) to prevent a potential owner from flooding our facility.

Here are the main points supporting this request:

1. EGRESS REQUIREMENTS FOR ANODIZING/H4 OCCUPANY BUILDING PERMIT (IVR 3067614)

- As part of the Life Safety checklist for the building permit to add an anodizing line to our facility from 2011 to 2013, the city required specified employee evacuation egress in the event of an emergency. The egress for staff working in the southeast corner of the facility was out the south door onto the ODOT right of way.

- In the same permit document, the employee evacuation mustering location was described as the ODOT right of way as well.

2. DURING THE PORTLAND PLANNING AND SUSTAINABILITY MEETING ON DECEMBER 15, 2015 CONCERNING THE VACATION OF HARRISON STREET OMF STAFF INDICATED THAT THEY WOULD ISSUE AN EASEMENT TO EAST SIDE PLATING FOR CHEMICAL DELIVERIES

- Bob Kieta, OMF Facilities Manager, indicated that "they could grant an easement that would be restrictive and would have a sunset clause if the building was ever demolished." Further during the meeting, he continued, "regarding the easement, we'd work with the building owner to make sure he meets code and not have to do the improvements to create the buffer. As we do site development with plans and permits, we will work with the adjacent owner to have as little impact on his site as possible."

3. DURING MULTIPLE MEETINGS WITH OMF AND PBOT AT THE SITE IN QUESTION OMF SHARED PLANS TO ACCOMMODATE A 75' TANKER TRUCK SHOWING A 15' ACCESS ALLEY AS WELL AS PLANS TO EXTEND THE DRIVEWAY ON THE ESP PROPERTY TO SIMPLIFY A TANKER TRUCK BACKING IN

- According to OMF/PBOT plans (the attached Options 1 and 2 and delivery area were discussed on site 6/6/16), the chemical delivery area was to be paved to adequately support a chemical tanker truck, 15' wide from the street most of the way back to the access/egress door to accommodate the truck, 10' wide back to the access door, sloped to collect any chemicals that spilled in the event of an emergency, be fenced on the south side of the delivery area, and have a concrete berm along the southern length. This delivery area was subsequently reflected on OMF site maps for the planned development of the property.
- PBOT was to extend the ESP driveway further to the south to accommodate the tanker truck angle. This was not done and the truck is required to go over the curb to back into the space. The driveway needs to be widened as agreed and concrete filled in from the curb to the sidewalk to support tanker truck weight.

4. DURING CITY COUNCIL MEETINGS IN FEBRUARY, 2016, THE CITY COUNCIL INDICATED IT WOULD WORK IN GOOD FAITH TO ACCOMMODATE CHEMICAL DELIVERY TO ESP

- On February 8, 2016 Mayor Hales said the city would work to accommodate chemical delivery for ESP
- On February 24, 2016 the Mayor indicated that the city would not execute an action that will hamper a business from being successful.

5. ESP HAD REQUESTED OMF FOLLOW THROUGH WITH THE EASEMENT PROMISED IN A JUNE 27, 2016 LETTER TO YOU, BUT THAT REQUEST WAS REJECTED.

- Instead of an easement that would survive until our adjacent building was demolished, an annually renewable permit was suggested that did not at all reflect the commitments OMF and members of the city staff had agreed to in their earlier testimony before the Planning and Sustainability Commission or in subsequent meetings with OMF and city council staff.
- You told me that the city would not be providing ESP an easement. I did not know why the city was not keeping its commitments and promises.

6. OMF HAS ACCOMMODATED ESP'S ACCESS BY ALLOWING A 15' CHEMICAL DELIVERY SPACE BY MOVING THE CONSTRACTION FENCE SET IN IN PLACE BACK IN MARCH, 2016 TO PRESENT.

- We appreciate being able to receive chemistry from our vendor's tanker truck over the past year and a half with the construction fencing being set back. Although backing the tanker truck into the alley adjacent to our facility requires attended traffic management at delivery, we have been able to receive key chemistries delivered to the lower portion of our waste treatment facility along the south east wall.

7. CITY COUNCIL ORDINANCE 187591 RECORDED 4/7/2017 REQUIRES THIS ACTION (the recorded 25 page ordinance is included on the surplus property web site)

- Page 2 of 5 describes the 15' northern edge allowance for a tractor and trailer as well as 10' emergency egress further to the east of the property.
- Page 4 of 5 describes the sanitary lines activity and if active that the city provide an easement to the adjacent property owner. Back in the spring of 2011, when MLK was being rebuild (the viaduct project), they disconnected our roof drains and flooded our facility. ODOT agreed to drain that east wall and ESP roof downspouts. The discharge is to the manhole on the east end of the site. We need the easement tuned now that the property is to be sold. ODOT plans are attached.
- Page 4 of 5 point #8 summarizes the intent of the ordinance that the city will work in good faith towards a reasonable engineering design to accommodate chemical delivery.

ESP would appreciate purchasing the property in question. Having been a resident next door since 1946, this property would help us employ more people, serve more customers and allow us to continue to add to the economic vitality of the central eastside. Land value appreciation in the district makes me wonder whether we will be able to compete with others who might be able to pay more than we can. Although hopeful we might still have an opportunity to acquire it, we need to make sure the disposition and transfer of ownership to another party does not jeopardize our business.

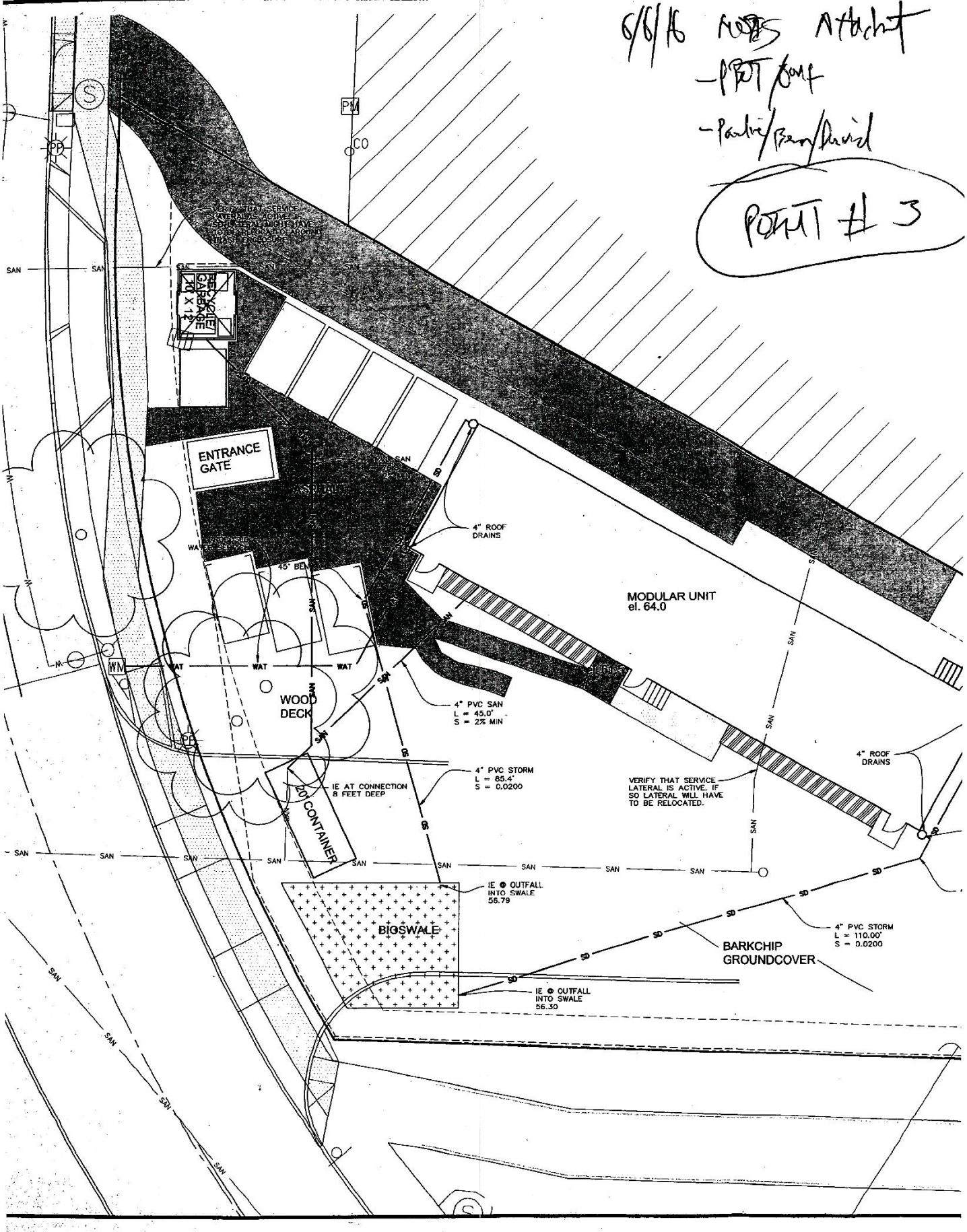
Please follow through with what is required and promised before disposition:1) provide the easement, 2)complete the improvements to the easement area, and 3)provide the sewer easement.

Thank you. I look forward to resolution of these matters.

Gary Rehnberg
President

Attachments

- Point #3 PBOT street driveway changes and alley description
- Point #7 ODOT drainage agreement into east side sewer manhole
- Chemistry tanker truck


6/6/16 Notes Attachment
-PBOT/Conf
-Pauline/Bern/David
POINT # 3
ENTRANCE GATE
RECYCLE/ GARBAGE 10' X 12'
4" ROOF DRAINS
MODULAR UNIT
el. 64.0
WOOD DECK
4" PVC SAN
L = 45.0'
S = 2% MIN
4" PVC STORM
L = 85.4'
S = 0.0200
IE AT CONNECTION
8 FEET DEEP
20' CONTAINER
VERIFY THAT SERVICE LATERAL IS ACTIVE. IF SO LATERAL WILL HAVE TO BE RELOCATED.
4" ROOF DRAINS
IE @ OUTFALL
INTO SWALE
56.79
BIOSWALE
4" PVC STORM
L = 110.00'
S = 0.0200
BARKCHIP GROUNDCOVER
IE @ OUTFALL
INTO SWALE
56.30
SAN
WAT
SD
PM
CO
PP
WM

OPTION 1
GRAPHIC SCALE 1"=10'
0
10'
20'
N
PM
CO
OH
UG
W
61
3.00
30.00
6.00

OPTION 2
GRAPHIC SCALE 1"=10'
0
10'
20'
N
PM
CO
OH
UG
W
S
6.00
30.00
6.00
61
67

Part #7 Attachment

RELEASE AND HOLD
HARMLESS AGREEMENT

Gary Rehnberg (Owner) is an owner and president of East Side Plating, Inc., which assets include the real property and facility known as plant #4, located at 310 SE Stephens, Portland, Oregon (Property).

The State of Oregon, acting by and through its Department of Transportation (ODOT) has entered into a contract with Max J. Kuney Co. (Kuney) for a highway construction project known as Contract No. 13294; OR99E: MLK/Grand O-Xing UPRR Viaducts (Project).

Owner represents that since the fall of 2010 the lower level of the facility located on Property has experienced water coming through the below grade walls and percolating up through the floor on the south east side of said Property. Owner claims that the drains from the roof of the facility have been destroyed during Project. Owner and ODOT, and Kuney have attempted to mitigate the water flow and to resolve the problem.

Without admitting responsibility or liability for the water flow, ODOT has offered to enter into a Contract Change Order (CCO) with Kuney to conduct repairs to the roof drain system of the facility located on the Property. Those repairs are set forth in the attached CCO #128, incorporated as a part of this Agreement.

In consideration of ODOT entering into CCO #128and having Kuney conduct the repairs identified therein, Owner, personally and on behalf of East Side Plating, Inc., in his capacity as President, agrees to the following: → and owner acceptable workmanship satisfaction,

1. Grants permission to ODOT and Kuney, and subcontractors necessary to perform the repairs, access to Property to conduct such repairs;

2. Release and forever discharge ODOT, its officers and employees, and Kuney, from any and all claims, demands, damages (including costs and attorney fees), causes of action, or suits at law, of whatsoever kind or nature, for or because of any matter or thing done, omitted or suffered, relating to property damage and/or personal injuries, and all economic and non-economic damages, resulting or purportedly resulting from the Project, whether known or unknown; and

3. Hold harmless and indemnify ODOT, its officers and employees, and Kuney from any liability or such damages as identified in subsection (2), above, resulting from the Project.

Owner, having read this release and understanding its contents, is voluntarily signing this release and hold harmless agreement, and agrees to its contents.

Gary Rehnberg, President
East Side Plating, Inc.

4/8/2011
Date

5/9/11 dr#77854

Licensed
Bonded
Insured

MASONRY, WATERPROOFING AND DRAINAGE MASTERS LLC

OR 503-287-7628
OR CCB # 184242
WA 360-600-9550
WA CONT. # MASONWM921LZ

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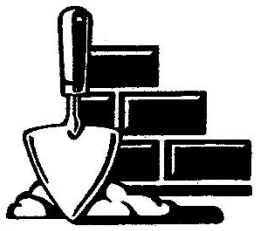
Serving all of Portland & SW Washington
website: www.masonrymasters.com
email: info@masonrymasters.com



WORK TO BE BILLED TO:

NAME East Side Plating, Inc
ADDRESS 310 SE Stephens
CITY Portland STATE OR ZIP 97214
TELEPHONE 503-654-3774 X 418 Off.

WORK TO BE PERFORMED AT:

NAME
ADDRESS
CITY STATE ZIP
TELEPHONE cell - 360-356-0416 Chuck

LEAD:	ESTIMATE BY:	REFERRED BY:	BID DATE:	START WORK DATE:	COMPLETION DATE:	DELIVERED BY/VIA:
Google	Michael	N/A	3/8/11	TBD	TBD	email

DESCRIPTION OF WORK TO BE PERFORMED UPON ACCEPTANCE	AMOUNT
As per East Wall Drainage Project specs and diagram:	
1) Excavate 137' of graded trench, starting at 48", continuing at 1/4" per foot, to terminal depth of 84" at manhole tie in.	
2) Combine existing roof drains with newly created French Drain.	$385.00
3) Create and install French Drain per standard practices	
4) Tie in all drains as needed	
5) Backfill as needed. Clean up work area.	

MATERIAL AND LABOR AS REQUIRED IN ACCORDANCE WITH THE ABOVE SPECIFICATIONS:

FOR THE SUM OF Three hundred and eighty five DOLLARS $ 385.00

PAYMENT TO BE MADE AS FOLLOWS: 1/2 down, 1/2 when complete

SUBTOTAL	$385.00
OR SALES TAX AT 0 %	0
TOTAL	$385.00

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. In case of encountering any unforeseen underground obstructions which impedes or stops normal production, work will stop until owner has been notified and an acceptable change order cost has been agreed upon. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, earthquake and other necessary insurance. Our workers are covered by Worker's Compensation Insurance, as needed. All permit, special inspection or re-inspection fees will be at owner's expense. Security deposit is nonrefundable. Mediation and/or arbitration to be used first in the event of any disputes. Our company will not be held responsible for the survival of lawns, shrubs, plants or trees. Quoted price reflects a 3% discount for cash or check. Add 3% for credit card usage.

Additional $35 fee charged for checks returned for any reason.

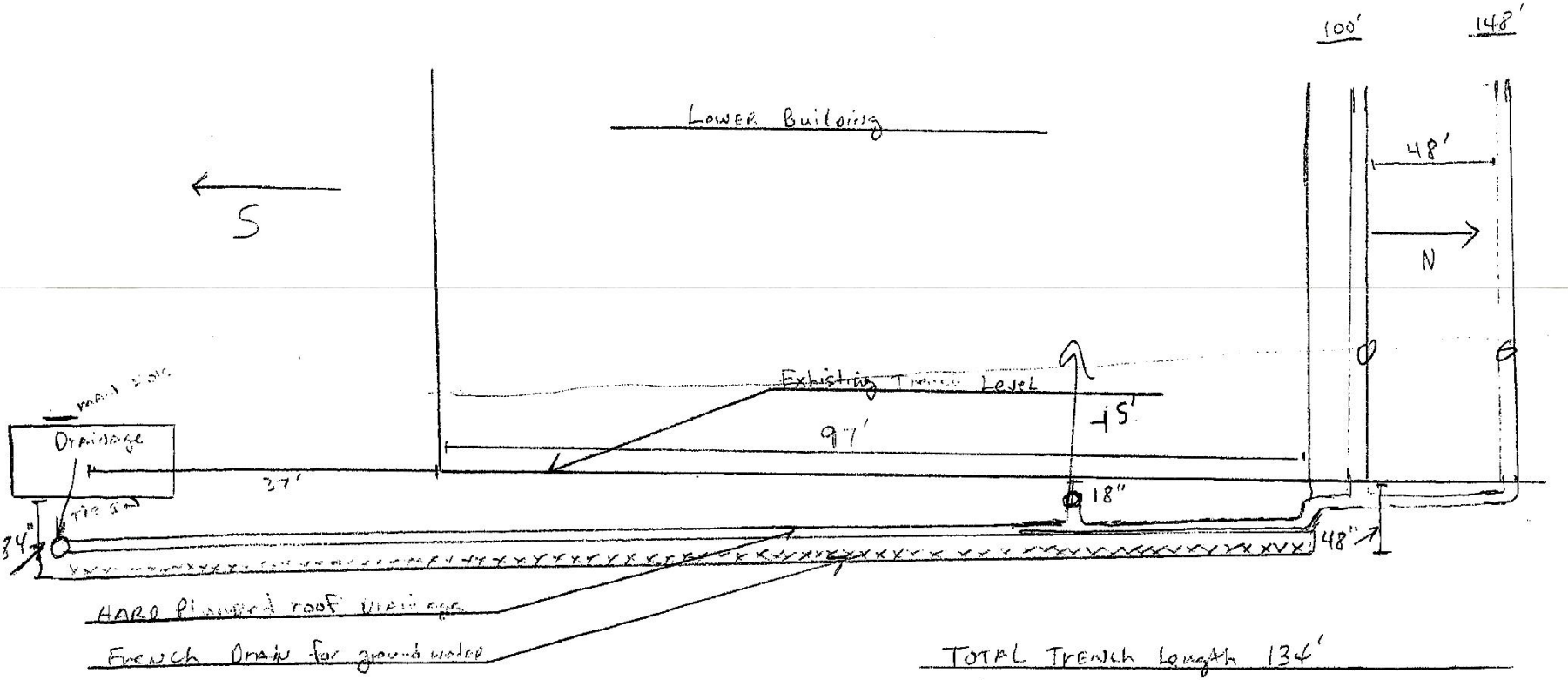
THE ABOVE PRICES, SPECIFICATIONS AND CONDITIONS ARE SATISFACTORY AND ARE HEREBY ACCEPTED. YOU ARE AUTHORIZED TO COMPLETE THIS CONTRACT AS SPECIFIED. PAYMENT WILL BE MADE AS OUTLINED TO THE LEFT.

AUTHORIZED SIGNATURE agreeing to the above estimate and to start the work.

CUSTOMER SIGNATURE: I hereby agree that all the above mentioned labor has been satisfactorily completed, I am happy, and no damage has been done to my home.

REAR VIEW EAST WALL Building 4

Scope of Bid: Trenching + Installation of drainage pipe. Finishing work.



TOTAL TRENCH Length 134'

1/4" drop per FT - North TRENCH for Roof Drain to BE Shallow until TIED with TRENCH GRADE.

34513

34514

From:	Brooks, Mindy
To:	Peter Fry
Cc:	Joseph Angel; Trina Guinn; Damien Hall
Subject:	RE: 430 NE Lloyd Boulevard
Date:	Thursday, September 14, 2017 11:01:00 AM

It looks like you have scaled the zoning map as best as you can to the site. Note – The northern portion of the site also can bonus up to 325'.
Thanks

~~~~~~~~~~

Mindy

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www.portlandoregon.gov/bps/71701

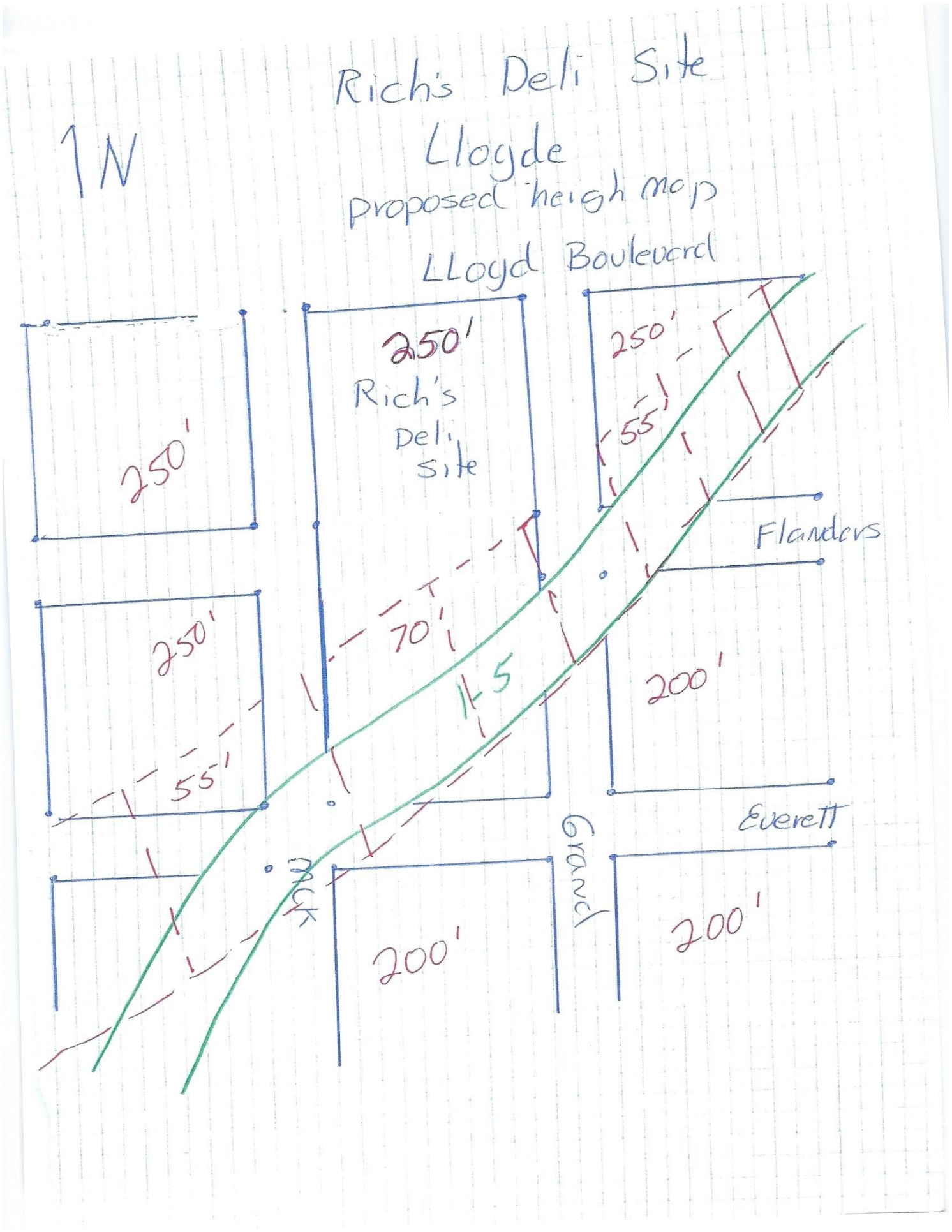
From: Peter Fry [mailto:peter@finleyfry.com]
Sent: Thursday, September 14, 2017 10:52 AM
To: Brooks, Mindy
Cc: Joseph Angel ; Trina Guinn ; Damien Hall
Subject: 430 NE Lloyd Boulevard

Thank you for your very quick responses. We appreciate how hard you have been working to address the many issues raised in this process.

I have attached a map that I and Joe Angle accurately depicts the proposed zoning map.

If you agreed that the attached map is correct, then we have no further issues.

Peter Finley Fry AICP, PhD
Planning Consultant
303 NW Uptown Terrace Unit 1B
Portland, Oregon 97210
USA
cell (503) 703-8033
~~~~~~~~~~

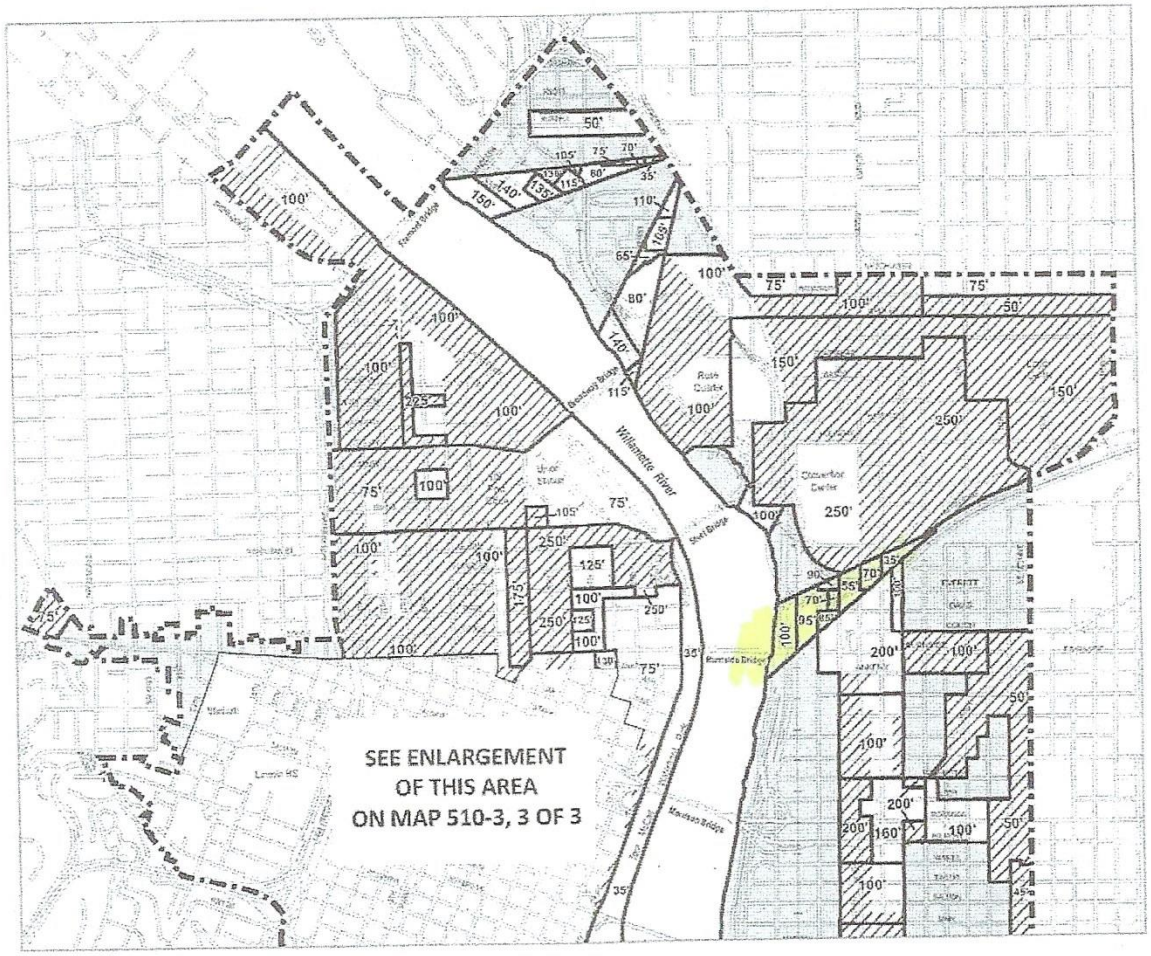

Rich's Deli Site
Lloyde
proposed height map
1N
LLoyd Boulevard
250'
250'
Rich's
Deli
Site
250'
55'
Flanders
250'
70'
145
55'
200'
Everett
Grand
200'
200'

Base Heights

Map 510-3

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- X' Base building height
- Areas where height is determined by base zone
- Area eligible for height increase
- Base height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

From: Adamsick, Claire
To: Brooks, Mindy
Cc: Hoy, Rachael; Edmunds, Sallie
Subject: RE: Rocky Butte
Date: Thursday, September 7, 2017 12:23:25 AM

Mindy,
This is very helpful, as was your explanation of the Mayor's Centennial Mills amendment for discussion purposes at tomorrow's hearing.
Thank you (albeit belatedly) for this follow up!
Best,
Claire

Claire Adamsick
Senior Policy Advisor
Office of Commissioner Amanda Fritz
503-823-3021
claire.adamsick@portlandoregon.gov
I am in the office Monday-Thursday.

From: Brooks, Mindy
Sent: Tuesday, September 05, 2017 11:00 AM
To: Adamsick, Claire
Cc: Hoy, Rachael ; Edmunds, Sallie
Subject: Rocky Butte

Hi.
Rachael let me know that Commissioner Fritz had a question about the Rocky Butte view corridor. Below is a short explanation. If you need more information, please let me know.
Outside of the Central City we are doing 2 things:

1. Applying the scenic (s) overlay to view corridors designated in the 1991 Scenic Resources Protection Plan (SRPP) for protection.
2. Creating a new standard for tree removal (with replacement) where a s-overlay overlaps with an environmental overlay. Today, in order to maintain a view corridor, environmental review is required. (This was a specific request from Parks.)

Related to the #1, a couple of important notes:

A. We did not change the shape or extent of the view corridors mapped in the 1991 SRPP.
    i. Some people would like those view corridors updated. But to do that we need to do a full update the SRPP. Scenic resources are a State Land Use Goal 5 resources and we would need to do an updated Economic, Social, Environmental and Energy Analysis in order to update the plan.
    ii. My recommendation to people who want the view corridor extents updated is to request that BPS update the 1991 SRPP, which would need to be added to the BPS work plan and budget.
B. We did not change height limits outside of the Central City.
    a. There are view corridors throughout Portland with height limits designated through the 1991 SRPP – those are not changing. Like A.i. above, we would need to update the whole SRPP to change height limits.
    b. The only substantive change is to allow tree removal through a standard instead of an

environmental review.

Finally, these changes do not change Title 11, Trees, or the responsibilities of the Urban Forester.

~~~~~~~~~~~~~~

Mindy Brooks
City of Portland
Bureau of Planning and Sustainability
503-823-7831
mindy.brooks@portlandoregon.gov

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www.portlandoregon.gov/bps/71701

Central City 2035
Important information for property owners & interested parties

Dear community member,

This letter is to inform you about the status of draft regulations that would affect the building height limits in a small portion of the Central Eastside. These changes are being considered to preserve the view of Mt Hood from Salmon Springs in Governor Tom McCall Waterfront Park.

You are receiving this letter because:

- You own property in a portion of Portland's Central Eastside Industrial District; or
- You testified at Planning and Sustainability Commission regarding a proposal to preserve the view of Mt Hood from Salmon Springs in Waterfront Park by reducing allowed building heights **i**n the Central Eastside between Interstate 5 and SE 11th Ave and between SE Hawthorne St and SE Salmon St.

Background

Today there are five locations along the Greenway Trail on the west side of the Willamette River where it is possible to see Mt Hood. Many of those views exist because development in the Central Eastside has historically been under three to five stories. The City has been evaluating the possibility of preserving one of those views into the future, which would require reducing the allowed building heights in certain areas.

Salmon Springs is in Waterfront Park near a fountain and the dock where the Portland Spirit loads passengers. Each year, the area is visited by tens of thousands of people from the region and around the world. The site has a wide seating area, telescopes and informational signs.

To protect a view of Mt Hood from this site, heights for new and redeveloped buildings in the Central Eastside would need to be reduced significantly from what is allowed today. Those reductions would have impacts on development potential and job capacity.

During public hearings on the Central City 2035 Proposed Draft in June 2016, the Planning and Sustainability Commission (PSC) heard a lot of testimony from property owners and the public about a proposal to reduce height limits in the view corridor from Salmon Springs to Mt Hood.

The PSC held a work session in September 2016 to discuss the view and whether to preserve it. While there were many reasons discussed for and against protection, PSC ultimately voted to recommend that the view of Mt Hood from Salmon Spring not be protected. The majority of commissioners felt that the loss of development potential and property values outweighed the benefits of the public view of Mt Hood. Therefore, the Recommended Draft Central City 2035 Plan (CC2035), released in June 2017, did not include height limits to protect the view of Mt Hood from Salmon Springs.

City Council is reconsidering

On August 29, 2017, Mayor Wheeler's office released a list of amendments to the CC2035 Plan. One of those amendments is to protect the view of Mt Hood from Salmon Springs by reducing allowed building heights in the Central Eastside. By identifying this amendment, the Mayor is expressing an interest in

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1900 SW 4th Avenue, Suite 7100, Portland, OR 97201 | phone: 503-823-7700 | fax: 503-823-7800 | tty: 503-823-6868

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having more discussions with property owners and the public about the view from Salmon Springs. However, he has not yet committed to vote for the change. The amendment package, which includes detailed height maps, is available online at https://www.portlandoregon.gov/bps/74683.

Summary of amendment
Amendment #D1 (p 37) says:

- Today building heights along a narrow section of Martin Luther King Jr Blvd and Grand Ave corridor can reach 100 to 200 feet (up to 175 to 275 feet with bonuses), depending on the site. The proposal would reduce those heights to 50 to 55 feet without an option for bonuses.
- Currently, building heights between Interstate 5 and Martin Luther King Jr Blvd are determined by the base zone, which is industrial, and there are no height limitations. The proposal would place a height limit of 35 to 50 feet on a few blocks near SE Salmon St.
- In the view corridor east of SE Grand Ave the base zone is also industrial and there is no height limit today. The proposal would place a height limit of 55 to100 feet on blocks in the view corridor out to SE 11th Ave.

How to testify
To testify, please provide your full name and address. Testimony to City Council is considered public record. Testifiers' names, addresses and any other information included in the testimony will be posted on the website. Testimony will be taken through September 15, 2017. You may submit testimony to the Portland City Council on the Recommended Draft CC2035 Plan in any of the following ways:

By Email
Send an email to cc2035@portlandoregon.gov
Subject: CC2035 Testimony

By U.S. Mail
Portland City Council c/o Bureau of Planning and Sustainability, 1900 SW 4th Ave., Suite 7100, Portland, Oregon 97201 Attn: CC2035 Testimony

Through the Map App
To review and testify on property-specific zoning, height and FAR provisions of the Recommended Draft CC2035 Plan: www.portlandmaps.com/bps/mapapp/maps.html#mapTheme=cc2035

In person at the public hearing
September 7, 2017 at 2 p.m. City Council Chambers: 1221 SW 4th Avenue, Portland
Additional hearing dates may be scheduled. Please confirm dates and times by checking the City Council calendar one week in advance.

Questions?
We recognize that you may have questions or concerns about this proposal, so staff are available by phone or email. Please contact Mindy Brooks at 503-823-7831 or mindy.brooks@portlandoregon.gov . (Please do not send testimony to staff. All testimony should be provided as stated about under "How to testify.")

Visit the CC2035 website at http://www.portlandoregon.gov/bps/cc2035 for more information.

Owner_Name	Address	City
Mark Velky	1000 S.W. Vista Ave. Apt. 712	Portland
Daren Honn	1000 SW Broadway, Ste 1400	Portland
Darin D. Honn	1000 SW Broadway, Suite 1400	Portland
Stephen Salomon	1000 SW Vista Ave. #807	Portland
Mark Velky	1000 SW Vista Ave. Apt #712	Portland
Stephen Neal Solomon	1000 SW Vista Avenue #807	Portland
1001 LLC	1001 SE HAWTHORNE BLVD	PORTLAND
PREMIUM PROPERTY - CSNS LLC	1015 NW 11TH AVE #243	PORTLAND
1016-1040 HAWTHORNE LLC	1016 SE HAWTHORNE BLVD	PORTLAND
Emma Pelett	109 SE Salmon St	Portland
THE HOLLAND INC	109 W 17TH ST	VANCOUVER
Allison Reynolds	1120 NW Couch St 10th Floor	Portland
Tim Carroli	1120 SE Madison	Portland
Dave Moore	1120 SE Morrison St.	Portland
Elizabeth Cooksey	1132 SW 19th Ave., Unit 607	Portland
Eric Cress	116 NE 6th Ave, Suite 400	Portland
P & L WATER AVENUE LLC	1201 SE 3RD AVE	PORTLAND
Carrie A. Richter	121 SE Morrison Street, 11th floor	Portland
Carrie Richter	121 SW Morrison St	Portland
STONE DISTRICT 1 LLC	121 SW MORRISON ST #200	PORTLAND
MADAVE LLC	1245 SE 55TH AVE	PORTLAND
Gary Rehnberg	1300 SE 2nd	Portland
So Hin Wong	1320 SE MLK Blvd	Portland
ZORIN ENTERPRISES LLC	1330 SE 6TH AVE	PORTLAND
SHOGREN BUILDING LLC	1335 S WOODBINE RD	WEST LINN
LESSER,NANCY H TR-UND 1/2	1337 S WOODBINE RD	WEST LINN
STEINMETZ CONDOMINIUMS	1405 SE 8TH AVE	PORTLAND
BACKYARD LLC	1416 SE 8TH AVE	PORTLAND
FUNHAD LLC	1417 SE 9TH AVE	PORTLAND
GLASGOW,KENNETH R &	14184 SE 120TH PL	CLACKAMAS
MC MILLEN FAMILY LLC	17693 S ANDERSON RD	OREGON CITY
NORPAC MAIN LLC	1905 SE 10TH AVE	PORTLAND
CLEAR CHANNEL OUTDOOR INC	200 E BASSE RD	SAN ANTONIO
Nancy Seton	2020 SW Edgewood Rd	Portland
WEATHERLY CREAMERY BULDING	2045 NE M L KING BLVD	PORTLAND
CLUB WONG LLC	2135 FAIRHAVEN CT	WEST LINN
Tracy Prince	2187 SW Market	Portland
PORTLAND DEVELOPMENT	222 NW 5TH AVE	PORTLAND
Fred Leeson	2226 NE Hancock	Portland
Goose Hollow Foothills League c/o Tracy	2257 NW Raleigh St.	Portland
Jean Pierre Veillet	240 SE 2nd	Portland
Dave Moore	2407 SE 10th Ave	Portland
Adam Oakley	2407 SE 10th Ave	Portland
Sara Edy	24325 SW Baker Rd.	Sherwood
P & L THIRD AVENUE LLC	2807 SE ASH ST	PORTLAND
Denise Archer	2960 SW Bennington Dr.	Portland

KALBERER COMPANY	321 SW 4TH AVE #800	PORTLAND
WHITE HORSE LLC	3216 NE SKIDMORE ST	PORTLAND
DEPT OF TRANSPORTATION	4040 FAIRVIEW IND DR SE MS#2	SALEM
WHITFORD REAL ESTATE LLC	47555 MCKENZIE HWY	VIDA
John Bennett	512 SE Salmon	Portland
55 MAIN STREET LLC	5611 NE COLUMBIA BLVD	PORTLAND
Bob Bowden	6200 SW Virginia Ave	Portland
HAWTHORNE BLOCK LLC	621 SW ALDER ST #800	PORTLAND
MENASHE,R BARRY	621 SW ALDER ST #800	PORTLAND
Jordan Menashe	621 SW Alder, Suite 800	Portland
Jim Morton	6280 Geer St	West Linn
BADER FAMILY LLC	6324 SE 28TH AVE	PORTLAND
1339 LLC	706 SE MAIN ST	PORTLAND
PACIFIC OUTDOOR ADVERTISING	715 NE EVERETT ST	PORTLAND
Jonathan Malsin	75 SE Yamhill Street Ste. 201	Portland
Brad Malsin	75 SE Yamhill Street Ste. 201	Portland
OREGON STATE OF(LEASED	775 SUMMER ST NE	SALEM
801 HAWTHORNE	801 SE HAWTHORNE BLVD	PORTLAND
Dean Alterman, Nase	805 SW Broadway, Suite 470	Portland
PJM BLDG I LLC	810 SE BELMONT ST #100	PORTLAND
940 SE MADISON LLC	819 SE MORRISON ST #110	PORTLAND
Emma Pelett	823 SE 3rd Ave	Portland
LEONG,MARILYN &	825 SE MADISON ST	PORTLAND
M A K PROPERTIES LLC	835 SE HAWTHORNE BLVD	PORTLAND
EAST SIDE PLATING INC	8400 SE 26TH PL	PORTLAND
Ty K. Wyman	851 SW 6th Ave, Suite 1500	Portland
STUMPTOWN HOLDING CO	915 SE HAWTHORNE BLVD	PORTLAND
PLAZA PROPERTIES LLC	9320 SW BARBUR BLVD #300	PORTLAND
3MB LLC	9935 SW COMMERCE CIR	WILSONVILLE
ETON LANE LLC	P O BOX 14746	PORTLAND
EDY MORTON & EDY LLC	P O BOX 8	WEST LINN
KNEZ REALTY GROUP LLC	PO BOX 1340	CLACKAMAS
Peter Fry	PO Box 14251	Portland
FRANKLIN,GRIFFITH L TR &	PO BOX 1655	LAKE OSWEGO
RICKTON REALTY OREGON LLC	PO BOX 17779	BEVERLY HILLS
KAR PARTS SERVICE INC	PO BOX 22367	MILWAUKIE
KIDD,FRANK E & KIDD,JOYCE M &	PO BOX 22367	MILWAUKIE
MACADAM NASE LLC	PO BOX 3032	SUNRIVER
MADISON ELEVEN LLC	PO BOX 3032	SUNRIVER
Sara Edy	PO Box 8	West Linn
CUSTOM STAMPING & MFG CO	PO BOX 82188	PORTLAND
Tracy J. Prince, Ph.D.	Portland State University Box 751	Portland

State	Zipcode
OR	97205
OR	97205
OR	97205
OR	97205
OR	97205
OR	97205
OR	97214
OR	97209-3496
OR	97214
OR	97214
WA	98660-2932
OR	97209
OR	97214
OR	97202
OR	97205
OR	97232
OR	97214
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OR	97204
OR	97204
OR	97215-2661
OR	97214
OR	97214
OR	97214
OR	97068
OR	97068
OR	97214
OR	97214-3573
OR	97214
OR	97015
OR	97045
OR	97214
TX	78209-4489
OR	97201
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OR	97068
OR	97201
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OR	97214
OR	97205

OR	97204-2330
OR	97211-7748
OR	97302-1142
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OR	97214-0746
OR	97068
OR	97015-1340
OR	97293
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OR	97282-0188
OR	97207

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503-823-7700

www.portlandoregon.gov/bps

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Ted Wheeler, Mayor • Susan Anderson, Director

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Portland, Oregon 97201-5380 P514

Scenic Resources/View Corridor Update

Scenic Resources/View Corridor Update

Portland City Council Hearing
September 14, 2017, at 2:45 p.m. *
Council Chambers, City Hall
1221 SW 4th Avenue, Portland, Oregon

* Please confirm dates and times by checking the City Council calendar one week in advance at www.portlandoregon.gov/auditor/26997. Additional hearing dates may be scheduled. If you need special accommodation, translation or interpretation, please call 503-823-4086 at least 48 hours before the hearing.

City Council Hearing on Scenic Resources/View Corridors

Why am I receiving this notice?

You are receiving this notice because you own property located within a view corridor designated in the Scenic Resources Protection Plan (1991).

What is this project about?

To help preserve public views, the City of Portland developed the Scenic Resources Protection Plan (SRPP) in 1991. The SRPP established view corridors at places like Rocky Butte, Mt Tabor, Council Crest and the Washington Park Rose Garden and along streets like Terwilliger Boulevard.

As part of the Central City 2035 Plan, staff reviewed the regulations that apply to the view corridors because there are multiple view corridors with views of, or across, the Central City. It was determined that over the years, trees and vegetation have grown and, in some cases, begun to block the views. Central City 2035 includes proposed updates to the zoning code to facilitate maintenance of vegetation. The Scenic Resources/View Corridors Update project proposes to:

1) Apply the scenic (s) overlay zone to view corridors designated in the SRPP; and
2) Add a new standard that allows for tree removal in the scenic (s) overlay zone.

Although this emerged from the Central City 2035 Plan, these updates will apply to view corridors that are designated throughout all of Portland.

What does the proposal mean to property owners?

The size and shape of the view corridors on your property are not changing from the adopted SRPP. But to simplify the regulatory process, the City is proposing a few changes:

1) Applying the scenic (s) overlay to view corridors that overlap with existing conservation (c) or protection (p) overlay zones to the official zoning maps. This change alone has no impact on property owners.
2) A new standard is proposed for the scenic (s) overlay to allow trees and vegetation to be trimmed or removed as long as trees are replaced outside of the view corridor. There is no requirement to remove trees. This change will simplify the process if a property owner chooses to remove or trim trees that are blocking a designated view corridor.

How can I review this proposal?

Get a copy of the plan. The 13 documents that make up the Recommended Draft Central City 2035 Plan are available on the BPS website at www.portlandoregon.gov/bps/cc2035 and at our office at 1900 SW 4th Avenue, 7th Floor. The Scenic Resources/View Corridors Update is found in **Volume 2A, Part 3: Environmental and Scenic**.

How can I comment on this proposal?

Testify at the City Council hearing. The hearing on September 14, 2017, at 2:45pm, in Council Chambers at City Hall, 1221 SW 4th Avenue. Please confirm dates and times by checking the City Council calendar one week in advance at www.portlandoregon.gov/auditor/26997.

Write to City Council. Send written testimony to the City Council, c/o Bureau of Planning and Sustainability, 1900 SW 4th Ave., Suite 7100, Portland, Oregon 97201, Attn: CC2035 Testimony, or email cc2035@portlandoregon.gov, Subject: CC2035 Testimony. Please submit written testimony by the date/time of the hearing.

Note: All testimony to City Council is considered public record, and testifiers' name, address and any other information included in the testimony may be posted on the website.

For more information

Contact the Mindy Brooks at 503-823-7831 or mindy.brooks@portlandoregon.gov or visit the project website at: www.portlandoregon.gov/bps/cc2035.

Owner	Address	City
<Null>	<Null>	<Null>
LEWIS & CLARK COLLEGE	0615 SW PALATINE HILL RD	PORTLAND
SCHRIEVER,CARLENE H TR ET AL	10177 SE POWELL BLVD	PORTLAND
CITY OF PORTLAND	1120 SW 5TH AVE #1000	PORTLAND
PORTLAND CITY OF	1120 SW 5TH AVE #1204	PORTLAND
PORTLAND CITY OF	1120 SW 5TH AVE #1302	PORTLAND
PORTLAND CITY OF	1120 SW 5TH AVE #600	PORTLAND
PORTLAND CITY OF	1120 SW 5TH AVE #609	PORTLAND
DAVID DOUGLAS SCHOOL	11300 NE HALSEY ST	PORTLAND
PORTLAND CITY OF	1221 SW 4TH AVE #130	PORTLAND
PEARSON,JIM	12314 SE DIVISION ST	PORTLAND
RUST,MICHAEL K &	14627 SE TENINO ST	PORTLAND
WINNINGHAM,TERENCE S &	15530 SE FRANCIS ST	PORTLAND
WALSH,ALICIA	16409 SE DIVISION ST #216	PORTLAND
SULLIVAN,ELISABETH C	1746 NW 31ST AVE	PORTLAND
ASSOCIATION OF UNIT OWNERS OF	233 N HAYDEN BAY DR	PORTLAND
ROMAN CATHOLIC ARCHBISHOP OF	2838 E BURNSIDE ST	PORTLAND
CANNAN,CHARLES R &	3045 NW THURMAN ST	PORTLAND
KAYE-MATTHEWS,MAUREEN TR	3143 NE ROCKY BUTTE LN	PORTLAND
WILSON,DAVID H &	3306 SW SHERWOOD PL	PORTLAND
MEYER,MARK T &	3340 NE CADET AVE	PORTLAND
GIBNER,LYNN T	3344 NE CADET AVE	PORTLAND
LOVE,ROLLIN G &	3400 SW SHERWOOD PL	PORTLAND
BUI,BEN S &	3404 NE CADET AVE	PORTLAND
DAVISON,RICHARD A &	3410 NE CADET AVE	PORTLAND
GIBBS,DEBORAH M TR	3450 SW SHERWOOD PL	PORTLAND
BROADMOOR INC	3509 NE COLUMBIA BLVD	PORTLAND
COHEN,JAMES D	420 NW 11TH AVE #911	PORTLAND
EDWARDS,STEVEN A &	4320 SW COUNCIL CREST DR	PORTLAND
KAMNA,HENRY C &	4404 SW COUNCIL CREST DR	PORTLAND
METRO	600 NE GRAND AVE	PORTLAND
UNITED STATES OF AMERICA	620 SW MAIN ST	PORTLAND
HEFTY,NEAL D &	6917 SE 134TH AVE	PORTLAND
OREGON STATE OF(DEPT	725 SUMMER ST #C	SALEM
BALDWIN,JONATHAN Y TR &	9746 NW SUNRISE LN	PORTLAND
SHIPLEY,MATTHEW A &	9844 NW SKYLINE HEIGHTS DR	PORTLAND
ALDER RIDGE LLC	PO BOX 1754	LAKE OSWEGO
PORT OF PORTLAND	PO BOX 3529	PORTLAND
PARKWAY ESTATES LLC	PO BOX 418	BORING
MOYER THEATRES INC	PO BOX 832	BORING

State	Zipcode	Site Address	State-ID
<Null>	<Null>	No Situs	1N1W23CD -TR-D
OR	97219	0615 SW PALATINE HILL RD	1S1E27D 100
OR	97266-1812	10223 SE POWELL BLVD	1S2E10B 900
OR	97204-1912	W SIDE/ NW GERMANTOWN RD	1N1W11AC 2600
OR	97204-1912	S SIDE/ NW GERMANTOWN RD	1N1W11BD 100
OR	97204-1912	2960 NW UPSHUR ST	1N1E29DC 2800
OR	97204	16200 SE POWELL BLVD	1S2E12 700
OR	97204-1912	2787 SW TALBOT RD	1S1E08AC 400
OR	97220	7010 SE DEARDORFF RD	1S2E23AC 101
OR	97204-1900	No Situs	1S1E09 900
OR	97236	12545 NE MARINE DR	1N2E14CB 300
OR	97236	6950 S/ SE DEARDORFF RD	1S2E23AB 8500
OR	97236-2257	15530 SE FRANCIS ST	1S2E12DC 500
OR	97236	15618 SE FRANCIS ST	1S2E12DC 200
OR	97210	1746 NW 31ST AVE	1N1E29CD 18200
OR	97217	233 N HAYDEN BAY DR	2N1E34 501
OR	97214-1830	333 NW SKYLINE BLVD	1N1E31C 200
OR	97210	3045 NW THURMAN ST	1N1E29CD 3800
OR	97220-3679	3143 NE ROCKY BUTTE LN	1N2E28AB 2400
OR	97239-1461	3306 SW SHERWOOD PL	1S1E09BC 3200
OR	97220-3602	3340 NE CADET AVE	1N2E28AB 900
OR	97220-3602	3344 NE CADET AVE	1N2E28AB 800
OR	97239	3400 SW SHERWOOD PL	1S1E09BC 3600
OR	97220-3604	3404 NE CADET AVE	1N2E28AB 700
OR	97220-3604	3410 NE CADET AVE	1N2E28AB 600
OR	97239-1462	3450 SW SHERWOOD PL	1S1E09BC 3700
OR	97211-2037	3509 NE COLUMBIA BLVD	1N1E13A 1100
OR	97209	3044 NW THURMAN ST	1N1E29CD 18300
OR	97239-1533	No Situs	1S1E09CD 2800
OR	97239-1535	No Situs	1S1E09CD 2900
OR	97232-2736	333 N/ NW SKYLINE BLVD	1N1E31CB 100
OR	97205-3037	No Situs	1S2E22D 100
OR	97236-4924	6917 SE 134TH AVE	1S2E23AC 200
OR	97301-1266	E SIDE/ NE ROCKY BUTTE RD	1N2E28 100
OR	97229	9746 NW SUNRISE LN	1N1W23CD 6500
OR	97229-2635	9844 NW SKYLINE HEIGHTS DR	1N1W23CD 6700
OR	97035-0579	No Situs	1N1W23CD 6600
OR	97208-3529	N SIDE/ NE MARINE DR	1N2E09D 100
OR	97009	15768 SE POWELL BLVD	1S2E12 401
OR	97009-0832	No Situs	1S2E10B 1200

Brooks, Mindy

From: Zehnder, Joe
Sent: Tuesday, July 25, 2017 12:45 PM
To: Edmunds, Sallie; Brooks, Mindy
Subject: FW: Meeting with Mayor Wheeler

Lets discuss when we meet this afternoon

From: Howard, Nathan
Sent: Tuesday, July 25, 2017 12:39 PM
To: Zehnder, Joe <Joe.Zehnder@portlandoregon.gov>; Anderson, Susan <Susan.Anderson@portlandoregon.gov>
Cc: Chisek, Kyle <Kyle.Chisek@portlandoregon.gov>
Subject: FW: Meeting with Mayor Wheeler

Team – I'm supportive of this request. Can we make it happen? -Nathan

From: Michael Ellena [mailto:ellenagardens@frontier.com]
Sent: Monday, July 24, 2017 8:40 PM
To: Howard, Nathan <Nathan.Howard@portlandoregon.gov>
Cc: Ed. Mcvicker <ed.mcvicker@gmail.com>; Sadafumi Uchiyama <suchiyama@japanesegarden.org>
Subject: RE: Meeting with Mayor Wheeler

Greetings Nathan,

Thank you again for your time last Thursday and meeting with Ed & I regarding the view corridor for the Portland Japanese Garden (PJG). You asked that we follow up with a summation of our meeting, position and supporters. As we mentioned I testified before the Bureau of Planning & Sustainability (BPS)last September. Kristin Dozono and I were allowed 2 minutes each after sitting for almost 4 hours. I believe our message and the position on the view corridor were not clearly understood by BPS. We had subsequent conversations with Mindy Brooks of BPS in committee meetings at the PJG, she was very helpful and understands our position.

Ed and I have to date met with Commissioners Fish, Fritz and Saltzman and you of the Mayor's office. We have the support of Commissioner Fish, Claire Adamsick was our contact in Commissioner Fritz's office and they are reviewing our information, our meeting last Thursday with Commissioner Saltzman went very well and the commissioner asked us who opposes your position? We responded to our knowledge no one. Our position to extend our view corridor from SW Sherwood Boulevard east to the reservoir would only mirror the existing view corridors already established for the Portland Rose Garden which sits directly below the PJG. The Impact of the amendment to the existing view corridor for the PJG would be on the Water Bureau & Portland Parks but no private citizens.

We have the support of Allan Schmidt from Portland Parks, Commissioner Fish, Doug Macy, a principal at Walker Macy the Landscape Architecture firm that has been involved in the design of almost every public space project in Portland. Our meeting with Commission Saltzman was very positive but he communicated he never makes a decision on an issue during a meeting, he will follow up with us.

We are asking that the current view corridor as described by the BPS be amended to extend the PJG view corridor through the environmental zone between SW Sherwood Boulevard to the south reservoir in Washington Park. We request this change because we believe the mature height of Western Red Cedars and Douglas Firs can reach well over

300'. That potential will impact the view looking east from the pavilion in the PJG to Mt. Hood. We are looking at this issue from a perspective of 50 to 100 years out. We do not want to remove old growth trees, we want the ability to have a voice when those trees are replaced and what species are selected that will not have the potential to impact the corridor.

Nathan, your support and that of Mayor Wheeler's is instrumental in our ability to protect one of the most iconic views in the city. A view that is near and dear to hundreds of thousands Portland citizens and visitors to the PJG every year.

We appreciate your support and assistance in moving our cause forward, it is an unselfish pursuit whose intent is to preserve a treasure for all time.

If you have any further questions or needs please contact me.

Regards, Michael

Michael Ellena
Cell: 503-547-9925
ellenagardens@frontier.com

From: Howard, Nathan [mailto:Nathan.Howard@portlandoregon.gov]
Sent: Wednesday, July 19, 2017 4:27 PM
To: Michael Ellena
Cc: 'Ed. Mcvicker'
Subject: RE: Meeting with Mayor Wheeler

Good afternoon Michael and Ed –

Looking forward to meeting with you at 10:30am tomorrow (*possibly earlier if my 10am with the Mayor ends early*).

Cheers,
Nathan

From: Michael Ellena [mailto:ellenagardens@frontier.com]
Sent: Monday, July 10, 2017 6:54 PM
To: Howard, Nathan <Nathan.Howard@portlandoregon.gov>
Cc: 'Ed. McVicker' <ed.mcvicker@gmail.com>
Subject: RE: Meeting with Mayor Wheeler

Greetings Nathan,

That will work Nathan, we have an 11:00 with Commissioner Saltzman but that is a short walk from your office.

We will arrive early and if your 10:00 finishes early perhaps we can start a bit early. Thank you again for meeting with us.

Regards, Michael

Michael Ellena

Cell: 503-547-9925
ellenagardens@frontier.com

From: Howard, Nathan [mailto:Nathan.Howard@portlandoregon.gov]
Sent: Monday, July 10, 2017 12:46 PM
To: Michael Ellena
Cc: Ed. Mcvicker
Subject: RE: Meeting with Mayor Wheeler

Good afternoon, Michael and Ed –

Could we change our meting time from 10:00am on the 20th to 10:30am on the 20th?

Hope you both are doing well.

Nathan Howard
Senior Policy Advisor
Mayor Ted Wheeler
Portland City Hall
503-823-6545 | *Nathan.Howard@portlandoregon.gov*

Be excellent to each other.

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From: Michael Ellena [mailto:ellenagardens@frontier.com]
Sent: Tuesday, July 04, 2017 9:11 AM
To: Howard, Nathan <Nathan.Howard@portlandoregon.gov>
Cc: Ed. McVicker <ed.mcvicker@gmail.com>
Subject: RE: Meeting with Mayor Wheeler

That would be perfect Nathan, thank you, Ed and I will see you then.

Regards, Michael

From: Howard, Nathan [mailto:Nathan.Howard@portlandoregon.gov]
Sent: Monday, July 03, 2017 3:53 PM
To: ellenagardens@frontier.com
Subject: RE: Meeting with Mayor Wheeler

Greetings Michael – Thanks for reaching out! Lisa and the Mayor shared your note with me. How does meeting at the Mayor's Office at 10am on Thursday the 20th sound? -Nathan

Nathan Howard
Senior Policy Advisor
Mayor Ted Wheeler
Portland City Hall
503-823-6545 | *Nathan.Howard@portlandoregon.gov*

Be excellent to each other.

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From: Michael Ellena [mailto:ellenagardens@frontier.com]
Sent: Tuesday, June 27, 2017 9:02 PM
To: Taylor, Lisa (Mayor) <Lisa.Taylor@portlandoregon.gov>
Cc: Ed. Mcvicker <ed.mcvicker@gmail.com>
Subject: RE: Meeting with Mayor Wheeler

Greetings Lisa,

Thank you for your response and yes meeting with a senior policy advisor would work if that is possible.

Ed McVicker, a past Portland Japanese Garden Board President and I have met with Commissioner Fish. We meet with Claire Adamsick, Senior Policy Advisor for Commissioner Fritz tomorrow.

Lisa, we have meetings scheduled with Commissioners Saltzman & Eudaly on July 20th starting at 10:30 & 11:00 and lasting 30 minutes each Would a staff member be available before or after those two times? If that day doesn't work can you supply several options and the name of person we would meet from your office? Thank you again for your reply, I look forward to hearing from you.

My name is Michael Ellena, I am contacting you to request a brief meeting on behalf of the Portland Japanese Garden (PJG) regarding the Central City Scenic Resources Inventory. I have been a Vice-President & Trustee of the PJG Board for 8 years and chair the Garden Resource and Physical Plant committees. One of the long range goals of the organization is to protect the iconic view of Mt. Hood. To that end I have testified before the Planning & Sustainability Commission (PSC) on behalf of the PJG's view corridor.
There are several issues I would like to review with you prior to the public hearing phase once PSC releases their recommendations. I and another committee member would like to meet with you at your convenience anytime in the month of June. 30 minutes would be more than adequate for the meeting, I appreciate your consideration and look forward to meeting with you.

Sincerely, Michael Ellena

Regards, Michael

Michael Ellena
Cell: 503-547-9925
ellenagardens@frontier.com

From: Taylor, Lisa (Mayor) [mailto:Lisa.Taylor@portlandoregon.gov]
Sent: Tuesday, June 27, 2017 9:15 AM
To: ellenagardens@frontier.com
Subject: Meeting with Mayor Wheeler

Hello Michael Ellena,

My apologies for getting back so late. Mayor Wheeler has been out and will be out starting tomorrow for a couple weeks. Would you be ok with appropriate staff meeting with you? Please advise and we will try to get something set-up.

Thank you

Lisa Taylor
Mayor Ted Wheeler's Scheduler
City of Portland - Office of Mayor Ted Wheeler
1221 SW 4th Ave, Suite 340
Portland, OR 97204
503-823-4228
lisa.taylor@portlandoregon.gov

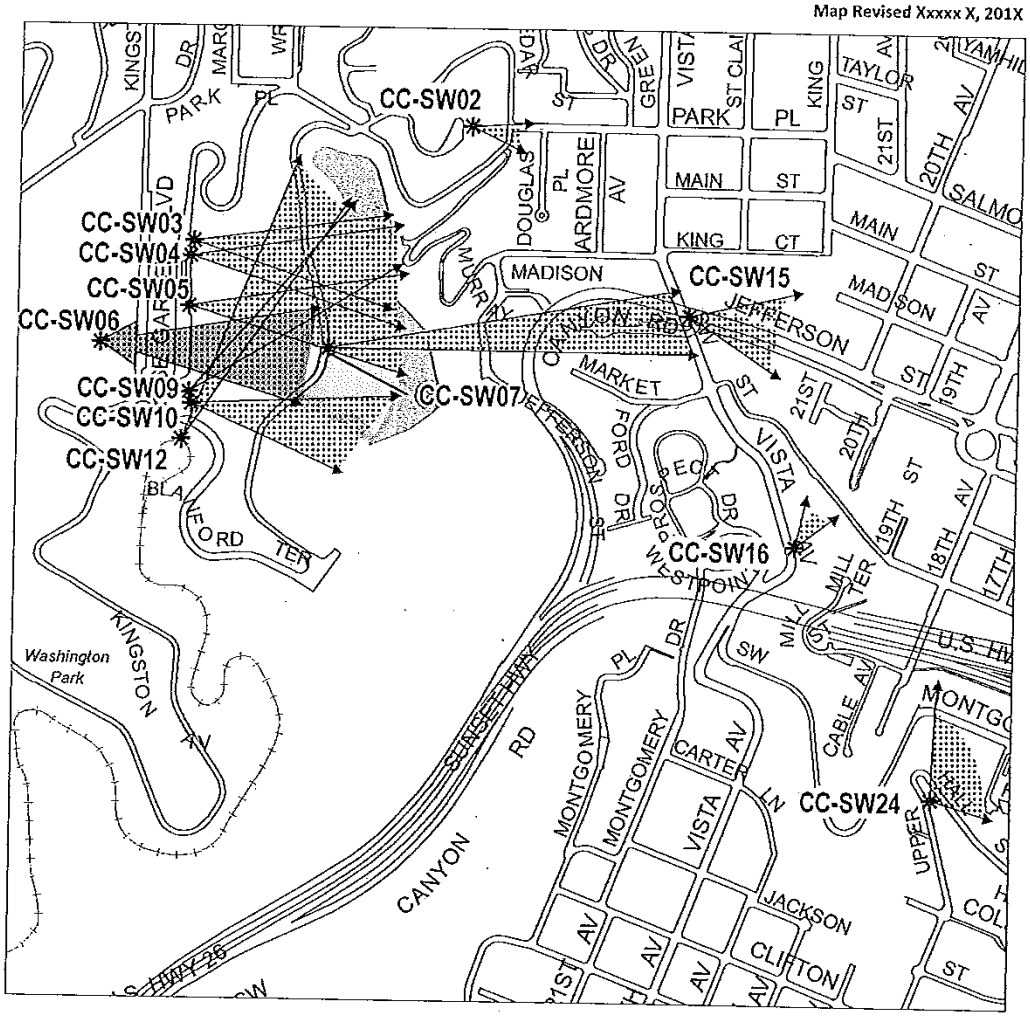
Central City Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map B

Map 5 of 9

Map Revised Xxxxx X, 201X



Legend

------ City Boundary

* Viewpoint

View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

From: Phil Gilbertson
To: Brooks, Mindy
Cc: bcgelpke@comcast.net
Subject: [Approved Sender] Re: Meet to clarify View Corridor Issue for SW Downtown
Date: Wednesday, January 18, 2017 1:41:52 PM

Thank you so much, Mindy! Your answers are clear and complete as far as I can see.

As we formulateour proposal to the city Council, if a related issue comes up, I will be back in touch with you.

Thanks again, Phil

Sent from my iPhone

On Jan 18, 2017, at 1:18 PM, Brooks, Mindy <Mindy.Brooks@portlandoregon.gov> wrote:

> Hi.
> Thanks for the background information and clarification of concerns. Hopefully I can help explain the proposal. Feel free to call me as well.
> The view corridors don't always result in limits to building height. There are many other reasons building heights are limited, including stepping down to the river. There are multiple view corridors that cross the APT site (2211 SW 1st Ave) and the surrounding sites. Of all the view corridors only SW49, which is west of the APT site, results in limits to maximum building heights.
> All of the views that cross the APT site (2211 SW 1st Ave) are from OHSU and are high enough that buildings at proposed max heights of 250ft won't impact the views.
> East of the APT site, there are are many more views – two from Terwilliger Blvd and four from OHSU. None of these views would be impacted by proposed max heights proposed of 75'/250' east of 1st or 150ft east of Naito.
> Additional answer to your specific questions follow:
> Question 1 – The (now old) "Proposed Draft" of June 20, 2016, p. 94, notes that "It is recommended that building heights be adjusted to maintain the view of Mt. St. Helens." I am not able to determine from Figures 19 and 20 on page 95 whether or not any new construction south of the APT, starting in First Avenue, would conflict with view preservation.
> Answer 1 – Figure 20 on page 95 shows what the view would look like if all buildings were built to the maximum height allowed. The figure shows that based on the proposed height limits the view will be protected. Therefore, if the APT site develops to 225ft/250ft it should not impact the view from SW49 to Mt St Helens.
> Question 2 – The maps 13 b and 13d on p. 101 and 103 (in the Proposed Draft of June 20, 2016), labeled "ESEE Decisions Viewpoints and View Corridors," illustrate height restrictions for the view corridors that pass through APT and its neighborhood. It appears that there is a conflict, but what is not clear is the recommended height restriction that eliminates the conflict.
> Answer 2 – You don't need to focus on these maps. The regulatory requirements are

found in 33.510 and the 510 maps. Maps 13b and 13d only show where the views should be protected. These maps would be used in the future if a developer requests to go through a Comprehensive Map amendment process to request a change to the height limits above what is allowed by Map 510-4.
Question 3 – Map 510-4, on p. 332 of the same draft (my copy does not show a page number, but I think it is 332), "Proposed Bonus Heights," appears to show a sliver of land in the APT neighborhood that restricts building height to 160 feet, surrounded by areas posted at 250 feet height limits. Is it possible that this sliver at a 160 foot cap was recommended to maintain the Mt. St. Helens view corridor, and then later was removed for other reasons?
Answer 3 – I believe that height limit is across 310 SW Lincoln St, which is a PSU building. That height limit is based on view corridor SW49. You are correct, the proposal is to limit height on a portion of that site to a maximum of 160ft to protect the view.
Question 4 – Finally, the same Map 510-4 shows areas where "a shadow analysis is required," including an "L" shaped section that appears to be near SW First Avenue. Could you clarify if this shadow analysis has been completed and the outcome of that analysis?
Answer 4 – The shadow analysis is a requirement for the developer at the time of development. When someone proposes to develop on properties where a shadow analysis is required, then the developer must do the analysis to illustrate that the building design meets the standards for shade on the open space area.
Again, fee free to call if you have other questions.
Thanks
~~~~~~~~~~

Mindy
503-823-7831
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www.portlandoregon.gov/bps/71701

From: Phil Gilbertson [mailto:pgilbert@PACIFIC.EDU]
Sent: Wednesday, January 18, 2017 10:43 AM
To: Brooks, Mindy <Mindy.Brooks@portlandoregon.gov>
Cc: bcgelpke@comcast.net
Subject: [User Approved] Re: Meet to clarify View Corridor Issue for SW Downtown

Thanks, Mindy, for your prompt response to my query to Nick. Bob Gelpke and I, representing American Plaza Towers (APT) residents at the corner of Lincoln Street and SW First Avenue in the South Auditorium district of downtown, have been so impressed by the quality, thoroughness, and service of your Bureau—we can see why other cities

view Portland planning as a model! If you are able to answer my questions online, that would be welcome.

I visited the viewpoints on Terwilliger Boulevard that are in question, SW 49 and SW 54. These are views of Mt. St. Helens. The (now old) "Proposed Draft" of June 20, 2016, p. 94, notes that "It is recommended that building heights be adjusted to maintain the view of Mt. St. Helens." I am not able to determine from Figures 19 and 20 on page 95 whether or not any new construction south of the APT, starting in First Avenue, would conflict with view preservation.

The maps 13 b and 13d on p. 101 and 103 (in the Proposed Draft of June 20, 2016), labeled "ESEE Decisions Viewpoints and View Corridors," illustrate height restrictions for the view corridors that pass through APT and its neighborhood. It appears that there is a conflict, but what is not clear is the recommended height restriction that eliminates the conflict.

Map 510-4, on p. 332 of the same draft (my copy does not show a page number, but I think it is 332), "Proposed Bonus Heights," appears to show a sliver of land in the APT neighborhood that restricts building height to 160 feet, surrounded by areas posted at 250 feet height limits. Is it possible that this sliver at a 160 foot cap was recommended to maintain the Mt. St. Helens view corridor, and then later was removed for other reasons?

Finally, the same Map 510-4 shows areas where "a shadow analysis is required," including an "L" shaped section that appears to be near SW First Avenue. Could you clarify if this shadow analysis has been completed and the outcome of that analysis?

Thank you so much for your time. If my statements here are not clear, we may need to schedule a phone call or a meeting.

Phil Gilbertson

971-888-4659

From: "Brooks, Mindy" <Mindy.Brooks@portlandoregon.gov>
Date: Wednesday, January 18, 2017 at 9:56 AM
To: Phil Gilbertson <pgilbert@pacific.edu>
Cc: Bob & Carolyn Gelpke <bcgelpke@comcast.net>
Subject: FW: Meet to clarify View Corridor Issue for SW Downtown

Hi.

Nicholas asked me to contact you regarding the view corridors from Terwilliger Blvd.

I'm the Project Manager for the Scenic Resources Protection Plan update associated with the CC2035. I may be able to answer your questions via email. If not, I'm happy to meet.
Would you send me the site address? From that I can tell you what the proposed height limit is.
Thanks
~~~~~~~~~~

Mindy Brooks
503-823-7831
City of Portland
Bureau of Planning and Sustainability
The Bureau of Planning and Sustainability is committed to providing meaningful access. For accommodations, modifications, translation, interpretation or other services, please call 503-823-7700 or use City TTY 503-823-6868, or Oregon Relay Service 711.503-823-7700:Traducción o interpretación | Chuyển Ngữ hoặc Phiên Dịch |翻译或传译 |Письменный или устный перевод | Traducere sau Interpretare | Письмовий або усний переклад | 翻訳または通訳 |Turjumida ama Fasiraadda | ການແປພາສາຫຼືການອະທິບາຍ| الترجمة التحريرية أو الشفهية |
www.portlandoregon.gov/bps/71701

From: Phil Gilbertson [mailto:pgilbert@PACIFIC.EDU]
Sent: Monday, January 16, 2017 9:39 PM
To: Starin, Nicholas <Nicholas.Starin@portlandoregon.gov>
Cc: Bob & Carolyn Gelpke <bcgelpke@comcast.net>
Subject: Meet to clarify View Corridor Issue for SW Downtown

Hi Nick,
Recall that Bob Gelpke and I met with you on January 9 to discuss building height proposals in CC2035 for south downtown.
I mentioned that one of our points of concern was a potential "View Corridor" blockage with any new construction on SW First Ave.
This was our condo's statement on this issue: the proposed draft
"has the potential to infringe on an important public "view corridor" of Mt. St. Helens from SW Terwilliger Boulevard:

For "View Corridor" height restrictions: see

"CC2035 Volume 3A, Scenic Resources Protection Plan Part 1" (Proposed Draft, June 20, 2016), pp. 10-11, 58, 94-95 (*see attachment 1*), and Maps 13b (*p.101, attachment 2*) and 13d (*p. 103, attachment 3*) identifying "Upland Tier I viewpoints CC-SW49 and CC-SW54;

"2035 Comprehensive Plan Early Implementation--Zoning Code Amendments" (August 2016), Section 33.270.010, p. 323: "Building bulk, height and orientation that ensures that light and air is accessible within the public realm, and that public corridors are protected;"

Section 33.130.210, p. 210: "Table 130-2. Height standards;" and Section 33.510 pp.76-77 (*attachment 4*), along with Maps 510-3-3 (*p. 331-332, attachment 5*) and 510-4-3 (*p. 337, attachment 6*) comparing proposed base heights and proposed bonus heights."

You stated that you and/or another staff person would be willing to meet with me to review the sight lines on the maps you have drawn for this purpose.

Could we schedule this meeting for later this week or next week?

Thanks,

Phil Gilbertson
American Plaza Towers
2221 SW First Ave, #1024
pgilbert@pacific.edu

From: Anderson, Susan
To: Edmunds, Sallie
Cc: Zehnder, Joe; Brooks, Mindy
Subject: Re: Salmon Springs Impacts on Housing
Date: Monday, January 29, 2018 4:45:00 PM
Attachments: image001.png

Thank you for digging up this data. It is important to the conversation.

Sent from my iPhone

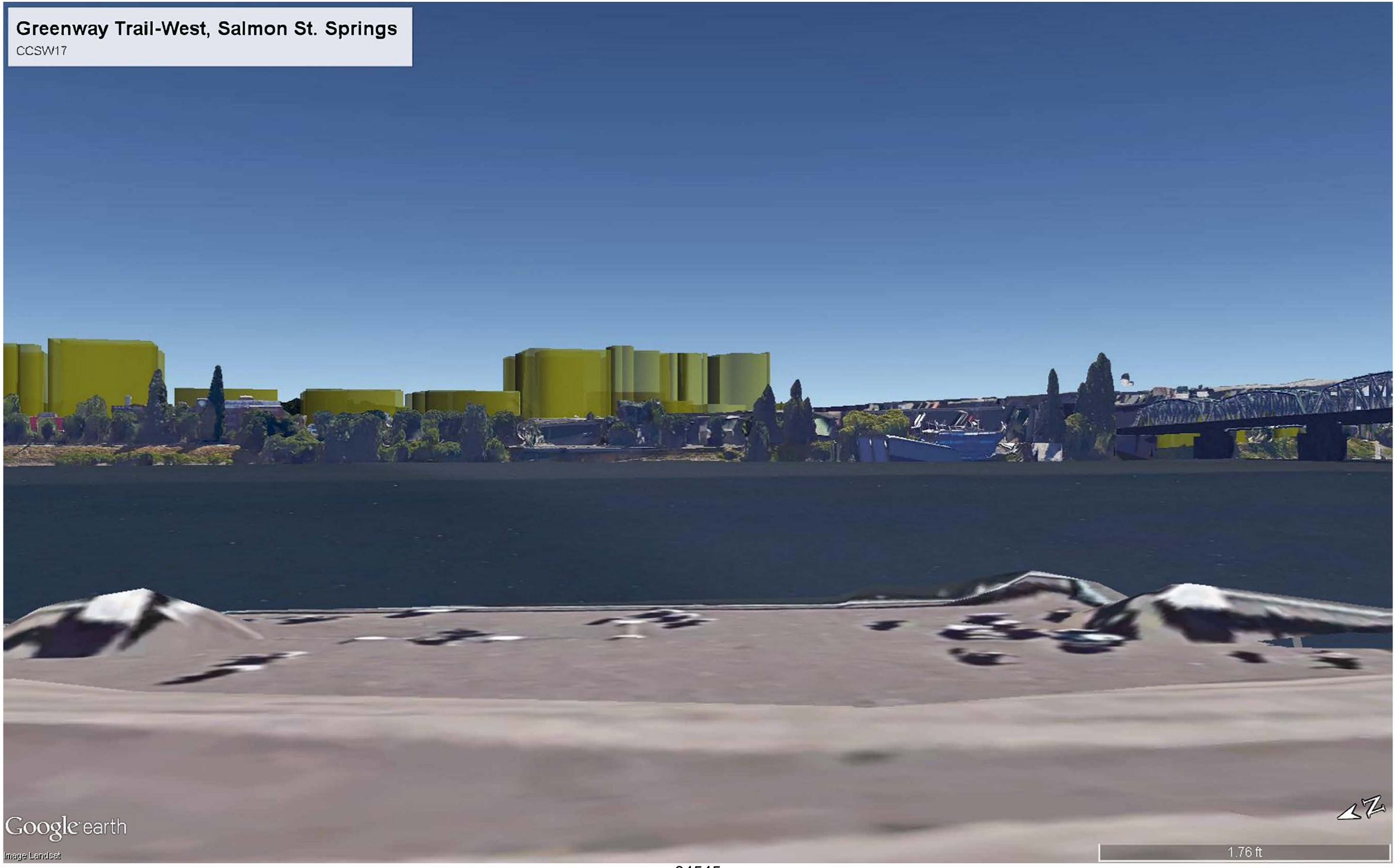
On Jan 29, 2018, at 4:43 PM, Edmunds, Sallie <Sallie.Edmunds@portlandoregon.gov> wrote:

> Susan,
>
> As requested: If the Salmon Springs view is protected, it would reduce the total housing by 106 units. Between 11 and 21 of those units could be affordable units.
>
> Thanks Mindy!
>
> ---
>
> **From:** Brooks, Mindy
> **Sent:** Monday, January 29, 2018 4:42 PM
> **To:** Edmunds, Sallie <Sallie.Edmunds@portlandoregon.gov>
> **Cc:** Doss, Troy <Troy.Doss@portlandoregon.gov>; Hoy, Rachael <Rachael.Hoy@portlandoregon.gov>; Starin, Nicholas <Nicholas.Starin@portlandoregon.gov>; Bump, Tyler <Tyler.Bump@portlandoregon.gov>; Loehlein, Neil <Neil.Loehlein@portlandoregon.gov>
> **Subject:** Salmon Springs Impacts on Housing
>
> Thanks to Tyler and Neil!
>
> If the Salmon Springs view is protected, it would reduce the total housing by 106 units. Between 11 and 21 of those units could be affordable units.
>
> ***~~~~~~~~~~~~~~***
> ***Mindy Brooks***
> ***City of Portland***
> ***Bureau of Planning and Sustainability***
> ***503-823-7831***
> ***mindy.brooks@portlandoregon.gov***
>
> ***<image001.png>***

Greenway Trail-West, Salmon St. Springs
CCSW17



Greenway Trail-West, Salmon St. Springs
CCSW17



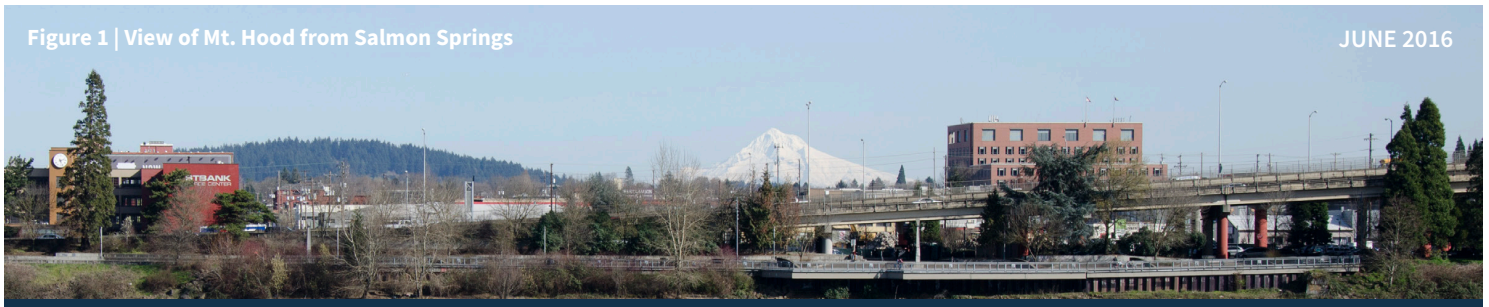


Figure 1 | View of Mt. Hood from Salmon Springs

JUNE 2016

CENTRALCITY 2035 | SCENIC RESOURCES PROTECTION PLAN

Views of Mt Hood from the Greenway Trail

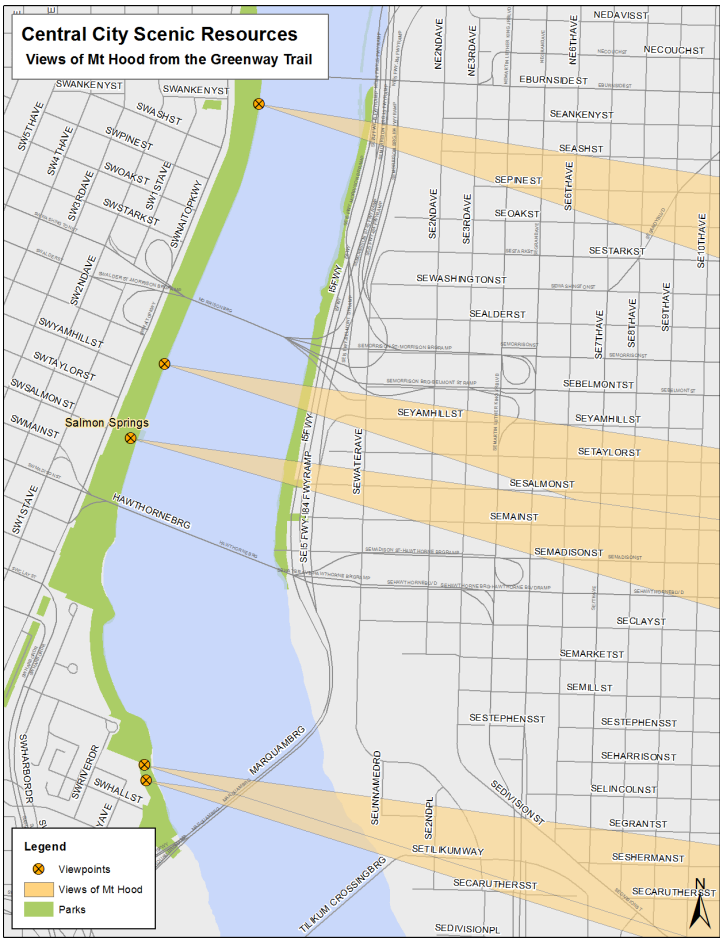
The Central City 2035 Plan (CC2035) includes an update to the Scenic Resources Protection Plan, which helps the City protect and manage scenic views and viewpoints. Scenic resources include views of Mt Hood, Mt St Helens, Mt Adams, the Willamette River, bridges and the skyline. These views can be seen from viewpoints throughout the Central City, including from parks, along trails and from streets.

PROTECTING VIEWS OF MT HOOD

Mt Hood is an iconic view — an integral part of Portland's identity. Some of the most stunning views of the mountain are from the Rose Garden in Washington Park and the Willamette River along the Greenway Trail. These views contribute to our civic identity and tourism, connect people to the surrounding natural landscape and enrich gathering spaces, so it's important to protect these views for future generations.

Today, there are five locations from the Greenway trail along the Willamette River on the west side with a view of Mt Hood from the Greenway Trail. The city evaluated all five views based on the quality of the view and impacts of lowering building heights to protect the view. The one with the lowest overall impact on future development and job capacity is Salmon Springs.

Located at the heart of Governor Tom McCall Waterfront Park, the Salmon Springs area is visited by tens of thousands of people each year. The large viewpoint includes seating, two telescopes and informational signs. The viewpoint is located near the Salmon Springs fountain and the Portland Spirit dock — two tourist attractions that draw people to the viewpoint.



Protecting a view of Mt. Hood from the Greenway Trail will impact the heights of new buildings in the Central Eastside Industrial District.



Figure 2 | Salmon Springs Viewpoint



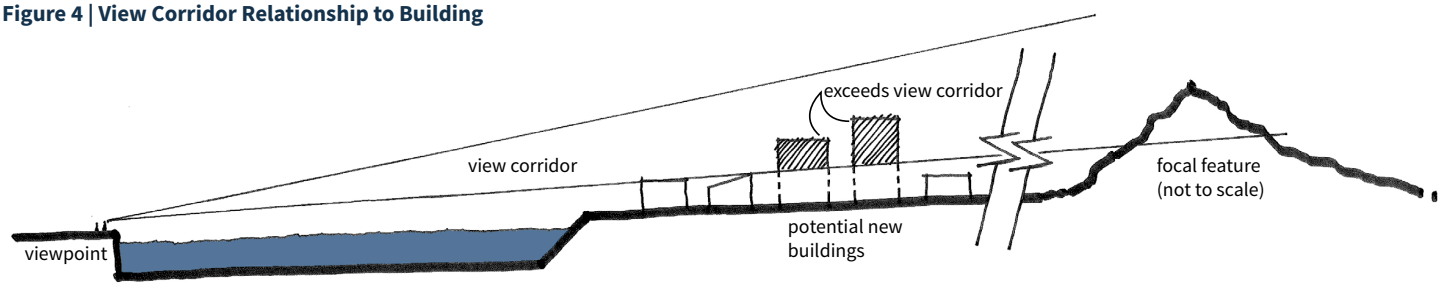
Figure 3 | Salmon Springs Fountain

ECONOMIC AND DEVELOPMENT IMPACTS

Protecting the view of Mt Hood from Salmon Springs in Waterfront Park will require limiting the heights of new and redeveloped buildings within a narrow section of the Central Eastside District.

Today buildings in the Central Eastside along the two north/south main streets (Martin Luther King Jr Blvd and Grand Ave) could be 100 to 200 feet, or 175 to 275 feet tall with bonuses. Preserving a view corridor would require some new buildings to be kept at 40 to 45 feet tall. Building heights in a narrow section west of Martin Luther King Jr Blvd are proposed for new limits on heights from 35 to 45 feet. East of Grand Ave the limits would be 45 to 80 feet. This reduction in building heights would affect property owners and reduce the number of potential jobs in the district.

Figure 4 | View Corridor Relationship to Building



WITHOUT PROTECTION

Figure 5 | View from Salmon Springs without Protection



This photo shows what the view from Salmon Springs would look like if new development was built to heights allowed today. The view of Mt Hood would be blocked. This would be the case for all five viewpoints along the Greenway Trail where you can see Mt Hood today.

WITH PROTECTION

Figure 6 | View from Salmon Springs with Protection



This photo shows what the view of Mt Hood from Salmon Springs would look like if the view were protected by limiting building heights. Because this is the only view of Mt Hood from the Greenway Trail that is proposed for protection, it may be the only remaining view of Mt Hood from the Greenway Trail in the future.

QUESTIONS? FEEDBACK?

The Bureau of Planning and Sustainability recognizes the significant impact of these proposed height changes. If you have questions or concerns, please contact Mindy Brooks:

503-823-7831 or **mindy.brooks@portlandoregon.gov**

Or testify in person at a Planning and Sustainability Commission hearing on **July 26, 2016 at 4 p.m.** and **August 9, 2016 at 4 p.m.** (check website to confirm the time)

www.portlandoregon.gov/bps/CC2035

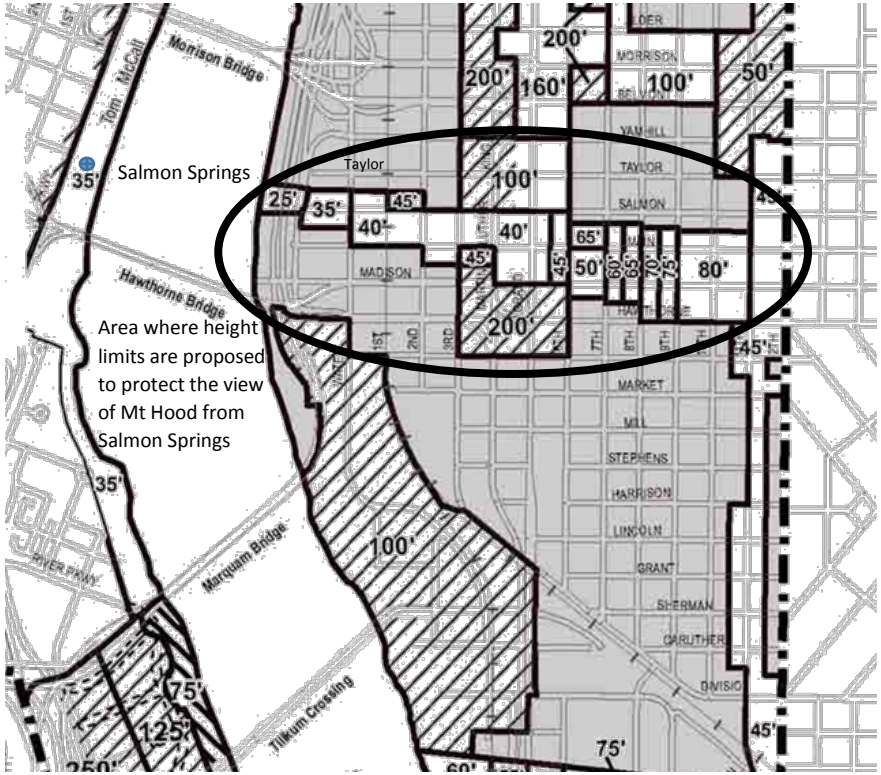
Existing Base Heights (Zoning Code Map 510-3)



Legend

X'	Maximum building height
X'	Allowable building height when rezoned to EX or CX
	Areas where maximum height is determined by base zone
	Area eligible for general and housing height bonus
	Maximum height limit of 75' for first 125 feet from top of bank
	Proposed right-of-way
	Proposed accessways

Proposed Base Heights (Proposed Zoning Code Map 510-3)



Legend

	Central City Plan District boundary
X'	Base building height
	Areas where height is determined by base zone
	Area eligible for height increase
	Base height limit of 75' for first 125 feet from top of bank
	Proposed right-of-way
	Proposed accessways



34549



34550



34551



34552



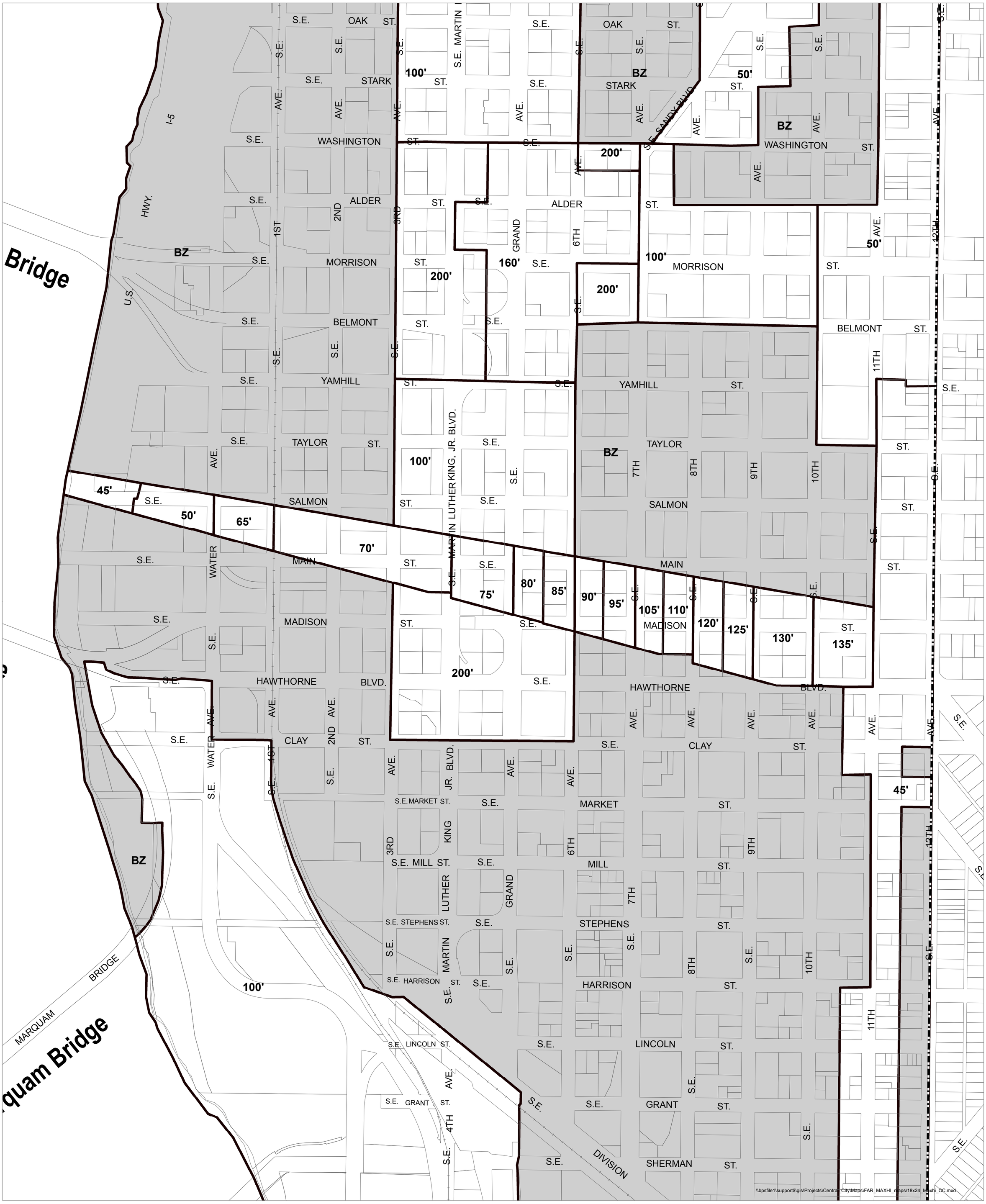

EASTBANK
EASTBANK



34555

Proposed Base Heights - 17 - 8,100

Central City Plan District
510-3



Legend

- Central City Plan District boundary
- Base height area boundary
- *X'* Base building height
- Area eligible for height increase
- Areas where height is determined by base zone
- Proposed right-of-way
- Proposed accessways

NORTH

0 200 400

Scale in Feet

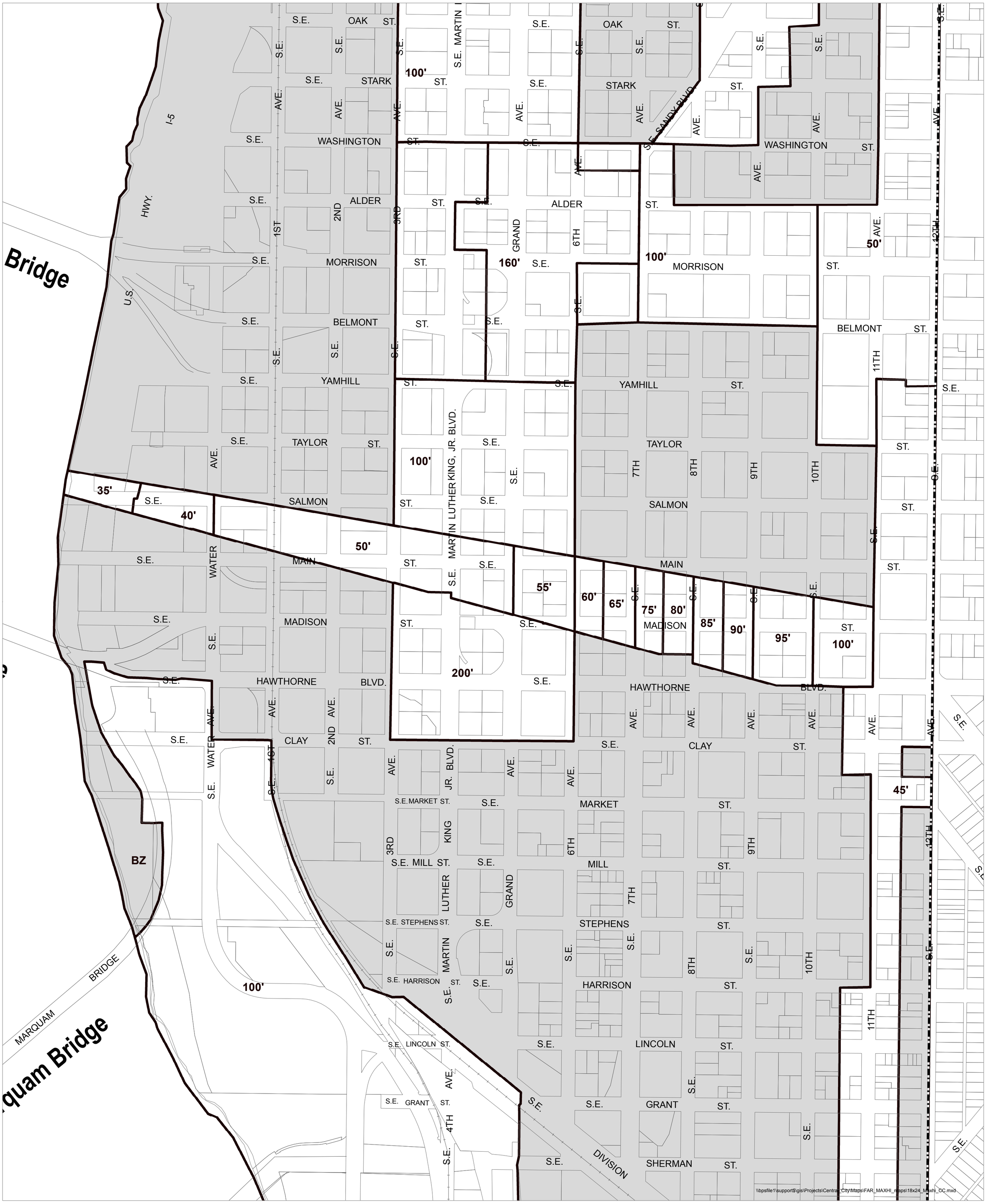
Bureau of Planning and Sustainability
Portland, Oregon

June 20, 2016

34556

Proposed Base Heights - 17 - 6,000

Central City Plan District
510-3



Legend

- Central City Plan District boundary
- Base height area boundary
- *X'* Base building height
- Area eligible for height increase
- Areas where height is determined by base zone
- Proposed right-of-way
- Proposed accessways

NORTH

0 200 400

Scale in Feet

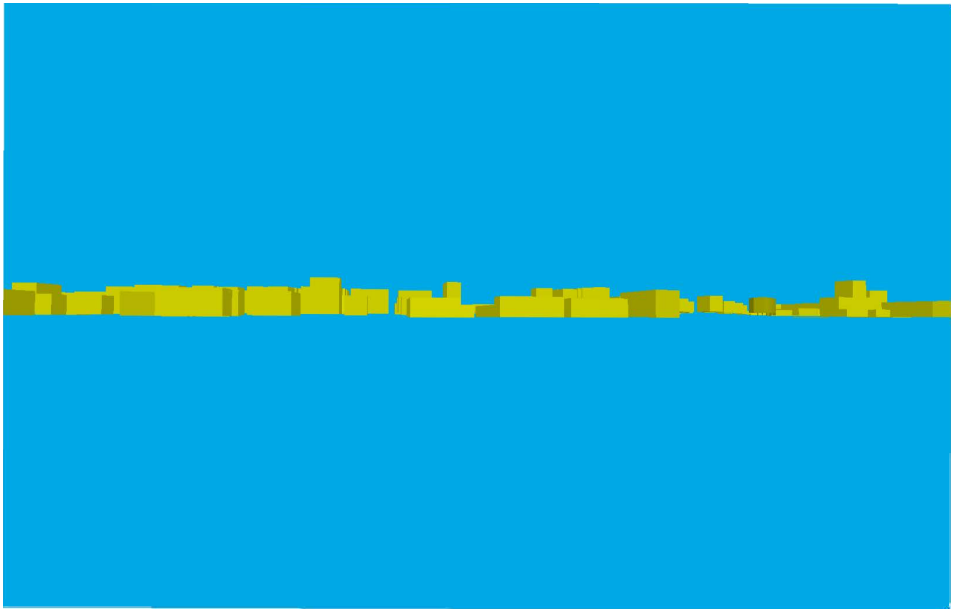
Bureau of Planning and Sustainability
Portland, Oregon

June 20, 2016

\\bpsfile1\support$\gis\Projects\Central_City\Maps\FAR_MAXHI_maps\18x24_Maxhi_CC.mxd



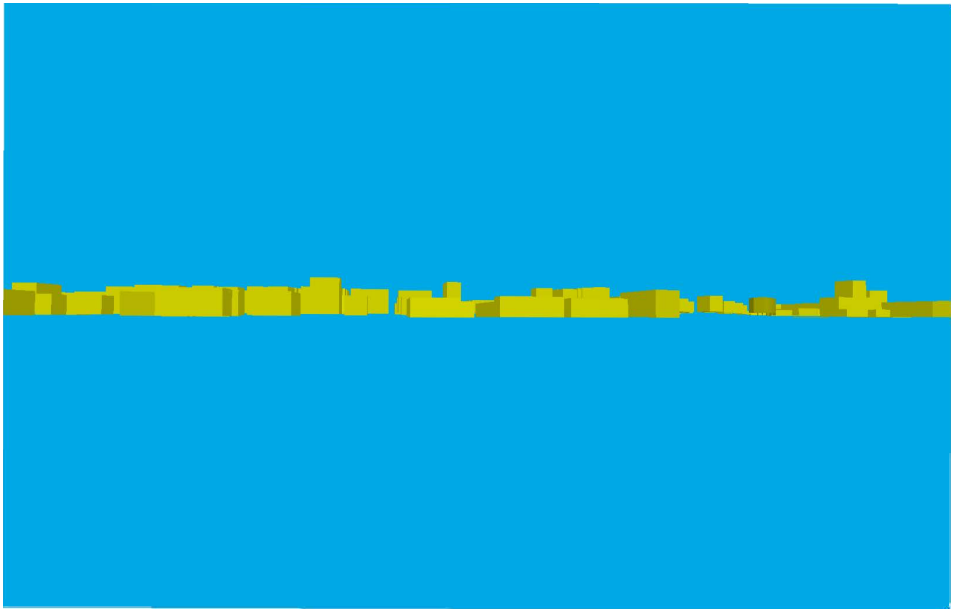
34558



34559



34560



34561



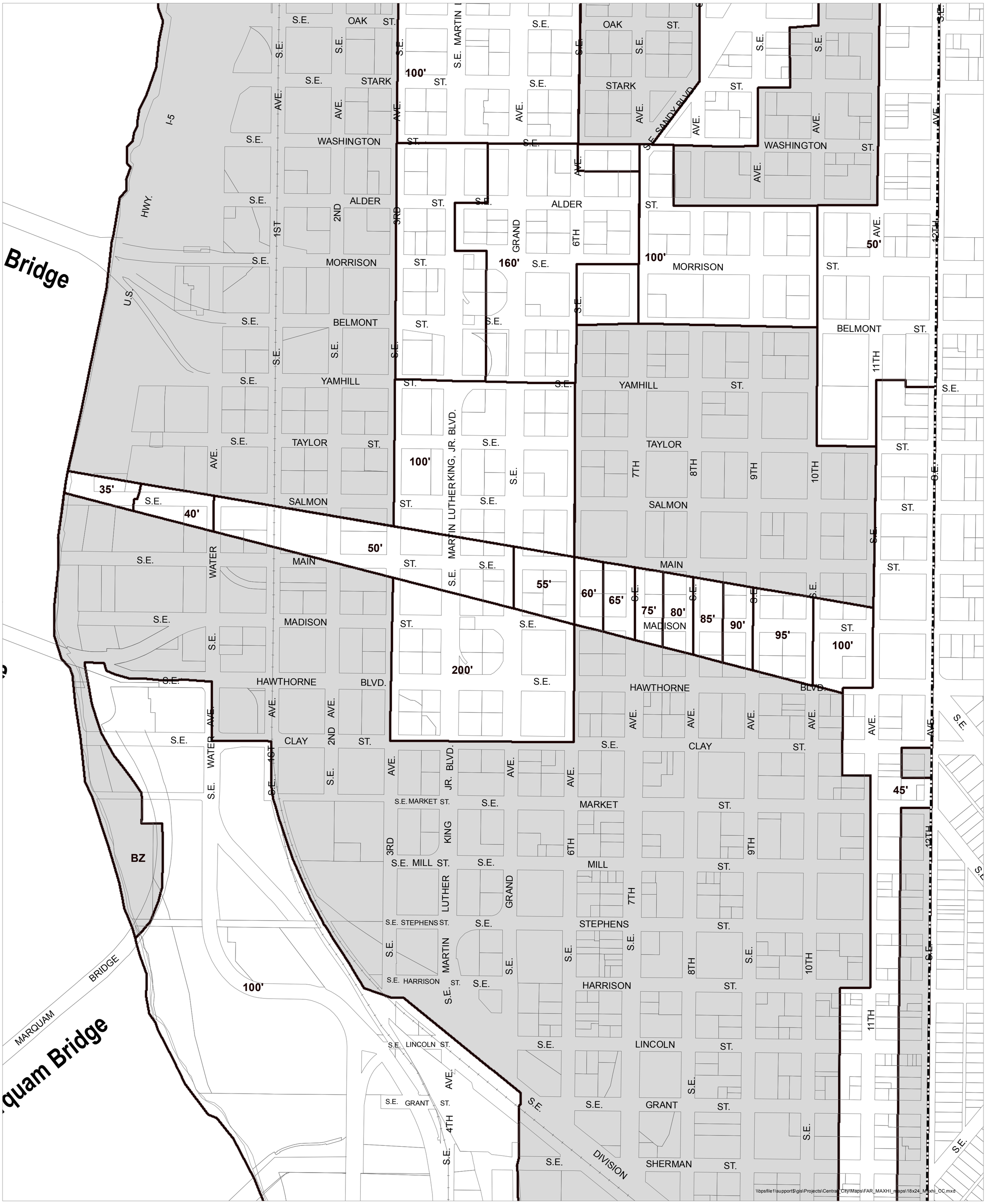
34562


EASTBANK
COMMERCE CENTRE


EASTBANK

Proposed Base Heights - SW17 - 6,000

Central City Plan District
510-3



\\bpsfile1\support$\gis\Projects\CentralCity\Maps\FAR_MAXHI_maps\18x24_Maxhi_CC.mxd

Legend

- Central City Plan District boundary
- Base height area boundary
- X' Base building height
- Area eligible for height increase
- Areas where height is determined by base zone
- Proposed right-of-way
- Proposed accessways

NORTH

0 200 400

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

September 14, 2016

34565


EASTBANK
COMMERCE CENTER
EASTBANK
TECH CENTER

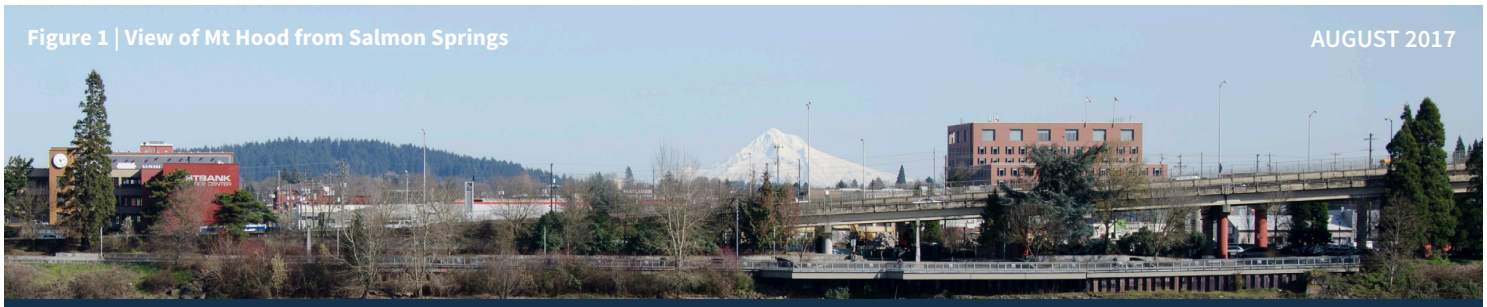


Figure 1 | View of Mt Hood from Salmon Springs

AUGUST 2017

CENTRALCITY 2035 | SCENIC RESOURCES PROTECTION PLAN

Views of Mt Hood from the Greenway Trail

The Central City 2035 Plan (CC2035) includes an update to the Scenic Resources Protection Plan, which helps the City protect and manage scenic views and viewpoints. Scenic resources include views of Mt Hood, Mt St Helens, Mt Adams, the Willamette River, bridges and the skyline. These views can be seen from viewpoints throughout the Central City, including from parks, along trails and from streets.

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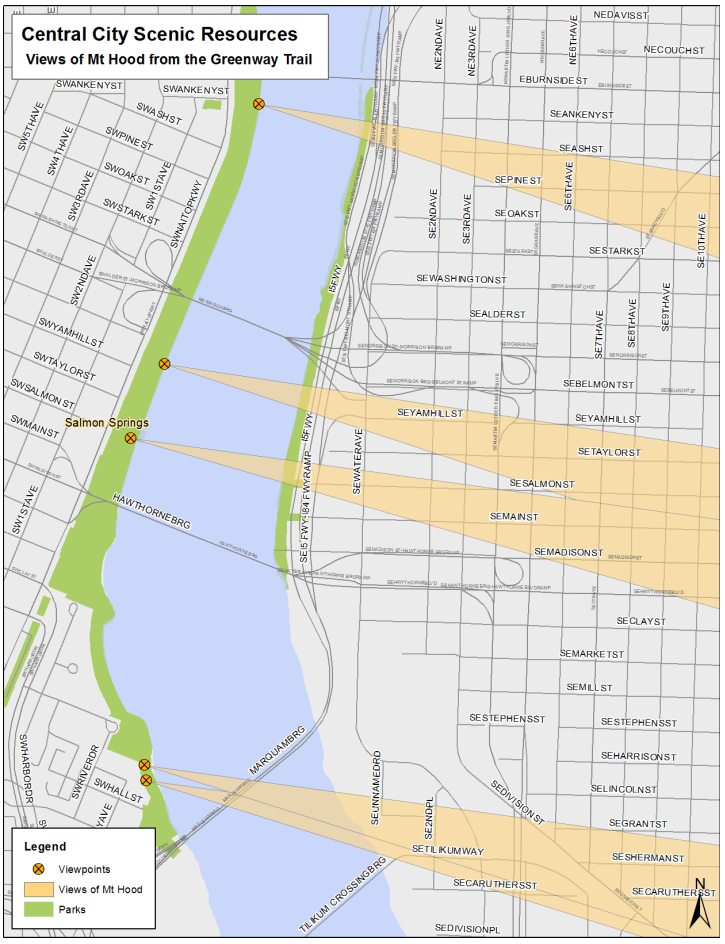

Protecting a view of Mt Hood from the Greenway Trail will impact the heights of new buildings in the Central Eastside Industrial District.



Figure 2 | Salmon Springs viewpoint



Figure 3 | Salmon Springs Fountain

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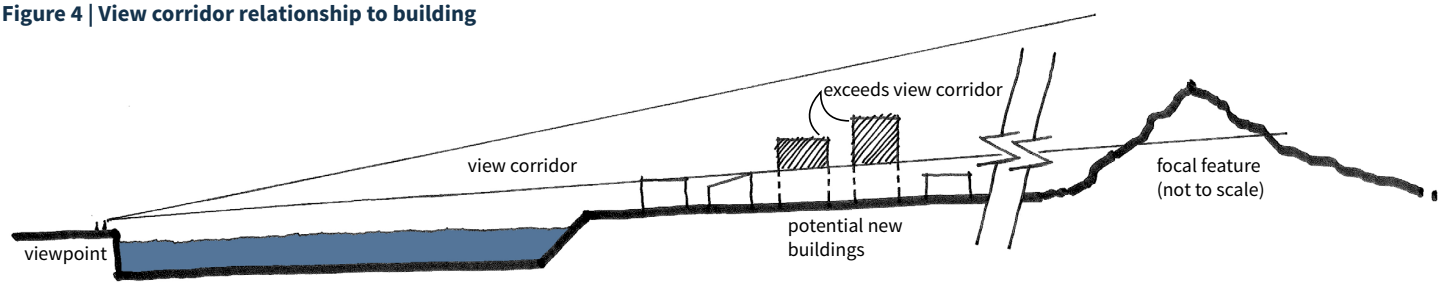
Figure 4 | View corridor relationship to building



WITHOUT PROTECTION

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WITH PROTECTION

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QUESTIONS? FEEDBACK?

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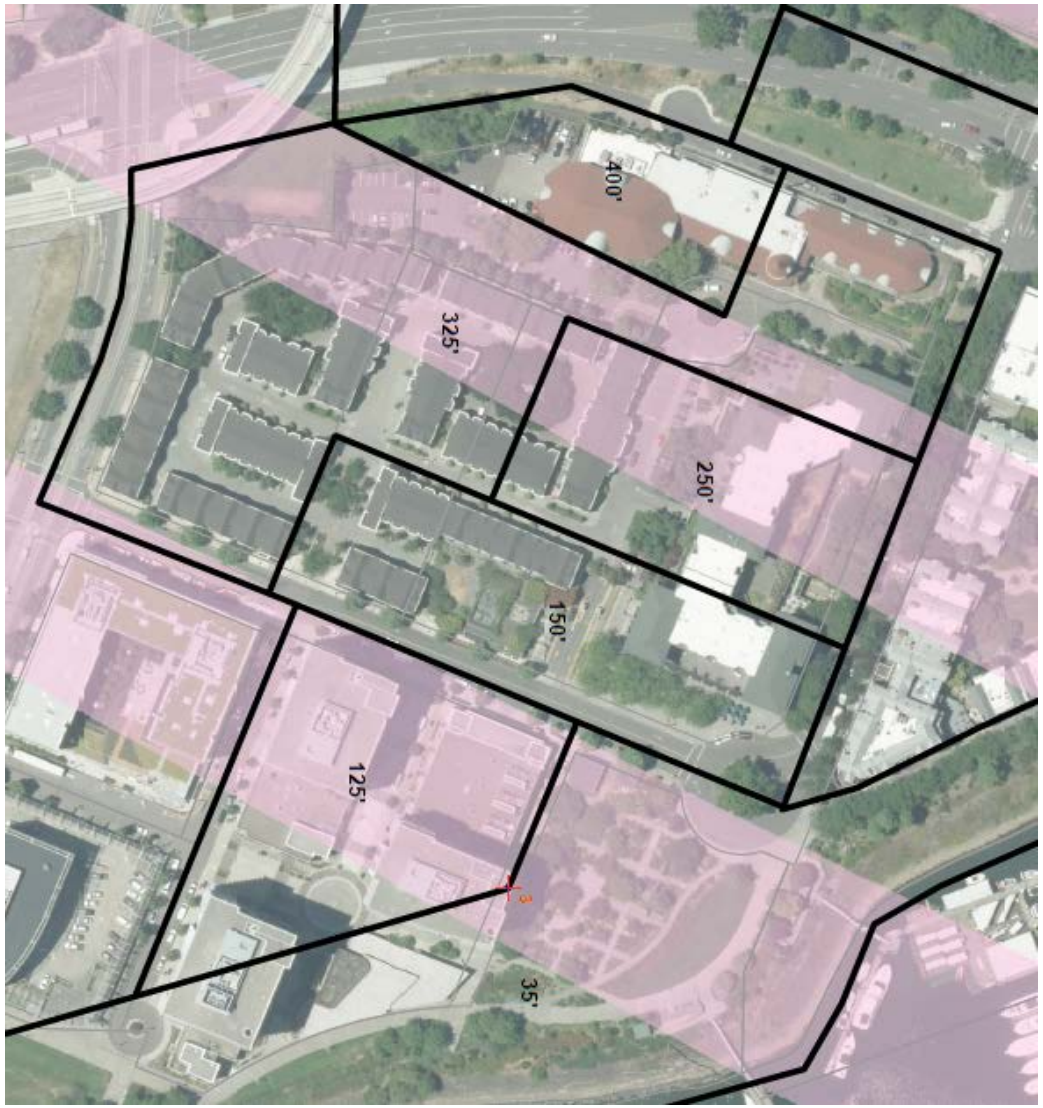
503-823-7831 or **mindy.brooks@portlandoregon.gov**

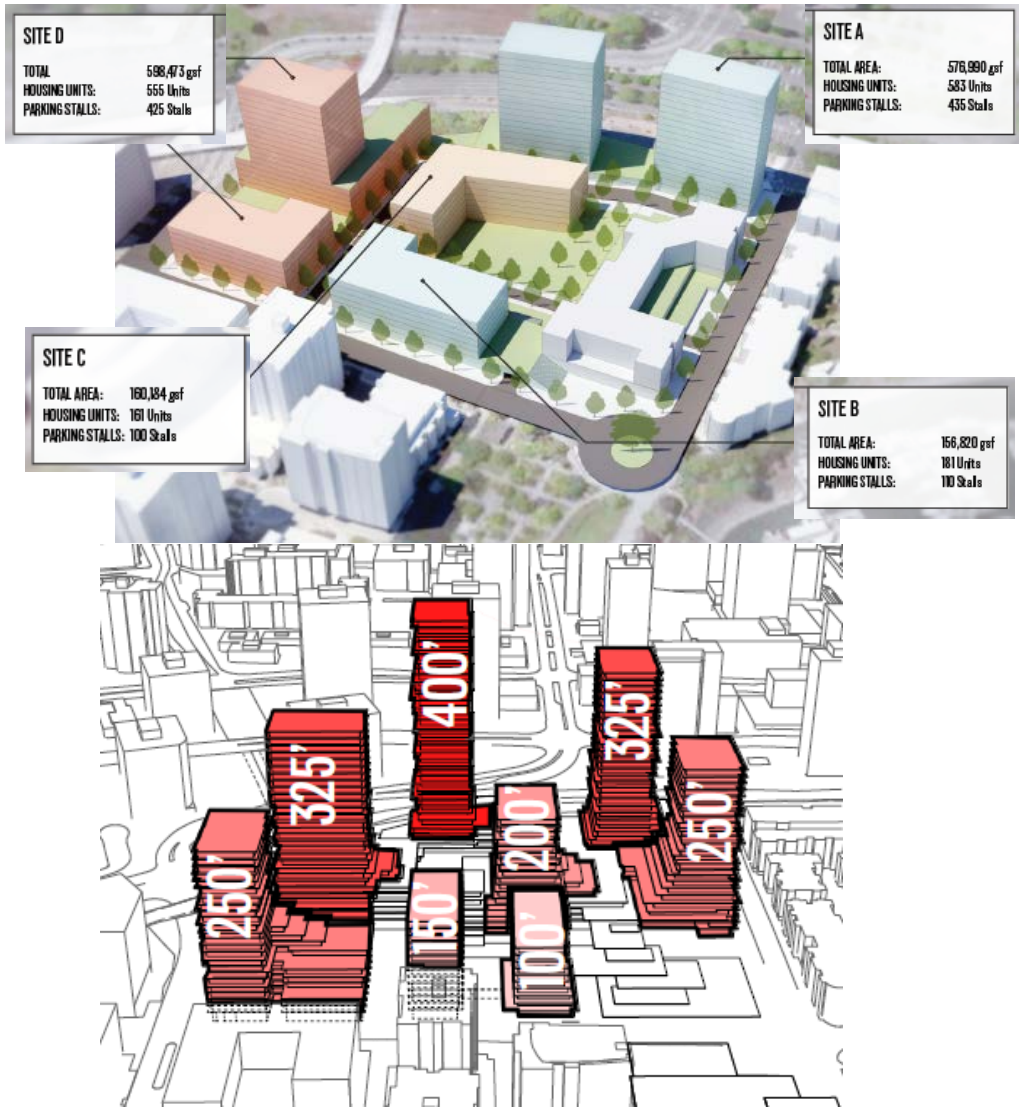
Or testify in person at a City Council hearing on
September 7, 2017 at 2 p.m. (check website to confirm the time)

www.portlandoregon.gov/bps/CC2035

Amended heights with view corridors



Two different plans for the site



Riverplace – View Height Analysis

Updated 10-25-17



Existing Heights
125’ and 150’



Recommended Heights
200’ and 150’

Note – In the background, behind Riverplace, Lloyd District heights were increased and go up to 1,000 ft below timberline on Mt St Helens.

Riverplace – View Height Analysis

Updated 10-25-17



GBD's Requested Heights
400', 325', 250' and 150'

Note – 325' is above the 1,000 ft below timberline elevation on Mt St Helens. In Alternative 2, Lloyd District heights are visible and set at 1,000 feet below timberline.



Alternative 1 Heights: 325'



Alternative 2 Heights: 400' and 250'

From: Schmidt, Dan
To: Brooks, Mindy
Cc: Leclerc, Mauricio; Aebi, Andrew; Pearce, Art
Subject: RE: MLK/Grand Streetcar LID Data
Date: Wednesday, September 21, 2016 3:26:46 PM
Attachments: C10025 LoopLID FinalAssessments Data (for Mindy Brooks).xls

---

Hi Mindy,

Well it took some doing, but I found a file and modified it in order to provide what I believe is the information you may be looking for (I believe it is complete). I sorted the file so that properties that were first included in the LID, but were excluded from a final assessment are listed at the top high-lighted in yellow (87 properties). The properties that follow (1,069) received some amount of final assessment. As mentioned previously, property owners were given a choice to either pay in full or sign and return a long term finance contract. If I recall, a large portion of the properties elected to pay in full, which actually was unusual compared to past experience with Streetcar projects.

I hope this works for you, and please let me know if you have any further questions.
Dan

Dan Schmidt, Sr. Financial Analyst
City of Portland
Office of the City Auditor
503-823-4097 (desk)
503-823-3549 (fax)
email: dan.schmidt@portlandoregon.gov

From: Brooks, Mindy
Sent: Wednesday, September 21, 2016 1:14 PM
To: Schmidt, Dan <Dan.Schmidt@portlandoregon.gov>
Cc: Leclerc, Mauricio <Mauricio.Leclerc@portlandoregon.gov>; Aebi, Andrew <Andrew.Aebi@portlandoregon.gov>; Pearce, Art <Art.Pearce@portlandoregon.gov>
Subject: RE: MLK/Grand Streetcar LID Data

That will work just fine. I can cross reference with my properties list.

Thanks

~~~~~~~~~~
Mindy

From: Schmidt, Dan
Sent: Wednesday, September 21, 2016 12:38 PM
To: Brooks, Mindy <Mindy.Brooks@portlandoregon.gov>
Cc: Leclerc, Mauricio <Mauricio.Leclerc@portlandoregon.gov>; Aebi, Andrew <Andrew.Aebi@portlandoregon.gov>; Pearce, Art <Art.Pearce@portlandoregon.gov>
Subject: RE: MLK/Grand Streetcar LID Data

Ok, let me see if I still have an electronic file. If I have one it will include all properties in the LID (almost 1100), including those north of I84 and I really don't a have a way to give you just those to
~~~~~~~~~~

the south. If I recall the file should contain property id's , tax account number, state id number, legal description, and maybe site address for each property, which may help you isolate the properties you are looking for.

Dan

From: Brooks, Mindy
Sent: Wednesday, September 21, 2016 12:07 PM
To: Schmidt, Dan <Dan.Schmidt@portlandoregon.gov>
Cc: Leclerc, Mauricio <Mauricio.Leclerc@portlandoregon.gov>; Aebi, Andrew <Andrew.Aebi@portlandoregon.gov>; Pearce, Art <Art.Pearce@portlandoregon.gov>
Subject: RE: MLK/Grand Streetcar LID Data

Correct.

We need to know what the final assessments were for the properties south of I84.

~~~~~~~~~~
Mindy

From: Schmidt, Dan
Sent: Wednesday, September 21, 2016 11:17 AM
To: Brooks, Mindy <Mindy.Brooks@portlandoregon.gov>
Cc: Leclerc, Mauricio <Mauricio.Leclerc@portlandoregon.gov>; Aebi, Andrew <Andrew.Aebi@portlandoregon.gov>; Pearce, Art <Art.Pearce@portlandoregon.gov>
Subject: RE: MLK/Grand Streetcar LID Data

Mindy,

Also to verify, you are looking for properties assessed for the Eastside Loop Portland Streetcar LID project, correct?

Thanks,
Dan

Dan Schmidt, Sr. Financial Analyst
City of Portland
Office of the City Auditor
503-823-4097 (desk)
503-823-3549 (fax)
email: dan.schmidt@portlandoregon.gov

From: Schmidt, Dan
Sent: Wednesday, September 21, 2016 11:13 AM
To: Brooks, Mindy <Mindy.Brooks@portlandoregon.gov>
Cc: Leclerc, Mauricio <Mauricio.Leclerc@portlandoregon.gov>; Aebi, Andrew <Andrew.Aebi@portlandoregon.gov>; Pearce, Art <Art.Pearce@portlandoregon.gov>
~~~~~~~~~~

Subject: RE: MLK/Grand Streetcar LID Data

Hi Mindy,

This was an extremely complicated and convoluted project that entailed many spreadsheet iterations that were provided by SOJ. Numerous properties were excluded from final assessment, and there were also a number of adjustments that were made to several properties after the initial final assessing ordinance was passed. I would know what was assessed to a property if I look at our lien system, but I'm not sure if I still have the final spreadsheet that was used to update the final assessment amounts to our lien records. I will have to do some digging to see if I can track down a file and will get back to you as soon as I can.

As for your question on payment, for LID's we legally have to offer long term financing to the property owner if they wish not to pay off in full at the time of final assessment. Property owners could elect 5, 10 or 20 year monthly or 20 year semi-annual payments (20 year only available on amounts over $2500).

Dan

Dan Schmidt, Sr. Financial Analyst
City of Portland
Office of the City Auditor
503-823-4097 (desk)
503-823-3549 (fax)
email: dan.schmidt@portlandoregon.gov

From: Brooks, Mindy
Sent: Wednesday, September 21, 2016 10:27 AM
To: Schmidt, Dan <Dan.Schmidt@portlandoregon.gov>
Cc: Leclerc, Mauricio <Mauricio.Leclerc@portlandoregon.gov>; Aebi, Andrew <Andrew.Aebi@portlandoregon.gov>; Pearce, Art <Art.Pearce@portlandoregon.gov>
Subject: RE: MLK/Grand Streetcar LID Data

Dan – Are you able to help me with my request? I would like a list of how much each property paid into the LID. And was it a onetime payment?

Thanks

~~~~~~~~~~
Mindy

From: Aebi, Andrew
Sent: Tuesday, September 20, 2016 11:48 AM
To: Pearce, Art <Art.Pearce@portlandoregon.gov>
Cc: Levine, Kathryn <Kathryn.Levine@portlandoregon.gov>; Leclerc, Mauricio <Mauricio.Leclerc@portlandoregon.gov>; Hoy, Rachael <Rachael.Hoy@portlandoregon.gov>; Edmunds, Sallie <Sallie.Edmunds@portlandoregon.gov>; Brooks, Mindy <Mindy.Brooks@portlandoregon.gov>; Schmidt, Dan <Dan.Schmidt@portlandoregon.gov>
~~~~~~~~~~

Subject: RE: MLK/Grand Streetcar LID Data

Art, I think my colleague Dan Schmidt in the Auditor's Office should be able to assist with this. This LID was handled by Sheils Obletz Johnson so this one wasn't in my wheelhouse.

Andrew

Andrew Aebi MBA
Local Improvement District Administrator | City of Portland | Bureau of Transportation
voice 503.823.5648 | fax 503.823.7371
e-mail: andrew.aebi@portlandoregon.gov
website: www.portlandoregon.gov/transportation/article/82647

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Equal Access Disclosure: The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-5185, TTY 503-823-6868 or Oregon Relay Service: 711 with such requests, or visit http://bit.ly/13EWaCg

---

From: Pearce, Art
Sent: Tuesday, September 20, 2016 11:44 AM
To: Brooks, Mindy <Mindy.Brooks@portlandoregon.gov>; Aebi, Andrew <Andrew.Aebi@portlandoregon.gov>
Cc: Levine, Kathryn <Kathryn.Levine@portlandoregon.gov>; Leclerc, Mauricio <Mauricio.Leclerc@portlandoregon.gov>; Hoy, Rachael <Rachael.Hoy@portlandoregon.gov>; Edmunds, Sallie <Sallie.Edmunds@portlandoregon.gov>
Subject: Re: MLK/Grand Streetcar LID Data

Andrew- are you able to easily send this data over in excel or GIS format?

Sent from my iPhone

On Sep 20, 2016, at 9:34 AM, Brooks, Mindy <Mindy.Brooks@portlandoregon.gov> wrote:

> Hi – I'm just checking in on this data. Please let me know if you can supply this data.
>
> Thanks
>
> ~~~~~~~~~~
> ***Mindy***
>
> **From:** Brooks, Mindy
> **Sent:** Thursday, September 15, 2016 12:33 PM
> **To:** Levine, Kathryn <Kathryn.Levine@portlandoregon.gov>; Pearce, Art <Art.Pearce@portlandoregon.gov>; Leclerc, Mauricio <Mauricio.Leclerc@portlandoregon.gov>; Hoy, Rachael <Rachael.Hoy@portlandoregon.gov>

Cc: Edmunds, Sallie <Sallie.Edmunds@portlandoregon.gov>
Subject: MLK/Grand Streetcar LID Data

Hi –

I am working on the CC2035 Scenic Resources Protection Plan including the Salmon Springs view of Mt Hood that crosses the Central Eastside.

Rachael mentioned that there may be spreadsheets of data related to the LID assessments. Would it be possible for PBOT to provide a list of properties and how much each paid into the LID? And related, was it a lump sum payment or is it paid over a period of time?

Thanks

~~~~~~~~~~~~~
Mindy Brooks
City of Portland
Bureau of Planning and Sustainability
503-823-7831
mindy.brooks@portlandoregon.gov

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me at 503-823-7831, City TTY 503-823-6868, or use Oregon Relay Service: 711.

PORTLAND STREETCAR EASTSIDE LOOP EXTENSION LOCAL IMPROVEMENT DISTRICT (C10025)

PROPID	STATEID	LIENNO	ACCTNO	SITUS	LEGALDESC	FINAL ASSESS	ADJUSTMENT PER ORDNC 186504	ADJUSTED FINAL ASSESSMENT	ASSESSTYPE
R101750	1N1E26CC -04600	142492	R009600210	626 NE SAN RAFAEL ST	ALBINA, BLOCK 1, N 1/2 OF LOT 18	$0		$0	EXCLUDED
R101752	1N1E26CC -04400	142494	R009600240	612 NE SAN RAFAEL ST	ALBINA, BLOCK 1, W 1/2 OF N 1/2 OF LOT 19	$0		$0	EXCLUDED
R101753	1N1E26CC -04500	142495	R009600250	616 NE SAN RAFAEL ST	ALBINA, BLOCK 1, E 1/2 OF N 1/2 OF LOT 19	$0		$0	EXCLUDED
R101754	1N1E26CC -04300	142496	R009600260	608 NE SAN RAFAEL ST	ALBINA, BLOCK 1, N 1/2 OF LOT 20	$0		$0	EXCLUDED
R101755	1N1E26CC -04200	142497	R009600270	546 NE SAN RAFAEL ST	ALBINA, BLOCK 1, E 32' OF N 1/2 OF LOT 21	$0		$0	EXCLUDED
R101756	1N1E26CC -04100	142498	R009600280	542 NE SAN RAFAEL ST	ALBINA, BLOCK 1, W 18' OF N 1/2 OF LOT 21, E 15' OF N 1/2 OF LOT 22	$0		$0	EXCLUDED
R101757	1N1E26CC -04000	142499	R009600290	536 NE SAN RAFAEL ST	ALBINA, BLOCK 1, W 35' OF N 1/2 OF LOT 22	$0		$0	EXCLUDED
R101758	1N1E26CC -03900	142500	R009600340	522-530 NE SAN RAFAEL ST	ALBINA, BLOCK 1, N 1/2 OF LOT 23, HISTORIC PROPERTY 15 YR 2000,	$0		$0	EXCLUDED
R101759	1N1E26CC -03800	142501	R009600350	516 NE SAN RAFAEL ST	ALBINA, BLOCK 1, N 1/2 OF LOT 24	$0		$0	EXCLUDED
R101762	1N1E26CC -03700	142504	R009600390	504-506 NE SAN RAFAEL ST	ALBINA, BLOCK 1, N 1/2 OF LOT 25 EXC W 9.88'	$0		$0	EXCLUDED
R102293	1N1E27DD -04000	142508	R009607050	120 NE SAN RAFAEL ST	ALBINA, BLOCK 21, E 39' OF LOT 1	$0		$0	EXCLUDED
R102294	1N1E27DD -03600	142509	R009607060	104 NE SAN RAFAEL ST	ALBINA, BLOCK 21, W 45' OF LOT 1 EXC PT IN ST, N 15' OF W 45' OF LOT 2	$0		$0	EXCLUDED
R102295	1N1E27DD -03900	142510	R009607070	112 NE SAN RAFAEL ST	ALBINA, BLOCK 21, W 41' OF E 80' OF LOT 1, N 15' OF W 40' OF E 80' OF	$0		$0	EXCLUDED
R102296	1N1E27DD -03800	142511	R009607080	109 NE HANCOCK ST	ALBINA, BLOCK 21, S 35' OF W 40' OF E 80' OF LOT 2, W 40' OF E 80' OF	$0		$0	EXCLUDED
R102297	1N1E27DD -03700	142512	R009607090	103 NE HANCOCK ST	ALBINA, BLOCK 21, S 35' OF W 45' OF LOT 2 EXC PT IN ST, W 45' OF LOT 3	$0		$0	EXCLUDED
R102298	1N1E27DD -04100	142513	R009607100	121 NE HANCOCK ST	ALBINA, BLOCK 21, E 40' OF LOT 2&3	$0		$0	EXCLUDED
R102299	1N1E27DD -04200	142514	R009607120	207 NE HANCOCK ST	ALBINA, BLOCK 21, S 1/2 OF LOT 4	$0		$0	EXCLUDED
R102320	1N1E27DD -02900	142528	R009607640	73 NE HANCOCK ST	ALBINA, BLOCK 22, E 1/2 OF S 1/2 OF LOT 10	$0		$0	EXCLUDED
R102322	1N1E27DD -03000	142530	R009607660	72 NE SAN RAFAEL ST	ALBINA, BLOCK 22, E 25' OF N 1/2 OF LOT 10	$0		$0	EXCLUDED
R102324	1N1E27DD -03300	142532	R009607680	1907 NE RODNEY AVE	ALBINA, BLOCK 22, E 75' OF LOT 11 EXC PT IN ST	$0		$0	EXCLUDED
R102325	1N1E27DD -03200	142533	R009607690	77 NE HANCOCK ST	ALBINA, BLOCK 22, W 50' OF LOT 11, S 1/2 OF W 50' OF LOT 12	$0		$0	EXCLUDED
R102326	1N1E27DD -03400	142534	R009607700	1911 NE RODNEY AVE	ALBINA, BLOCK 22, E 75' OF LOT 12 EXC PT IN ST	$0		$0	EXCLUDED
R102327	1N1E27DD -03100	142535	R009607710	76 NE SAN RAFAEL ST	ALBINA, BLOCK 22, N 1/2 OF W 50' OF LOT 12, W 50' OF LOT 13	$0		$0	EXCLUDED
R102328	1N1E27DD -03500	142536	R009607720	1927 NE RODNEY AVE	ALBINA, BLOCK 22, E 75' OF LOT 13 EXC PT IN ST	$0		$0	EXCLUDED
R522262	1N1E35BB -80000	142548	R141550010		CASCADIAN COURT CONDOMINIUM, GENERAL COMMON ELEMENTS	$0		$0	EXCLUDED
R522325	1N1E35BB -80001	142609	R141551810		CASCADIAN COURT CONDOMINIUM, LOT P1, PARKING UNIT	$0		$0	EXCLUDED
R522326	1N1E35BB -80002	142610	R141551820		CASCADIAN COURT CONDOMINIUM, LOT P2, PARKING UNIT	$0		$0	EXCLUDED
R522327	1N1E35BB -80003	142611	R141551830		CASCADIAN COURT CONDOMINIUM, LOT P3, PARKING UNIT	$0		$0	EXCLUDED
R522328	1N1E35BB -80004	142612	R141551840		CASCADIAN COURT CONDOMINIUM, LOT P4, PARKING UNIT	$0		$0	EXCLUDED
R522329	1N1E35BB -80005	142613	R141551850		CASCADIAN COURT CONDOMINIUM, LOT P5, PARKING UNIT	$0		$0	EXCLUDED
R522330	1N1E35BB -80006	142614	R141551860		CASCADIAN COURT CONDOMINIUM, LOT P6, PARKING UNIT	$0		$0	EXCLUDED
R522331	1N1E35BB -80007	142615	R141551870		CASCADIAN COURT CONDOMINIUM, LOT P7, PARKING UNIT	$0		$0	EXCLUDED
R522332	1N1E35BB -80008	142616	R141551880		CASCADIAN COURT CONDOMINIUM, LOT P8, PARKING UNIT	$0		$0	EXCLUDED
R522333	1N1E35BB -80009	142617	R141551890		CASCADIAN COURT CONDOMINIUM, LOT P9, PARKING UNIT	$0		$0	EXCLUDED
R522334	1N1E35BB -80010	142618	R141551900		CASCADIAN COURT CONDOMINIUM, LOT P10, PARKING UNIT	$0		$0	EXCLUDED
R522335	1N1E35BB -80011	142619	R141551910		CASCADIAN COURT CONDOMINIUM, LOT P11, PARKING UNIT	$0		$0	EXCLUDED
R522336	1N1E35BB -80012	142620	R141551920		CASCADIAN COURT CONDOMINIUM, LOT P12, PARKING UNIT	$0		$0	EXCLUDED
R522337	1N1E35BB -80013	142621	R141551930		CASCADIAN COURT CONDOMINIUM, LOT P13, PARKING UNIT	$0		$0	EXCLUDED
R522338	1N1E35BB -80014	142622	R141551940		CASCADIAN COURT CONDOMINIUM, LOT P14, PARKING UNIT	$0		$0	EXCLUDED
R522339	1N1E35BB -80015	142623	R141551950		CASCADIAN COURT CONDOMINIUM, LOT P15, PARKING UNIT	$0		$0	EXCLUDED
R149915	1N1E34DA -00300	142627	R226502070	301 WI/ NE 2ND AVE	EAST PORTLAND, BLOCK 32 TL 300, DEPT OF REVENUE	$0		$0	EXCLUDED
R149917	1N1E34DA -00400	142628	R226502100	301 NE 2ND AVE	EAST PORTLAND, BLOCK 33, LOT 1-8 TL 400, DEPT OF REVENUE	$0		$0	EXCLUDED
R149963	1S1E03AD -02500	142669	R226503390	1139 WI/ SE 3RD AVE	EAST PORTLAND, BLOCK 55, LOT 7 TL 2500	$0		$0	EXCLUDED
R150001	1N1E34DA -02300	142700	R226504290	123 WI/ NE 3RD AVE	EAST PORTLAND, BLOCK 67, LOT 3&4 TL 2300	$0		$0	EXCLUDED
R150012	1N1E34DA -01101	142707	R226504460		EAST PORTLAND, BLOCK 69 TL 1101	$0		$0	EXCLUDED
R150016	1N1E34DA -00500	142710	R226504530		EAST PORTLAND, BLOCK 70, LOT 1 TL 500, DEPT OF REVENUE	$0		$0	EXCLUDED
R150040	1N1E34DD -01900-A1	142731	R226505251	139 N/ SE M L KING BLVD	EAST PORTLAND, BLOCK 78, LOT 7&8 EXC PT IN STS, BILLBOARD SEE	$0		$0	EXCLUDED
R150085	1S1E02BC -01700-A1	142774	R226506311	1125-1135 SE GRAND AVE	EAST PORTLAND, BLOCK 95, LOT 5&6 EXC PT IN ST, BILLBOARD SEE	$0		$0	EXCLUDED
R150109	1N1E35CC -12600-A1	142796	R226506801	402 WI/ SE M L KING BLVD	EAST PORTLAND, BLOCK 102, N 1/2 OF LOT 2 EXC PT IN ST, IMPS ONLY	$0		$0	EXCLUDED
R150138	1N1E35CC -02300-A1	142825	R226507201	13 SE GRAND AVE	EAST PORTLAND, BLOCK 106, LOT 7, BILLBOARD SEE R150137	$0		$0	EXCLUDED
R150159	1N1E35CB -00300	142846	R226507560	SEC/ LLOYD & NE GRAND AVE	EAST PORTLAND, BLOCK 112, LOT 1&8 EXC OWR&N R/W & EXC PT IN ST,	$0		$0	EXCLUDED
R150188	1N1E35CC -03700-A1	142871	R226507961	107 WI/ SE GRAND AVE	EAST PORTLAND, BLOCK 118, LOT 3, IMPS ONLY SEE R150187	$0		$0	EXCLUDED
R150220	1S1E02BB -05700-A1	142903	R226508451	511-517 SE MORRISON ST	EAST PORTLAND, BLOCK 124, LOT 3 EXC PT IN ST, LOT 4 EX PT IN STS,	$0		$0	EXCLUDED
R150234	1S1E02BB -03000-A1	142916	R226508761	621 WI/ SE 7TH AVE	EAST PORTLAND, BLOCK 140, N 37.5' OF LOT 7, LOT 8, BILLBOARD SEE	$0		$0	EXCLUDED
R150241	1S1E02BB -00800-A1	142923	R226508881	626-640 SE STARK ST	EAST PORTLAND, BLOCK 141, LOT 7&8, BILLBOARD SEE R150240	$0		$0	EXCLUDED
R156124	1N1E34AB -00700-A1	143051	R244901571	1 WI/ CENTER CT	ELIZABETH IRVINGS ADD, BLOCK 12 TL 700, IMPS ONLY SEE R156123	$0		$0	EXCLUDED
R156127	1N1E27DC -04300-A1	143054	R244901631	407 N BROADWAY	ELIZABETH IRVINGS ADD, BLOCK 15, LOT 1-5, LOT 6 EXC PT IN ST, LOT 8-	$0		$0	EXCLUDED
R156129	1N1E27DC -04200-A1	143056	R244901711	421-439 N BROADWAY	ELIZABETH IRVINGS ADD, BLOCK 15, LOT 7 EXC PT IN ST, BILLBOARD	$0		$0	EXCLUDED
R156147	1N1E27DC -06500	143074	R244902190		ELIZABETH IRVINGS ADD, BLOCK 18 TL 6500	$0		$0	EXCLUDED
R156150	1N1E27DC -01000	143077	R245000040	1825 S/ N WILLIAMS AVE	ELIZABETH IRVINGS 2ND, BLOCK 1, LOT 5 TL 1000	$0		$0	EXCLUDED
R166734	1N1E34DD -02000-A1	143088	R299100521	205 SE M L KING BLVD	FRUSHS SQUARE ADD, BLOCK 4, LOT 6&7 EXC PT IN ST, BILLBOARD SEE	$0		$0	EXCLUDED
R176818	1S1E02BC -07200-F1	143111	R366700300	501 WI/ SE HAWTHORNE BLVD	HAWTHORNE PK, BLOCK 131 TL 7200, AIR SPACE	$0		$0	EXCLUDED
R176827	1S1E02BC -05100-A1	143119	R366700461	NWC/ 7TH & SE MADISON ST	HAWTHORNE PK, BLOCK 133, LOT 5&6, BILLBOARD SEE R176826	$0		$0	EXCLUDED
R176840	1S1E02BC -05400-A1	143131	R366700851	1326 SE 7TH AVE	HAWTHORNE PK, BLOCK 170, LOT 3&4 EXC PT IN ST, BILLBOARD SEE	$0		$0	EXCLUDED
R182131	1N1E35BC -01000-A1	143146	R396200181	816 N/ NE GRAND AVE	HOLLADAYS ADD, BLOCK 25, WLY 89.70 OF ELY 90' OF LOT 1&2,	$0		$0	EXCLUDED

PROPID	STATEID	LIENNO	ACCTNO	SITUS	LEGALDESC	FINAL ASSESS	ADJUSTMENT PER ORDNC 186504	ADJUSTED FINAL ASSESSMENT	ASSESSTYPE
R182354	1N1E27DD -10900-A1	143280	R396214971	1618 NE 1ST AVE	HOLLADAYS ADD, BLOCK 214, W 1/2 OF LOT 3&4, BILLBOARD SEE	$0		$0	EXCLUDED
R182372	1N1E27DD -09400-A1	143297	R396215181	1601 NE M L KING BLVD	HOLLADAYS ADD, BLOCK 216, LOT 5&6 EXC PT IN ST, BILLBOARD SEE	$0		$0	EXCLUDED
R182507	1N1E27DD -07000	143367	R396217800	104 NE HANCOCK ST	HOLLADAYS ADD, BLOCK 246, W 33 1/3' OF LOT 1	$0		$0	EXCLUDED
R182508	1N1E27DD -06900	143368	R396217810	110 NE HANCOCK ST	HOLLADAYS ADD, BLOCK 246, E 33 1/3' OF W 66 2/3' OF LOT 1	$0		$0	EXCLUDED
R182509	1N1E27DD -06800	143369	R396217820	116 NE HANCOCK ST	HOLLADAYS ADD, BLOCK 246, E 33 1/3' OF LOT 1	$0		$0	EXCLUDED
R182514	1N1E27DD -06400	143374	R396217890	1821-1823 NE 2ND AVE	HOLLADAYS ADD, BLOCK 246, LOT 7	$0		$0	EXCLUDED
R182515	1N1E27DD -06300	143375	R396217900	1833 NE 2ND AVE	HOLLADAYS ADD, BLOCK 246, LOT 8	$0		$0	EXCLUDED
R182517	1N1E27DD -06200	143377	R396217920	202-208 NE HANCOCK ST	HOLLADAYS ADD, BLOCK 247, W 59' OF LOT 1&2	$0		$0	EXCLUDED
R182648	1N1E26CC -01300	143412	R396219970	1925-1929 NE 8TH AVE	HOLLADAYS ADD, BLOCK 271, LOT 7, FRACTIONAL LOT 8	$0		$0	EXCLUDED
R182649	1N1E26CC -01500	143413	R396219980	1903-1909 NE 8TH AVE	HOLLADAYS ADD, BLOCK 271, LOT 5	$0		$0	EXCLUDED
R182650	1N1E26CC -01400	143414	R396219990	1917-1923 NE 8TH AVE	HOLLADAYS ADD, BLOCK 271, LOT 6	$0		$0	EXCLUDED
R207932	1N1E35BB -90000	143418	R502460010		LLOYD CENTER TOWER CONDOMINIUM, GENERAL COMMON ELEMENTS	$0		$0	EXCLUDED
R215944	1N1E34AB -01300-A1	143425	R553000801	1 CENTER CT	MC MILLENS ADD, BLOCK 6&7&12&13 TL 1300, IMPS ONLY SEE R215943	$0		$0	EXCLUDED
R215952	1N1E34AB -01000-A1	143432	R553001621	1 WI/ CENTER CT	MC MILLENS ADD, BLOCK 20 TL 1000, IMPS ONLY SEE R215951(R55300-	$0		$0	EXCLUDED
R275776	1S1E03DD -00900	143473	R794001650	342 WI/ SE CARUTHERS ST	STEPHENS ADD, BLOCK 31	$0		$0	EXCLUDED
R275778	1S1E03DD -01101	143475	R794001670	323 WI/ SE DIVISION PL	STEPHENS ADD, BLOCK 31 TL 1101	$0		$0	EXCLUDED
R275818	1S1E02CC -05700-A1	143510	R794003171	2329 SE GRAND AVE	STEPHENS ADD, BLOCK 52 TL 5700, BILLBOARD SEE R275817	$0		$0	EXCLUDED
R275849	1S1E02CB -08100-A1	143539	R794004011	1724 SE GRAND AVE	STEPHENS ADD, BLOCK 63, LOT 3, W 88' OF LOT 4, BILLBOARD SEE	$0		$0	EXCLUDED
R590112	1N1E26CC -80000	143638	R823000010		TERAMINA CONDOMINIUMS, GENERAL COMMON ELEMENTS	$0		$0	EXCLUDED
R301291	1N1E26CC -01200	143645	R893602890	2007-2009 NE 8TH AVE	WEST IRVINGTON, BLOCK 120, LOT 6	$0		$0	EXCLUDED
R305182	1N1E35BC -03100-A1	143651	R903700281	607 WI/ NE GRAND AVE	WHEELERS ADD, N 1/2 OF SE 1/4 OF BLOCK 9 EXC PT IN ST, BILLBOARD	$0		$0	EXCLUDED
R612908	1S1E02BC -90000	152961	R793650010	1405-1415 SE 8TH AVE	STEINMETZ CONDOMINIUMS, GENERAL COMMON ELEMENTS	$0		$0	EXCLUDED
R101731	1N1E26CC -05000	142489	R009600010	1900 WI/ NE M L KING BLVD	ALBINA, BLOCK 1, LOT 1 TL 5000	$1,185		$1,185	LAND
R101732	1N1E26CC -03300	142490	R009600020	1900 NE M L KING BLVD	ALBINA, BLOCK 1, LOT 1 EXC S 50' EXC PT IN ST, LOT 2 EXC PT IN ST	$2,430		$2,430	LAND
R101749	1N1E26CC -04700	142491	R009600200	1915 NE 7TH AVE	ALBINA, BLOCK 1, LOT 17	$2,384		$2,384	RMV
R101751	1N1E26CC -04800	142493	R009600220	607 NE HANCOCK ST	ALBINA, BLOCK 1, S 1/2 OF LOT 18-22, E 28' OF S 1/2 OF LOT 23	$6,031		$6,031	LAND
R101760	1N1E26CC -04900	142502	R009600360	509 NE HANCOCK ST	ALBINA, BLOCK 1, W 22' OF S 1/2 OF LOT 23, S 1/2 OF LOT 24, E 38' OF S	$3,273		$3,273	RMV
R101761	1N1E26CC -03600	142503	R009600370	435 WI/ NE HANCOCK ST	ALBINA, BLOCK 1, W 9.88' OF N 1/2 OF LOT 25, E 31.62' OF N 1/2 OF LOT 26	$896		$896	LAND
R101763	1N1E26CC -03500	142505	R009600410	435 NE HANCOCK ST	ALBINA, BLOCK 1, LOT 25-28 TL 3500, LAND & IMPS SEE R101764	$4,954		$4,954	RMV
R101764	1N1E26CC -03500-A1	142506	R009600411	435 NE HANCOCK ST	ALBINA, BLOCK 1, LOT 25-28 TL 3500, BILLBOARD, SEE R101763	$110		$110	RMV
R101765	1N1E26CC -03400	142507	R009600450	425 NE HANCOCK ST	ALBINA, BLOCK 1, LOT 28 EXC E 5' OF N 1/2	$3,071		$3,071	RMV
R102300	1N1E27DD -04400	142515	R009607130	206 WI/ NE SAN RAFAEL ST	ALBINA, BLOCK 21, N 1/2 OF LOT 4	$1,125		$1,125	LAND
R102301	1N1E27DD -04300	142516	R009607140	213-215 NE HANCOCK ST	ALBINA, BLOCK 21, S 1/2 OF LOT 5	$1,125		$1,125	LAND
R102302	1N1E27DD -04500	142517	R009607150	206 NE SAN RAFAEL ST	ALBINA, BLOCK 21, LOT 5-10 TL 4500	$9,562		$9,562	LAND
R102303	1N1E27DD -04700	142518	R009607170	NE HANCOCK ST	ALBINA, BLOCK 21, E 1/2 OF S 1/2 OF LOT 7	$281		$281	LAND
R102304	1N1E27DD -04600	142519	R009607180	NE HANCOCK ST	ALBINA, BLOCK 21, W 1/2 OF S 1/2 OF LOT 7	$281		$281	LAND
R102305	1N1E27DD -04800	142520	R009607210	241 NE HANCOCK ST	ALBINA, BLOCK 21, S 1/2 OF LOT 8, W 1/2 OF S 1/2 OF LOT 9	$1,687		$1,687	LAND
R102306	1N1E27DD -04900	142521	R009607300	206 WI/ NE SAN RAFAEL ST	ALBINA, BLOCK 21, W 25' OF LOT 13	$375		$375	LAND
R102307	1N1E27DD -05100	142522	R009607310	1909 NE M L KING BLVD	ALBINA, BLOCK 21, LOT 11&12 EXC PT IN ST	$10,135		$10,135	RMV
R102308	1N1E27DD -05000	142523	R009607330	1909 WI/ NE M L KING BLVD	ALBINA, BLOCK 21, E 100' OF LOT 13 EXC PT IN ST	$1,350		$1,350	LAND
R102316	1N1E27DD -02400	142524	R009607470	11-15 NE HANCOCK ST	ALBINA, BLOCK 22, E 1/2 OF LOT 1-3, LOT 4, WLY 19' OF LOT 5	$5,917		$5,917	LAND
R102317	1N1E27DD -02300	142525	R009607480	5 NE HANCOCK ST	ALBINA, BLOCK 22, W 1/2 OF LOT 1-3	$2,812		$2,812	LAND
R102318	1N1E27DD -02500	142526	R009607520	45 NE HANCOCK ST	ALBINA, BLOCK 22, LOT 5 EXC W 19', W 44' OF LOT 6	$3,375		$3,375	LAND
R102319	1N1E27DD -02600	142527	R009607580	57 NE HANCOCK ST	ALBINA, BLOCK 22, E 6' OF LOT 6, LOT 7-9	$7,020		$7,020	LAND
R102321	1N1E27DD -02800	142529	R009607650	69 NE HANCOCK ST	ALBINA, BLOCK 22, W 1/2 OF S 1/2 OF LOT 10	$452		$452	RMV
R102323	1N1E27DD -02700	142531	R009607670	66 NE SAN RAFAEL ST	ALBINA, BLOCK 22, W 25' OF N 1/2 OF LOT 10	$559		$559	RMV
R102538	1N1E27DC -00500	142537	R009612040	1931 WI/ N WILLIAMS AVE	ALBINA, BLOCK 32, LOT 8 TL 500	$502		$502	LAND
R102539	1N1E27DC -00400	142538	R009612050	1920-1922 N VANCOUVER AVE	ALBINA, BLOCK 32, LOT 8-11 TL 400	$2,647		$2,647	LAND
R102540	1N1E27DC -00300	142539	R009612080	1905 N WILLIAMS AVE	ALBINA, BLOCK 32, E 90' OF LOT 11, LOT 12	$2,850		$2,850	LAND
R102541	1N1E27DC -00200	142540	R009612100	1931 N WILLIAMS AVE	ALBINA, BLOCK 32, LOT 6-8&13-15 TL 200	$6,099		$6,099	LAND
R102589	1N1E27DC -02800	142541	R009613250	1932 N GANTENBEIN AVE	ALBINA, BLOCK 38, LOT 7 TL 2800	$964		$964	LAND
R102590	1N1E27DC -02500	142542	R009613270	1910 N GANTENBEIN AVE	ALBINA, BLOCK 38, LOT 9-12 TL 2500	$3,356		$3,356	LAND
R102591	1N1E27DC -02600	142543	R009613310	1910 WI/ N GANTENBEIN AVE	ALBINA, BLOCK 38, LOT 8&13 TL 2600	$1,281		$1,281	LAND
R102742	1N1E27DB -07900	142544	R009618510	431 N WHEELER PL	ALBINA, BLOCK 96 TL 7900	$17,085		$17,085	LAND
R102743	1N1E27DB -07800	142545	R009618520	1921-1941 N GANTENBEIN AVE	ALBINA, BLOCK 38&89&96 TL 7800, LAND & IMPS SEE R102744	$10,843		$10,843	LAND
R102744	1N1E27DB -07800-A1	142546	R009618521	1921-1941 N GANTENBEIN AVE	ALBINA, BLOCK 38&89&96 TL 7800, BILLBOARD SEE R102743 (R009618520)	$137		$137	RMV
R102745	1N1E27DC -06000	142547	R009618600	401 WI/ N DIXON ST	ALBINA, BLOCK 97	$371		$371	LAND
R522265	1N1E35BB -80016	142549	R141550030	533 NE HOLLADAY ST, UN 1	CASCADIAN COURT CONDOMINIUM, LOT 1	$767		$767	RMV
R522266	1N1E35BB -80017	142550	R141550060	533 NE HOLLADAY ST, UN 206	CASCADIAN COURT CONDOMINIUM, LOT 2	$542		$542	RMV
R522267	1N1E35BB -80018	142551	R141550090	533 NE HOLLADAY ST, UN 207	CASCADIAN COURT CONDOMINIUM, LOT 3	$543		$543	RMV
R522268	1N1E35BB -80019	142552	R141550120	533 NE HOLLADAY ST, UN 208	CASCADIAN COURT CONDOMINIUM, LOT 4	$554		$554	RMV
R522269	1N1E35BB -80020	142553	R141550150	533 NE HOLLADAY ST, UN 209	CASCADIAN COURT CONDOMINIUM, LOT 5	$618		$618	RMV
R522270	1N1E35BB -80021	142554	R141550180	533 NE HOLLADAY ST, UN 201	CASCADIAN COURT CONDOMINIUM, LOT 6	$613		$613	RMV
R522271	1N1E35BB -80022	142555	R141550210	533 NE HOLLADAY ST, UN 202	CASCADIAN COURT CONDOMINIUM, LOT 7	$537		$537	RMV
R522272	1N1E35BB -80023	142556	R141550240	533 NE HOLLADAY ST, UN 203	CASCADIAN COURT CONDOMINIUM, LOT 8	$786		$786	RMV
R522273	1N1E35BB -80024	142557	R141550270	533 NE HOLLADAY ST, UN 204	CASCADIAN COURT CONDOMINIUM, LOT 9	$727		$727	RMV
R522274	1N1E35BB -80025	142558	R141550300	533 NE HOLLADAY ST, UN 205	CASCADIAN COURT CONDOMINIUM, LOT 10	$626		$626	RMV
R522275	1N1E35BB -80026	142559	R141550330	533 NE HOLLADAY ST, UN 306	CASCADIAN COURT CONDOMINIUM, LOT 11	$673		$673	RMV
R522276	1N1E35BB -80027	142560	R141550360	533 NE HOLLADAY ST, UN 307	CASCADIAN COURT CONDOMINIUM, LOT 12	$598		$598	RMV

PROPID	STATEID	LIENNO	ACCTNO	SITUS	LEGALDESC	FINAL ASSESS	ADJUSTMENT PER ORDNC 186504	ADJUSTED FINAL ASSESSMENT	ASSESSTYPE
R522277	1N1E35BB -80028	142561	R141550390	533 NE HOLLADAY ST, UN 308	CASCADIAN COURT CONDOMINIUM, LOT 13	$613		$613	RMV
R522278	1N1E35BB -80029	142562	R141550420	533 NE HOLLADAY ST, UN 309	CASCADIAN COURT CONDOMINIUM, LOT 14	$727		$727	RMV
R522279	1N1E35BB -80030	142563	R141550450	533 NE HOLLADAY ST, UN 301	CASCADIAN COURT CONDOMINIUM, LOT 15	$674		$674	RMV
R522280	1N1E35BB -80031	142564	R141550480	533 NE HOLLADAY ST, UN 302	CASCADIAN COURT CONDOMINIUM, LOT 16	$459		$459	RMV
R522281	1N1E35BB -80032	142565	R141550510	533 NE HOLLADAY ST, UN 303	CASCADIAN COURT CONDOMINIUM, LOT 17	$918		$918	RMV
R522282	1N1E35BB -80033	142566	R141550540	533 NE HOLLADAY ST, UN 304	CASCADIAN COURT CONDOMINIUM, LOT 18	$758		$758	RMV
R522283	1N1E35BB -80034	142567	R141550570	533 NE HOLLADAY ST, UN 305	CASCADIAN COURT CONDOMINIUM, LOT 19	$679		$679	RMV
R522284	1N1E35BB -80035	142568	R141550600	533 NE HOLLADAY ST, UN 406	CASCADIAN COURT CONDOMINIUM, LOT 20	$665		$665	RMV
R522285	1N1E35BB -80036	142569	R141550630	533 NE HOLLADAY ST, UN 407	CASCADIAN COURT CONDOMINIUM, LOT 21	$598		$598	RMV
R522286	1N1E35BB -80037	142570	R141550660	533 NE HOLLADAY ST, UN 408	CASCADIAN COURT CONDOMINIUM, LOT 22	$613		$613	RMV
R522287	1N1E35BB -80038	142571	R141550690	533 NE HOLLADAY ST, UN 409	CASCADIAN COURT CONDOMINIUM, LOT 23	$727		$727	RMV
R522288	1N1E35BB -80039	142572	R141550720	533 NE HOLLADAY ST, UN 401	CASCADIAN COURT CONDOMINIUM, LOT 24	$675		$675	RMV
R522289	1N1E35BB -80040	142573	R141550750	533 NE HOLLADAY ST, UN 402	CASCADIAN COURT CONDOMINIUM, LOT 25	$594		$594	RMV
R522290	1N1E35BB -80041	142574	R141550780	533 NE HOLLADAY ST, UN 403	CASCADIAN COURT CONDOMINIUM, LOT 26	$1,002		$1,002	RMV
R522291	1N1E35BB -80042	142575	R141550810	533 NE HOLLADAY ST, UN 404	CASCADIAN COURT CONDOMINIUM, LOT 27	$937		$937	RMV
R522292	1N1E35BB -80043	142576	R141550840	533 NE HOLLADAY ST, UN 405	CASCADIAN COURT CONDOMINIUM, LOT 28	$815		$815	RMV
R522293	1N1E35BB -80044	142577	R141550870	533 NE HOLLADAY ST, UN 506	CASCADIAN COURT CONDOMINIUM, LOT 29	$665		$665	RMV
R522294	1N1E35BB -80045	142578	R141550900	533 NE HOLLADAY ST, UN 507	CASCADIAN COURT CONDOMINIUM, LOT 30	$598		$598	RMV
R522295	1N1E35BB -80046	142579	R141550930	533 NE HOLLADAY ST, UN 508	CASCADIAN COURT CONDOMINIUM, LOT 31	$613		$613	RMV
R522296	1N1E35BB -80047	142580	R141550960	533 NE HOLLADAY ST, UN 509	CASCADIAN COURT CONDOMINIUM, LOT 32	$727		$727	RMV
R522297	1N1E35BB -80048	142581	R141550990	533 NE HOLLADAY ST, UN 501	CASCADIAN COURT CONDOMINIUM, LOT 33	$737		$737	RMV
R522298	1N1E35BB -80049	142582	R141551020	533 NE HOLLADAY ST, UN 502	CASCADIAN COURT CONDOMINIUM, LOT 34	$628		$628	RMV
R522299	1N1E35BB -80050	142583	R141551050	533 NE HOLLADAY ST, UN 503	CASCADIAN COURT CONDOMINIUM, LOT 35	$943		$943	RMV
R522300	1N1E35BB -80051	142584	R141551080	533 NE HOLLADAY ST, UN 504	CASCADIAN COURT CONDOMINIUM, LOT 36	$883		$883	RMV
R522301	1N1E35BB -80052	142585	R141551110	533 NE HOLLADAY ST, UN 505	CASCADIAN COURT CONDOMINIUM, LOT 37	$815		$815	RMV
R522302	1N1E35BB -80053	142586	R141551140	533 NE HOLLADAY ST, UN 606	CASCADIAN COURT CONDOMINIUM, LOT 38	$665		$665	RMV
R522303	1N1E35BB -80054	142587	R141551170	533 NE HOLLADAY ST, UN 607	CASCADIAN COURT CONDOMINIUM, LOT 39	$598		$598	RMV
R522304	1N1E35BB -80055	142588	R141551200	533 NE HOLLADAY ST, UN 608	CASCADIAN COURT CONDOMINIUM, LOT 40	$613		$613	RMV
R522305	1N1E35BB -80056	142589	R141551230	533 NE HOLLADAY ST, UN 609	CASCADIAN COURT CONDOMINIUM, LOT 41	$727		$727	RMV
R522306	1N1E35BB -80057	142590	R141551260	533 NE HOLLADAY ST, UN 601	CASCADIAN COURT CONDOMINIUM, LOT 42	$737		$737	RMV
R522307	1N1E35BB -80058	142591	R141551290	533 NE HOLLADAY ST, UN 602	CASCADIAN COURT CONDOMINIUM, LOT 43	$648		$648	RMV
R522308	1N1E35BB -80059	142592	R141551320	533 NE HOLLADAY ST, UN 603	CASCADIAN COURT CONDOMINIUM, LOT 44	$943		$943	RMV
R522309	1N1E35BB -80060	142593	R141551350	533 NE HOLLADAY ST, UN 604	CASCADIAN COURT CONDOMINIUM, LOT 45	$882		$882	RMV
R522310	1N1E35BB -80061	142594	R141551380	533 NE HOLLADAY ST, UN 605	CASCADIAN COURT CONDOMINIUM, LOT 46	$841		$841	RMV
R522311	1N1E35BB -80062	142595	R141551410	533 NE HOLLADAY ST, UN 706	CASCADIAN COURT CONDOMINIUM, LOT 47	$665		$665	RMV
R522312	1N1E35BB -80063	142596	R141551440	533 NE HOLLADAY ST, UN 707	CASCADIAN COURT CONDOMINIUM, LOT 48	$598		$598	RMV
R522313	1N1E35BB -80064	142597	R141551470	533 NE HOLLADAY ST, UN 708	CASCADIAN COURT CONDOMINIUM, LOT 49	$613		$613	RMV
R522314	1N1E35BB -80065	142598	R141551500	533 NE HOLLADAY ST, UN 709	CASCADIAN COURT CONDOMINIUM, LOT 50	$727		$727	RMV
R522315	1N1E35BB -80066	142599	R141551530	533 NE HOLLADAY ST, UN 701	CASCADIAN COURT CONDOMINIUM, LOT 51	$737		$737	RMV
R522316	1N1E35BB -80067	142600	R141551560	533 NE HOLLADAY ST, UN 702	CASCADIAN COURT CONDOMINIUM, LOT 52	$648		$648	RMV
R522317	1N1E35BB -80068	142601	R141551590	533 NE HOLLADAY ST, UN 703	CASCADIAN COURT CONDOMINIUM, LOT 53	$943		$943	RMV
R522318	1N1E35BB -80069	142602	R141551620	533 NE HOLLADAY ST, UN 704	CASCADIAN COURT CONDOMINIUM, LOT 54	$909		$909	RMV
R522319	1N1E35BB -80070	142603	R141551650	533 NE HOLLADAY ST, UN 705	CASCADIAN COURT CONDOMINIUM, LOT 55	$866		$866	RMV
R522320	1N1E35BB -80071	142604	R141551680	533 NE HOLLADAY ST, UN 801	CASCADIAN COURT CONDOMINIUM, LOT 56	$1,408		$1,408	RMV
R522321	1N1E35BB -80072	142605	R141551710	533 NE HOLLADAY ST, UN 802	CASCADIAN COURT CONDOMINIUM, LOT 57	$1,402		$1,402	RMV
R522322	1N1E35BB -80073	142606	R141551740	533 NE HOLLADAY ST, UN 803	CASCADIAN COURT CONDOMINIUM, LOT 58	$2,125		$2,125	RMV
R522323	1N1E35BB -80074	142607	R141551770	533 NE HOLLADAY ST, UN 804	CASCADIAN COURT CONDOMINIUM, LOT 59	$1,506		$1,506	RMV
R522324	1N1E35BB -80075	142608	R141551800	533 NE HOLLADAY ST, UN 805	CASCADIAN COURT CONDOMINIUM, LOT 60	$2,203		$2,203	RMV
R146486	1N1E27DC -06400	142624	R204000080	401 WI/ N DIXON ST	DELMER SHAVERS 2ND, BLOCK 1 TL 6400	$180		$180	LAND
R146489	1N1E27DC -06100	142625	R204000120	401 WI/ N DIXON ST	DELMER SHAVERS 2ND, BLOCK 2, INC PT VAC ST LOT 2	$2,001		$2,001	LAND
R146490	1N1E27DC -05900	142626	R204000130	401 WI/ N DIXON ST	DELMER SHAVERS 2ND, BLOCK 3, LOT 1-9, INC PT VAC ST LOT 10-18	$20,843		$20,843	LAND
R149920	1N1E34DA -01500	142629	R226502140	201 NE 2ND AVE	EAST PORTLAND, BLOCK 34&35 TL 1500	$19,143		$19,143	RMV
R149922	1N1E34DA -01600	142630	R226502150	201 NE 2ND AVE	EAST PORTLAND, BLOCK 34&35 TL 1600	$260		$260	LAND
R149923	1N1E34DA -01900	142631	R226502220	201 WI/ NE 2ND AVE	EAST PORTLAND, BLOCK 35&36 TL 1900	$10,830		$10,830	LAND
R149925	1N1E34DD -04300	142632	R226502340	125 SE STARK ST	EAST PORTLAND, BLOCK 41, LOT 1-8	$9,007		$9,007	RMV
R149926	1S1E03AA -00900	142633	R226502380	107 SE WASHINGTON ST	EAST PORTLAND, BLOCK 42, LOT 1-8, HISTORIC PROPERTY 15 YR 2006,	$69,321		$69,321	RMV
R149927	1S1E03AA -01300	142634	R226502420	110 SE WASHINGTON ST	EAST PORTLAND, BLOCK 43, LOT 1-2	$2,037		$2,037	RMV
R149928	1S1E03AA -01400	142635	R226502440	109 SE ALDER ST	EAST PORTLAND, BLOCK 43, LOT 3&4	$4,576		$4,576	RMV
R149929	1S1E03AA -01500	142636	R226502460	129 SE ALDER ST	EAST PORTLAND, BLOCK 43, LOT 5&6	$2,010		$2,010	LAND
R149930	1S1E03AA -01600	142637	R226502480	110 WI/ SE WASHINGTON ST	EAST PORTLAND, BLOCK 43, LOT 7&8	$2,010		$2,010	LAND
R149931	1S1E03AA -03100	142638	R226502500	102-104 SE ALDER ST	EAST PORTLAND, BLOCK 44, LOT 1-6 TL 3100	$5,527		$5,527	LAND
R149932	1S1E03AA -03000	142639	R226502560	104 WI/ SE ALDER ST	EAST PORTLAND, BLOCK 44, LOT 7&8	$2,010		$2,010	LAND
R149933	1S1E03AA -04300	142640	R226502580	122 SE MORRISON ST	EAST PORTLAND, BLOCK 45, LOT 1-4, HISTORIC PROPERTY 15 YR 2006,	$17,913		$17,913	RMV
R149934	1S1E03AA -04400	142641	R226502620	130 SE MORRISON ST	EAST PORTLAND, BLOCK 45, LOT 5-8	$4,020		$4,020	LAND
R149935	1S1E03AA -05500	142642	R226502670	111-115 SE YAMHILL ST	EAST PORTLAND, BLOCK 46, LOT 1-8 TL 5500	$7,591		$7,591	RMV
R149936	1S1E03AA -05600	142643	R226502690	111 WI/ SE YAMHILL ST	EAST PORTLAND, BLOCK 46, LOT 1&8 TL 5600	$1,105		$1,105	LAND
R149937	1S1E03AD -00900	142644	R226502740	116 SE YAMHILL ST	EAST PORTLAND, BLOCK 47, LOT 1&2	$2,010		$2,010	LAND
R149938	1S1E03AD -00600	142645	R226502760	139 WI/ SE TAYLOR ST	EAST PORTLAND, BLOCK 47, LOT 7&8	$2,010		$2,010	LAND
R149940	1S1E03AD -00800	142646	R226502780	105 SE TAYLOR ST	EAST PORTLAND, BLOCK 47, LOT 3&4	$3,161		$3,161	RMV

PROPID	STATEID	LIENNO	ACCTNO	SITUS	LEGALDESC	FINAL ASSESS	ADJUSTMENT PER ORDNC 186504	ADJUSTED FINAL ASSESSMENT	ASSESSTYPE
R149941	1S1E03AD -00700	142647	R226502800	139 SE TAYLOR ST	EAST PORTLAND, BLOCK 47, LOT 5&6	$3,362		$3,362	RMV
R149942	1S1E03AD -01900	142648	R226502820	110 SE TAYLOR ST	EAST PORTLAND, BLOCK 48, LOT 1&2	$3,247		$3,247	RMV
R149943	1S1E03AD -02000	142649	R226502840	109-117 SE SALMON ST	EAST PORTLAND, BLOCK 48, LOT 3&4	$2,010		$2,010	LAND
R149944	1S1E03AD -02100	142650	R226502860	133 SE SALMON ST	EAST PORTLAND, BLOCK 48, LOT 5&6	$2,010		$2,010	LAND
R149945	1S1E03AD -02200	142651	R226502880	134 SE TAYLOR ST	EAST PORTLAND, BLOCK 48, LOT 7&8	$2,040		$2,040	RMV
R149946	1S1E03AD -03200	142652	R226502900	119-135 SE MAIN ST	EAST PORTLAND, BLOCK 49, LOT 1-8	$10,753		$10,753	RMV
R149947	1S1E03AD -04600	142653	R226502980	110 SE MAIN ST	EAST PORTLAND, BLOCK 50, LOT 1, N 15.5' OF LOT 2, N 15.5' OF LOT 7,	$2,633		$2,633	LAND
R149948	1S1E03AD -04700	142654	R226503000	110 WI/ SE MAIN ST	EAST PORTLAND, BLOCK 50, S 34.5' OF LOT 2, S 34.5' OF LOT 7	$1,386		$1,386	LAND
R149949	1S1E03AD -04800	142655	R226503010	111 SE MADISON ST	EAST PORTLAND, BLOCK 50, LOT 3&4	$2,010		$2,010	LAND
R149950	1S1E03AD -04900	142656	R226503030	133 SE MADISON ST	EAST PORTLAND, BLOCK 50, LOT 5&6	$2,010		$2,010	LAND
R149951	1S1E03AD -06300	142657	R226503050	105-135 SE HAWTHORNE BLVD	EAST PORTLAND, BLOCK 51, LOT 1-3, LOT 4&5 EXC PT IN ST, LOT 6-8	$7,839		$7,839	LAND
R149952	1S1E03AD -06200	142658	R226503130	210 SE MADISON ST	EAST PORTLAND, BLOCK 52, LOT 1-3, LOT 4 EXC PT IN ST, LAND & IMPS	$3,919		$3,919	LAND
R149953	1S1E03AD -06200-A1	142659	R226503131	210 SE MADISON ST	EAST PORTLAND, BLOCK 52, LOT 1-3, LOT 4 EXC PT IN ST, OTHER IMPS	$283		$283	RMV
R149954	1S1E03AD -06100	142660	R226503170	226 WI/ SE MADISON ST	EAST PORTLAND, BLOCK 52, LOT 5 EXC PT IN ST, LOT 6	$1,909		$1,909	LAND
R149955	1S1E03AD -06000	142661	R226503190	226 SE MADISON ST	EAST PORTLAND, BLOCK 52, LOT 7&8	$2,589		$2,589	RMV
R149956	1S1E03AD -05000	142662	R226503230	1300 SE 2ND AVE	EAST PORTLAND, BLOCK 53, LOT 1&2&7&8, LAND & IMPS SEE R149957	$4,020		$4,020	LAND
R149957	1S1E03AD -05000-A1	142663	R226503231	1300 WI/ SE 2ND AVE	EAST PORTLAND, BLOCK 53, LOT 1&2&7&8, MACH & EQUIP SEE R149956	$402		$402	RMV
R149958	1S1E03AD -05200	142664	R226503250	211 SE MADISON ST	EAST PORTLAND, BLOCK 53, LOT 3&4	$2,720		$2,720	RMV
R149959	1S1E03AD -05300	142665	R226503270	221-239 SE MADISON ST	EAST PORTLAND, BLOCK 53, LOT 5&6	$2,040		$2,040	RMV
R149960	1S1E03AD -03000	142666	R226503290	1201 SE 3RD AVE	EAST PORTLAND, BLOCK 54, LOT 1&2&7&8	$5,545		$5,545	RMV
R149961	1S1E03AD -03100	142667	R226503330	225 SE MAIN ST	EAST PORTLAND, BLOCK 54, LOT 3-6	$5,651		$5,651	RMV
R149962	1S1E03AD -02300	142668	R226503370	239 WI/ SE SALMON ST	EAST PORTLAND, BLOCK 55, LOT 1&2	$2,010		$2,010	LAND
R149964	1S1E03AD -02600	142670	R226503400	1139 SE 3RD AVE	EAST PORTLAND, BLOCK 55, LOT 7&8 TL 2600	$5,486		$5,486	RMV
R149965	1S1E03AD -02400	142671	R226503420	239 SE SALMON ST	EAST PORTLAND, BLOCK 55, LOT 3-6	$4,975		$4,975	RMV
R149966	1S1E03AD -00500	142672	R226503460	202 SE YAMHILL ST	EAST PORTLAND, BLOCK 56, LOT 1&2&7&8	$4,020		$4,020	LAND
R149967	1S1E03AD -00400	142673	R226503480	217 SE TAYLOR ST	EAST PORTLAND, BLOCK 56, LOT 3&4	$2,603		$2,603	RMV
R149968	1S1E03AD -00300	142674	R226503500	1035 SE 3RD AVE	EAST PORTLAND, BLOCK 56, LOT 5&6	$2,260		$2,260	RMV
R149969	1S1E03AA -05300	142675	R226503540	933 SE 3RD AVE	EAST PORTLAND, BLOCK 57, LOT 1-8	$8,040		$8,040	LAND
R149971	1S1E03AA -04500	142676	R226503620	839 SE 3RD AVE	EAST PORTLAND, BLOCK 58, LOT 1-8, LAND & IMPS, ALSO SEE R482837	$9,018		$9,018	RMV
R149972	1S1E03AA -02900	142677	R226503700	215 SE MORRISON ST	EAST PORTLAND, BLOCK 59, LOT 1-6, HISTORIC PROPERTY 15 YR 2006,	$18,948		$18,948	RMV
R149973	1S1E03AA -02800	142678	R226503760	222-238 SE ALDER ST	EAST PORTLAND, BLOCK 59, LOT 7&8	$2,605		$2,605	RMV
R149974	1S1E03AA -01700	142679	R226503780	203 SE ALDER ST	EAST PORTLAND, BLOCK 60, LOT 1-4	$4,020		$4,020	LAND
R149975	1S1E03AA -01900	142680	R226503820	231 WI/ SE ALDER ST	EAST PORTLAND, BLOCK 60, W 1/2 OF LOT 5&6	$1,005		$1,005	LAND
R149976	1S1E03AA -01800	142681	R226503830	231 SE ALDER ST	EAST PORTLAND, BLOCK 60, E 1/2 OF LOT 5&6, LOT 7&8	$3,015		$3,015	LAND
R149977	1S1E03AA -00800	142682	R226503860	200 WI/ SE STARK ST	EAST PORTLAND, BLOCK 61, LOT 1, N 10' OF LOT 2	$1,206		$1,206	LAND
R149978	1S1E03AA -00700	142683	R226503870	200 SE STARK ST	EAST PORTLAND, BLOCK 61, S 40' OF LOT 2, LOT 3&4	$4,020		$4,020	RMV
R149979	1S1E03AA -00600	142684	R226503900	SE WASHINGTON ST	EAST PORTLAND, BLOCK 61, LOT 5&6	$2,010		$2,010	LAND
R149980	1S1E03AA -00500	142685	R226503920	SE WASHINGTON ST	EAST PORTLAND, BLOCK 61, LOT 7&8	$2,010		$2,010	LAND
R149981	1N1E34DD -04400	142686	R226503940	204-208 SE OAK ST	EAST PORTLAND, BLOCK 62, LOT 1, W 25' OF LOT 8	$2,034		$2,034	RMV
R149982	1N1E34DD -04500	142687	R226503960	215 SE STARK ST	EAST PORTLAND, BLOCK 62, LOT 2-4, W 25' OF LOT 5-7	$3,768		$3,768	LAND
R149983	1N1E34DD -04600	142688	R226504000	232 SE OAK ST	EAST PORTLAND, BLOCK 62, E 75' OF LOT 5-8	$5,780		$5,780	RMV
R149984	1N1E34DD -01400	142689	R226504040	110 SE 2ND AVE	EAST PORTLAND, BLOCK 65, LOT 1-8	$10,225		$10,225	RMV
R149987	1N1E34DD -00900	142690	R226504120	NE 2ND AVE	EAST PORTLAND, BLOCK 66, LOT 1&2	$2,502		$2,502	LAND
R149989	1N1E34DD -00800	142691	R226504130	17 SE 3RD AVE	EAST PORTLAND, BLOCK 66, LOT 3-6	$13,410		$13,410	RMV
R149990	1N1E34DD -00600	142692	R226504140	SE 3RD AVE	EAST PORTLAND, BLOCK 66 TL 600	$1,650		$1,650	LAND
R149991	1N1E34DD -00700	142693	R226504170	230 E BURNSIDE ST	EAST PORTLAND, BLOCK 66, LOT 7&8 TL 700, LAND & IMPS SEE R149992	$4,293		$4,293	RMV
R149992	1N1E34DD -00700-A1	142694	R226504171	230 E BURNSIDE ST	EAST PORTLAND, BLOCK 66, LOT 7&8 TL 700, BILLBOARD SEE R149991	$108		$108	RMV
R149993	1N1E34DA -02000	142695	R226504190	123 WI/ NE 3RD AVE	EAST PORTLAND, BLOCK 67, LOT 3&4 TL 2000	$1,312		$1,312	LAND
R149995	1N1E34DA -02100	142696	R226504240	123 WI/ NE 3RD AVE	EAST PORTLAND, BLOCK 67, LOT 3&4 TL 2100	$281		$281	LAND
R149997	1N1E34DA -02400	142697	R226504250	5-13 NE 3RD AVE	EAST PORTLAND, BLOCK 67, LOT 5 EXC PT IN ST, LOT 6	$2,028		$2,028	LAND
R149999	1N1E34DA -02500	142698	R226504270	123 WI/ NE 3RD AVE	EAST PORTLAND, BLOCK 67, LOT 7&8 TL 2500	$3,000		$3,000	LAND
R150000	1N1E34DA -02200	142699	R226504280	123 WI/ NE 3RD AVE	EAST PORTLAND, BLOCK 67, LOT 3&4 TL 2200	$302		$302	LAND
R150006	1N1E34DA -02800	142703	R226504340	123 NE 3RD AVE	EAST PORTLAND, BLOCK 68, LOT 1-3&6-8 TL 2800	$23,964		$23,964	RMV
R150007	1N1E34DA -01300	142704	R226504400	NE DAVIS ST	EAST PORTLAND, BLOCK 69, INC PT VAC ST E 45' OF LOT 1-4	$2,080		$2,080	LAND
R150009	1N1E34DA -01400	142705	R226504430	123 WI/ NE 3RD AVE	EAST PORTLAND, BLOCK 69, INC PT VAC ST-EXC E 45' LOT 1-4	$2,542		$2,542	LAND
R150011	1N1E34DA -01100	142706	R226504450	NE 3RD AVE	EAST PORTLAND, BLOCK 69, LOT 5-7 TL 1100	$688		$688	LAND
R150013	1N1E34DA -01200	142708	R226504470	123 N/ NE 3RD AVE	EAST PORTLAND, BLOCK 69, LOT 5-8 TL 1200	$3,545		$3,545	LAND
R150015	1N1E34DA -00600	142709	R226504510	211 NE EVERETT ST	EAST PORTLAND, BLOCK 70, LOT 1-4 TL 600	$14,344		$14,344	RMV
R150018	1N1E34DA -00700	142711	R226504570	211 WI/ NE EVERETT ST	EAST PORTLAND, BLOCK 70, LOT 5&6, LOT 7&8 EXC R/W	$3,105		$3,105	LAND
R150020	1N1E34DA -00200	142712	R226504660	320 S/ NE LLOYD BLVD	EAST PORTLAND, BLOCK 71&72 TL 200	$29,629		$29,629	LAND
R150022	1N1E34DA -01000	142713	R226504870	321 NE DAVIS ST	EAST PORTLAND, BLOCK 74, LOT 3&4 TL 1000	$5,088		$5,088	LAND
R150023	1N1E34DA -00900	142714	R226504890	205-207 NE M L KING BLVD	EAST PORTLAND, BLOCK 74, LOT 5 EXC PT IN ST	$3,962		$3,962	RMV
R150024	1N1E34DA -00800	142715	R226504900	205-207 WI/ NE M L KING BLVD	EAST PORTLAND, BLOCK 74, LOT 6&7 TO 800, LAND & IMPS SEE R150025	$3,156		$3,156	LAND
R150025	1N1E34DA -00800-A1	142716	R226504901	211 NE M L KING BLVD	EAST PORTLAND, BLOCK 74, LOT 6&7 TL 800, BILLBOARD SEE R150024	$177		$177	RMV
R150026	1N1E34DA -03000	142717	R226504950	111 WI/ NE M L KING BLVD	EAST PORTLAND, BLOCK 75, LOT 1&2	$6,000		$6,000	LAND
R150027	1N1E34DA -02900	142718	R226504970	111 WI/ NE M L KING BLVD	EAST PORTLAND, BLOCK 75, LOT 3&4	$6,000		$6,000	LAND
R150028	1N1E34DA -03200	142719	R226504990	111 NE M L KING BLVD	EAST PORTLAND, BLOCK 75, LOT 5&6 EXC PT IN STS	$3,942		$3,942	LAND
R150029	1N1E34DA -03100	142720	R226505010	131 NE M L KING BLVD	EAST PORTLAND, BLOCK 75, LOT 7&8 EXC PT IN ST	$7,250		$7,250	RMV
R150030	1N1E34DA -03300	142721	R226505030	SEC/ 3RD & NE COUCH ST	EAST PORTLAND, BLOCK 76, LOT 1&2 TL 3300	$3,663		$3,663	RMV

PROPID	STATEID	LIENNO	ACCTNO	SITUS	LEGALDESC	FINAL ASSESS	ADJUSTMENT PER ORDNC 186504	ADJUSTED FINAL ASSESSMENT	ASSESSTYPE
R150031	1N1E34DA -03400	142722	R226505050	NEC/ 3RD & E BURNSIDE ST	EAST PORTLAND, BLOCK 76, LOT 3&4 TL 3400	$2,387		$2,387	RMV
R150032	1N1E34DA -03500	142723	R226505070	11 NE M L KING BLVD	EAST PORTLAND, BLOCK 76, LOT 5 EXC PT IN STS, LOT 6&7 EXC PT IN	$8,139		$8,139	LAND
R150033	1N1E34DD -00500	142724	R226505110	5 WI/ SE M L KING BLVD	EAST PORTLAND, BLOCK 77, LOT 1 EXC PT IN ST, LOT 2	$6,722		$6,722	RMV
R150034	1N1E34DD -00400	142725	R226505130	5 WI/ SE M L KING BLVD	EAST PORTLAND, BLOCK 77, LOT 3&4 EXC PT IN STS	$5,394		$5,394	LAND
R150035	1N1E34DD -00300	142726	R226505150	5 WI/ SE M L KING BLVD	EAST PORTLAND, BLOCK 77, LOT 5 EXC PT IN ST	$2,400		$2,400	LAND
R150036	1N1E34DD -00200	142727	R226505160	17 SE M L KING BLVD	EAST PORTLAND, BLOCK 77, LOT 6 EXC PT IN ST	$4,238		$4,238	RMV
R150037	1N1E34DD -00100	142728	R226505170	5 SE M L KING BLVD	EAST PORTLAND, BLOCK 77, LOT 7 EXC PT IN ST, LOT 8 EXC PT IN STS	$17,161		$17,161	RMV
R150038	1N1E34DD -01800	142729	R226505190	139 SE M L KING BLVD	EAST PORTLAND, BLOCK 78, LOT 1-4, LOT 5&6 EXC PT IN ST	$17,048		$17,048	RMV
R150039	1N1E34DD -01900	142730	R226505250	SWC/ ANKENY & SE M L KING BLVD	EAST PORTLAND, BLOCK 78, LOT 7&8 EXC PT IN STS, LAND R22650525	$3,900		$3,900	LAND
R150041	1N1E34DD -04700	142732	R226505270	409 SE M L KING BLVD	EAST PORTLAND, BLOCK 81, LOT 1&21, LOT 7&8 EXC PT IN ST	$15,905		$15,905	RMV
R150042	1N1E34DD -04800	142733	R226505290	437 SE M L KING BLVD	EAST PORTLAND, BLOCK 81, LOT 3&4, LOT 5&6 EXC PT IN ST	$15,909		$15,909	RMV
R150043	1S1E03AA -00400	142734	R226505370	312 SE STARK ST	EAST PORTLAND, BLOCK 82, W 90' OF LOT 1&2	$6,337		$6,337	RMV
R150044	1S1E03AA -00100	142735	R226505390	SWC/ STARK & SE M L KING BLVD	EAST PORTLAND, BLOCK 82, E 10' OF LOT 1&2, LOT 7&8 EXC PT IN ST	$5,400		$5,400	LAND
R150045	1S1E03AA -00300	142736	R226505420	307 SE WASHINGTON ST	EAST PORTLAND, BLOCK 82, LOT 3&4	$6,090		$6,090	RMV
R150046	1S1E03AA -00200	142737	R226505440	525 SE M L KING BLVD	EAST PORTLAND, BLOCK 82, LOT 5&6 EXC PT IN ST	$8,568		$8,568	RMV
R150047	1S1E03AA -02100	142738	R226505460	302 SE WASHINGTON ST	EAST PORTLAND, BLOCK 83, LOT 1&2	$7,303		$7,303	RMV
R150048	1S1E03AA -02000	142739	R226505480	307 SE ALDER ST	EAST PORTLAND, BLOCK 83, LOT 3&4	$6,283		$6,283	RMV
R150049	1S1E03AA -02200	142740	R226505500	621-637 SE M L KING BLVD	EAST PORTLAND, BLOCK 83, LOT 5-8 EXC PT IN ST	$15,138		$15,138	RMV
R150051	1S1E03AA -02700	142741	R226505540	711 WI/ SE M L KING BLVD	EAST PORTLAND, BLOCK 84, LOT 1&2	$6,000		$6,000	LAND
R150052	1S1E03AA -02500	142742	R226505560	711 WI/ SE M L KING BLVD	EAST PORTLAND, BLOCK 84, E 1/2 OF LOT 3&4	$3,000		$3,000	LAND
R150053	1S1E03AA -02600	142743	R226505570	301 SE MORRISON ST	EAST PORTLAND, BLOCK 84, W 1/2 OF LOT 3&4	$5,156		$5,156	RMV
R150054	1S1E03AA -02400	142744	R226505580	711 WI/ SE M L KING BLVD	EAST PORTLAND, BLOCK 84, LOT 5&6 EXC PT IN ST, S 1.5' OF LOT 7 EXC	$4,872		$4,872	LAND
R150055	1S1E03AA -02300	142745	R226505610	711 SE M L KING BLVD	EAST PORTLAND, BLOCK 84, N 48.5' OF LOT 7 EXC PT IN ST, LOT 8 EXC	$4,728		$4,728	LAND
R150056	1S1E03AA -04600-U1	142746	R226505630	840 N/ SE 3RD AVE	EAST PORTLAND, BLOCK 85, UND 1/2 INT LOT 1&2	$6,000		$6,000	LAND
R150057	1S1E03AA -04600-U2	142747	R226505631	840 N/ SE 3RD AVE	EAST PORTLAND, BLOCK 85, UND 1/2 INT LOT 1&2	$6,011		$6,011	LAND
R150058	1S1E03AA -04700	142748	R226505650	840 SE 3RD AVE	EAST PORTLAND, BLOCK 85, LOT 3&4	$6,000		$6,000	LAND
R150059	1S1E03AA -04900	142749	R226505670	831 SE M L KING BLVD	EAST PORTLAND, BLOCK 85, LOT 5&6 EXC PT IN ST, E 1/2 OF LOT 7&8	$7,104		$7,104	RMV
R150060	1S1E03AA -04800	142750	R226505700	322-328 SE MORRISON ST	EAST PORTLAND, BLOCK 85, W 1/2 OF LOT 7&8	$3,979		$3,979	RMV
R150061	1S1E03AA -05200	142751	R226505720	937 SE M L KING BLVD	EAST PORTLAND, BLOCK 86, LOT 2-4, LOT 5-7 EXC E 72'	$14,642		$14,642	RMV
R150062	1S1E03AA -05000	142752	R226505740	937 WI/ SE M L KING BLVD	EAST PORTLAND, BLOCK 86, LOT 5-8 TL 5000	$5,416		$5,416	LAND
R150063	1S1E03AA -05100	142753	R226505760	937 WI/ SE M L KING BLVD	EAST PORTLAND, BLOCK 86, LOT 1&8 TL 5100	$2,797		$2,797	LAND
R150064	1S1E03AD -00200	142754	R226505770	321 SE TAYLOR ST	EAST PORTLAND, BLOCK 87, LOT 1-4, W 28' OF LOT 5-8	$22,296		$22,296	RMV
R150065	1S1E03AD -00100	142755	R226505800	321 WI/ SE TAYLOR ST	EAST PORTLAND, BLOCK 87, E 72' OF LOT 5-8 EXC PT IN ST	$6,240		$6,240	LAND
R150066	1S1E03AD -02700	142756	R226505810	1137 WI/ SE M L KING BLVD	EAST PORTLAND, BLOCK 88, LOT 1-8 TL 2700	$15,360		$15,360	LAND
R150067	1S1E03AD -02800	142757	R226505850	1137 SE M L KING BLVD	EAST PORTLAND, BLOCK 88, LOT 5-8 TL 2800	$18,649		$18,649	RMV
R150068	1S1E03AD -02900	142758	R226505860	330 SE SALMON ST	EAST PORTLAND, BLOCK 89, LOT 1-4, LOT 5-8 EXC PT IN ST	$26,525		$26,525	RMV
R150069	1S1E03AD -05500	142759	R226505900	1305-1337 SE M L KING BLVD	EAST PORTLAND, BLOCK 90, LOT 1-4 & LOT 5-8 EXC PT IN ST, HISTORIC	$37,004		$37,004	RMV
R150070	1S1E03AD -05900	142760	R226505980	316 SE MADISON ST	EAST PORTLAND, BLOCK 91, LOT 1&2	$6,262		$6,262	RMV
R150071	1S1E03AD -05800	142761	R226506000	307 SE HAWTHORNE BLVD	EAST PORTLAND, BLOCK 91, LOT 3, LOT 4 EXC PT IN ST	$19,568		$19,568	RMV
R150072	1S1E03AD -05700	142762	R226506020	1431 SE M L KING BLVD	EAST PORTLAND, BLOCK 91, LOT 5 EXC PT IN STS, LOT 6 EXC PT IN ST	$19,471		$19,471	RMV
R150073	1S1E03AD -05600	142763	R226506040	1431 WI/ SE M L KING BLVD	EAST PORTLAND, BLOCK 91, LOT 7&8 EXC PT IN ST	$4,800		$4,800	LAND
R150074	1S1E02BC -04100	142764	R226506090	SE HAWTHORNE BLVD	EAST PORTLAND, BLOCK 92&93 TL 4100	$1,800		$1,800	LAND
R150075	1S1E02BC -04000	142765	R226506110	1302-1310 SE M L KING BLVD	EAST PORTLAND, BLOCK 93, LOT 1-4	$13,475		$13,475	RMV
R150076	1S1E02BC -04200	142766	R226506150	1327 SE GRAND AVE	EAST PORTLAND, BLOCK 93, LOT 5-7 EXC PT IN ST	$8,100		$8,100	LAND
R150077	1S1E02BC -04300	142767	R226506180	1301 SE GRAND AVE	EAST PORTLAND, BLOCK 93, LOT 8 EXC PT IN ST	$3,498		$3,498	RMV
R150078	1S1E02BC -03800	142768	R226506190	1206 SE M L KING BLVD	EAST PORTLAND, BLOCK 94, LOT 1&2	$7,649		$7,649	RMV
R150079	1S1E02BC -03700	142769	R226506210	1205 SE GRAND AVE	EAST PORTLAND, BLOCK 94, LOT 7&8 EXC PT IN ST	$5,458		$5,458	RMV
R150080	1S1E02BC -03900	142770	R226506230	1234 SE M L KING BLVD	EAST PORTLAND, BLOCK 94, LOT 3&4	$6,748		$6,748	RMV
R150081	1S1E02BC -03600	142771	R226506250	1225 SE GRAND AVE	EAST PORTLAND, BLOCK 94, LOT 5&6 EXC PT IN ST	$9,911		$9,911	RMV
R150083	1S1E02BC -01600	142772	R226506270	1100-1130 SE M L KING BLVD	EAST PORTLAND, BLOCK 95, LOT 1-4	$12,000		$12,000	LAND
R150084	1S1E02BC -01700	142773	R226506310	1125-1135 SE GRAND AVE	EAST PORTLAND, BLOCK 95, LOT 5&6 EXC PT IN ST, LAND & IMPS SEE	$5,450		$5,450	RMV
R150086	1S1E02BC -01800	142775	R226506330	1111 SE GRAND AVE	EAST PORTLAND, BLOCK 95, LOT 7&8 EXC PT IN ST	$7,363		$7,363	RMV
R150087	1S1E02BC -01500	142776	R226506350	1025 WI/ SE GRAND AVE	EAST PORTLAND, BLOCK 96, LOT 1&2 EXC PT IN ST	$5,227		$5,227	LAND
R150089	1S1E02BC -01400	142777	R226506390	1005-1025 SE GRAND AVE	EAST PORTLAND, BLOCK 96, LOT 3&4, LOT 5-8 EXC PT IN ST	$18,565		$18,565	RMV
R150090	1S1E02BB -08200	142778	R226506430	SE M L KING BLVD	EAST PORTLAND, BLOCK 97, LOT 1&2&5-8 TL 8200	$8,886	($4,443)	$4,443	LAND
R150091	1S1E02BB -08300	142779	R226506440	SE M L KING BLVD	EAST PORTLAND, BLOCK 97, LOT 1&2&5-8 TL 8300	$15,114		$15,114	LAND
R150092	1S1E02BB -05900	142780	R226506500	SE M L KING BLVD	EAST PORTLAND, BLOCK 98 TL 5900	$1,800	($900)	$900	LAND
R150093	1S1E02BB -05800	142781	R226506510	SE MORRISON ST	EAST PORTLAND, BLOCK 98&99 TL 5800	$1,689	($864)	$825	LAND
R150094	1S1E02BB -05700	142782	R226506530	706 SE M L KING BLVD	EAST PORTLAND, BLOCK 99, LOT 1&2	$9,269		$9,269	RMV
R150095	1S1E02BB -05600	142783	R226506550	706 WI/ SE M L KING BLVD	EAST PORTLAND, BLOCK 99, LOT 3	$3,000		$3,000	LAND
R150096	1S1E02BB -05500	142784	R226506580	721-727 SE GRAND AVE	EAST PORTLAND, BLOCK 99, N 1' OF LOT 5 & EXC PT IN ST, LOT 6 EXC PT	$8,269		$8,269	RMV
R150097	1S1E02BB -05400	142785	R226506590	711-719 SE GRAND AVE	EAST PORTLAND, BLOCK 99, LOT 7 EXC PT IN ST, S 1 5/6' OF LOT 8 EXC	$18,019		$18,019	RMV
R150098	1S1E02BB -05300	142786	R226506600	701-707 SE GRAND AVE	EAST PORTLAND, BLOCK 99, N 48 1/6' OF LOT 8 EXC PT IN ST	$12,091		$12,091	RMV
R150099	1S1E02BB -02300	142787	R226506610	620 SE M L KING BLVD	EAST PORTLAND, BLOCK 100, LOT 1-4, LOT 5-8 EXC PT IN ST	$22,800		$22,800	LAND
R150103	1S1E02BB -02000	142790	R226506710	SE M L KING BLVD	EAST PORTLAND, BLOCK 101, S 22.2' OF W 79.54' OF LOT 2, W 79.54' OF	$5,061		$5,061	RMV
R150105	1S1E02BB -01800	142792	R226506730	523-535 SE GRAND AVE	EAST PORTLAND, BLOCK 101, E 20.46' OF LOT 3, LOT 5&6 EXC PT IN ST,	$30,700		$30,700	RMV
R150106	1S1E02BB -01700	142793	R226506760	509 SE GRAND AVE	EAST PORTLAND, BLOCK 101, LOT 2&7&8 TL 1700	$16,117		$16,117	RMV
R150107	1N1E35CC -12500	142794	R226506790	402 SE M L KING BLVD	EAST PORTLAND, BLOCK 102, LOT 1	$3,000		$3,000	LAND
R150108	1N1E35CC -12600	142795	R226506800	402 WI/ SE M L KING BLVD	EAST PORTLAND, BLOCK 102, N 1/2 OF LOT 2 EXC PT IN ST, LAND ONLY	$1,500		$1,500	LAND

PROPID	STATEID	LIENNO	ACCTNO	SITUS	LEGALDESC	FINAL ASSESS	ADJUSTMENT PER ORDNC 186504	ADJUSTED FINAL ASSESSMENT	ASSESSTYPE
R150110	1N1E35CC -12700	142797	R226506810	438 SE M L KING BLVD	EAST PORTLAND, BLOCK 102, S 1/2 OF LOT 2, LOT 3&4	$7,500		$7,500	LAND
R150111	1N1E35CC -12300	142798	R226506840	439 SE GRAND AVE	EAST PORTLAND, BLOCK 102, LOT 5&6 EXC PT IN ST	$17,343		$17,343	RMV
R150112	1N1E35CC -12400	142799	R226506860	439 WI/ SE GRAND AVE	EAST PORTLAND, BLOCK 102, LOT 7&8 EXC PT IN ST	$5,400		$5,400	LAND
R150113	1N1E35CC -07900	142800	R226506880	300 SE M L KING BLVD	EAST PORTLAND, BLOCK 103, LOT 1	$3,000		$3,000	LAND
R150114	1N1E35CC -08000	142801	R226506890	318 SE M L KING BLVD	EAST PORTLAND, BLOCK 103, LOT 2	$3,000		$3,000	LAND
R150115	1N1E35CC -08100	142802	R226506900	338 WI/ SE M L KING BLVD	EAST PORTLAND, BLOCK 103, LOT 3	$3,000		$3,000	LAND
R150116	1N1E35CC -08200	142803	R226506910	330-338 SE M L KING BLVD	EAST PORTLAND, BLOCK 103, LOT 4	$11,418		$11,418	RMV
R150117	1N1E35CC -08300	142804	R226506920	317 WI/ SE GRAND AVE	EAST PORTLAND, BLOCK 103, LOT 5,6	$5,400		$5,400	LAND
R150118	1N1E35CC -08400	142805	R226506940	317 SE GRAND AVE	EAST PORTLAND, BLOCK 103, LOT 7	$3,927		$3,927	RMV
R150119	1N1E35CC -08500	142806	R226506950	317 WI/ SE GRAND AVE	EAST PORTLAND, BLOCK 103, LOT 8	$2,700		$2,700	LAND
R150120	1N1E35CC -07700	142807	R226506960	200 SE M L KING BLVD	EAST PORTLAND, BLOCK 104, LOT 1-3, POTENTIAL ADDITIONAL TAX	$10,068		$10,068	RMV
R150121	1N1E35CC -07800	142808	R226506990	407 SE PINE ST	EAST PORTLAND, BLOCK 104, W 72' OF LOT 4	$3,166		$3,166	RMV
R150122	1N1E35CC -07300	142809	R226507000	407 E/ SE PINE ST	EAST PORTLAND, BLOCK 104, E 28' OF LOT 4, W 25' OF LOT 5	$1,746		$1,746	RMV
R150123	1N1E35CC -07200	142810	R226507010	317 WI/ SE GRAND AVE	EAST PORTLAND, BLOCK 104, E 65' OF LOT 5	$1,950		$1,950	LAND
R150124	1N1E35CC -07400	142811	R226507020	200 WI/ SE M L KING BLVD	EAST PORTLAND, BLOCK 104, LOT 6	$2,700		$2,700	LAND
R150125	1N1E35CC -07500	142812	R226507030	215 SE GRAND AVE	EAST PORTLAND, BLOCK 104, LOT 7	$4,786		$4,786	RMV
R150126	1N1E35CC -07600	142813	R226507040	203-207 SE GRAND AVE	EAST PORTLAND, BLOCK 104, LOT 8	$11,754		$11,754	RMV
R150127	1N1E35CC -03000	142814	R226507050	107 WI/ SE GRAND AVE	EAST PORTLAND, BLOCK 105, LOT 1	$3,000		$3,000	LAND
R150128	1N1E35CC -03100	142815	R226507060	107 WI/ SE GRAND AVE	EAST PORTLAND, BLOCK 105, LOT 2	$3,000		$3,000	LAND
R150129	1N1E35CC -03200	142816	R226507070	138 SE M L KING BLVD	EAST PORTLAND, BLOCK 105, LOT 3&4	$11,547		$11,547	RMV
R150130	1N1E35CC -03300	142817	R226507090	107 SE GRAND AVE	EAST PORTLAND, BLOCK 105, LOT 5-8	$20,624		$20,624	RMV
R150131	1N1E35CC -02600	142818	R226507130	400 E BURNSIDE ST	EAST PORTLAND, BLOCK 106, LOT 1 EXC PT IN ST, LOT 2	$23,127		$23,127	RMV
R150132	1N1E35CC -02700	142819	R226507150	400 WI/ E BURNSIDE ST	EAST PORTLAND, BLOCK 106, LOT 3	$3,000		$3,000	LAND
R150133	1N1E35CC -02900	142820	R226507160	400 WI/ E BURNSIDE ST	EAST PORTLAND, BLOCK 106, W 60' OF LOT 4 EXC PT IN ST	$1,680		$1,680	LAND
R150134	1N1E35CC -02800	142821	R226507170	400 WI/ E BURNSIDE ST	EAST PORTLAND, BLOCK 106, E 40' OF LOT 4	$1,200		$1,200	LAND
R150135	1N1E35CC -02500	142822	R226507180	400 WI/ E BURNSIDE ST	EAST PORTLAND, BLOCK 106, LOT 5	$2,700		$2,700	LAND
R150136	1N1E35CC -02400	142823	R226507190	400 WI/ E BURNSIDE ST	EAST PORTLAND, BLOCK 106, LOT 6	$2,700		$2,700	LAND
R150137	1N1E35CC -02300	142824	R226507200	400 WI/ E BURNSIDE ST	EAST PORTLAND, BLOCK 106, LOT 7, LAND & IMPS, SEE R150138	$2,700		$2,700	LAND
R150139	1N1E35CC -02200	142826	R226507210	400 WI/ E BURNSIDE ST	EAST PORTLAND, BLOCK 106, LOT 8 EXC PT IN ST	$1,890		$1,890	LAND
R150140	1N1E35CB -08800	142827	R226507220	30 NE M L KING BLVD	EAST PORTLAND, BLOCK 107, LOT 1 EXC PT IN ST, LOT 2, LOT 7&8	$19,500		$19,500	RMV
R150141	1N1E35CB -08900	142828	R226507240	419 E BURNSIDE ST	EAST PORTLAND, BLOCK 107, LOT 3, LOT 4 EXC PT IN ST	$5,814		$5,814	RMV
R150142	1N1E35CB -08700	142829	R226507260	419 WI/ E BURNSIDE ST	EAST PORTLAND, BLOCK 107, LOT 5 EXC PT IN ST & LOT 6	$4,590		$4,590	LAND
R150144	1N1E35CB -03500	142831	R226507300	107 WI/ NE GRAND AVE	EAST PORTLAND, BLOCK 108, LOT 1	$3,000		$3,000	LAND
R150145	1N1E35CB -03600	142832	R226507310	140 NE M L KING BLVD	EAST PORTLAND, BLOCK 108, LOT 2, LAND ONLY SEE R150146	$3,000		$3,000	LAND
R150146	1N1E35CB -03600-A1	142833	R226507311	140 NE M L KING BLVD	EAST PORTLAND, BLOCK 108, LOT 2, IMPS ONLY SEE R150145	$114		$114	RMV
R150147	1N1E35CB -03700	142834	R226507320	118 NE M L KING BLVD	EAST PORTLAND, BLOCK 108, N 40' OF LOT 3	$2,622		$2,622	RMV
R150148	1N1E35CB -03800	142835	R226507330	100-110 NE M L KING BLVD	EAST PORTLAND, BLOCK 108, S 10' OF LOT 3, LOT 4	$6,287		$6,287	RMV
R150149	1N1E35CB -03900	142836	R226507340	107 NE GRAND AVE	EAST PORTLAND, BLOCK 108, LOT 5&6,7&8	$12,233		$12,233	RMV
R150150	1N1E35CB -03400	142837	R226507380	240 NE M L KING BLVD	EAST PORTLAND, BLOCK 109, LOT 1 EXC PT IN ST, N 15' OF LOT 2 EXC PT	$3,569		$3,569	LAND
R150152	1N1E35CB -03300	142839	R226507400	206 NE M L KING BLVD	EAST PORTLAND, BLOCK 109, S 35' OF LOT 2 EXC PT IN ST, LOT 3&4 EXC	$7,818		$7,818	LAND
R150153	1N1E35CB -03200	142840	R226507420	203 NE GRAND AVE	EAST PORTLAND, BLOCK 109, LOT 5&6	$5,400		$5,400	LAND
R150154	1N1E35CB -03100	142841	R226507440	233 NE GRAND AVE	EAST PORTLAND, BLOCK 109, LOT 7&8, LAND & IMPS SEE R150155	$5,400		$5,400	LAND
R150155	1N1E35CB -03100-A1	142842	R226507441	233 NE GRAND AVE	EAST PORTLAND, BLOCK 109, LOT 7&8, BILLBOARD SEE R150154	$490		$490	RMV
R150156	1N1E35CB -00500	142843	R226507480	430 W/ NE GLISAN ST	EAST PORTLAND, BLOCK 111 TL 500, LAND & IMPS SEE R150157	$14,670		$14,670	LAND
R150157	1N1E35CB -00500-A1	142844	R226507481	430 W/ NE GLISAN ST	EAST PORTLAND, BLOCK 111 TL 500, BILLBOARD SEE R150156	$192		$192	RMV
R150158	1N1E35CB -00400	142845	R226507500	430 NE GLISAN ST	EAST PORTLAND, N 94.67' OF E 1/2 OF BLOCK 111 EXC PT IN STS	$4,489		$4,489	RMV
R150161	1N1E35CB -03000	142847	R226507590	226 NE GRAND AVE	EAST PORTLAND, BLOCK 114, LOT 1-4	$10,800		$10,800	LAND
R150165	1N1E35CB -02700	142848	R226507630	521-525 NE DAVIS ST	EAST PORTLAND, BLOCK 114, LOT 5-8 TL 2700	$7,291		$7,291	RMV
R150166	1N1E35CB -02500	142849	R226507640	NE 6TH AVE	EAST PORTLAND, BLOCK 114, N 15' OF E 1/2 OF LOT 5, S 20' OF E 1/2 OF	$1,050		$1,050	LAND
R150167	1N1E35CB -02400	142850	R226507650	217 NE 6TH AVE	EAST PORTLAND, BLOCK 114, N 30' OF E 1/2 OF LOT 6	$930		$930	RMV
R150168	1N1E35CB -02600	142851	R226507660	201-203 NE 6TH AVE	EAST PORTLAND, BLOCK 114, S 35' OF E 1/2 OF LOT 5	$1,486		$1,486	RMV
R150169	1N1E35CB -02300	142852	R226507670	223-227 NE 6TH AVE	EAST PORTLAND, BLOCK 114, LOT 7&8 TL 2300	$4,209		$4,209	LAND
R150170	1N1E35CB -04000	142853	R226507690	132 NE GRAND AVE	EAST PORTLAND, BLOCK 115, LOT 1&2 EXC PT IN ST	$5,400		$5,400	LAND
R150171	1N1E35CB -04100	142854	R226507710	106 NE GRAND AVE	EAST PORTLAND, BLOCK 115, LOT 3&4 EXC PT IN ST	$9,157		$9,157	RMV
R150174	1N1E35CB -08500	142857	R226507760	20-34 NE GRAND AVE	EAST PORTLAND, BLOCK 116, LOT 1&2	$5,867		$5,867	RMV
R150175	1N1E35CB -08400	142858	R226507780	16 NE GRAND AVE	EAST PORTLAND, BLOCK 116, LOT 3	$2,700		$2,700	LAND
R150176	1N1E35CB -08300	142859	R226507790	515 E BURNSIDE ST	EAST PORTLAND, BLOCK 116, LOT 4 EXC PT IN ST	$6,810		$6,810	RMV
R150177	1N1E35CB -08200	142860	R226507800	515 WI/ E BURNSIDE ST	EAST PORTLAND, BLOCK 116, LOT 5 EXC PT IN ST, LOT 6	$5,280		$5,280	LAND
R150178	1N1E35CB -08100	142861	R226507820	530 NE COUCH ST	EAST PORTLAND, BLOCK 116, LOT 7&8	$8,638		$8,638	RMV
R150179	1N1E35CC -02100	142862	R226507840	4-12 SE GRAND AVE	EAST PORTLAND, BLOCK 117, LOT 1 EXC PT IN ST, LOT 2&3, N 1/2 OF LOT	$14,989		$14,989	RMV
R150180	1N1E35CC -02000	142863	R226507870	30 SE GRAND AVE	EAST PORTLAND, BLOCK 117, LOT 4	$6,326		$6,326	RMV
R150181	1N1E35CC -01900	142864	R226507880	30 WI/ SE GRAND AVE	EAST PORTLAND, BLOCK 117, LOT 5	$3,000		$3,000	LAND
R150182	1N1E35CC -01800	142865	R226507890	15 SE 6TH AVE	EAST PORTLAND, BLOCK 117, LOT 6, S 1/2 OF LOT 7	$4,500		$4,500	LAND
R150183	1N1E35CC -01700	142866	R226507920	524 E BURNSIDE ST	EAST PORTLAND, BLOCK 117, LOT 8 EXC PT IN ST	$36,719		$36,719	RMV
R150184	1N1E35CC -03500	142867	R226507930	107 WI/ SE GRAND AVE	EAST PORTLAND, BLOCK 118, E 25' OF LOT 1	$750		$750	LAND
R150185	1N1E35CC -03400	142868	R226507940	107 WI/ SE GRAND AVE	EAST PORTLAND, BLOCK 118, LOT 1 EXC E 25'-EXC PT IN ST	$1,950		$1,950	LAND
R150186	1N1E35CC -03600	142869	R226507950	107 WI/ SE GRAND AVE	EAST PORTLAND, BLOCK 118, LOT 2 EXC PT IN ST	$2,700		$2,700	LAND
R150187	1N1E35CC -03700	142870	R226507960	107 WI/ SE GRAND AVE	EAST PORTLAND, BLOCK 118, LOT 3, LAND & BLACK TOP SEE R150188	$2,700		$2,700	LAND
R150189	1N1E35CC -03800	142872	R226507970	107 WI/ SE GRAND AVE	EAST PORTLAND, BLOCK 118, LOT 4 EXC PT IN ST	$2,700		$2,700	LAND

PROPID	STATEID	LIENNO	ACCTNO	SITUS	LEGALDESC	FINAL ASSESS	ADJUSTMENT PER ORDNC 186504	ADJUSTED FINAL ASSESSMENT	ASSESSTYPE
R150190	1N1E35CC -03900	142873	R226507980	537 SE ASH ST	EAST PORTLAND, BLOCK 118, LOT 5&6	$26,188		$26,188	RMV
R150191	1N1E35CC -04100	142874	R226508000	532 SE ANKENY ST	EAST PORTLAND, BLOCK 118, E 1/2 OF LOT 7&8	$6,274		$6,274	RMV
R150192	1N1E35CC -04000	142875	R226508010	532 WI/ SE ANKENY ST	EAST PORTLAND, BLOCK 118, W 1/2 OF LOT 7&8	$3,000		$3,000	LAND
R150193	1N1E35CC -07000	142876	R226508020	236 WI/ SE GRAND AVE	EAST PORTLAND, BLOCK 119, LOT 1&2	$5,400		$5,400	LAND
R150194	1N1E35CC -07100	142877	R226508040	234-236 SE GRAND AVE	EAST PORTLAND, BLOCK 119, LOT 3&4	$10,721		$10,721	RMV
R150195	1N1E35CC -06700	142878	R226508060	225-239 SE 6TH AVE	EAST PORTLAND, BLOCK 119, E 1/2 OF LOT 5&6	$3,660		$3,660	RMV
R150196	1N1E35CC -06800	142879	R226508070	523-527 SE PINE ST	EAST PORTLAND, BLOCK 119, W 1/2 OF LOT 5&6	$5,518		$5,518	RMV
R150197	1N1E35CC -06900	142880	R226508080	524 SE ASH ST	EAST PORTLAND, BLOCK 119, W 1/2 OF LOT 7&8	$4,597		$4,597	RMV
R150198	1N1E35CC -06600	142881	R226508090	538 SE ASH ST	EAST PORTLAND, BLOCK 119, E 1/2 OF LOT 7&8	$7,976		$7,976	RMV
R150199	1N1E35CC -08600	142882	R226508100	324 WI/ SE GRAND AVE	EAST PORTLAND, BLOCK 120, LOT 1	$2,700		$2,700	LAND
R150200	1N1E35CC -08700	142883	R226508110	314-318 SE GRAND AVE	EAST PORTLAND, BLOCK 120, LOT 2	$3,956		$3,956	RMV
R150201	1N1E35CC -08800	142884	R226508120	324 SE GRAND AVE	EAST PORTLAND, BLOCK 120, LOT 3&4	$11,758		$11,758	RMV
R150202	1N1E35CC -08900	142885	R226508140	525 SE OAK ST	EAST PORTLAND, BLOCK 120, LOT 5&6	$6,000		$6,000	LAND
R150203	1N1E35CC -09100	142886	R226508160	530 SE PINE ST	EAST PORTLAND, BLOCK 120, E 65' OF LOT 7&8	$6,614		$6,614	RMV
R150204	1N1E35CC -09000	142887	R226508170	324 WI/ SE GRAND AVE	EAST PORTLAND, BLOCK 120, W 35' OF LOT 7&8	$2,100		$2,100	LAND
R150205	1N1E35CC -12100	142888	R226508180	400-418 SE GRAND AVE	EAST PORTLAND, BLOCK 121, LOT 1&2 EXC PT IN ST, W 10' OF LOT 7&8,	$12,254		$12,254	RMV
R150206	1N1E35CC -12200	142889	R226508200	420-438 SE GRAND AVE	EAST PORTLAND, BLOCK 121, LOT 3&4 EXC PT IN ST, W 10' OF LOT 5&6,	$12,773		$12,773	RMV
R150207	1N1E35CC -11900	142890	R226508220	523-537 SE STARK ST	EAST PORTLAND, BLOCK 121, E 90' OF LOT 5&6	$5,593		$5,593	RMV
R150208	1N1E35CC -12000	142891	R226508240	544 SE OAK ST	EAST PORTLAND, BLOCK 121, E 90' OF LOT 7&8	$6,342		$6,342	RMV
R150209	1S1E02BB -01600	142892	R226508260	510 WI/ SE STARK ST	EAST PORTLAND, BLOCK 122, LOT 1&2 EXC PT IN ST	$5,400		$5,400	LAND
R150210	1S1E02BB -01500	142893	R226508280	520-526 SE GRAND AVE	EAST PORTLAND, BLOCK 122, LOT 3 EXC PT IN ST	$7,098		$7,098	RMV
R150211	1S1E02BB -01400	142894	R226508290	532-538 SE GRAND AVE	EAST PORTLAND, BLOCK 122, LOT 4 EXC PT IN ST, W 10' OF LOT 5	$25,592		$25,592	RMV
R150212	1S1E02BB -01300	142895	R226508300	NEC/ 6TH & SE WASHINGTON ST	EAST PORTLAND, BLOCK 122, E 90' OF LOT 5, LOT 6	$5,700		$5,700	LAND
R150213	1S1E02BB -01200	142896	R226508320	510 SE STARK ST	EAST PORTLAND, BLOCK 122, LOT 7&8	$7,171		$7,171	RMV
R150214	1S1E02BB -02400	142897	R226508340	614 SE GRAND AVE	EAST PORTLAND, BLOCK 123, LOT 1-4 EXC PT IN ST	$46,783		$46,783	RMV
R150215	1S1E02BB -02500	142898	R226508390	537 SE ALDER ST	EAST PORTLAND, BLOCK 123, LOT 5&6, W 32 2/3' OF LOT 7&8	$7,959		$7,959	LAND
R150216	1S1E02BB -02600	142899	R226508420	603-619 SE 6TH AVE	EAST PORTLAND, BLOCK 123, E 67 1/3' OF LOT 7&8	$7,326		$7,326	RMV
R150217	1S1E02BB -05200	142900	R226508430	702-710 SE GRAND AVE	EAST PORTLAND, BLOCK 124, LOT 1 EXC PT IN ST, HISTORIC 15 YR 1999,	$7,173		$7,173	RMV
R150218	1S1E02BB -05100	142901	R226508440	716 SE GRAND AVE	EAST PORTLAND, BLOCK 124, LOT 2 EXC PT IN ST	$6,317		$6,317	RMV
R150219	1S1E02BB -05000	142902	R226508450	511-517 SE MORRISON ST	EAST PORTLAND, BLOCK 124, LOT 3 EXC PT IN ST, LOT 4 EXC PT IN STS,	$9,277		$9,277	RMV
R150221	1S1E02BB -04900	142904	R226508470	519-535 SE MORRISON ST	EAST PORTLAND, BLOCK 124, LOT 5 EXC PT IN ST, LOT 6, POTENTIAL	$16,070		$16,070	RMV
R150222	1S1E02BB -04800	142905	R226508490	SWC/ 6TH & SE ALDER ST	EAST PORTLAND, BLOCK 124, LOT 7&8	$6,000		$6,000	LAND
R150223	1S1E02BB -06100	142906	R226508510	510 SE MORRISON ST	EAST PORTLAND, BLOCK 125 TL 6100	$87,654		$87,654	RMV
R150225	1S1E02BB -06000	142907	R226508570	830-838 SE GRAND AVE	EAST PORTLAND, BLOCK 125, W 65' OF LOT 4 EXC PT IN ST	$7,381		$7,381	RMV
R150226	1S1E02BB -06200	142908	R226508590	818 SE 6TH AVE	EAST PORTLAND, BLOCK 138, LOT 1&8 EXC PT IN ST, LOT 2-7	$11,280		$11,280	LAND
R150227	1S1E02BB -04700	142909	R226508670	706-710 SE 6TH AVE	EAST PORTLAND, BLOCK 139, LOT 1	$3,551		$3,551	RMV
R150228	1S1E02BB -04600	142910	R226508680	726 SE 6TH AVE	EAST PORTLAND, BLOCK 139, LOT 2, LOT 3 EXC SLY 2.5'	$2,925		$2,925	LAND
R150229	1S1E02BB -04500	142911	R226508690	601-619 SE MORRISON ST	EAST PORTLAND, BLOCK 139, SLY 2.5' OF LOT 3, LOT 4 EXC PT IN ST	$2,593		$2,593	RMV
R150230	1S1E02BB -04400	142912	R226508710	621-635 SE MORRISON ST	EAST PORTLAND, BLOCK 139, LOT 5 EXC PT IN ST, LOT 6, S 12' OF LOT 7	$4,890		$4,890	RMV
R150231	1S1E02BB -04300	142913	R226508730	622-626 SE ALDER ST	EAST PORTLAND, BLOCK 139, N 38' OF LOT 7, LOT 8	$4,729		$4,729	RMV
R150232	1S1E02BB -02700	142914	R226508740	610 SE 6TH AVE	EAST PORTLAND, BLOCK 140, LOT 1, N 37.5' OF LOT 2	$2,625		$2,625	LAND
R150233	1S1E02BB -03000	142915	R226508760	621 SE 7TH AVE	EAST PORTLAND, BLOCK 140, N 37.5' OF LOT 7, LOT 8, LAND & IMPS SEE	$3,022		$3,022	RMV
R150235	1S1E02BB -02800	142917	R226508780	615 SE ALDER ST	EAST PORTLAND, BLOCK 140, S 12.5' OF LOT 2, LOT 3&4, W 47' OF LOT	$4,961		$4,961	LAND
R150236	1S1E02BB -02900	142918	R226508810	635 SE 7TH AVE	EAST PORTLAND, BLOCK 140, E 53' OF LOT 5&6, E 53' OF S 12.5' OF LOT 7	$1,788		$1,788	LAND
R150237	1S1E02BB -01100	142919	R226508820	600-612 SE STARK ST	EAST PORTLAND, BLOCK 141, LOT 1&2	$2,177		$2,177	RMV
R150238	1S1E02BB -01000	142920	R226508840	526 SE 6TH AVE	EAST PORTLAND, BLOCK 141, LOT 3&4	$2,020		$2,020	RMV
R150239	1S1E02BB -00900	142921	R226508860	NWC/ 7TH & SE WASHINGTON ST	EAST PORTLAND, BLOCK 141, LOT 5&6	$2,010		$2,010	LAND
R150240	1S1E02BB -00800	142922	R226508880	626-640 SE STARK ST	EAST PORTLAND, BLOCK 141, LOT 7&8, LAND & IMPS SEE R150241	$2,020		$2,020	RMV
R150242	1N1E35CC -11700	142924	R226508900	408 SE 6TH AVE	EAST PORTLAND, BLOCK 142, LOT 1&2	$2,010		$2,010	LAND
R150243	1N1E35CC -11800	142925	R226508920	420-436 SE 6TH AVE	EAST PORTLAND, BLOCK 142, LOT 3&4, W 10' OF LOT 5&6	$2,211		$2,211	LAND
R150244	1N1E35CC -11500	142926	R226508940	639 SE STARK ST	EAST PORTLAND, BLOCK 142, E 90' OF LOT 5&6	$3,046		$3,046	RMV
R150245	1N1E35CC -11600	142927	R226508950	639 WI/ SE STARK ST	EAST PORTLAND, BLOCK 142, LOT 7&8	$2,010		$2,010	LAND
R150246	1N1E35CC -09200	142928	R226508970	310 SE 6TH AVE	EAST PORTLAND, BLOCK 143, LOT 1&2	$2,747		$2,747	RMV
R150247	1N1E35CC -09300	142929	R226508990	330 SE 6TH AVE	EAST PORTLAND, BLOCK 143, LOT 3	$1,593		$1,593	RMV
R150248	1N1E35CC -09400	142930	R226509000	340 SE 6TH AVE	EAST PORTLAND, BLOCK 143, W 95.5' OF LOT 4	$2,054		$2,054	RMV
R150249	1N1E35CC -09500	142931	R226509030	323 SE 7TH AVE	EAST PORTLAND, BLOCK 143, E 4.5' OF LOT 4, LOT 5&6	$2,055		$2,055	LAND
R150250	1N1E35CC -09600	142932	R226509040	315 SE 7TH AVE	EAST PORTLAND, BLOCK 143, LOT 7&8	$2,010		$2,010	LAND
R150251	1N1E35CC -06500	142933	R226509060	210 SE 6TH AVE	EAST PORTLAND, BLOCK 144, LOT 1-8	$8,040		$8,040	LAND
R150252	1N1E35CC -04200	142934	R226509160	SE 6TH AVE	EAST PORTLAND, BLOCK 145, LOT 1-8	$8,040		$8,040	LAND
R150253	1N1E35CC -01500	142935	R226509250	612-616 E BURNSIDE ST	EAST PORTLAND, BLOCK 146, E 50' OF LOT 1 EXC PT IN ALLEY & EXC PT	$1,828		$1,828	RMV
R150254	1N1E35CC -01600	142936	R226509260	600 E BURNSIDE ST	EAST PORTLAND, BLOCK 146, LOT 1&2 TL 1600	$2,705		$2,705	RMV
R150255	1N1E35CC -01300	142937	R226509270	609 SE ANKENY ST	EAST PORTLAND, BLOCK 146, E 55' OF LOT 3&4 EXC PT IN ALLEY, S 10'	$2,828		$2,828	RMV
R150256	1N1E35CC -01400	142938	R226509290	600 WI/ E BURNSIDE ST	EAST PORTLAND, BLOCK 146, S 10' OF W 45' OF LOT 2, N 40' OF W 45' OF	$675		$675	LAND
R150257	1N1E35CC -01200	142939	R226509300	645 SE ANKENY ST	EAST PORTLAND, BLOCK 146, LOT 5 EXC PT IN ALLEY, S 40' OF LOT 6	$3,870		$3,870	RMV
R150258	1N1E35CC -01100	142940	R226509320	638 WI/ E BURNSIDE ST	EAST PORTLAND, BLOCK 146, N 10' OF LOT 6 EXC PT IN ALLEY	$270		$270	LAND
R150259	1N1E35CC -01000	142941	R226509330	624-638 E BURNSIDE ST	EAST PORTLAND, BLOCK 146, LOT 7 EXC PT IN ALLEY, LOT 8 EXC PT IN	$2,970		$2,970	RMV
R150261	1N1E35CB -08000	142943	R226509350	600 NE COUCH ST	EAST PORTLAND, BLOCK 147, LOT 1	$2,007		$2,007	RMV
R150262	1N1E35CB -07900	142944	R226509360	600 S/ NE COUCH ST	EAST PORTLAND, BLOCK 147, N 1/2 OF LOT 2	$750		$750	LAND
R150263	1N1E35CB -07800	142945	R226509370	611 E BURNSIDE ST	EAST PORTLAND, BLOCK 147, S 1/2 OF LOT 2, LOT 3, LOT 4 EXC PT IN ST	$3,390		$3,390	LAND

PROPID	STATEID	LIENNO	ACCTNO	SITUS	LEGALDESC	FINAL ASSESS	ADJUSTMENT PER ORDNC 186504	ADJUSTED FINAL ASSESSMENT	ASSESSTYPE
R150264	1N1E35CB -07700	142946	R226509400	635 E BURNSIDE ST	EAST PORTLAND, BLOCK 147, LOT 5 EXC PT IN ST, LOT 6	$2,640		$2,640	LAND
R150265	1N1E35CB -07600	142947	R226509420	21 NE 7TH AVE	EAST PORTLAND, BLOCK 147, LOT 7	$1,500		$1,500	LAND
R150266	1N1E35CB -07500	142948	R226509430	21 WI/ NE 7TH AVE	EAST PORTLAND, BLOCK 147, LOT 8	$1,500		$1,500	LAND
R150267	1N1E35CB -04400	142949	R226509440	134 NE 6TH AVE	EAST PORTLAND, BLOCK 148, LOT 1	$1,005		$1,005	LAND
R150268	1N1E35CB -04500	142950	R226509450	116 N/ NE 6TH AVE	EAST PORTLAND, BLOCK 148, LOT 2	$1,005		$1,005	LAND
R150269	1N1E35CB -04600	142951	R226509460	116 NE 6TH AVE	EAST PORTLAND, BLOCK 148, LOT 3&4	$2,010		$2,010	LAND
R150272	1N1E35CB -04800	142953	R226509500	123 NE 7TH AVE	EAST PORTLAND, BLOCK 148, LOT 5-8	$4,333		$4,333	RMV
R150273	1N1E35CB -02200	142954	R226509540	212 NE 6TH AVE	EAST PORTLAND, BLOCK 149, LOT 1-6	$6,030		$6,030	LAND
R150274	1N1E35CB -02100	142955	R226509600	624 NE EVERETT ST	EAST PORTLAND, BLOCK 149, LOT 7&8	$2,260		$2,260	RMV
R150275	1N1E35CB -00700	142956	R226510010	601 NE EVERETT ST	EAST PORTLAND, BLOCK 113&150 TL 7700	$5,527		$5,527	LAND
R150276	1N1E35CB -00800	142957	R226510050	633 NE EVERETT ST	EAST PORTLAND, BLOCK 150, LOT 5-8	$4,020		$4,020	LAND
R150277	1N1E35CB -09000	142958	R226510080	409 W/ NE 8TH AVE	EAST PORTLAND, BLOCK 151, LOT 4-6 TL 9000	$725		$725	LAND
R150278	1N1E35CB -00200	142959	R226510090	409 WI/ NE 8TH AVE	EAST PORTLAND, BLOCK 152, LOT 1&2 EXC PT IN STS, LOT 7, INC STRIP	$3,740		$3,740	LAND
R150279	1N1E35CB -00201	142960	R226510120	409 NE 8TH AVE	EAST PORTLAND, BLOCK 152, LOT 3&4 EXC PT IN ST, LOT 5&6	$3,820		$3,820	LAND
R150280	1N1E35CB -00900	142961	R226510140	720 NE FLANDERS ST	EAST PORTLAND, BLOCK 153, LOT 1&2	$3,244		$3,244	RMV
R150281	1N1E35CB -01000	142962	R226510160	715 NE EVERETT ST	EAST PORTLAND, BLOCK 153, LOT 3&4	$2,850		$2,850	RMV
R150282	1N1E35CB -01100	142963	R226510190	731 NE EVERETT ST	EAST PORTLAND, BLOCK 153, E 31' OF W 63' OF LOT 5	$613		$613	RMV
R150283	1N1E35CB -01200	142964	R226510220	345 NE 8TH AVE	EAST PORTLAND, BLOCK 153, E 37' & W 32' OF LOT 5, LOT 6-8	$3,708		$3,708	LAND
R150284	1N1E35CB -02000	142965	R226510240	228 NE 7TH AVE	EAST PORTLAND, BLOCK 154, LOT 1&2&7	$3,015		$3,015	LAND
R150285	1N1E35CB -01900	142966	R226510260	815 WI/ NE DAVIS ST	EAST PORTLAND, BLOCK 154, LOT 3-5	$3,015		$3,015	LAND
R150286	1N1E35CB -01800	142967	R226510290	217 NE 8TH AVE	EAST PORTLAND, BLOCK 154, LOT 6	$1,849		$1,849	RMV
R150287	1N1E35CB -01700	142968	R226510310	228 WI/ NE 7TH AVE	EAST PORTLAND, BLOCK 154, LOT 8	$1,005		$1,005	LAND
R150288	1N1E35CB -04900	142969	R226510330	128 NE 7TH AVE	EAST PORTLAND, BLOCK 155, LOT 1&2	$2,010		$2,010	LAND
R150289	1N1E35CB -05000	142970	R226510360	707 NE COUCH ST	EAST PORTLAND, BLOCK 155, LOT 3&4	$2,010		$2,010	LAND
R150291	1N1E35CB -05100	142972	R226510380	105 NE 8TH AVE	EAST PORTLAND, BLOCK 155, LOT 5&6	$2,109		$2,109	RMV
R150292	1N1E35CB -05400	142973	R226510410	738 NE DAVIS ST	EAST PORTLAND, BLOCK 155, N 1/2 OF LOT 7, E 1/2 OF LOT 8,	$1,593		$1,593	RMV
R150293	1N1E35CB -05200	142974	R226510420	121 NE 8TH AVE	EAST PORTLAND, BLOCK 155, S 1/2 OF LOT 7	$574		$574	RMV
R150294	1N1E35CB -05300	142975	R226510430	738 WI/ NE DAVIS ST	EAST PORTLAND, BLOCK 155, W 1/2 OF LOT 8	$502		$502	LAND
R150296	1N1E35CB -07300	142976	R226510460	701 E BURNSIDE ST	EAST PORTLAND, BLOCK 156, LOT 1-3, LOT 4 EXC PT IN ST, LAND & IMPS,	$5,640		$5,640	LAND
R150297	1N1E35CB -07300-A1	142977	R226510461	701 WI/ E BURNSIDE ST	EAST PORTLAND, BLOCK 156, LOT 1-3, LOT 4 EXC PT IN ST, BILLBOARD	$123		$123	RMV
R150298	1N1E35CB -07200	142978	R226510490	723-737 E BURNSIDE ST	EAST PORTLAND, BLOCK 156, LOT 5 EXC PT IN ST, LOT 6, E 65' OF LOT 7	$4,010		$4,010	RMV
R150299	1N1E35CB -07100	142979	R226510520	722 NE COUCH ST	EAST PORTLAND, BLOCK 156, W 35' OF LOT 7, W 40' OF LOT 8	$563		$563	RMV
R150300	1N1E35CB -07000	142980	R226510530	732 NE COUCH ST	EAST PORTLAND, BLOCK 156, W 30' OF E 60' OF LOT 8	$577		$577	RMV
R150301	1N1E35CB -06900	142981	R226510540	736 NE COUCH ST	EAST PORTLAND, BLOCK 156, E 30' OF LOT 8	$584		$584	RMV
R150302	1N1E35CC -00900	142982	R226510550	710 E BURNSIDE ST	EAST PORTLAND, BLOCK 157, LOT 1 EXC PT IN ST	$1,140		$1,140	LAND
R150303	1N1E35CC -00800	142983	R226510560	10 SE 7TH AVE	EAST PORTLAND, BLOCK 157, LOT 2, N 25' OF LOT 3	$1,125		$1,125	LAND
R150305	1N1E35CC -00600	142985	R226510580	711 SE ANKENY ST, UN A	EAST PORTLAND, BLOCK 157, S 1/2 OF LOT 3, LOT 4	$2,603		$2,603	RMV
R150306	1N1E35CC -00500	142986	R226510600	19 WI/ SE 8TH AVE	EAST PORTLAND, BLOCK 157, LOT 5, S 25' OF LOT 6	$2,250		$2,250	LAND
R150307	1N1E35CC -00400	142987	R226510620	19 SE 8TH AVE	EAST PORTLAND, BLOCK 157, N 25' OF LOT 6, S 35' OF LOT 7	$3,534		$3,534	RMV
R150308	1N1E35CC -00300	142988	R226510640	722-738 E BURNSIDE ST	EAST PORTLAND, BLOCK 157, N 15' OF LOT 7, LOT 8 EXC PT IN ST	$6,582		$6,582	RMV
R150309	1N1E35CC -04300	142989	R226510650	130 WI/ SE 7TH AVE	EAST PORTLAND, BLOCK 158, LOT 1	$1,005		$1,005	LAND
R150310	1N1E35CC -04400	142990	R226510660	130 WI/ SE 7TH AVE	EAST PORTLAND, BLOCK 158, LOT 2	$1,005		$1,005	LAND
R150311	1N1E35CC -04500	142991	R226510670	130 SE 7TH AVE	EAST PORTLAND, BLOCK 158, LOT 3&4	$2,544		$2,544	RMV
R150312	1N1E35CC -04600	142992	R226510690	737 SE ASH ST	EAST PORTLAND, BLOCK 158, LOT 5&6	$2,416		$2,416	RMV
R150313	1N1E35CC -04800	142993	R226510710	734-736 SE ANKENY ST	EAST PORTLAND, BLOCK 158, E 1/2 OF LOT 7&8	$1,515		$1,515	RMV
R150314	1N1E35CC -04700	142994	R226510720	130 WI/ SE 7TH AVE	EAST PORTLAND, BLOCK 158, W 1/2 OF LOT 7&8	$3,083		$3,083	RMV
R150315	1N1E35CC -06400	142995	R226510730	234 WI/ SE 7TH AVE	EAST PORTLAND, BLOCK 159, LOT 1&2	$2,946		$2,946	RMV
R150316	1N1E35CC -06300	142996	R226510750	234 SE 7TH AVE	EAST PORTLAND, BLOCK 159, LOT 3-8	$6,030		$6,030	LAND
R150317	1N1E35CC -09700	142997	R226510810	302 SE 7TH AVE	EAST PORTLAND, BLOCK 160, LOT 1	$1,351		$1,351	RMV
R150318	1N1E35CC -09800	142998	R226510820	302 WI/ SE 7TH AVE	EAST PORTLAND, BLOCK 160, LOT 2	$1,081		$1,081	RMV
R150319	1N1E35CC -09900	142999	R226510830	340 SE 7TH AVE	EAST PORTLAND, BLOCK 160, LOT 3&4	$2,649		$2,649	RMV
R150320	1N1E35CC -10000	143000	R226510850	340 WI/ SE 7TH AVE	EAST PORTLAND, BLOCK 160, LOT 5&6	$2,065		$2,065	RMV
R150321	1N1E35CC -10100	143001	R226510870	315 SE 8TH AVE	EAST PORTLAND, BLOCK 160, LOT 7	$1,678		$1,678	RMV
R150322	1N1E35CC -10300	143002	R226510880	303 SE 8TH AVE	EAST PORTLAND, BLOCK 160, E 1/2 OF LOT 8	$515		$515	RMV
R150323	1N1E35CC -10200	143003	R226510890	315 WI/ SE 8TH AVE	EAST PORTLAND, BLOCK 160, W 1/2 OF LOT 8	$750		$750	LAND
R150324	1N1E35CC -11300	143004	R226510900	401 WI/ SE 8TH AVE	EAST PORTLAND, BLOCK 161, LOT 1&2	$2,010		$2,010	LAND
R150325	1N1E35CC -11400	143005	R226510920	711 SE STARK ST	EAST PORTLAND, BLOCK 161, LOT 3&4	$2,392		$2,392	RMV
R150326	1N1E35CC -11000	143006	R226510940	431 SE 8TH AVE	EAST PORTLAND, BLOCK 161, LOT 5 EXC PT IN ST, LOT 6, DEPT OF	$3,005		$3,005	LAND
R150327	1N1E35CC -11100	143007	R226510960	401 WI/ SE 8TH AVE	EAST PORTLAND, BLOCK 161, LOT 7	$2,010		$2,010	LAND
R150328	1N1E35CC -11200	143008	R226510970	401 SE 8TH AVE	EAST PORTLAND, BLOCK 161, LOT 8	$1,781		$1,781	RMV
R150329	1S1E02BB -00700	143009	R226510980	737 SE SANDY BLVD	EAST PORTLAND, BLOCK 162, LOT 1&2&3&8 TL 700	$1,727		$1,727	LAND
R150330	1S1E02BB -00600	143010	R226511010	720 SE SANDY BLVD	EAST PORTLAND, BLOCK 162, ELY OF SANDY BLVD LOT 4-8	$2,250		$2,250	RMV
R150331	1S1E02BB -03100	143011	R226511040	704 SE WASHINGTON ST	EAST PORTLAND, BLOCK 163, LOT 1 EXC PT IN STS, LOT 2 EXC PT IN ST,	$2,921		$2,921	LAND
R150332	1S1E02BB -03200	143012	R226511050	624 SE 7TH AVE	EAST PORTLAND, BLOCK 163, LOT 3&4 EXC PT IN ST, W 20' OF LOT 5&6	$3,000		$3,000	LAND
R150333	1S1E02BB -03300	143013	R226511060	738 WI/ SE WASHINGTON ST	EAST PORTLAND, BLOCK 163, W 15' OF E 80' OF LOT 5&6	$301		$301	LAND
R150334	1S1E02BB -03400	143014	R226511080	738 SE WASHINGTON ST	EAST PORTLAND, BLOCK 163, LOT 5&6 EXC W 35', LOT 7&8 EXC W 20'	$4,059		$4,059	RMV
R150335	1S1E02BB -04000	143015	R226511100	712 SE 7TH AVE	EAST PORTLAND, BLOCK 164, LOT 1&2 EXC PT IN ST, LOT 7&8	$5,400		$5,400	LAND
R150336	1S1E02BB -04200	143016	R226511120	734 SE 7TH AVE	EAST PORTLAND, BLOCK 164, LOT 3 EXC PT IN ST, LOT 4 EXC PT IN STS	$2,112		$2,112	LAND
R150337	1S1E02BB -04100	143017	R226511140	717-735 SE MORRISON ST	EAST PORTLAND, BLOCK 164, LOT 5 EXC PT IN ST, LOT 6	$2,894		$2,894	RMV

PROPID	STATEID	LIENNO	ACCTNO	SITUS	LEGALDESC	FINAL ASSESS	ADJUSTMENT PER ORDNC 186504	ADJUSTED FINAL ASSESSMENT	ASSESSTYPE
R150338	1S1E02BB -06300	143018	R226511180	726 SE MORRISON ST	EAST PORTLAND, BLOCK 165, LOT 1&2&5-8 TL 6300	$11,563		$11,563	RMV
R150339	1S1E02BB -06400	143019	R226511220	707 SE BELMONT ST	EAST PORTLAND, BLOCK 165, LOT 3&4 EXC PT IN ST	$6,180		$6,180	RMV
R156091	1N1E27DD -07100	143020	R244900010	55 NE BROADWAY	ELIZABETH IRVINGS ADD, BLOCK 1, LOT 1&2, N 29' OF LOT 3, S 16 2/3' OF	$52,358		$52,358	RMV
R156092	1N1E27DD -07200	143021	R244900050	1811 NE 1ST AVE	ELIZABETH IRVINGS ADD, BLOCK 1, S 21' OF LOT 3, N 5' OF LOT 4	$780		$780	LAND
R156093	1N1E27DD -07300	143022	R244900060	1803 NE 1ST AVE	ELIZABETH IRVINGS ADD, BLOCK 1, S 31' OF N 36' OF LOT 4	$930		$930	LAND
R156094	1N1E27DD -07400	143023	R244900070	1745 NE 1ST AVE	ELIZABETH IRVINGS ADD, BLOCK 1, S 14' OF LOT 4, N 33 1/3' OF LOT 5	$1,410		$1,410	LAND
R156095	1N1E27DD -07500	143024	R244900310	20 NE HANCOCK ST	ELIZABETH IRVINGS ADD, BLOCK 2, LOT 1-7, LOT 12-18	$42,000		$42,000	LAND
R156096	1N1E27DD -07700	143025	R244900410	15 NE BROADWAY	ELIZABETH IRVINGS ADD, BLOCK 2, LOT 8	$10,765		$10,765	RMV
R156097	1N1E27DD -07800	143026	R244900420	15 WI/ NE BROADWAY	ELIZABETH IRVINGS ADD, BLOCK 2, LOT 9	$3,065		$3,065	RMV
R156098	1N1E27DD -07600	143027	R244900430	15 WI/ NE BROADWAY	ELIZABETH IRVINGS ADD, BLOCK 2, LOT 10&11	$6,130		$6,130	RMV
R156099	1N1E27DC -01700	143028	R244900530	222-240 N BROADWAY	ELIZABETH IRVINGS ADD, BLOCK 3, LOT 1-3, EXC PT IN ST LOT 4-8	$40,898		$40,898	RMV
R156100	1N1E27DC -01200	143029	R244900660	101 E/ N WEIDLER ST	ELIZABETH IRVINGS ADD, BLOCK 4, LOT 3&4 TL 1200	$1,350		$1,350	LAND
R156101	1N1E27DC -01100	143030	R244900670	101 E/ N WEIDLER ST	ELIZABETH IRVINGS ADD, BLOCK 4, LOT 2-4 TL 1100, LAND & IMPS SEE	$4,650		$4,650	LAND
R156102	1N1E27DC -01100-A1	143031	R244900671	101 E/ N WEIDLER ST	ELIZABETH IRVINGS ADD, BLOCK 4, LOT 2-4 TL 1100, BILLBOARD SEE	$168		$168	RMV
R156103	1N1E27DC -01300	143032	R244900680	101 N WEIDLER ST	ELIZABETH IRVINGS ADD, BLOCK 4, LOT 5&6	$9,931		$9,931	RMV
R156104	1N1E27DC -01400	143033	R244900690	1626 WI/ N VANCOUVER AVE	ELIZABETH IRVINGS ADD, BLOCK 4, LOT 1&7&8 TL 1400, LAND & IMPS SEE	$1,350		$1,350	LAND
R156105	1N1E27DC -01400-A1	143034	R244900691	1626 WI/ N VANCOUVER AVE	ELIZABETH IRVINGS ADD, LOT 1&7&8 TL 1400, BILLBOARD SEE R156104	$356		$356	RMV
R156107	1N1E27DC -01500	143035	R244900710	1626 N VANCOUVER AVE	ELIZABETH IRVINGS ADD, BLOCK 4, W 1/2 OF LOT 7	$1,183		$1,183	RMV
R156108	1N1E27DC -01600	143036	R244900720	1626 WI/ N VANCOUVER AVE	ELIZABETH IRVINGS ADD, BLOCK 4, W 1/2 OF LOT 8	$750		$750	LAND
R156109	1N1E27DD -11600	143037	R244900730	30 NE BROADWAY	ELIZABETH IRVINGS ADD, BLOCK 5, LOT 1&2,7&8 TL 11600	$6,240		$6,240	LAND
R156110	1N1E27DD -11800	143038	R244900750	35 NE WEIDLER ST	ELIZABETH IRVINGS ADD, BLOCK 5, LOT 3&4 TL 11800, LAND & IMPS SEE	$4,298		$4,298	RMV
R156111	1N1E27DD -11800-A1	143039	R244900751	35 NE WEIDLER ST	ELIZABETH IRVINGS ADD, BLOCK 5, LOT 3&4 TL 11800, BILLBOARD SEE	$552		$552	RMV
R156113	1N1E27DD -11100	143040	R244900820	SWC/ 1ST & NE BROADWAY	ELIZABETH IRVINGS ADD, BLOCK 6, E 1/2 OF LOT 1&2	$3,519		$3,519	RMV
R156114	1N1E27DD -11200	143041	R244900830	51 E/ NE WEIDLER ST	ELIZABETH IRVINGS ADD, BLOCK 6, LOT 3&4	$7,038		$7,038	RMV
R156115	1N1E27DD -11300	143042	R244900850	51 NE WEIDLER ST	ELIZABETH IRVINGS ADD, BLOCK 6, LOT 5, S 10' OF LOT 6	$4,239		$4,239	RMV
R156116	1N1E27DD -11400	143043	R244900870	51 N/ NE WEIDLER ST	ELIZABETH IRVINGS ADD, BLOCK 6, N 40' OF LOT 6	$2,817		$2,817	RMV
R156117	1N1E27DD -11500	143044	R244900880	SEC/ VICTORIA & NE BROADWAY	ELIZABETH IRVINGS ADD, BLOCK 6, W 1/2 OF LOT 1&2, LOT 7&8, LAND &	$10,659		$10,659	RMV
R156118	1N1E27DD -11500-A1	143045	R244900881	SEC/ VICTORIA & NE BROADWAY	ELIZABETH IRVINGS ADD, BLOCK 6, W 1/2 OF LOT 1&2, LOT 7&8,	$410		$410	RMV
R156119	1N1E27DD -12000	143046	R244901000	84 NE WEIDLER ST	ELIZABETH IRVINGS ADD, BLOCK 7, LOT 1-4 TL 12000	$17,670		$17,670	LAND
R156120	1N1E27DD -11900	143047	R244901020	1441 WI/ NE 2ND AVE	ELIZABETH IRVINGS ADD, BLOCK 7 TL 11900	$691		$691	LAND
R156122	1N1E27DC -03600	143049	R244901210	N BROADWAY	ELIZABETH IRVINGS ADD, BLOCK 10, LOT 1&2 EXC PT IN ST	$4,392		$4,392	LAND
R156123	1N1E34AB -00700	143050	R244901570	1 WI/ CENTER CT	ELIZABETH IRVINGS ADD, BLOCK 12 TL 700, LAND ONLY SEE R156124	$188		$188	LAND
R156125	1N1E34AB -00800	143052	R244901590	300 WI/ N WINNING ST	ELIZABETH IRVINGS ADD, BLOCK 12 TL 800	$23,017		$23,017	LAND
R156126	1N1E27DC -04300	143053	R244901630	407 N BROADWAY	ELIZABETH IRVINGS ADD, BLOCK 15, LOT 1-5, LOT 6 EXC PT IN ST, LOT 8-	$30,960		$30,960	LAND
R156128	1N1E27DC -04200	143055	R244901710	421-439 N BROADWAY	ELIZABETH IRVINGS ADD, BLOCK 15, LOT 7 EXC PT IN ST, LAND & IMPS	$2,993		$2,993	RMV
R156130	1N1E27DC -05600	143057	R244901750	401 WI/ N DIXON ST	ELIZABETH IRVINGS ADD, BLOCK 16, LOT 1	$3,000		$3,000	LAND
R156131	1N1E27DC -05500	143058	R244901760	401 WI/ N DIXON ST	ELIZABETH IRVINGS ADD, BLOCK 16, LOT 2	$3,000		$3,000	LAND
R156132	1N1E27DC -05400	143059	R244901770	401 WI/ N DIXON ST	ELIZABETH IRVINGS ADD, BLOCK 16, LOT 3	$3,000		$3,000	LAND
R156133	1N1E27DC -05300	143060	R244901780	401 WI/ N DIXON ST	ELIZABETH IRVINGS ADD, BLOCK 16, NLY 1/2 OF LOT 4	$1,500		$1,500	LAND
R156134	1N1E27DC -05200	143061	R244901790	401 WI/ N DIXON ST	ELIZABETH IRVINGS ADD, BLOCK 16, SLY 1/2 OF LOT 4	$1,500		$1,500	LAND
R156135	1N1E27DC -05100	143062	R244901800	305 N BROADWAY	ELIZABETH IRVINGS ADD, BLOCK 16, LOT 5, LOT 6 EXC 20' TKN FOR	$7,002		$7,002	RMV
R156136	1N1E27DC -05000	143063	R244901820	305 WI/ N BROADWAY	ELIZABETH IRVINGS ADD, BLOCK 16, LOT 7 EXC PT IN ST, LOT 8, LAND &	$4,800		$4,800	LAND
R156137	1N1E27DC -05000-A1	143064	R244901821	305 W/ N BROADWAY	ELIZABETH IRVINGS ADD, BLOCK 16, LOT 7 EXC PT IN ST, LOT 8,	$246		$246	RMV
R156138	1N1E27DC -04900	143065	R244901840	401 WI/ N DIXON ST	ELIZABETH IRVINGS ADD, BLOCK 16, LOT 9	$3,000		$3,000	LAND
R156139	1N1E27DC -04800	143066	R244901850	401 WI/ N DIXON ST	ELIZABETH IRVINGS ADD, BLOCK 16, SELY 1/2 OF LOT 10	$1,500		$1,500	LAND
R156140	1N1E27DC -04700	143067	R244901860	401 WI/ N DIXON ST	ELIZABETH IRVINGS ADD, BLOCK 16, NWLY 1/2 OF LOT 10	$1,500		$1,500	LAND
R156141	1N1E27DC -04500	143068	R244901870	401 WI/ N DIXON ST	ELIZABETH IRVINGS ADD, BLOCK 16, SLY 29.2' OF WLY 75' OF LOT 11, NLY	$2,062		$2,062	LAND
R156142	1N1E27DC -04600	143069	R244901890	401 WI/ N DIXON ST	ELIZABETH IRVINGS ADD, BLOCK 16, NLY 20.8' OF ELY 40' OF LOT 11, SLY	$2,137		$2,137	LAND
R156143	1N1E27DC -04400	143070	R244901920	401 WI/ N DIXON ST	ELIZABETH IRVINGS ADD, BLOCK 16, WLY 60' OF LOT 12	$1,800		$1,800	LAND
R156144	1N1E27DC -05700	143071	R244901930	265 N BROADWAY	ELIZABETH IRVINGS ADD, BLOCK 17, LOT 1-4, LOT 7 EXC PT IN ST, LOT 8-	$81,348		$81,348	RMV
R156145	1N1E27DC -05800	143072	R244901970	265 WI/ N BROADWAY	ELIZABETH IRVINGS ADD, BLOCK 17, LOT 5, LOT 6 EXC PT IN ST	$4,800		$4,800	LAND
R156146	1N1E27DC -06600	143073	R244902080	501 N DIXON ST	ELIZABETH IRVINGS ADD, BLOCK 18 TL 6600	$175,321		$175,321	RMV
R156149	1N1E27DC -00900	143076	R245000030	1825 N WILLIAMS AVE	ELIZABETH IRVINGS 2ND, BLOCK 1, LOT 2-4 TL 900	$3,612		$3,612	RMV
R156152	1N1E27DC -00800	143078	R245000050	1905 N WILLIAMS AVE	ELIZABETH IRVINGS 2ND, BLOCK 1, LOT 1&10 TL 800	$1,635		$1,635	LAND
R166724	1N1E34DD -01000	143079	R299100010	1-301 SE 2ND AVE	FRUSHS SQUARE ADD, BLOCK 1&6 TL 1000	$41,194		$41,194	LAND
R166726	1N1E34DD -03400	143080	R299100140	201 SE OAK ST	FRUSHS SQUARE ADD, BLOCK 2, LOT 1-5	$3,496		$3,496	RMV
R166727	1N1E34DD -03300	143081	R299100190	227 SE OAK ST	FRUSHS SQUARE ADD, BLOCK 2, LOT 6	$502		$502	LAND
R166728	1N1E34DD -03200	143082	R299100200	333 SE 3RD AVE	FRUSHS SQUARE ADD, BLOCK 2, LOT 7&8	$1,638		$1,638	RMV
R166729	1N1E34DD -02400	143083	R299100220	323 SE M L KING BLVD	FRUSHS SQUARE ADD, BLOCK 3, LOT 1-7, LOT 8&9 EXC PT IN ST, LOT 10-	$28,906		$28,906	RMV
R166730	1N1E34DD -02300	143084	R299100400	309 SE PINE ST	FRUSHS SQUARE ADD, BLOCK 4, LOT 1&4, LOT 5&8	$12,000		$12,000	LAND
R166731	1N1E34DD -02200	143085	R299100480	237 SE M L KING BLVD	FRUSHS SQUARE ADD, BLOCK 4, LOT 2 EXC PT IN ST	$4,780		$4,780	RMV
R166732	1N1E34DD -02100	143086	R299100500	225 SE M L KING BLVD	FRUSHS SQUARE ADD, BLOCK 4, LOT 3 EXC PT IN ST	$3,859		$3,859	RMV
R166733	1N1E34DD -02000	143087	R299100520	205 SE M L KING BLVD	FRUSHS SQUARE ADD, BLOCK 4, LOT 6&7 EXC PT IN ST, LAND & IMPS	$8,134		$8,134	RMV
R166735	1N1E34DD -02500	143089	R299100600	201 SE 3RD AVE	FRUSHS SQUARE ADD, BLOCK 5, E 43' OF LOT 2&3	$864		$864	LAND
R166738	1N1E34DD -02700	143090	R299100640	SE ASH ST	FRUSHS SQUARE ADD, BLOCK 5, LOT 1&4, LOT 2&3 EXC E 43'	$3,155		$3,155	LAND
R166739	1N1E34DD -03000	143091	R299100850	303-305 SE 3RD AVE	FRUSHS SQUARE ADD, BLOCK 7 TL 3000	$4,132		$4,132	RMV
R166740	1N1E34DD -03100	143092	R299100870	315 SE 3RD AVE	FRUSHS SQUARE ADD, BLOCK 7 TL 3100	$2,219		$2,219	RMV
R166741	1N1E34DD -02900	143093	R299100890	240 WI/ SE 2ND AVE	FRUSHS SQUARE ADD, N 30' OF S 130' OF BLOCK 7	$1,206		$1,206	LAND
R166742	1N1E34DD -03600	143094	R299100930	240 SE 2ND AVE	FRUSHS SQUARE ADD, S 64.87' OF N 130' OF W 88' OF BLOCK 7	$1,344		$1,344	RMV

PROPID	STATEID	LIENNO	ACCTNO	SITUS	LEGALDESC	FINAL ASSESS	ADJUSTMENT PER ORDNC 186504	ADJUSTED FINAL ASSESSMENT	ASSESSTYPE
R166743	1N1E34DD -02800	143095	R299100970	223 SE 3RD AVE	FRUSHS SQUARE ADD, E 112' OF N 130' OF BLOCK 7	$3,482		$3,482	RMV
R166744	1N1E34DD -03700	143096	R299101010	224 SE 2ND AVE	FRUSHS SQUARE ADD, N 65.12' OF W 88' OF BLOCK 7	$2,029		$2,029	RMV
R176805	1S1E02BC -01900	143098	R366700020	1108 SE GRAND AVE	HAWTHORNE PK, BLOCK 128, LOT 1&2 EXC PT IN ST, LOT 5-8	$30,862		$30,862	RMV
R176806	1S1E02BC -02000	143099	R366700080	1136 SE GRAND AVE	HAWTHORNE PK, BLOCK 128, LOT 3&4 EXC PT IN ST	$14,483		$14,483	RMV
R176807	1S1E02BC -03400	143100	R366700100	512 SE SALMON ST	HAWTHORNE PK, BLOCK 129, LOT 1&2 EXC PT IN ST	$22,222		$22,222	RMV
R176809	1S1E02BC -03500	143101	R366700120	1226 SE GRAND AVE	HAWTHORNE PK, BLOCK 129, LOT 3&4 EXC PT IN ST	$5,587		$5,587	RMV
R176810	1S1E02BC -03300	143102	R366700140	520-524 SE SALMON ST	HAWTHORNE PK, BLOCK 129, LOT 5-8	$12,000		$12,000	LAND
R176811	1S1E02BC -04400	143103	R366700180	1300 SE GRAND AVE	HAWTHORNE PK, BLOCK 130, LOT 1&2 EXC PT IN ST	$7,487		$7,487	RMV
R176812	1S1E02BC -04500	143104	R366700200	1338 SE GRAND AVE	HAWTHORNE PK, BLOCK 130, LOT 3&4 EXC PT IN ST	$8,444		$8,444	RMV
R176813	1S1E02BC -04600	143105	R366700220	521-535 SE MADISON ST	HAWTHORNE PK, BLOCK 130, LOT 5	$5,122		$5,122	RMV
R176814	1S1E02BC -04700	143106	R366700230	1323 SE 6TH AVE	HAWTHORNE PK, BLOCK 130, LOT 6&7	$6,000		$6,000	LAND
R176815	1S1E02BC -04800	143107	R366700250	524 SE MAIN ST	HAWTHORNE PK, BLOCK 130, LOT 8	$3,366		$3,366	RMV
R176816	1S1E02BC -07200	143108	R366700260	501 SE HAWTHORNE BLVD	HAWTHORNE PK, BLOCK 131, LOT 1-5 EXC W 10', LOT 6-8	$279,369		$279,369	RMV
R176817	1S1E02BC -07300	143110	R366700280	501 WI/ SE HAWTHORNE BLVD	HAWTHORNE PK, BLOCK 131, LOT 1-4 TL 7300	$131		$131	LAND
R176819	1S1E02BC -07100	143112	R366700340	606 SE MADISON ST	HAWTHORNE PK, BLOCK 132, LOT 1&2	$2,099		$2,099	RMV
R176821	1S1E02BC -06900	143113	R366700370	615 SE HAWTHORNE BLVD	HAWTHORNE PK, BLOCK 132, LOT 3, LOT 4 EXC PT IN ST	$2,314		$2,314	RMV
R176822	1S1E02BC -06800	143114	R366700380	635 SE HAWTHORNE BLVD	HAWTHORNE PK, BLOCK 132, LOT 5 EXC PT IN ST, LOT 6	$1,909		$1,909	LAND
R176823	1S1E02BC -06700	143115	R366700400	632 SE MADISON ST	HAWTHORNE PK, BLOCK 132, LOT 7&8	$2,010		$2,010	LAND
R176824	1S1E02BC -04900	143116	R366700420	SEC/ 6TH & SE MAIN ST	HAWTHORNE PK, BLOCK 133, LOT 1&2	$2,010		$2,010	LAND
R176825	1S1E02BC -05000	143117	R366700440	1330-1338 SE 6TH AVE	HAWTHORNE PK, BLOCK 133, LOT 3&4	$2,348		$2,348	RMV
R176826	1S1E02BC -05100	143118	R366700460	NWC/ 7TH & SE MADISON ST	HAWTHORNE PK, BLOCK 133, LOT 5&6, LAND & IMPS SEE R176826	$2,010		$2,010	LAND
R176828	1S1E02BC -05200	143120	R366700480	626 SE MAIN ST	HAWTHORNE PK, BLOCK 133, LOT 7&8	$2,362		$2,362	RMV
R176829	1S1E02BC -03200	143121	R366700500	611-615 SE MAIN ST	HAWTHORNE PK, BLOCK 134, LOT 1-8	$8,040		$8,040	LAND
R176830	1S1E02BC -02100	143122	R366700580	1106 SE 6TH AVE	HAWTHORNE PK, BLOCK 135, LOT 1, N 21' OF LOT 2	$1,427		$1,427	LAND
R176831	1S1E02BC -02200	143123	R366700600	1106 S/ SE 6TH AVE	HAWTHORNE PK, BLOCK 135, LOT 2 EXC N 21', LOT 3&4	$2,592		$2,592	LAND
R176832	1S1E02BC -02300	143124	R366700620	625-637 SE SALMON ST	HAWTHORNE PK, BLOCK 135, LOT 5&6	$2,010		$2,010	LAND
R176833	1S1E02BC -02400	143125	R366700640	1103 SE 7TH AVE	HAWTHORNE PK, BLOCK 135, LOT 7&8	$3,069		$3,069	RMV
R176834	1S1E02BC -02500	143126	R366700660	1140 SE 7TH AVE	HAWTHORNE PK, BLOCK 168, LOT 1-4 EXC PT IN ST, LOT 5-8	$10,934		$10,934	RMV
R176836	1S1E02BC -03100	143127	R366700750	1200-1234 SE 7TH AVE	HAWTHORNE PK, BLOCK 169, LOT 1-4 EXC PT IN ST	$4,964		$4,964	RMV
R176837	1S1E02BC -03000	143128	R366700790	1215 SE 8TH AVE	HAWTHORNE PK, BLOCK 169, LOT 5-8	$4,020		$4,020	LAND
R176838	1S1E02BC -05300	143129	R366700830	1310-1316 SE 7TH AVE	HAWTHORNE PK, BLOCK 170, LOT 1&2 EXC PT IN ST	$1,933		$1,933	RMV
R176839	1S1E02BC -05400	143130	R366700850	1326 SE 7TH AVE	HAWTHORNE PK, BLOCK 170, LOT 3&4 EXC PT IN ST, LAND & IMPS SEE	$1,608		$1,608	LAND
R176841	1S1E02BC -05500	143132	R366700870	1339 SE 8TH AVE	HAWTHORNE PK, BLOCK 170, LOT 5&6	$2,462		$2,462	RMV
R176842	1S1E02BC -05600	143133	R366700890	1305 SE 8TH AVE	HAWTHORNE PK, BLOCK 170, LOT 7&8	$2,010		$2,010	LAND
R176844	1S1E02BC -06600	143134	R366700910	710 SE MADISON ST	HAWTHORNE PK, BLOCK 171, LOT 1-3 EXC PT IN ST, LOT 4 EXC PT IN STS	$3,135		$3,135	LAND
R176845	1S1E02BC -06500	143135	R366700950	727 SE HAWTHORNE BLVD	HAWTHORNE PK, BLOCK 171, LOT 5 EXC PT IN ST, LOT 6	$2,384		$2,384	RMV
R178533	1N1E35BC -03400	143137	R373600020	510 WI/ NE M L KING BLVD	HEIPLE ADD, BLOCK 6, LOT 2 EXC PT IN ST	$2,700		$2,700	LAND
R178534	1N1E35BC -03500	143138	R373600030	500-510 NE M L KING BLVD	HEIPLE ADD, BLOCK 6, LOT 3&4 EXC PT IN ST	$12,352		$12,352	RMV
R178535	1N1E35BC -03600	143139	R373600050	505 NE GRAND AVE	HEIPLE ADD, BLOCK 6, LOT 5	$5,448		$5,448	RMV
R178536	1N1E35BC -03300	143140	R373600060	525 NE GRAND AVE	HEIPLE ADD, BLOCK 6 TL 3300	$13,986		$13,986	RMV
R182126	1N1E35BC -02600	143141	R396200010	736 NE M L KING BLVD	HOLLADAYS ADD, BLOCK 23, LOT 1 EXC PT IN STS, LOT 2 EXC PT IN ST	$6,355		$6,355	RMV
R182127	1N1E35BC -02700	143142	R396200030	717 NE GRAND AVE	HOLLADAYS ADD, BLOCK 23, LOT 3&4 EXC PT IN ST, LOT 5&6 EXC PT IN	$19,737		$19,737	RMV
R182128	1N1E35BC -02500	143143	R396200080	736 WI/ NE M L KING BLVD	HOLLADAYS ADD, BLOCK 23, N 1/2 OF LOT 7 EXC PT IN ST, LOT 8 EXC PT	$4,179		$4,179	RMV
R182129	1N1E35BC -02400	143144	R396200160	720 NE GRAND AVE	HOLLADAYS ADD, BLOCK 24, LOT 1-4 EXC PT IN ST, LOT 5-8	$32,327		$32,327	RMV
R182130	1N1E35BC -01000	143145	R396200180	816 N/ NE GRAND AVE	HOLLADAYS ADD, BLOCK 25, WLY 89.70 OF ELY 90' OF LOT 1&2, LAND &	$6,380		$6,380	RMV
R523425	1N1E35BC -01201	143147	R396200190	525 WI/ NE OREGON ST	HOLLADAYS ADD, BLOCK 25, LOT 1,2,7&8 TL 1201	$3,502		$3,502	LAND
R182132	1N1E35BC -01100	143148	R396200200	816 NE GRAND AVE	HOLLADAYS ADD, BLOCK 25, WLY 89.70' OF ELY 90' OF LOT 3&4	$8,002		$8,002	RMV
R182133	1N1E35BC -01200	143149	R396200220	525 NE OREGON ST	HOLLADAYS ADD, BLOCK 25, LOT 2-7 TL 1200	$57,033		$57,033	RMV
R182134	1N1E35BC -00900	143150	R396200260	888 NE M L KING BLVD	HOLLADAYS ADD, BLOCK 26, LOT 1&8 EXC PT IN STS, LOT 2,3,6&7 EXC PT	$23,592		$23,592	RMV
R182135	1N1E35BC -00700	143151	R396200350	420 NE HOLLADAY ST	HOLLADAYS ADD, BLOCK 43, LOT 1&2&7&8 EXC PT IN ST	$52,220		$52,220	RMV
R182136	1N1E35BC -00800	143152	R396200370	910 NE M L KING BLVD	HOLLADAYS ADD, BLOCK 43, LOT 3-6 EXC PT IN ST	$26,693		$26,693	RMV
R182137	1N1E35BC -00500	143153	R396200450	518 NE HOLLADAY ST	HOLLADAYS ADD, BLOCK 44, LOT 1&2, LOT 7&8	$14,623		$14,623	RMV
R182138	1N1E35BC -00600	143154	R396200470	916 NE GRAND AVE	HOLLADAYS ADD, BLOCK 44, LOT 3-6	$12,543		$12,543	RMV
R182139	1N1E35BB -03500	143155	R396200550	SEC/ GRAND & NE HASSALO ST	HOLLADAYS ADD, BLOCK 45, LOT 1&2	$6,951		$6,951	RMV
R182140	1N1E35BB -03700	143156	R396200570	NEC/ GRAND & NE HOLLADAY ST	HOLLADAYS ADD, BLOCK 45, N 30' OF W 20' OF E 1/2 OF LOT 3, W 1/2 OF	$3,892		$3,892	RMV
R182141	1N1E35BB -03600	143157	R396200580	NE HOLLADAY ST	HOLLADAYS ADD, BLOCK 45, E 30' OF LOT 3, S 20' OF W 20' OF E 50' OF	$3,058		$3,058	RMV
R182143	1N1E35BB -03400	143158	R396200640	1033 NE 6TH AVE	HOLLADAYS ADD, BLOCK 45, LOT 7&8	$26,467		$26,467	RMV
R182144	1N1E35BB -03800	143159	R396200660	1021 NE GRAND AVE	HOLLADAYS ADD, BLOCK 46, LOT 1-4 EXC PT IN ST, LOT 5-8	$79,286		$79,286	RMV
R182146	1N1E34AA -02900	143161	R396200780		HOLLADAYS ADD, BLOCK 47, LOT 5 EXC PT IN ST, W 1/2 OF LOT 6, S 1/2	$2,765		$2,765	RMV
R182147	1N1E34AA -02800	143162	R396200800		HOLLADAYS ADD, BLOCK 47, N 1/2 OF E 1/2 OF LOT 6 EXC PT IN ST	$339		$339	RMV
R182148	1N1E34AA -02700	143163	R396200810		HOLLADAYS ADD, BLOCK 47, LOT 7 EXC PT IN ST	$1,530		$1,530	RMV
R182149	1N1E34AA -02600	143164	R396200820	1035 NE M L KING BLVD	HOLLADAYS ADD, BLOCK 47, INC PT VAC ST LOT 8 EXC PT IN ST	$2,436		$2,436	RMV
R182151	1N1E34AA -03600	143166	R396200870	1006 NE 2ND AVE	HOLLADAYS ADD, BLOCK 48, S 1/2 OF LOT 3, LOT 4	$4,744		$4,744	RMV
R182161	1N1E34AB -01700	143172	R396201240	1 WI/ CENTER CT	HOLLADAYS ADD, BLOCK 52 TL 1700	$2,936		$2,936	LAND
R182162	1N1E34AA -04100	143176	R396201330	1 WI/ CENTER CT	HOLLADAYS ADD, BLOCK 55 TL 4100	$18,178		$18,178	LAND
R182163	1N1E34AA -01800	143177	R396201490	1130 NE 1ST AVE	HOLLADAYS ADD, BLOCK 57, INC PT VAC ST-W 60' OF LOT 1, W 60' OF	$4,546		$4,546	RMV
R182164	1N1E34AA -01900	143178	R396201500	1225 WI/ NE 2ND AVE	HOLLADAYS ADD, BLOCK 57, INC PT VAC ST-E 40' OF LOT 1, E 40' OF LOT	$1,560		$1,560	LAND
R182166	1N1E34AA -02101	143179	R396201520	1225 WI/ NE 2ND AVE	HOLLADAYS ADD, BLOCK 57, LOT 5&6 TL 2101	$1,554		$1,554	LAND
R182167	1N1E34AA -02100	143180	R396201530	1225 WI/ NE 2ND AVE	HOLLADAYS ADD, BLOCK 57, LOT 5-8 TL 2100	$7,415		$7,415	LAND

PROPID	STATEID	LIENNO	ACCTNO	SITUS	LEGALDESC	FINAL ASSESS	ADJUSTMENT PER ORDNC 186504	ADJUSTED FINAL ASSESSMENT	ASSESSTYPE
R182168	1N1E34AA -00400	143181	R396201580	1225 WI/ NE 2ND AVE	HOLLADAYS ADD, BLOCK 59&60 TL 400	$20,670		$20,670	LAND
R182169	1N1E34AA -00300	143182	R396201590	1441 NE 2ND AVE	HOLLADAYS ADD, BLOCK 60&213 TL 300	$98,632		$98,632	RMV
R182170	1N1E34AA -01700	143183	R396201640	1225 NE 2ND AVE	HOLLADAYS ADD, BLOCK 58&59 TL 1700	$121,924		$121,924	RMV
R182171	1N1E34AA -00500	143184	R396201880	1400 NE 2ND AVE	HOLLADAYS ADD, BLOCK 61, LOT 1-8	$107,592		$107,592	RMV
R182172	1N1E34AA -00600	143185	R396201970	1506 WI/ NE 2ND AVE	HOLLADAYS ADD, BLOCK 61 TL 600	$3,600		$3,600	LAND
R182173	1N1E34AA -01600	143186	R396201980	375 WI/ NE CLACKAMAS ST	HOLLADAYS ADD, BLOCK 62, LOT 1&2	$3,000		$3,000	LAND
R182174	1N1E34AA -01500	143187	R396202000	1306 WI/ NE 2ND AVE	HOLLADAYS ADD, BLOCK 62, LOT 3	$1,500		$1,500	LAND
R182175	1N1E34AA -01400	143188	R396202010	1306 NE 2ND AVE	HOLLADAYS ADD, BLOCK 62, LOT 4	$1,500		$1,500	LAND
R182176	1N1E34AA -01300	143189	R396202020		HOLLADAYS ADD, BLOCK 62, W 1/2 OF LOT 5&6	$1,500		$1,500	LAND
R182177	1N1E34AA -01200	143190	R396202030	1303 NE 3RD AVE	HOLLADAYS ADD, BLOCK 62, E 1/2 OF LOT 5	$750		$750	LAND
R182178	1N1E34AA -01100	143191	R396202040	1317 NE 3RD AVE	HOLLADAYS ADD, BLOCK 62, E 1/2 OF LOT 6	$420		$420	RMV
R182179	1N1E34AA -01000	143192	R396202050	1331 NE 3RD AVE	HOLLADAYS ADD, BLOCK 62, LOT 7&8	$1,500		$1,500	LAND
R182180	1N1E34AA -02200	143193	R396202080	1225 WI/ NE 2ND AVE	HOLLADAYS ADD, BLOCK 63&64 TL 2200	$28,160		$28,160	LAND
R182184	1N1E34AA -02401	143197	R396202270	1231 WI/ NE M L KING BLVD	HOLLADAYS ADD, BLOCK 65 TL 2401	$137		$137	RMV
R182185	1N1E34AA -02500	143198	R396202300	1135 NE M L KING BLVD	HOLLADAYS ADD, BLOCK 65, INC PT VAC ST LOT 5 EXC PT IN ST, LOT 6&7	$8,775		$8,775	RMV
R182186	1N1E34AA -02300	143199	R396202370	1231 NE M L KING BLVD	HOLLADAYS ADD, BLOCK 66, LOT 1-3, INC PT VAC ST LOT 4, INC PT VAC	$57,108		$57,108	RMV
R182187	1N1E34AA -00900	143200	R396202460	1333 NE M L KING BLVD	HOLLADAYS ADD, BLOCK 67, LOT 1-8 EXC PT IN ST	$14,170		$14,170	RMV
R182188	1N1E34AA -00700	143201	R396202540	375 NE CLACKAMAS ST	HOLLADAYS ADD, BLOCK 68, INC PT VAC ST LOT 1, LOT 2-4, W 50' OF LOT	$25,020		$25,020	LAND
R182189	1N1E34AA -00800	143202	R396203000	375 NE CLACKAMAS ST	HOLLADAYS ADD, BLOCK 68, E 50' OF LOT 5 EXC PT IN ST	$15,933		$15,933	RMV
R182190	1N1E35BB -01000	143203	R396203030	1421 NE GRAND AVE	HOLLADAYS ADD, BLOCK 69, LOT 1-4 EXC PT IN ST, LOT 5-8	$26,267		$26,267	RMV
R182191	1N1E35BB -01100	143204	R396203110	435 NE WASCO ST	HOLLADAYS ADD, BLOCK 70, LOT 1-8 EXC PT IN ST	$127,773		$127,773	RMV
R182192	1N1E35BB -02100	143205	R396203190	431 NE MULTNOMAH ST	HOLLADAYS ADD, BLOCK 71, LOT 1-3 EXC PT IN ST, LOT 4&5 EXC PT IN	$32,294		$32,294	RMV
R182193	1N1E35BB -02300	143206	R396203290	425 NE HASSALO ST	HOLLADAYS ADD, BLOCK 72, LOT 3&4 EXC PT IN ST, LOT 5&6	$13,487		$13,487	RMV
R182194	1N1E35BB -02200	143207	R396203330	1139 NE GRAND AVE	HOLLADAYS ADD, BLOCK 72, LOT 1 EXC PT IN STS, LOT 2&8 EXC PT IN	$27,332		$27,332	RMV
R182195	1N1E35BB -02400	143208	R396203360	500 NE MULTNOMAH ST	HOLLADAYS ADD, BLOCK 73&80 TL 2400	$404,406		$404,406	RMV
R182196	1N1E35BB -02000	143209	R396203440	1230 NE GRAND AVE	HOLLADAYS ADD, BLOCK 74, LOT 1&2&6-8, LOT 3&5 EXC PT IN ST, LOT 4	$34,399		$34,399	RMV
R182198	1N1E35BB -01200	143210	R396203530	1314 NE GRAND AVE	HOLLADAYS ADD, BLOCK 75, LOT 1-8	$30,261		$30,261	RMV
R182199	1N1E35BB -00900	143211	R396203610		HOLLADAYS ADD, BLOCK 76, LOT 1, DEPT OF REVENUE	$24,045		$24,045	LAND
R182200	1N1E35BB -00800	143212	R396203620		HOLLADAYS ADD, BLOCK 76, LOT 2, DEPT OF REVENUE	$24,045		$24,045	LAND
R182201	1N1E35BB -00700	143213	R396203630	1414 NE GRAND AVE	HOLLADAYS ADD, BLOCK 76, LOT 3&4, DEPT OF REVENUE	$6,000		$6,000	LAND
R182202	1N1E35BB -00300	143214	R396203680		HOLLADAYS ADD, BLOCK 76, LOT 7&8, DEPT OF REVENUE	$6,011		$6,011	LAND
R182203	1N1E35BB -00200	143215	R396203700	1425 NE 7TH AVE	HOLLADAYS ADD, BLOCK 77, LOT 1-8, POTENTIAL ADDITIONAL TAX	$45,903		$45,903	RMV
R182204	1N1E35BB -01300	143216	R396203780	1327 NE 7TH AVE	HOLLADAYS ADD, BLOCK 78, LOT 1&2&7&8	$22,708		$22,708	RMV
R182205	1N1E35BB -01400	143217	R396203820	1327 WI/ NE 7TH AVE	HOLLADAYS ADD, BLOCK 78, LOT 3&4	$6,000		$6,000	LAND
R182206	1N1E35BB -01600	143218	R396203840	1319 WI/ NE 7TH AVE	HOLLADAYS ADD, BLOCK 78, LOT 5	$3,000		$3,000	LAND
R182207	1N1E35BB -01500	143219	R396203850	1319 NE 7TH AVE	HOLLADAYS ADD, BLOCK 78, LOT 6	$5,592		$5,592	RMV
R182209	1N1E35BB -01800	143221	R396203890	1232 NE 6TH AVE	HOLLADAYS ADD, BLOCK 79, LOT 1-3, LOT 4 EXC PT IN ST, LOT 5 EXC PT	$24,883		$24,883	RMV
R182210	1N1E35BB -02500	143222	R396203970	500 WI/ NE MULTNOMAH ST	HOLLADAYS ADD, BLOCK 80&81 TL 2500	$85,644		$85,644	RMV
R182211	1N1E35BB -03200	143223	R396204050	500 WI/ NE MULTNOMAH ST	HOLLADAYS ADD, BLOCK 81, LOT 3&4, LOT 5&6 EXC PT IN ST	$12,632		$12,632	RMV
R182212	1N1E35BC -00400	143224	R396204110	650 NE HOLLADAY ST	HOLLADAYS ADD, BLOCK 82, LOT 1-3, INC PT VAC ST LOT 4&5, LOT 6-8	$504,830		$504,830	RMV
R182213	1N1E35BC -01300	143225	R396204190	650 WI/ NE HOLLADAY ST	HOLLADAYS ADD, BLOCK 83, INC PT VAC ST LOT 1, LOT 2-4	$84,613		$84,613	RMV
R182214	1N1E35BC -01400	143226	R396204230	650 WI/ NE HOLLADAY ST	HOLLADAYS ADD, BLOCK 83, LOT 5-7, INC PT VAC ST LOT 8	$13,500		$13,500	LAND
R182215	1N1E35BC -02300	143227	R396204270	720 WI/ NE GRAND AVE	HOLLADAYS ADD, BLOCK 84, LOT 1-4	$12,000		$12,000	LAND
R182216	1N1E35BC -02200	143228	R396204310	701 NE 7TH AVE	HOLLADAYS ADD, BLOCK 84, LOT 5, S 16.9' OF LOT 6	$4,014		$4,014	LAND
R182217	1N1E35BC -02100	143229	R396204320	777 NE 7TH AVE	HOLLADAYS ADD, BLOCK 84, N 33.1' OF LOT 6, LOT 7&8	$11,096		$11,096	RMV
R182218	1N1E35BC -02000	143230	R396204510	800 NE OREGON ST	HOLLADAYS ADD, BLOCK 88&89 TL 2000, 96.6% NONTAXABLE	$482,658		$482,658	RMV
R182219	1N1E35BC -01500	143231	R396204670	729 WI/ NE OREGON ST	HOLLADAYS ADD, BLOCK 90, INC PT VAC ST LOT 1 EXC PT IN ST, LOT 2&3	$11,610		$11,610	LAND
R182220	1N1E35BC -01600	143232	R396204710	729 NE OREGON ST	HOLLADAYS ADD, BLOCK 90, INC PT VAC ST LOT 5 EXC PT IN ST, INC PT	$27,793		$27,793	RMV
R182221	1N1E35BC -00300	143233	R396204750	710 NE HOLLADAY ST	HOLLADAYS ADD, BLOCK 91, LOT 1-3 EXC PT IN ST, INC PT VAC ST LOT 4	$23,953		$23,953	RMV
R182222	1N1E35BC -00200	143234	R396204790	SWC/ 8TH & NE HOLLADAY ST	HOLLADAYS ADD, BLOCK 91&102 TL 200	$36,340		$36,340	RMV
R182223	1N1E35BB -03100	143235	R396204830	700 WI/ NE MULTNOMAH ST	HOLLADAYS ADD, BLOCK 92, LOT 1-8 TL 3100	$30,308		$30,308	RMV
R182224	1N1E35BB -02600	143236	R396204910	700 NE MULTNOMAH ST	HOLLADAYS ADD, BLOCK 93, LOT 1-3&6-8 TL 2600	$224,189		$224,189	RMV
R182225	1N1E35BB -02700	143237	R396204950	700 S/ NE MULTNOMAH ST	HOLLADAYS ADD, BLOCK 93, LOT 3-6 TL 2700	$47,241		$47,241	RMV
R182228	1N1E35BB -02800	143238	R396205510	700 WI/ NE MULTNOMAH ST	HOLLADAYS ADD, BLOCK 100 TL 2800	$32,775		$32,775	RMV
R182229	1N1E35BB -03000	143239	R396205560	700 WI/ NE MULTNOMAH ST	HOLLADAYS ADD, BLOCK 101, LOT 1-8 TL 3000	$24,566		$24,566	RMV
R182230	1N1E35BB -02900	143240	R396205610	700 WI/ NE MULTNOMAH ST	HOLLADAYS ADD, BLOCK 101 TL 2900	$9,061		$9,061	RMV
R182231	1N1E35BC -00100	143241	R396205680	830 NE HOLLADAY ST	HOLLADAYS ADD, BLOCK 102, INC PT VAC ST LOT 5, LOT 6-8	$27,270		$27,270	RMV
R182232	1N1E35BC -01700	143242	R396205720	827 WI/ NE OREGON ST	HOLLADAYS ADD, BLOCK 103, INC PT VAC STS LOT 1, INC PT VAC ST LOT	$16,770		$16,770	LAND
R182233	1N1E35BC -01800	143243	R396205760	827 NE OREGON ST	HOLLADAYS ADD, BLOCK 103, LOT 5 EXC PT IN ST, LOT 6&7, INC PT VAC	$20,825		$20,825	RMV
R182234	1N1E35BC -01900	143244	R396205800	800 WI/ NE OREGON ST	HOLLADAYS ADD, BLOCK 104, INC PT VAC ST- EXC PT IN STS	$12,600		$12,600	LAND
R182241	1N1E35BA -00300	143245	R396206420	1000 WI/ NE MULTNOMAH ST	HOLLADAYS ADD, BLOCK 112&113&120&121 TL 300, LAND ONLY SEE	$59,795		$59,795	RMV
R182242	1N1E35BA -00300-A1	143246	R396206421	1000 NE MULTNOMAH ST	HOLLADAYS ADD, BLOCK 112&113&120&121 TL 300, IMPS ONLY SEE	$146,932		$146,932	RMV
R182243	1N1E35BA -00200	143247	R396206500	901 NE LLOYD CENTER AVE	HOLLADAYS ADD, BLOCK 114&115 TL 200	$51,878		$51,878	RMV
R182319	1N1E26CD -13600	143248	R396214130	905 NE HALSEY ST	HOLLADAYS ADD, BLOCK 205, LOT 1 EXC PT IN STS, LOT 2&3 EXC PT IN	$9,645		$9,645	RMV
R182321	1N1E26CD -13400	143249	R396214200	926 NE WEIDLER ST	HOLLADAYS ADD, BLOCK 205, LOT 7&8	$4,326		$4,326	RMV
R182322	1N1E26CC -12100	143250	R396214240	815 NE HALSEY ST	HOLLADAYS ADD, BLOCK 206, LOT 1-3, LOT 4 EXC PT IN ST, LOT 5 EXC PT	$15,548		$15,548	RMV
R182323	1N1E26CC -12400	143251	R396214300	704 NE WEIDLER ST	HOLLADAYS ADD, BLOCK 207, LOT 1-3 EXC PT IN ST	$10,296		$10,296	RMV
R182324	1N1E26CC -12500	143252	R396214330	711 NE HALSEY ST	HOLLADAYS ADD, BLOCK 207, LOT 4 EXC PT IN ST, LOT 5	$19,343		$19,343	RMV
R182325	1N1E26CC -12200	143253	R396214370	1517 NE 8TH AVE	HOLLADAYS ADD, BLOCK 207, LOT 6-8	$15,579		$15,579	RMV

PROPID	STATEID	LIENNO	ACCTNO	SITUS	LEGALDESC	FINAL ASSESS	ADJUSTMENT PER ORDNC 186504	ADJUSTED FINAL ASSESSMENT	ASSESSTYPE
R182327	1N1E26CC -13200	143254	R396214400	632 NE WEIDLER ST	HOLLADAYS ADD, BLOCK 208, LOT 1&2&6-8	$24,522		$24,522	RMV
R182328	1N1E26CC -13100	143255	R396214420	632 WI/ NE WEIDLER ST	HOLLADAYS ADD, BLOCK 208, LOT 3	$3,359		$3,359	RMV
R182329	1N1E26CC -12800	143256	R396214430	617-619 NE HALSEY ST	HOLLADAYS ADD, BLOCK 208, E 34' OF LOT 4	$1,038		$1,038	RMV
R182330	1N1E26CC -13000	143257	R396214440	603 NE HALSEY ST	HOLLADAYS ADD, BLOCK 208, W 33' OF LOT 4	$954		$954	RMV
R182331	1N1E26CC -12900	143258	R396214450	632 WI/ NE WEIDLER ST	HOLLADAYS ADD, BLOCK 208, E 33' OF W 66' OF LOT 4	$1,121		$1,121	RMV
R182332	1N1E26CC -12700	143259	R396214460	627 NE HALSEY ST	HOLLADAYS ADD, BLOCK 208, W 40' OF LOT 5	$1,341		$1,341	RMV
R182333	1N1E26CC -12600	143260	R396214470	627 WI/ NE HALSEY ST	HOLLADAYS ADD, BLOCK 208, E 60' OF LOT 5	$2,015		$2,015	RMV
R182334	1N1E26CC -13900	143261	R396214510	1520 NE GRAND AVE	HOLLADAYS ADD, BLOCK 209, LOT 1-3	$12,752		$12,752	RMV
R182335	1N1E26CC -13800	143262	R396214540	1520 WI/ NE GRAND AVE	HOLLADAYS ADD, BLOCK 209, W 33 1/3' OF LOT 4	$1,175		$1,175	RMV
R182336	1N1E26CC -13600	143263	R396214550	1520 WI/ NE GRAND AVE	HOLLADAYS ADD, BLOCK 209, E 33 1/3' OF LOT 4	$1,175		$1,175	RMV
R182337	1N1E26CC -13700	143264	R396214560	1520 WI/ NE GRAND AVE	HOLLADAYS ADD, BLOCK 209, E 33 1/3' OF W 66 2/3' OF LOT 4	$1,175		$1,175	RMV
R182338	1N1E26CC -13500	143265	R396214570	1520 WI/ NE GRAND AVE	HOLLADAYS ADD, BLOCK 209, LOT 5&6	$6,999		$6,999	RMV
R182339	1N1E26CC -13400	143266	R396214590	1523 NE 6TH AVE	HOLLADAYS ADD, BLOCK 209, LOT 7	$2,020		$2,020	RMV
R182340	1N1E26CC -13300	143267	R396214600	1520 WI/ NE GRAND AVE	HOLLADAYS ADD, BLOCK 209, LOT 8	$3,499		$3,499	RMV
R182341	1N1E26CC -14400	143268	R396214610	1530 NE M L KING BLVD	HOLLADAYS ADD, BLOCK 210, LOT 1-4 EXC PT IN ST	$12,860		$12,860	RMV
R182342	1N1E26CC -14300	143269	R396214650	440 WI/ NE WEIDLER ST	HOLLADAYS ADD, BLOCK 210, LOT 5&6	$7,288		$7,288	RMV
R182344	1N1E26CC -14100	143270	R396214670	440 WI/ NE WEIDLER ST	HOLLADAYS ADD, BLOCK 210, LOT 7	$3,400		$3,400	RMV
R182345	1N1E26CC -14000	143271	R396214680	440 NE WEIDLER ST	HOLLADAYS ADD, BLOCK 210, LOT 8	$7,102		$7,102	RMV
R182346	1N1E27DD -12200	143272	R396214690	310 NE WEIDLER ST	HOLLADAYS ADD, BLOCK 211, LOT 1 EXC N 10', LOT 2	$9,014		$9,014	RMV
R182347	1N1E27DD -12300	143273	R396214710	1525 W/ NE M L KING BLVD	HOLLADAYS ADD, BLOCK 211, LOT 3, W 1/2 OF LOT 6	$4,801		$4,801	RMV
R182348	1N1E34AA -00100	143274	R396214720	375 N/ NE CLACKAMAS ST	HOLLADAYS ADD, BLOCK 211, INC PT VAC ST-LOT 4, W 1/2 OF LOT 5	$7,200		$7,200	LAND
R182349	1N1E27DD -12400	143275	R396214740	1525 NE M L KING BLVD	HOLLADAYS ADD, BLOCK 211, E 1/2 OF LOT 5 INC PT VAC ST & EXC PT IN	$12,105		$12,105	RMV
R182350	1N1E27DD -12100	143276	R396214770	220 NE WEIDLER ST	HOLLADAYS ADD, BLOCK 212, LOT 1&8 EXC PT IN ST, LOT 2&7, N 25' OF	$17,977		$17,977	RMV
R182351	1N1E34AA -00200	143277	R396214780	1506 NE 2ND AVE	HOLLADAYS ADD, BLOCK 212, S 25' OF LOT 3&6, INC PT VAC ST LOT 4&5	$27,907		$27,907	RMV
R182352	1N1E27DD -11000	143278	R396214950	104 NE BROADWAY	HOLLADAYS ADD, BLOCK 214, LOT 1&2	$6,646		$6,646	RMV
R182353	1N1E27DD -10900	143279	R396214970	1618 NE 1ST AVE	HOLLADAYS ADD, BLOCK 214, W 1/2 OF LOT 3&4, LAND & IMPS SEE	$3,990		$3,990	RMV
R182355	1N1E27DD -10800	143281	R396214980	1609 NE 2ND AVE	HOLLADAYS ADD, BLOCK 214, E 1/2 OF LOT 3&4, LOT 5&6	$9,481		$9,481	RMV
R182356	1N1E27DD -10700	143282	R396215010	122-140 NE BROADWAY	HOLLADAYS ADD, BLOCK 214, LOT 7&8	$6,082		$6,082	RMV
R182357	1N1E27DD -10600	143283	R396215030	228 NE BROADWAY	HOLLADAYS ADD, BLOCK 215, LOT 1&2	$10,278		$10,278	RMV
R182358	1N1E27DD -10500	143284	R396215050	228 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 215, LOT 3	$3,526		$3,526	RMV
R182359	1N1E27DD -10400	143285	R396215060	203 NE WEIDLER ST	HOLLADAYS ADD, BLOCK 215, LOT 4 W 40' OF	$1,128		$1,128	RMV
R182361	1N1E27DD -10300	143286	R396215070	211-213 NE WEIDLER ST	HOLLADAYS ADD, BLOCK 215, E 30' OF W 70' OF LOT 4	$917		$917	RMV
R182362	1N1E27DD -10200	143287	R396215080	228 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 215, E 30' OF LOT 4	$1,045		$1,045	RMV
R182363	1N1E27DD -10100	143288	R396215090	228 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 215, LOT 5&6	$7,174		$7,174	RMV
R182364	1N1E27DD -10000	143289	R396215110	228 NE BROADWAY	HOLLADAYS ADD, BLOCK 215, LOT 7&8	$10,278		$10,278	RMV
R182365	1N1E27DD -09900	143290	R396215130	307 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 216, LOT 1, LAND ONLY SEE R182366	$3,000		$3,000	LAND
R182366	1N1E27DD -09900-A1	143291	R396215131	307 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 216, LOT 1, IMPS ONLY SEE R182365	$112		$112	RMV
R182367	1N1E27DD -09800	143292	R396215140	307 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 216, LOT 2	$3,055		$3,055	RMV
R182368	1N1E27DD -09700	143293	R396215150	307 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 216, LOT 3	$3,080		$3,080	RMV
R182369	1N1E27DD -09500	143294	R396215160	307 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 216, E 50' OF LOT 4	$1,525		$1,525	RMV
R182370	1N1E27DD -09600	143295	R396215170	307 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 216, W 50' OF LOT 4	$1,554		$1,554	RMV
R182371	1N1E27DD -09400	143296	R396215180	1601 NE M L KING BLVD	HOLLADAYS ADD, BLOCK 216, LOT 5&6 EXC PT IN ST, LAND & IMPS SEE	$7,251		$7,251	RMV
R182373	1N1E27DD -09300	143298	R396215200	307 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 216, LOT 7&8 EXC PT IN ST, LAND ONLY SEE	$6,045		$6,045	RMV
R182374	1N1E27DD -09300-A1	143299	R396215201	307 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 216, LOT 7&8 EXC PT IN ST, IMPS ONLY SEE	$136		$136	RMV
R182375	1N1E27DD -09300-A2	143300	R396215202	336 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 216, LOT 7&8 EXC PT IN ST, BILLBOARD SEE	$217		$217	RMV
R182376	1N1E26CC -09700	143301	R396215230	410 NE BROADWAY	HOLLADAYS ADD, BLOCK 217, LOT 1 EXC PT IN STS, LOT 2 EXC PT IN ST	$12,514		$12,514	RMV
R182378	1N1E26CC -09800	143302	R396215240	401 NE WEIDLER ST	HOLLADAYS ADD, BLOCK 217, LOT 3&4 EXC PT IN ST	$7,828		$7,828	RMV
R182379	1N1E26CC -09900	143303	R396215260	1621 WI/ NE GRAND AVE	HOLLADAYS ADD, BLOCK 217, W 33 1/3' OF LOT 5	$1,198		$1,198	RMV
R182380	1N1E26CC -10000	143304	R396215270	1621 NE GRAND AVE	HOLLADAYS ADD, BLOCK 217, E 66 2/3' OF LOT 5, LOT 6&7, LOT 8 EXC PT	$12,688		$12,688	RMV
R182381	1N1E26CC -10100	143305	R396215320	1620 NE GRAND AVE	HOLLADAYS ADD, BLOCK 218, LOT 1 EXC PT IN STS, LOT 2-4 EXC PT IN	$38,132		$38,132	RMV
R182382	1N1E26CC -10200	143306	R396215440	606 NE BROADWAY	HOLLADAYS ADD, BLOCK 219, W 1/2 OF LOT 1 EXC PT IN ST, W 1/2 OF N	$1,984		$1,984	RMV
R182383	1N1E26CC -10300	143307	R396215450	620-640 NE BROADWAY	HOLLADAYS ADD, BLOCK 219, E 1/2 OF LOT 1 EXC PT IN ST, E 1/2 OF N 15'	$1,369		$1,369	RMV
R182384	1N1E26CC -10400	143308	R396215460	606 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 219, S 35' OF LOT 2	$2,201		$2,201	RMV
R182385	1N1E26CC -10500	143309	R396215470	1606-1618 NE 6TH AVE	HOLLADAYS ADD, BLOCK 219, LOT 3&4	$17,720		$17,720	RMV
R182386	1N1E26CC -10600	143310	R396215490	1607 WI/ NE 7TH AVE	HOLLADAYS ADD, BLOCK 219, S 45' OF LOT 5	$2,915		$2,915	RMV
R182387	1N1E26CC -10700	143311	R396215500	1607 NE 7TH AVE	HOLLADAYS ADD, BLOCK 219, N 5' OF LOT 5, S 45' OF LOT 6	$14,939		$14,939	RMV
R182388	1N1E26CC -10800	143312	R396215510	620-640 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 219, N 5' OF LOT 6, S 40' OF LOT 7	$2,865		$2,865	RMV
R182389	1N1E26CC -10900	143313	R396215520	620-640 NE BROADWAY	HOLLADAYS ADD, BLOCK 219, N 10' OF LOT 7, LOT 8 EXC PT IN ST	$8,032		$8,032	RMV
R182390	1N1E26CC -11000	143314	R396215530	725 WI/ NE WEIDLER ST	HOLLADAYS ADD, BLOCK 220, LOT 1&2, EXC PT IN ST	$5,400		$5,400	LAND
R182393	1N1E26CC -11300	143315	R396215560	707 NE WEIDLER ST	HOLLADAYS ADD, BLOCK 220, LOT 3&4 EXC PT IN ST	$8,231		$8,231	RMV
R182394	1N1E26CC -11400	143316	R396215590	725 NE WEIDLER ST	HOLLADAYS ADD, BLOCK 220, LOT 5-7 & LOT 8 EXC PT IN ST	$17,131		$17,131	RMV
R182396	1N1E26CC -11600	143317	R396215630	800 NE BROADWAY	HOLLADAYS ADD, BLOCK 221, W 1/2 OF LOT 1&2 EXC PT IN ST	$2,814		$2,814	RMV
R182397	1N1E26CC -11700	143318	R396215640	812-818 NE BROADWAY	HOLLADAYS ADD, BLOCK 221, E 1/2 OF LOT 1&2 EXC PT IN ST	$1,565		$1,565	RMV
R182398	1N1E26CC -12000	143319	R396215650	815 NE WEIDLER ST	HOLLADAYS ADD, BLOCK 221, LOT 3&4, LOT 5&6 EXC PT IN ST	$7,276		$7,276	RMV
R182399	1N1E26CC -11800	143320	R396215690	822 NE BROADWAY	HOLLADAYS ADD, BLOCK 221, W 40' OF LOT 7&8 EXC PT IN ST	$762		$762	RMV
R182400	1N1E26CC -11900	143321	R396215700	832 NE BROADWAY	HOLLADAYS ADD, BLOCK 221, E 60' OF LOT 7&8 EXC PT IN ST	$3,542		$3,542	RMV
R182401	1N1E26CD -12200	143322	R396215710	914 NE BROADWAY	HOLLADAYS ADD, BLOCK 222, LOT 1 EXC PT IN ST	$1,200		$1,200	LAND
R182402	1N1E26CD -12300	143323	R396215720	1626 NE 9TH AVE	HOLLADAYS ADD, BLOCK 222, LOT 2	$1,058		$1,058	RMV
R182403	1N1E26CD -12400	143324	R396215730	1626 N/ NE 9TH AVE	HOLLADAYS ADD, BLOCK 222, LOT 3 EXC PT IN ST	$1,350		$1,350	LAND

PROPID	STATEID	LIENNO	ACCTNO	SITUS	LEGALDESC	FINAL ASSESS	ADJUSTMENT PER ORDNC 186504	ADJUSTED FINAL ASSESSMENT	ASSESSTYPE
R182404	1N1E26CD -12500	143325	R396215740	1606 NE 9TH AVE	HOLLADAYS ADD, BLOCK 222, LOT 4	$1,375		$1,375	RMV
R182405	1N1E26CD -12600	143326	R396215750	1621 NE 10TH AVE	HOLLADAYS ADD, BLOCK 222, LOT 5-7, LOT 8 EXC PT IN ST	$7,848		$7,848	RMV
R182466	1N1E26CD -12100	143327	R396216970	1720 NE 9TH AVE	HOLLADAYS ADD, BLOCK 237, LOT 1-3, LOT 4 EXC PT IN ST	$19,109		$19,109	RMV
R182467	1N1E26CD -12000	143328	R396217010	923 NE BROADWAY	HOLLADAYS ADD, BLOCK 237, W 1/2 OF LOT 5 EXC PT IN ST, W 1/2 OF	$1,370		$1,370	RMV
R182468	1N1E26CD -11900	143329	R396217020	935 NE BROADWAY	HOLLADAYS ADD, BLOCK 237, E 1/2 OF LOT 5 EXC PT IN ST, E 1/2 OF LOT	$3,887		$3,887	RMV
R182469	1N1E26CD -11800	143330	R396217030	1723 NE 10TH AVE	HOLLADAYS ADD, BLOCK 237, LOT 7	$790		$790	RMV
R182470	1N1E26CD -11700	143331	R396217040	1731 NE 10TH AVE	HOLLADAYS ADD, BLOCK 237, LOT 8	$1,201		$1,201	RMV
R182471	1N1E26CC -08300	143332	R396217050	1720 WI/ NE 9TH AVE	HOLLADAYS ADD, BLOCK 238, LOT 1	$1,500		$1,500	LAND
R182472	1N1E26CC -08200	143333	R396217060	1720 WI/ NE 9TH AVE	HOLLADAYS ADD, BLOCK 238, LOT 2	$1,500		$1,500	LAND
R182473	1N1E26CC -08000	143334	R396217070	817 NE BROADWAY	HOLLADAYS ADD, BLOCK 238, E 1/2 OF LOT 3, E 1/2 OF LOT 4 EXC PT IN	$1,759		$1,759	RMV
R182474	1N1E26CC -08100	143335	R396217080	801-805 NE BROADWAY	HOLLADAYS ADD, BLOCK 238, W 1/2 OF LOT 3, W 1/2 OF LOT 4 EXC PT IN	$1,857		$1,857	RMV
R182475	1N1E26CC -07900	143336	R396217090	823-825 NE BROADWAY	HOLLADAYS ADD, BLOCK 238, W 1/2 OF LOT 5 EXC PT IN ST, E 1/2 OF LOT	$2,051		$2,051	RMV
R182476	1N1E26CC -07800	143337	R396217100	835-841 NE BROADWAY	HOLLADAYS ADD, BLOCK 238, E 1/2 OF LOT 5 EXC PT IN ST, E 1/2 OF LOT	$2,036		$2,036	RMV
R182477	1N1E26CC -07700	143338	R396217110	1720 WI/ NE 9TH AVE	HOLLADAYS ADD, BLOCK 238, LOT 7	$1,500		$1,500	LAND
R182478	1N1E26CC -07600	143339	R396217120	1720 WI/ NE 9TH AVE	HOLLADAYS ADD, BLOCK 238, LOT 8	$1,500		$1,500	LAND
R182479	1N1E26CC -08800	143340	R396217130	1730 WI/ NE 7TH AVE	HOLLADAYS ADD, BLOCK 239, E 1/2 OF LOT 1	$750		$750	LAND
R182480	1N1E26CC -08900	143341	R396217140	1730 NE 7TH AVE	HOLLADAYS ADD, BLOCK 239, W 1/2 OF LOT 1	$3,122		$3,122	RMV
R182481	1N1E26CC -08700	143342	R396217150	739 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 239, LOT 2	$1,500		$1,500	LAND
R182482	1N1E26CC -08600	143343	R396217160	701-715 NE BROADWAY	HOLLADAYS ADD, BLOCK 239, LOT 3, LOT 4 EXC PT IN ST	$4,319		$4,319	RMV
R182483	1N1E26CC -08500	143344	R396217180	739 NE BROADWAY	HOLLADAYS ADD, BLOCK 239, LOT 5 EXC PT IN ST, LOT 6&7	$6,695		$6,695	RMV
R182484	1N1E26CC -08400	143345	R396217210	1730 WI/ NE 7TH AVE	HOLLADAYS ADD, BLOCK 239, LOT 8	$1,500		$1,500	LAND
R182485	1N1E26CC -09400	143346	R396217220	1720 NE 6TH AVE	HOLLADAYS ADD, BLOCK 240, LOT 1&2	$3,298		$3,298	RMV
R182486	1N1E26CC -09300	143347	R396217240	603 NE BROADWAY	HOLLADAYS ADD, BLOCK 240, LOT 3, LOT 4 EXC PT IN ST	$2,700		$2,700	LAND
R182487	1N1E26CC -09200	143348	R396217270	621-623 NE BROADWAY	HOLLADAYS ADD, BLOCK 240, W 30' OF LOT 5 EXC PT IN ST, W 30' OF S	$746		$746	RMV
R182488	1N1E26CC -09100	143349	R396217280	633 NE BROADWAY	HOLLADAYS ADD, BLOCK 240, E 70' OF LOT 5 EXC PT IN ST, LOT 6 EXC S	$6,821		$6,821	RMV
R182490	1N1E26CC -09000	143350	R396217320	1735 NE 7TH AVE	HOLLADAYS ADD, BLOCK 240, LOT 8	$4,964		$4,964	RMV
R182491	1N1E26CC -09500	143351	R396217330	519 NE BROADWAY	HOLLADAYS ADD, BLOCK 241, LOT 1-3 EXC PT IN ST, LOT 4 EXC PT IN	$34,520		$34,520	RMV
R182492	1N1E26CC -09600	143352	R396217410	415 NE BROADWAY	HOLLADAYS ADD, BLOCK 242, LOT 1-5 EXC PT IN ST, LOT 6-8	$47,516		$47,516	RMV
R182493	1N1E27DD -09000	143353	R396217490	307 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 243, LOT 1&2	$6,680		$6,680	RMV
R182494	1N1E27DD -08900	143354	R396217530	307 NE BROADWAY	HOLLADAYS ADD, BLOCK 243, LOT 3, LOT 4 EXC PT IN ST	$7,262		$7,262	RMV
R182495	1N1E27DD -09200	143355	R396217550	307 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 243, LOT 5 EXC PT IN STS, LOT 6 EXC PT IN ST	$5,626		$5,626	RMV
R182496	1N1E27DD -09100	143356	R396217570	307 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 243, LOT 7&8 EXC PT IN ST	$5,759		$5,759	RMV
R182497	1N1E27DD -08600	143357	R396217590	1732 NE 2ND AVE	HOLLADAYS ADD, BLOCK 244, LOT 1&2	$6,000		$6,000	LAND
R182498	1N1E27DD -08500	143358	R396217610	237 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 244, LOT 3, LOT 4 EXC PT IN ST	$5,400		$5,400	LAND
R182499	1N1E27DD -08800	143359	R396217630	237 NE BROADWAY	HOLLADAYS ADD, BLOCK 244, LOT 5 EXC PT IN ST, LOT 6	$30,494		$30,494	RMV
R182500	1N1E27DD -08700	143360	R396217650	1732 W/ NE 2ND AVE	HOLLADAYS ADD, BLOCK 244, LOT 7&8	$6,000		$6,000	LAND
R182501	1N1E27DD -08000	143361	R396217670	1734 NE 1ST AVE	HOLLADAYS ADD, BLOCK 245, W 68' OF LOT 1&2	$4,080		$4,080	LAND
R182502	1N1E27DD -08100	143362	R396217690	1734 WI/ NE 1ST AVE	HOLLADAYS ADD, BLOCK 245, E 32' OF LOT 1&2	$1,920		$1,920	LAND
R182503	1N1E27DD -07900	143363	R396217700	55 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 245, W 70' OF LOT 3, W 70' OF LOT 4 EXC PT IN	$3,780		$3,780	LAND
R182504	1N1E27DD -08400	143364	R396217720	55 WI/ NE BROADWAY	HOLLADAYS ADD, BLOCK 245, E 30' OF LOT 3, E 30' OF LOT 4 EXC PT IN	$7,020		$7,020	LAND
R182505	1N1E27DD -08300	143365	R396217780	1734 WI/ NE 1ST AVE	HOLLADAYS ADD, BLOCK 245, LOT 7	$3,000		$3,000	LAND
R182506	1N1E27DD -08200	143366	R396217790	1734 WI/ NE 1ST AVE	HOLLADAYS ADD, BLOCK 245, LOT 8	$3,000		$3,000	LAND
R182510	1N1E27DD -06700	143370	R396217830	1828 NE 1ST AVE	HOLLADAYS ADD, BLOCK 246, LOT 2	$1,500		$1,500	LAND
R182512	1N1E27DD -06500	143372	R396217860	1805 NE 2ND AVE	HOLLADAYS ADD, BLOCK 246, LOT 4-6	$4,500		$4,500	LAND
R182516	1N1E27DD -06100	143376	R396217910	208 E/ NE HANCOCK ST	HOLLADAYS ADD, BLOCK 247, E 41' OF LOT 1&2	$1,230		$1,230	LAND
R182518	1N1E27DD -06000	143378	R396217930	1800 NE 2ND AVE	HOLLADAYS ADD, BLOCK 247, LOT 3-6	$6,762		$6,762	RMV
R182519	1N1E27DD -05900	143379	R396217970	1800 N/ NE 2ND AVE	HOLLADAYS ADD, BLOCK 247, S 32' OF LOT 7	$960		$960	LAND
R182520	1N1E27DD -05800	143380	R396217980	1835 S/ NE 3RD AVE	HOLLADAYS ADD, BLOCK 247, N 18' OF LOT 7, S 14' OF LOT 8	$960		$960	LAND
R182521	1N1E27DD -05700	143381	R396217990	1835 NE 3RD AVE	HOLLADAYS ADD, BLOCK 247, N 36' OF LOT 8	$1,128		$1,128	RMV
R182522	1N1E27DD -05600	143382	R396218000	316 NE HANCOCK ST	HOLLADAYS ADD, BLOCK 248, LOT 1	$1,500		$1,500	LAND
R182523	1N1E27DD -05500	143383	R396218010	1824-1826 NE 3RD AVE	HOLLADAYS ADD, BLOCK 248, LOT 2	$750		$750	LAND
R182524	1N1E27DD -05400	143384	R396218020	1803 WI/ NE M L KING BLVD	HOLLADAYS ADD, BLOCK 248, LOT 3&4	$3,000		$3,000	LAND
R182525	1N1E27DD -05300	143385	R396218050	1803 NE M L KING BLVD	HOLLADAYS ADD, BLOCK 248, LOT 5&6 EXC PT IN ST	$3,331		$3,331	RMV
R182526	1N1E27DD -05200	143386	R396218070	1831 NE M L KING BLVD	HOLLADAYS ADD, BLOCK 248, LOT 7&8 EXC PT IN ST	$3,331		$3,331	RMV
R182527	1N1E26CC -05100	143387	R396218100	1818 NE M L KING BLVD	HOLLADAYS ADD, BLOCK 249, LOT 2&3 EXC PT IN ST	$2,700		$2,700	LAND
R182528	1N1E26CC -05200	143388	R396218120	1804 NE M L KING BLVD	HOLLADAYS ADD, BLOCK 249, LOT 4 EXC PT IN ST	$1,519		$1,519	RMV
R182529	1N1E26CC -05300	143389	R396218130	421-427 NE SCHUYLER ST	HOLLADAYS ADD, BLOCK 249, LOT 5 EXC PT IN ST	$1,040		$1,040	RMV
R182532	1N1E26CC -05400	143390	R396218160	1818 E/ NE M L KING BLVD	HOLLADAYS ADD, BLOCK 249, LOT 6&7 TL 5400	$1,609		$1,609	LAND
R182533	1N1E26CC -05500	143391	R396218170	1836 NE GRAND AVE	HOLLADAYS ADD, BLOCK 250, N 25' OF W 75' OF LOT 1	$503		$503	RMV
R182534	1N1E26CC -05700	143392	R396218180	1830 NE GRAND AVE	HOLLADAYS ADD, BLOCK 250, S 25' OF W 75' OF LOT 1	$601		$601	RMV
R182535	1N1E26CC -05800	143393	R396218190	1822 NE GRAND AVE	HOLLADAYS ADD, BLOCK 250, LOT 2	$3,129		$3,129	RMV
R182536	1N1E26CC -05900	143394	R396218200	533 NE SCHUYLER ST	HOLLADAYS ADD, BLOCK 250, LOT 3-8	$9,000		$9,000	LAND
R182537	1N1E26CC -05600	143395	R396218260	1830 WI/ NE GRAND AVE	HOLLADAYS ADD, BLOCK 250, E 25' OF LOT 1	$217		$217	RMV
R182538	1N1E26CC -06000	143396	R396218270	1832 NE 6TH AVE	HOLLADAYS ADD, BLOCK 251, LOT 1&2&7&8	$6,550		$6,550	RMV
R182539	1N1E26CC -06100	143397	R396218310	1819 NE 7TH AVE	HOLLADAYS ADD, BLOCK 251, LOT 3&4, N 35' OF LOT 6	$4,050		$4,050	LAND
R182540	1N1E26CC -06200	143398	R396218340	621-629 NE SCHUYLER ST	HOLLADAYS ADD, BLOCK 251, W 58' OF LOT 5, W 58' OF S 15' OF LOT 6	$1,131		$1,131	LAND
R182541	1N1E26CC -06300	143399	R396218350	633 NE SCHUYLER ST	HOLLADAYS ADD, BLOCK 251, E 42' OF LOT 5, E 42' OF S 15' OF LOT 6	$819		$819	LAND
R182542	1N1E26CC -06500	143400	R396218370	1836 NE 7TH AVE	HOLLADAYS ADD, BLOCK 252, LOT 1&2	$5,890		$5,890	RMV
R182543	1N1E26CC -06400	143401	R396218390	1808 NE 7TH AVE	HOLLADAYS ADD, BLOCK 252, LOT 3&4	$3,000		$3,000	LAND

PROPID	STATEID	LIENNO	ACCTNO	SITUS	LEGALDESC	FINAL ASSESS	ADJUSTMENT PER ORDNC 186504	ADJUSTED FINAL ASSESSMENT	ASSESSTYPE
R182544	1N1E26CC -06900	143402	R396218410	1805 NE 8TH AVE	HOLLADAYS ADD, BLOCK 252, LOT 5	$952		$952	RMV
R182545	1N1E26CC -06800	143403	R396218420	1811 NE 8TH AVE	HOLLADAYS ADD, BLOCK 252, LOT 6	$750		$750	LAND
R182546	1N1E26CC -06700	143404	R396218430	1823 NE 8TH AVE	HOLLADAYS ADD, BLOCK 252, LOT 7	$803		$803	RMV
R182547	1N1E26CC -06600	143405	R396218440	1836 WI/ NE 7TH AVE	HOLLADAYS ADD, BLOCK 252, LOT 8	$1,500		$1,500	LAND
R182548	1N1E26CC -07100	143406	R396218450	802 NE HANCOCK ST	HOLLADAYS ADD, BLOCK 253, W 54.2' OF LOT 1	$600		$600	RMV
R182549	1N1E26CC -07200	143407	R396218460	814 NE HANCOCK ST	HOLLADAYS ADD, BLOCK 253, E 45.8' OF LOT 1	$698		$698	RMV
R182550	1N1E26CC -07000	143408	R396218470	815 NE SCHUYLER ST	HOLLADAYS ADD, BLOCK 253, LOT 2-4	$4,500		$4,500	LAND
R182551	1N1E26CC -07500	143409	R396218500	833 NE SCHUYLER ST	HOLLADAYS ADD, BLOCK 253, LOT 5&6	$3,639		$3,639	RMV
R182554	1N1E26CD -06400	143410	R396218540	915 NE SCHUYLER ST	HOLLADAYS ADD, BLOCK 254, LOT 1-8	$21,146		$21,146	RMV
R182647	1N1E26CC -01600	143411	R396219920	703 NE HANCOCK ST	HOLLADAYS ADD, BLOCK 271, FRACTIONAL LOT 1, LOT 2-4	$7,386		$7,386	RMV
R187532	1N1E27CD -00400	143415	R419900210	401 WI/ N DIXON ST	IRVINGS HARBOR VIEW, INC PT OF VAC ST LOT 1-9 BLOCK 19, LOT 10-18	$20,743		$20,743	LAND
R207933	1N1E35BB -90002	143419	R502460050	825 NE MULTNOMAH ST, UN 1	LLOYD CENTER TOWER CONDOMINIUM, LOT 1, DEPT OF REVENUE	$356,854		$356,854	RMV
R207934	1N1E35BB -90001	143420	R502460100	825 NE MULTNOMAH ST, UN 2	LLOYD CENTER TOWER CONDOMINIUM, LOT 2	$356,854		$356,854	RMV
R215941	1N1E34AB -00400	143421	R553000500	1225 N THUNDERBIRD WAY	MC MILLENS ADD, BLOCK 1-4 TL 400	$41,940		$41,940	LAND
R215942	1N1E34AB -01400	143422	R553000700	1 WI/ CENTER CT	MC MILLENS ADD, BLOCK 5&6&12&14 TL 1400, LAND ONLY, SEE R638903	$41,602		$41,602	RMV
R215943	1N1E34AB -01300	143424	R553000800	1 WI/ CENTER CT	MC MILLENS ADD, BLOCK 6&7&12&13 TL 1300, LAND ONLY SEE R215944	$6,782		$6,782	LAND
R215945	1N1E34AB -01100	143426	R553001000	1 WI/ CENTER CT	MC MILLENS ADD, BLOCK 11-14&16-18&22, LOT TL 1100	$56,016		$56,016	LAND
R215947	1N1E34AA -04200	143427	R553001200	1 WI/ CENTER CT	MC MILLENS ADD, BLOCK 14-17&22-24 TL 4200, LAND ONLY SEE R215948	$62,465		$62,465	LAND
R215948	1N1E34AA -04200-A1	143428	R553001201	1 CENTER CT	MC MILLENS ADD, BLOCK 14-17&22-24 TL 4200, IMPS ONLY SEE R215947	$358,131		$358,131	RMV
R215949	1N1E34AB -01200	143429	R553001510	300 N WINNING ST	MC MILLENS ADD, BLOCK 7&8&10-12&16 TL 1200	$152,122		$152,122	RMV
R215950	1N1E34AB -00900	143430	R553001610	300 WI/ N WINNING ST	MC MILLENS ADD, BLOCK 18-21 TL 900	$209,429		$209,429	RMV
R215951	1N1E34AB -01000	143431	R553001620	1 WI/ CENTER CT	MC MILLENS ADD, BLOCK 20 TL 1000, LAND ONLY SEE R215952(R55300-	$188		$188	LAND
R215953	1N1E34AA -04300	143433	R553001640	300 WI/ N WINNING ST	MC MILLENS ADD, BLOCK 21&22 TL 4300	$4,216		$4,216	LAND
R233833	1S1E02BB -08100	143436	R644500010	514 SE BELMONT ST	PARK ADD TO E P, BLOCK 126, LOT 1&2 EXC PT IN ST SEE R233834	$5,400		$5,400	LAND
R233834	1S1E02BB -08100-A1	143437	R644500011	514 SE BELMONT ST	PARK ADD TO E P, BLOCK 126, LOT 1&2 EXC PT IN ST, BILLBOARD SEE	$155		$155	RMV
R233835	1S1E02BB -08000	143438	R644500030	928 SE GRAND AVE	PARK ADD TO E P, BLOCK 126, LOT 3&4 EXC PT IN ST	$5,400		$5,400	LAND
R233836	1S1E02BB -07900	143439	R644500050	523 SE YAMHILL ST	PARK ADD TO E P, BLOCK 126, LOT 5&6	$6,544		$6,544	RMV
R233837	1S1E02BB -07700	143440	R644500070	532-534 SE BELMONT ST	PARK ADD TO E P, BLOCK 126, E 1/2 OF LOT 7&8, POTENTIAL ADDITIONAL	$10,431		$10,431	RMV
R233838	1S1E02BB -07800	143441	R644500080	522 SE BELMONT ST	PARK ADD TO E P, BLOCK 126, W 1/2 OF LOT 7&8	$9,896		$9,896	RMV
R233839	1S1E02BC -01300	143442	R644500090	1006 SE GRAND AVE	PARK ADD TO E P, BLOCK 127, LOT 1&2 EXC PT IN ST	$17,058		$17,058	RMV
R233840	1S1E02BC -01200	143443	R644500110	1024 SE GRAND AVE	PARK ADD TO E P, BLOCK 127, LOT 3&4	$8,615		$8,615	RMV
R233841	1S1E02BC -01100	143444	R644500130	521 SE TAYLOR ST	PARK ADD TO E P, BLOCK 127, LOT 5&6 EXC PT IN ST	$6,892		$6,892	RMV
R233842	1S1E02BC -01000	143445	R644500150	1006 E/ SE GRAND AVE	PARK ADD TO E P, BLOCK 127, LOT 7&8	$6,000		$6,000	LAND
R233843	1S1E02BC -00900	143446	R644500170	602 SE YAMHILL ST	PARK ADD TO E P, BLOCK 136, LOT 1&2	$2,010		$2,010	LAND
R233844	1S1E02BC -00800	143447	R644500190	609 SE TAYLOR ST	PARK ADD TO E P, BLOCK 136, LOT 3&4	$4,523		$4,523	RMV
R233845	1S1E02BC -00700	143448	R644500210	631 SE TAYLOR ST	PARK ADD TO E P, BLOCK 136, LOT 5&6, POTENTIAL ADDITIONAL TAX	$5,793		$5,793	RMV
R233846	1S1E02BC -00600	143449	R644500230	630 SE YAMHILL ST	PARK ADD TO E P, BLOCK 136, LOT 7&8	$4,381		$4,381	RMV
R233847	1S1E02BB -07600	143450	R644500250	600-616 SE BELMONT ST	PARK ADD TO E P, BLOCK 137, LOT 1&2	$2,010		$2,010	LAND
R233848	1S1E02BB -07500	143451	R644500270	934 SE 6TH AVE	PARK ADD TO E P, BLOCK 137, LOT 3&4	$2,181		$2,181	RMV
R233849	1S1E02BB -07400	143452	R644500290	921-923 SE 7TH AVE	PARK ADD TO E P, BLOCK 137, LOT 5&6	$2,010		$2,010	LAND
R233850	1S1E02BB -07300	143453	R644500310	628-630 SE BELMONT ST	PARK ADD TO E P, BLOCK 137, LOT 7&8	$2,010		$2,010	LAND
R233851	1S1E02BB -07200	143454	R644500330	700 SE BELMONT ST	PARK ADD TO E P, BLOCK 166, LOT 1&2 EXC PT IN ST	$1,824		$1,824	RMV
R233852	1S1E02BB -07100	143455	R644500350	928 SE 7TH AVE	PARK ADD TO E P, BLOCK 166, LOT 3 EXC PT IN ST	$1,160		$1,160	RMV
R554533	1S1E02BB -07101	143456	R644500360	940 SE 7TH AVE	PARK ADD TO E P, BLOCK 166, LOT 4 EXC PT IN ST	$991		$991	RMV
R233853	1S1E02BB -07000	143457	R644500370	721-731 SE YAMHILL ST	PARK ADD TO E P, BLOCK 166, LOT 5&6	$2,010		$2,010	LAND
R233854	1S1E02BB -06900	143458	R644500390	SWC/ 8TH & SE BELMONT ST	PARK ADD TO E P, BLOCK 166, LOT 7&8	$2,010		$2,010	LAND
R237381	1N1E35BB -00400	143459	R649721160		PARTITION PLAT 1992-20, LOT 1, DEPT OF REVENUE	$3,000		$3,000	LAND
R237382	1N1E35BB -00600	143460	R649721180		PARTITION PLAT 1992-20, LOT 2 TL 600, DEPT OF REVENUE	$1,438		$1,438	LAND
R237383	1N1E35BB -00500	143461	R649721200		PARTITION PLAT 1992-20, LOT 2 TL 500, DEPT OF REVENUE	$1,561		$1,561	LAND
R488239	1N1E35BA -00101	143462	R649795810	2201 LLOYD CENTER	PARTITION PLAT 1999-146, LOT 1	$491,788		$491,788	RMV
R247366	1S1E03DD -00600	143463	R668200050	211 SE CARUTHERS ST	PORTLAND GENERAL ELEC STA L, LOT 1	$24,906		$24,906	RMV
R247367	1S1E03DD -00500	143464	R668200100	299 SE CARUTHERS ST	PORTLAND GENERAL ELEC STA L, LOT 2	$15,420		$15,420	LAND
R247368	1S1E03DD -00200	143465	R668200150	2201 SE WATER AVE	PORTLAND GENERAL ELEC STA L, LOT 3	$112,563		$112,563	LAND
R247369	1S1E03DD -00300	143466	R668200200	2015 SE WATER AVE	PORTLAND GENERAL ELEC STA L, LOT 4 EXC PT IN ST	$58,416		$58,416	LAND
R265939	1N1E34AB -00300	143468	R746700060	1225 WI/ N THUNDERBIRD WAY	SARAH SHAVERS ADD, BLOCK 1 TL 300	$2,790		$2,790	LAND
R275771	1S1E03DA -00900	143469	R794001080	125 SE CLAY ST	STEPHENS ADD, BLOCK 21, LOT 1&8 EXC PT IN ST, LOT 2-7	$7,839		$7,839	LAND
R275772	1S1E03DA -01800	143470	R794001160	120 SE CLAY ST	STEPHENS ADD, BLOCK 22, LOT 1&5-8, LOT 2-4 EXC PT IN R/W	$8,040		$8,040	LAND
R275774	1S1E03DD -01100	143471	R794001620	225 SE DIVISION PL	STEPHENS ADD, BLOCK 31 TL 1100	$2,391		$2,391	LAND
R275775	1S1E03DD -00800	143472	R794001640	250 W/ SE CARUTHERS ST	STEPHENS ADD, BLOCK 30&31 TL 800	$11,827		$11,827	LAND
R275777	1S1E03DD -00700	143474	R794001660	100 SE CARUTHERS ST	STEPHENS ADD, BLOCK 30 TL 700, DEPT OF REVENUE	$9,163		$9,163	LAND
R275779	1S1E03DD -01200	143476	R794001680	323 SE DIVISION PL	STEPHENS ADD, BLOCK 31&50 TL 1200	$8,884		$8,884	LAND
R275780	1S1E03DD -01000	143477	R794001690	342 SE CARUTHERS ST	STEPHENS ADD, BLOCK 31&50 TL 1000	$6,633		$6,633	LAND
R490517	1S1E03D -00302	143478	R794001800	1945 WI/ SE WATER AVE	STEPHENS ADD, BLOCK 34&47 TL 302	$24,391		$24,391	LAND
R275781	1S1E03DA -01900	143479	R794002080	240 SE CLAY ST	STEPHENS ADD, BLOCK 39, LOT 1-8	$8,040		$8,040	LAND
R275782	1S1E03DA -00800	143480	R794002160	207 SE CLAY ST	STEPHENS ADD, BLOCK 40, LOT 1 EXC PT IN ST, LOT 2-4	$3,919		$3,919	LAND
R275783	1S1E03DA -00700	143481	R794002200	1513-1535 SE 3RD AVE	STEPHENS ADD, BLOCK 40, LOT 5-7, LOT 8 EXC PT IN ST	$3,919		$3,919	LAND
R275784	1S1E03DA -00600	143482	R794002240	SEC/ 3RD & SE HAWTHORNE BLVD	STEPHENS ADD, BLOCK 41, LOT 1&2 TL 600	$2,535		$2,535	LAND
R275785	1S1E03DA -00500	143483	R794002250	1532 WI/ SE 3RD AVE	STEPHENS ADD, BLOCK 41, LOT 1&2 TL 500	$3,135		$3,135	LAND
R275786	1S1E03DA -00400	143484	R794002260	1532 SE 3RD AVE	STEPHENS ADD, BLOCK 41, LOT 3&4, LAND & IMPS SEE R530734	$9,134		$9,134	RMV

PROPID	STATEID	LIENNO	ACCTNO	SITUS	LEGALDESC	FINAL ASSESS	ADJUSTMENT PER ORDNC 186504	ADJUSTED FINAL ASSESSMENT	ASSESSTYPE
R530734	1S1E03DA -00400-A1	143485	R794002261	1510-1532 WI/ SE 3RD AVE	STEPHENS ADD, BLOCK 41, LOT 3&4, OTHER IMPS, SEE R275786	$869		$869	RMV
R275787	1S1E03DA -00200	143486	R794002280		STEPHENS ADD, BLOCK 41, LOT 5&6 TL 200	$6,011		$6,011	LAND
R275788	1S1E03DA -00300	143487	R794002290	1525 SE M L KING BLVD	STEPHENS ADD, BLOCK 41, LOT 5&6 TL 300	$3,194		$3,194	RMV
R275789	1S1E03DA -00100	143488	R794002310	SWC/ M L KING & SE HAWTHORNE	STEPHENS ADD, BLOCK 41, LOT 7 EXC PT IN ST, LOT 8 EXC PT IN STS	$4,560		$4,560	LAND
R275790	1S1E03DA -02000	143489	R794002330	1650 SE 3RD AVE	STEPHENS ADD, BLOCK 42, LOT 1 EXC PT IN ST, LOT 2-4	$18,496	($6,104)	$12,392	RMV
R275791	1S1E03DA -02200	143490	R794002370	1637 SE M L KING BLVD	STEPHENS ADD, BLOCK 42, LOT 5&6 EXC PT IN ST	$4,800	($1,584)	$3,216	LAND
R275792	1S1E03DA -02100	143491	R794002390	SWC/ CLAY & SE M L KING BLVD	STEPHENS ADD, BLOCK 42, LOT 7 EXC PT IN ST, LOT 8 EXC PT IN STS	$4,440	($1,466)	$2,974	LAND
R275793	1S1E03DA -02500	143492	R794002410	1718 WI/ SE 3RD AVE	STEPHENS ADD, BLOCK 43, LOT 1-4 LAND ONLY SEE R275794	$8,040		$8,040	LAND
R275794	1S1E03DA -02500-A1	143493	R794002411	1718 SE 3RD AVE	STEPHENS ADD, BLOCK 43, LOT 1-4, IMPS ONLY SEE R275793	$3,855		$3,855	RMV
R275795	1S1E03DA -02400	143494	R794002450	1718 WI/ SE 3RD AVE	STEPHENS ADD, BLOCK 43, LOT 5 EXC PT IN ST, LOT 6 EXC PT IN ST	$3,000		$3,000	LAND
R275796	1S1E03DA -02300	143495	R794002470	1718 WI/ SE 3RD AVE	STEPHENS ADD, BLOCK 43, LOT 7&8 EXC PT IN ST	$3,216		$3,216	LAND
R275798	1S1E03DA -02600	143496	R794002490	1805 SE M L KING BLVD	STEPHENS ADD, BLOCK 44, LOT 1-4, LOT 5-8 EXC PT IN ST	$15,865		$15,865	RMV
R275799	1S1E03DA -02700	143497	R794002570	310 SE STEPHENS ST	STEPHENS ADD, BLOCK 45, TL 2700, LAND & IMPS SEE R275800	$10,673		$10,673	LAND
R275800	1S1E03DA -02700-A1	143498	R794002571	310 WI/ SE STEPHENS ST	STEPHENS ADD, BLOCK 45, TL 2700, OTHER IMPS SEE R275799	$2,961		$2,961	RMV
R275808	1S1E02CC -08100	143501	R794003070	444 SE CARUTHERS ST	STEPHENS ADD, INC VAC ST BLOCK 51 EXC PT IN ST, LAND ONLY SEE	$9,694		$9,694	LAND
R275809	1S1E02CC -08100-A1	143502	R794003072	444 SE CARUTHERS ST	STEPHENS ADD, INC VAC ST BLOCK 51 EXC PT IN ST, IMPS ONLY SEE	$4,528		$4,528	RMV
R275811	1S1E02CC -07900	143503	R794003100	CARUTHERS & SE DIVISION PL	STEPHENS ADD, BLOCK 51&70 TL 7900	$2,463		$2,463	LAND
R275816	1S1E02CC -05900	143508	R794003160		STEPHENS ADD, BLOCK 52 TL 5900	$2,225		$2,225	LAND
R275817	1S1E02CC -05700	143509	R794003170	2329-2339 SE GRAND AVE	STEPHENS ADD, BLOCK 52 TL 5700, LAND & IMPS SEE R275818	$2,365		$2,365	LAND
R275819	1S1E02CC -05800	143511	R794003180	2329-2339 SE GRAND AVE	STEPHENS ADD, BLOCK 52 TL 5800	$2,145		$2,145	RMV
R275820	1S1E02CC -05600	143512	R794003190	2339 WI/ SE GRAND AVE	STEPHENS ADD, BLOCK 53 TL 5600	$1,185		$1,185	LAND
R275823	1S1E02CC -02700	143513	R794003400	2007 SE GRAND AVE	STEPHENS ADD, BLOCK 55, LOT 7&8 TL 2700, LAND & IMPS SEE R275824	$1,678		$1,678	LAND
R275824	1S1E02CC -02700-A1	143514	R794003401	2007 SE GRAND AVE	STEPHENS ADD, BLOCK 55, LOT 7&8 TL 2700, BILLBOARD SEE R275823	$155		$155	RMV
R275825	1S1E02CB -10400	143515	R794003420	1901-1907 SE GRAND AVE	STEPHENS ADD, BLOCK 56, LOT 1-4 EXC PT IN HWY	$11,400		$11,400	RMV
R275826	1S1E02CB -10300	143516	R794003460	1907 WI/ SE GRAND AVE	STEPHENS ADD, BLOCK 56, LOT 5&6	$4,020		$4,020	LAND
R275827	1S1E02CB -10200	143517	R794003480	1907 WI/ SE GRAND AVE	STEPHENS ADD, BLOCK 56, LOT 7&8	$4,020		$4,020	LAND
R275828	1S1E02CB -09900	143518	R794003500	1800 SE M L KING BLVD	STEPHENS ADD, BLOCK 57, LOT 1-4	$8,040		$8,040	LAND
R275829	1S1E02CB -10100	143519	R794003540	1801 S/ SE GRAND AVE	STEPHENS ADD, BLOCK 57, LOT 5&6 EXC PT IN ST	$3,216		$3,216	LAND
R275830	1S1E02CB -10000	143520	R794003560	1801 SE GRAND AVE	STEPHENS ADD, BLOCK 57, LOT 7&8	$4,020		$4,020	LAND
R275831	1S1E02CB -09800	143521	R794003580	1740 SE M L KING BLVD	STEPHENS ADD, BLOCK 58, LOT 1-5	$11,503		$11,503	RMV
R275832	1S1E02CB -09700	143522	R794003630	480 SE MARKET ST	STEPHENS ADD, BLOCK 58, LOT 6-8	$6,083		$6,083	RMV
R275833	1S1E02CB -09500	143523	R794003660	1616 SE M L KING BLVD	STEPHENS ADD, BLOCK 59, LOT 1&2	$4,567		$4,567	RMV
R275834	1S1E02CB -09600	143524	R794003680	1635 SE GRAND AVE	STEPHENS ADD, BLOCK 59, LOT 3-6	$8,426		$8,426	RMV
R275835	1S1E02CB -09400	143525	R794003720	1635 WI/ SE GRAND AVE	STEPHENS ADD, BLOCK 59, LOT 7&8	$4,020		$4,020	LAND
R275836	1S1E02CB -09100	143526	R794003740	1525 WI/ SE M L KING BLVD	STEPHENS ADD, BLOCK 60, LOT 1 EXC PT IN ST, LOT 2	$5,700		$5,700	LAND
R275837	1S1E02CB -09200	143527	R794003760	1525 SE GRAND AVE	STEPHENS ADD, BLOCK 60, LOT 3&4	$13,933		$13,933	RMV
R275838	1S1E02CB -09300	143528	R794003780	1525 WI/ SE GRAND AVE	STEPHENS ADD, BLOCK 60, LOT 5&6 EXC PT IN ST	$5,400		$5,400	LAND
R275839	1S1E02CB -09000	143529	R794003800	1525 WI/ SE GRAND AVE	STEPHENS ADD, BLOCK 60, LOT 7 EXC PT IN ST, LOT 8 EXC PT IN STS	$5,130		$5,130	LAND
R275840	1S1E02CB -08900	143530	R794003820	501 WI/ SE HAWTHORNE BLVD	STEPHENS ADD, BLOCK 61, LOT 1&8 EXC PT IN STS, LOT 2-4 EXC PT IN	$38,594		$38,594	RMV
R275841	1S1E02CB -08800	143531	R794003900	1624 N/ SE GRAND AVE	STEPHENS ADD, BLOCK 62, LOT 1	$2,010		$2,010	LAND
R275842	1S1E02CB -08700	143532	R794003910	1624 N/ SE GRAND AVE	STEPHENS ADD, BLOCK 62, LOT 2	$2,010		$2,010	LAND
R275843	1S1E02CB -08300	143533	R794003920	1624 SE GRAND AVE	STEPHENS ADD, BLOCK 62, LOT 3&4	$4,594		$4,594	RMV
R275844	1S1E02CB -08400	143534	R794003940	1623 SE 6TH AVE	STEPHENS ADD, BLOCK 62, LOT 5&6	$4,245		$4,245	RMV
R275845	1S1E02CB -08600	143535	R794003960	522-532 SE CLAY ST	STEPHENS ADD, BLOCK 62, N 16 2/3' OF W 61' OF LOT 7, W 61' OF LOT 8	$2,621		$2,621	RMV
R275846	1S1E02CB -08500	143536	R794003970	1611-1617 SE 6TH AVE	STEPHENS ADD, BLOCK 62, S 33 1/3' OF W 61' OF LOT 7, E 39' OF LOT 7&8	$3,287		$3,287	RMV
R275847	1S1E02CB -08200	143537	R794003990	1700 SE GRAND AVE	STEPHENS ADD, BLOCK 63, LOT 1&2,6-8	$10,050		$10,050	LAND
R275848	1S1E02CB -08100	143538	R794004010	1724 SE GRAND AVE	STEPHENS ADD, BLOCK 63, LOT 3, W 88' OF LOT 4, LAND & IMPS SEE	$3,778		$3,778	LAND
R275850	1S1E02CB -08000	143540	R794004030	1724 WI/ SE GRAND AVE	STEPHENS ADD, BLOCK 63, E 12' OF LOT 4, W 25' OF LOT 5	$743		$743	LAND
R275851	1S1E02CB -07900	143541	R794004040	1724 E/ SE GRAND AVE	STEPHENS ADD, BLOCK 63, E 75' OF LOT 5	$1,507		$1,507	LAND
R275852	1S1E02CB -07800	143542	R794004090	1943 WI/ SE 6TH AVE	STEPHENS ADD, BLOCK 64, LOT 1-8	$16,080		$16,080	LAND
R275853	1S1E02CB -07700	143543	R794004170	1943 SE 6TH AVE	STEPHENS ADD, BLOCK 65 TL 7700	$65,934		$65,934	RMV
R275854	1S1E02CC -02600	143544	R794004290	1943 WI/ SE 6TH AVE	STEPHENS ADD, BLOCK 66, INC PT VAC ST LOT 1 EXC PT IN ST, LOT 2	$2,261		$2,261	LAND
R275855	1S1E02CC -02500	143545	R794004310	1943 WI/ SE 6TH AVE	STEPHENS ADD, BLOCK 66, LOT 3&4 EXC PT IN HWY	$1,809		$1,809	LAND
R275856	1S1E02CC -02400	143546	R794004330	525 SE LINCOLN ST	STEPHENS ADD, BLOCK 66, W 1/2 OF LOT 5	$499		$499	RMV
R275857	1S1E02CC -02300	143547	R794004340	2033 SE 6TH AVE	STEPHENS ADD, BLOCK 66, E 1/2 OF LOT 5	$485		$485	RMV
R275858	1S1E02CC -02200	143548	R794004350	2023 SE 6TH AVE	STEPHENS ADD, BLOCK 66, LOT 6	$1,009		$1,009	RMV
R275859	1S1E02CC -02100	143549	R794004360	2017 SE 6TH AVE	STEPHENS ADD, BLOCK 66, LOT 7	$750		$750	LAND
R275860	1S1E02CC -02000	143550	R794004370	1943 WI/ SE 6TH AVE	STEPHENS ADD, BLOCK 66, INC PT VAC ST LOT 8	$3,216		$3,216	LAND
R275861	1S1E02CC -03000	143551	R794004420	2101 SE 6TH AVE	STEPHENS ADD, BLOCK 67, LOT 1&6-8 TL 3000	$1,628		$1,628	LAND
R275862	1S1E02CC -02900	143552	R794004440	2121-2135 SE 6TH AVE	STEPHENS ADD, BLOCK 67 TL 2900	$6,395		$6,395	RMV
R275863	1S1E02CC -05400	143553	R794004460	2320 N/ SE GRAND AVE	STEPHENS ADD, BLOCK 68, LOT 2-6 TL 5400	$2,412		$2,412	LAND
R275864	1S1E02CC -06000	143554	R794004520	2320 SE GRAND AVE	STEPHENS ADD, BLOCK 69 TL 6000	$7,060		$7,060	LAND
R275865	1S1E02CC -07800	143555	R794004600	539 SE DIVISION PL	STEPHENS ADD, BLOCK 70, INC ALL 60' VAC ST E OF & ADJ ORD 98566	$11,489		$11,489	LAND
R275866	1S1E02CC -07700	143556	R794004700	619-627 SE DIVISION PL	STEPHENS ADD, BLOCK 71	$11,256		$11,256	LAND
R275867	1S1E02CC -06100	143557	R794010010	2230 E/ SE GRAND AVE	STEPHENS ADD, BLOCK 72 TL 6100	$7,537		$7,537	LAND
R275871	1S1E02CC -03100	143558	R794010170	2105 WI/ SE 7TH AVE	STEPHENS ADD, BLOCK 74, W 50' OF LOT 1&2	$1,005		$1,005	LAND
R275872	1S1E02CC -03300	143559	R794010190	605-611 SE GRANT ST	STEPHENS ADD, BLOCK 74, LOT 3,4	$2,674		$2,674	RMV
R275873	1S1E02CC -03400	143560	R794010210	2105 WI/ SE 7TH AVE	STEPHENS ADD, BLOCK 74, LOT 5-7 TL 3400	$1,733		$1,733	LAND
R275874	1S1E02CC -03600	143561	R794010220	2105 E/ SE 7TH AVE	STEPHENS ADD, BLOCK 74, LOT 5-8 TL 3600	$1,482		$1,482	LAND

PROPID	STATEID	LIENNO	ACCTNO	SITUS	LEGALDESC	FINAL ASSESS	ADJUSTMENT PER ORDNC 186504	ADJUSTED FINAL ASSESSMENT	ASSESSTYPE
R275875	1S1E02CC -03500	143562	R794010240	2105 SE 7TH AVE	STEPHENS ADD, BLOCK 74, LOT 8 TL 3500	$895		$895	RMV
R275876	1S1E02CC -03200	143563	R794010250	2105 WI/ SE 7TH AVE	STEPHENS ADD, BLOCK 74, E 50' OF LOT 1&2	$1,005		$1,005	LAND
R275877	1S1E02CC -01800	143564	R794010260	616 SE HARRISON ST	STEPHENS ADD, BLOCK 75, E 1/2 OF LOT 1	$451		$451	RMV
R275878	1S1E02CC -01900	143565	R794010270	604 SE HARRISON ST	STEPHENS ADD, BLOCK 75, W 1/2 OF LOT 1	$450		$450	RMV
R275879	1S1E02CC -01700	143566	R794010280	2018 SE 6TH AVE	STEPHENS ADD, BLOCK 75, LOT 2	$750		$750	LAND
R275880	1S1E02CC -01600	143567	R794010290	2024 SE 6TH AVE	STEPHENS ADD, BLOCK 75, N 30.6' OF LOT 3	$485		$485	RMV
R275881	1S1E02CC -01500	143568	R794010300	2030 SE 6TH AVE	STEPHENS ADD, BLOCK 75, S 19.4' OF W 67.8' & N 11' OF S 19.4' OF E 32.2'	$471		$471	RMV
R275882	1S1E02CC -01400	143569	R794010310	2034 SE 6TH AVE	STEPHENS ADD, BLOCK 75, E 32.2' OF S 8.4' OF LOT 3 & S 34' OF W 67.8'	$1,070		$1,070	RMV
R275884	1S1E02CC -01100	143570	R794010330	2039 SE 7TH AVE	STEPHENS ADD, BLOCK 75, E 1/2 OF LOT 5	$421		$421	RMV
R275885	1S1E02CC -01200	143571	R794010340	625 SE LINCOLN ST	STEPHENS ADD, BLOCK 75, W 1/2 OF LOT 5	$416		$416	RMV
R275886	1S1E02CC -01000	143572	R794010350	2025-2027 SE 7TH AVE	STEPHENS ADD, BLOCK 75, LOT 6	$1,535		$1,535	RMV
R275887	1S1E02CC -00900	143573	R794010360	616 E/ SE HARRISON ST	STEPHENS ADD, BLOCK 75, LOT 7&8	$2,010		$2,010	LAND
R275888	1S1E02CB -06500	143574	R794010380	1903 W/ SE 7TH AVE	STEPHENS ADD, BLOCK 76, N 39' OF W 78' OF LOT 1	$611		$611	LAND
R275889	1S1E02CB -06700	143575	R794010390	1903 W/ SE 7TH AVE	STEPHENS ADD, BLOCK 76, N 43' OF E 22' OF LOT 1	$190		$190	LAND
R275890	1S1E02CB -06600	143576	R794010400	1911 WI/ SE 7TH AVE	STEPHENS ADD, BLOCK 76, W 78' OF S 11' & E 22' OF S 7' OF LOT 1, N 22'	$645		$645	LAND
R275891	1S1E02CB -06901	143577	R794010410	1911 WI/ SE 7TH AVE	STEPHENS ADD, BLOCK 76, S 28' OF LOT 2	$562		$562	LAND
R275892	1S1E02CB -07600	143578	R794010420	611 SE HARRISON ST	STEPHENS ADD, BLOCK 76, LOT 3&4	$2,010		$2,010	LAND
R275893	1S1E02CB -07500	143579	R794010450	621 SE HARRISON ST	STEPHENS ADD, BLOCK 76, LOT 5&6 TL 7500	$472		$472	RMV
R275894	1S1E02CB -07400	143580	R794010460	627 SE HARRISON ST	STEPHENS ADD, BLOCK 76, E 24' OF W 48' OF LOT 5, HISTORIC	$467		$467	RMV
R275895	1S1E02CB -07300	143581	R794010470	637 SE HARRISON ST	STEPHENS ADD, BLOCK 76, E 52' OF LOT 5	$544		$544	RMV
R275896	1S1E02CB -07100	143582	R794010480	1921 SE 7TH AVE	STEPHENS ADD, BLOCK 76, N 25' OF E 76' OF LOT 6	$441		$441	RMV
R275897	1S1E02CB -07200	143583	R794010490	1927 SE 7TH AVE	STEPHENS ADD, BLOCK 76, S 25' OF E 75' OF LOT 6	$458		$458	RMV
R275898	1S1E02CB -07000	143584	R794010500	1917 SE 7TH AVE	STEPHENS ADD, BLOCK 76, S 1/2 OF LOT 7	$1,241		$1,241	RMV
R275899	1S1E02CB -06900	143585	R794010510	1911 SE 7TH AVE	STEPHENS ADD, BLOCK 76, N 1/2 OF LOT 7, S 13' OF LOT 8	$1,301		$1,301	RMV
R275900	1S1E02CB -06800	143586	R794010520	1903 SE 7TH AVE	STEPHENS ADD, BLOCK 76, N 37' OF LOT 8	$1,099		$1,099	RMV
R275901	1S1E02CB -05600	143587	R794010530	616 SE MILL ST	STEPHENS ADD, BLOCK 77, E 36' OF LOT 1	$363		$363	RMV
R275902	1S1E02CB -05300	143588	R794010540	1831 W/ SE 6TH AVE	STEPHENS ADD, BLOCK 77, N 26.3' OF E 12' OF W 64' & N 24' OF W 52' OF	$308		$308	LAND
R275903	1S1E02CB -05400	143589	R794010550	1831 W/ SE 6TH AVE	STEPHENS ADD, BLOCK 77, S 23.7' OF E 12' OF W 64' & S 26' OF W 52' OF	$334		$334	LAND
R275904	1S1E02CB -05500	143590	R794010560	1831 W/ SE 6TH AVE	STEPHENS ADD, BLOCK 77, LOT 2	$1,005		$1,005	LAND
R275905	1S1E02CB -06400	143591	R794010570	1831 W/ SE 6TH AVE	STEPHENS ADD, BLOCK 77, LOT 3, W 60' OF LOT 4	$1,608		$1,608	LAND
R275906	1S1E02CB -06300	143592	R794010580	1831 W/ SE 6TH AVE	STEPHENS ADD, BLOCK 77, E 40' OF LOT 4	$402		$402	LAND
R275907	1S1E02CB -06200	143593	R794010590	1831-1839 SE 7TH AVE	STEPHENS ADD, BLOCK 77, LOT 5	$1,054		$1,054	RMV
R275908	1S1E02CB -06100	143594	R794010600	1825 SE 7TH AVE	STEPHENS ADD, BLOCK 77, LOT 6	$750		$750	LAND
R275909	1S1E02CB -06000	143595	R794010610	1815-1817 SE 7TH AVE	STEPHENS ADD, BLOCK 77, LOT 7	$1,455		$1,455	RMV
R275910	1S1E02CB -05900	143596	R794010620	1807 SE 7TH AVE	STEPHENS ADD, BLOCK 77, E 32' OF LOT 8	$862		$862	RMV
R275911	1S1E02CB -05700	143597	R794010630	622 SE MILL ST	STEPHENS ADD, BLOCK 77, W 33' OF LOT 8	$495		$495	RMV
R275912	1S1E02CB -05800	143598	R794010640	628 SE MILL ST	STEPHENS ADD, BLOCK 77, W 35' OF E 67' OF LOT 8	$603		$603	RMV
R275913	1S1E02CB -04600	143599	R794010650	1700 SE 6TH AVE	STEPHENS ADD, BLOCK 78, W 70' OF LOT 1, N 10' OF W 70' OF LOT 2	$1,112		$1,112	RMV
R275914	1S1E02CB -04700	143600	R794010660	1718 SE 6TH AVE	STEPHENS ADD, BLOCK 78, S 40' OF W 70' OF LOT 2	$420		$420	LAND
R275915	1S1E02CB -05200	143601	R794010680	1718 W/ SE 6TH AVE	STEPHENS ADD, BLOCK 78, LOT 3&4	$2,010		$2,010	LAND
R275916	1S1E02CB -05100	143602	R794010700	623-641 SE MILL ST	STEPHENS ADD, BLOCK 78, LOT 5, S 15' OF LOT 6	$1,524		$1,524	RMV
R275917	1S1E02CB -05000	143603	R794010720	1713 WI/ SE 7TH AVE	STEPHENS ADD, BLOCK 78, N 35' OF LOT 6	$703		$703	LAND
R275918	1S1E02CB -04900	143604	R794010730	1713 SE 7TH AVE	STEPHENS ADD, BLOCK 78, LOT 7	$1,005		$1,005	LAND
R275919	1S1E02CB -04800	143605	R794010740	632 SE MARKET ST	STEPHENS ADD, BLOCK 78, E 30' OF LOT 1&2, LOT 8	$2,508		$2,508	RMV
R275920	1S1E02CB -04400	143606	R794010750	SEC/ 6TH & SE CLAY ST	STEPHENS ADD, BLOCK 79, LOT 1&2	$2,010		$2,010	LAND
R275921	1S1E02CB -04500	143607	R794010770	615 SE MARKET ST	STEPHENS ADD, BLOCK 79, LOT 3&4	$2,351		$2,351	RMV
R275922	1S1E02CB -04300	143608	R794010790	1605-1635 SE 7TH AVE	STEPHENS ADD, BLOCK 79, LOT 5-8	$5,031		$5,031	RMV
R275923	1S1E02CB -03900	143609	R794010830	614-626 WI/ SE HAWTHORNE BLVD	STEPHENS ADD, BLOCK 80, LOT 1 EXC PT IN ST, LOT 2	$1,909		$1,909	LAND
R275924	1S1E02CB -04000	143610	R794010850	601 SE CLAY ST	STEPHENS ADD, BLOCK 80, W 49.6' OF LOT 3&4	$1,520		$1,520	RMV
R275925	1S1E02CB -04100	143611	R794010860	615 SE CLAY ST	STEPHENS ADD, BLOCK 80, E 50.4' OF LOT 3&4	$1,030		$1,030	RMV
R275926	1S1E02CB -04200	143612	R794010870	633 SE CLAY ST	STEPHENS ADD, BLOCK 80, LOT 5&6	$2,324		$2,324	RMV
R275927	1S1E02CB -03800	143613	R794010890	614-626 SE HAWTHORNE BLVD	STEPHENS ADD, BLOCK 80, LOT 7, LOT 8 EXC PT IN ST	$2,583		$2,583	RMV
R275928	1S1E02CB -03700	143614	R794010910	700 SE HAWTHORNE BLVD	STEPHENS ADD, BLOCK 81, W 1/2 OF LOT 1 EXC PT IN STS, N 16 2/3' OF W	$886		$886	RMV
R275929	1S1E02CB -03600	143615	R794010920	712 SE HAWTHORNE BLVD	STEPHENS ADD, BLOCK 81, E 1/2 OF LOT 1 EXC PT IN ST, N 16 2/3' OF E	$2,642		$2,642	RMV
R275930	1S1E02CB -03200	143616	R794010950	1520-1530 SE 7TH AVE	STEPHENS ADD, BLOCK 81, LOT 3&4 EXC PT IN ST	$1,608		$1,608	LAND
R275932	1S1E02CB -03300	143617	R794010970	732 SE HAWTHORNE BLVD	STEPHENS ADD, BLOCK 81, LOT 5&6	$2,288		$2,288	RMV
R275933	1S1E02CB -03500	143618	R794010990	720 SE HAWTHORNE BLVD	STEPHENS ADD, BLOCK 81, W 35' OF LOT 7&8 EXC PT IN ST	$2,405		$2,405	RMV
R275934	1S1E02CB -03400	143619	R794011000	732 WI/ SE HAWTHORNE BLVD	STEPHENS ADD, BLOCK 81, E 65' OF LOT 7, E 65' OF LOT 8 EXC PT IN ST	$1,241		$1,241	LAND
R275935	1S1E02CB -03100	143620	R794011020	700 SE CLAY ST	STEPHENS ADD, BLOCK 82, LOT 1 EXC PT IN ST	$1,249		$1,249	RMV
R275936	1S1E02CB -03000	143621	R794011030	700 WI/ SE CLAY ST	STEPHENS ADD, BLOCK 82, LOT 2&3 EXC PT IN ST, W 25' OF LOT 7&8	$2,110		$2,110	LAND
R275937	1S1E02CB -02800	143622	R794011070	737 SE MARKET ST	STEPHENS ADD, BLOCK 82, LOT 4 EXC PT IN ST, LOT 5&6, E 1/2 OF LOT	$4,403		$4,403	RMV
R275938	1S1E02CB -02900	143623	R794011090	700 WI/ SE CLAY ST	STEPHENS ADD, BLOCK 82, E 25' OF W 50' OF LOT 7&8	$502		$502	LAND
R275939	1S1E02CB -02700	143624	R794011110	1735 SE 8TH AVE	STEPHENS ADD, BLOCK 83, LOT 1&2 EXC PT IN ST, LOT 5-8	$5,628		$5,628	LAND
R275940	1S1E02CB -02600	143625	R794011130	1728 SE 7TH AVE	STEPHENS ADD, BLOCK 83, LOT 3 EXC PT IN ST	$804		$804	LAND
R275941	1S1E02CB -02500	143626	R794011140	1736 SE 7TH AVE	STEPHENS ADD, BLOCK 83, LOT 4 EXC PT IN ST	$600		$600	LAND
R275942	1S1E02CB -02300	143627	R794011200	1802 SE 7TH AVE	STEPHENS ADD, BLOCK 84, W 80' OF LOT 1 EXC PT IN ST	$649		$649	RMV
R275943	1S1E02CB -02200	143628	R794011230	731 WI/ SE STEPHENS ST	STEPHENS ADD, BLOCK 84, W 85' OF LOT 2 EXC PT IN ST	$704		$704	RMV
R275944	1S1E02CB -02100	143629	R794011240	731 WI/ SE STEPHENS ST	STEPHENS ADD, BLOCK 84, LOT 3&4 EXC E 15' & EXC PT IN ST	$1,306		$1,306	LAND
R275945	1S1E02CB -02400	143630	R794011260	731 SE STEPHENS ST	STEPHENS ADD, BLOCK 84, E 20' OF LOT 1, E 15' OF LOT 2-4, LOT 5-8	$4,673		$4,673	LAND

PROPID	STATEID	LIENNO	ACCTNO	SITUS	LEGALDESC	FINAL ASSESS	ADJUSTMENT PER ORDNC 186504	ADJUSTED FINAL ASSESSMENT	ASSESSTYPE
R275946	1S1E02CB -02000	143631	R794011310	1925 SE 8TH AVE	STEPHENS ADD, BLOCK 85, LOT 1&2 EXC PT IN ST, DEPT OF REVENUE	$4,640		$4,640	LAND
R275947	1S1E02CB -01900	143632	R794011330	1925 WI/ SE 8TH AVE	STEPHENS ADD, BLOCK 85, LOT 3&4 EXC PT IN ST, LOT 5-8, DEPT OF	$4,640		$4,640	LAND
R275948	1S1E02CC -00800	143633	R794011390	708-712 SE HARRISON ST	STEPHENS ADD, BLOCK 86, N 49' OF LOT 1 EXC PT IN ST	$999		$999	RMV
R275949	1S1E02CC -00700	143634	R794011400	2000 S/ SE 7TH AVE	STEPHENS ADD, BLOCK 86, S 1' OF LOT 1 EXC PT IN ST, N 49' OF LOT 2	$804		$804	LAND
R275950	1S1E02CC -00500	143635	R794011410	2030 SE 7TH AVE	STEPHENS ADD, BLOCK 86, S 1' OF LOT 2 EXC PT IN ST, LOT 3&4 EXC PT	$3,735		$3,735	RMV
R275951	1S1E02CC -00600	143636	R794011450	2005 SE 8TH AVE	STEPHENS ADD, BLOCK 86, LOT 7&8	$2,010		$2,010	LAND
R275952	1S1E02CC -03700	143637	R794011470	2116-2136 SE 7TH AVE	STEPHENS ADD, BLOCK 87, LOT 1-4 EXC PT IN ST, LOT 5-8, LAND & IMPS	$7,236		$7,236	LAND
R590126	1N1E26CC -80001	143639	R823000050	832 NE HANCOCK ST, UN 832	TERAMINA CONDOMINIUMS, LOT 832	$540		$540	RMV
R590127	1N1E26CC -80002	143640	R823000100	834 NE HANCOCK ST, UN 834	TERAMINA CONDOMINIUMS, LOT 834	$537		$537	RMV
R590128	1N1E26CC -80003	143641	R823000150	836 NE HANCOCK ST, UN 836	TERAMINA CONDOMINIUMS, LOT 836	$561		$561	RMV
R590129	1N1E26CC -80004	143642	R823000200	838 NE HANCOCK ST, UN 838	TERAMINA CONDOMINIUMS, LOT 838	$676		$676	RMV
R301289	1N1E26CC -01800	143643	R893602830	710 NE TILLAMOOK ST	WEST IRVINGTON, BLOCK 120, LOT 3&4	$4,048		$4,048	RMV
R301290	1N1E26CC -01700	143644	R893602870	710 WI/ NE TILLAMOOK ST	WEST IRVINGTON, BLOCK 120, LOT 5	$1,440		$1,440	LAND
R305177	1N1E35BC -03700	143646	R903700010	524-622 NE GRAND AVE	WHEELERS ADD, BLOCK 7&8 TL 3700	$492,641		$492,641	RMV
R305178	1N1E35BC -03000	143647	R903700210	631 NE GRAND AVE	WHEELERS ADD, E 30' OF NW 1/4 OF BLOCK 9, NE 1/4 OF BLOCK 9 EXC	$10,308		$10,308	RMV
R305179	1N1E35BC -02800	143648	R903700240	630 NE M L KING BLVD	WHEELERS ADD, W 70' OF NW 1/4 OF BLOCK 9 EXC PT IN ST	$5,110		$5,110	RMV
R305180	1N1E35BC -02900	143649	R903700260	630 N/ NE M L KING BLVD	WHEELERS ADD, BLOCK 9 TL 2900	$6,720		$6,720	RMV
R305181	1N1E35BC -03100	143650	R903700280	607 WI/ NE GRAND AVE	WHEELERS ADD, N 1/2 OF SE 1/4 OF BLOCK 9 EXC PT IN ST, LAND & IMPS	$2,776		$2,776	RMV
R305183	1N1E35BC -03200	143652	R903700300	607 NE GRAND AVE	WHEELERS ADD, S 1/2 OF SE 1/4 OF BLOCK 9 EXC PT IN ST	$4,609		$4,609	RMV
R305194	1N1E34AD -00100	143653	R903701460	777 NE M L KING BLVD	WHEELERS ADD, TL 100 BLOCK 28, BLKS 10-12&20&22&27-29&40-42	$1,890,287		$1,890,287	RMV
R316266	1N1E27DC -03200	143654	R941270360	296 WI/ N HANCOCK ST	SECTION 27 1N 1E, TL 3200 0.67 ACRES	$5,866		$5,866	LAND
R316267	1N1E27DC -03100	143655	R941270370	1835 N FLINT AVE	SECTION 27 1N 1E, TL 3100 0.36 ACRES	$3,115		$3,115	LAND
R316269	1N1E27CD -00500	143656	R941270390	800 N RIVER ST	SECTION 27 1N 1E, TL 500 6.24 ACRES, LAND & IMPS SEE R646344	$45,339		$45,339	LAND
R316272	1N1E27DC -03400	143657	R941270440	253 N BROADWAY	SECTION 27 1N 1E, TL 3400 0.26 ACRES	$12,524		$12,524	RMV
R316275	1N1E27DC -02900	143658	R941270500	296 WI/ N HANCOCK ST	SECTION 27 1N 1E, TL 2900 0.31 ACRES	$2,713		$2,713	LAND
R316276	1N1E27DC -03000	143659	R941270510	296 N HANCOCK ST	SECTION 27 1N 1E, TL 3000 0.22 ACRES	$1,909		$1,909	LAND
R316283	1N1E27DC -03300	143660	R941270610	253 WI/ N BROADWAY	SECTION 27 1N 1E, TL 3300 0.67 ACRES	$11,732		$11,732	LAND
R316287	1N1E27DC -02400	143661	R941270720	1730 WI/ N FLINT AVE	SECTION 27 1N 1E, TL 2400 0.10 ACRES	$2,613		$2,613	LAND
R316288	1N1E27DC -02300	143662	R941270730	1730 N FLINT AVE	SECTION 27 1N 1E, TL 2300 0.19 ACRES	$4,965		$4,965	LAND
R316294	1N1E27DC -02200	143663	R941270790	1730 WI/ N FLINT AVE	SECTION 27 1N 1E, TL 2200 0.08 ACRES, LAND & IMPS SEE R316294	$2,091		$2,091	LAND
R316295	1N1E27DC -02200-A1	143664	R941270791	1730 WI/ N FLINT AVE	SECTION 27 1N 1E, TL 2200, BILLBOARD SEE R316294 R941270790 FOR	$284		$284	RMV
R514906	1N1E27CD -00501	143665	R941270810	800 WI/ N RIVER ST	SECTION 27 1N 1E, TL 501 0.28 ACRES, SPLIT LEVY R316269 (R941270390)	$2,480		$2,480	LAND
R316801	1N1E34AB -00200	143666	R941340390	1225 W/ N THUNDERBIRD WAY	SECTION 34 1N 1E, TL 200 0.29 ACRES	$3,789		$3,789	LAND
R326726	1S1E03DA -04000	143667	R991030010	120 SE MARKET ST	SECTION 03 1S 1E, TL 4000 1.11 ACRES	$9,683		$9,683	LAND
R326727	1S1E03DA -03700	143668	R991030020	1709 WI/ SE 3RD AVE	SECTION 03 1S 1E, TL 3700 0.21 ACRES	$1,838		$1,838	LAND
R326728	1S1E03DA -03600	143669	R991030040	1845 SE 3RD AVE	SECTION 03 1S 1E, TL 3600 1.70 ACRES	$14,916		$14,916	LAND
R326729	1S1E03DA -03500	143670	R991030050	1919 SE 3RD AVE	SECTION 03 1S 1E, TL 3500 0.17 ACRES	$1,487		$1,487	LAND
R326733	1S1E03DA -04400	143671	R991030210		SECTION 03 1S 1E, TL 4400 1.54 ACRES, DEPT OF REVENUE	$20,124		$20,124	LAND
R326735	1S1E03DA -03800	143672	R991030260	1709 SE 3RD AVE	SECTION 03 1S 1E, TL 3800 1.07 ACRES	$9,386		$9,386	LAND
R326738	1S1E03DA -03300	143673	R991030330		SECTION 03 1S 1E, TL 3300 0.04 ACRES, DEPT OF REVENUE	$350		$350	LAND
R326750	1S1E03DA -04300	143674	R991030500		SECTION 03 1S 1E, TL 4300 0.31 ACRES	$3,990		$3,990	LAND
R326753	1S1E03DA -03400	143675	R991030580	1919 S/ SE 3RD AVE	SECTION 03 1S 1E, TL 3400 0.60 ACRES	$5,253		$5,253	LAND
R326758	1S1E03D -00300	143676	R991030690	1945 SE WATER AVE	SECTION 03 1S 1E, TL 300 7.01 ACRES	$548,940		$548,940	RMV
R326759	1S1E03D -00500	143677	R991030700	1945 WI/ SE WATER AVE	SECTION 03 1S 1E, TL 500 2.22 ACRES	$58,021		$58,021	LAND
R326764	1S1E03D -00200	143678	R991030750	1701 WI/ SE WATER AVE	SECTION 03 1S 1E, TL 200 0.19 ACRES	$2,481		$2,481	LAND
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R490503	1S1E03DA -04301	143680	R991030780		SECTION 03 1S 1E, TL 4301 0.20 ACRES	$2,653		$2,653	LAND
R490515	1S1E03D -00301	143681	R991030790	1701 WI/ SE WATER AVE	SECTION 03 1S 1E, TL 301 0.20 ACRES	$2,646		$2,646	LAND
R504993	1S1E03D -00101	143682	R991030800	SE MARKET ST	SECTION 03 1S 1E, TL 101 1.82 ACRES	$23,733		$23,733	LAND
R626629	1N1E34AA -90001	152958	R723150020	10 N WEIDLER ST	ROSE QUARTER HOUSING CONDOMINIUM, LOT A, POTENTIAL	$52,615		$52,615	RMV
R626631	1N1E34AA -90002	152959	R723150030	10 N WEIDLER ST	ROSE QUARTER HOUSING CONDOMINIUM, LOT B	$46,964		$46,964	RMV
R645281	1N1E35CB -04301	152960	R649621810	111 NE 6TH AVE	PARTITION PLAT 2011-46, LOT 1	$87,723	($43,862)	$43,861	RMV
R612909	1S1E02BC -90001	152962	R793650020	1405 SE 8TH AVE, UN 1	STEINMETZ CONDOMINIUMS, LOT 1	$973		$973	RMV
R612910	1S1E02BC -90002	152963	R793650030	1415 SE 8TH AVE, UN 2	STEINMETZ CONDOMINIUMS, LOT 2	$1,099		$1,099	RMV
R653114	1S1E34AA -02402	154544	R649640250	NE MULTNOMAH ST	PARTITION PLAT 2013-7; LOT 1 TL 2402	$7,318		$7,318	LAND
R653115	1S1E34AA -03001	154545	R649640290	233 NE HOLLADAY ST	PARTITION PLAT 2013-8; LOT 1 TL 3001	$22,258		$22,258	RMV
				Totals		$15,000,000	($59,223)	$14,940,777	

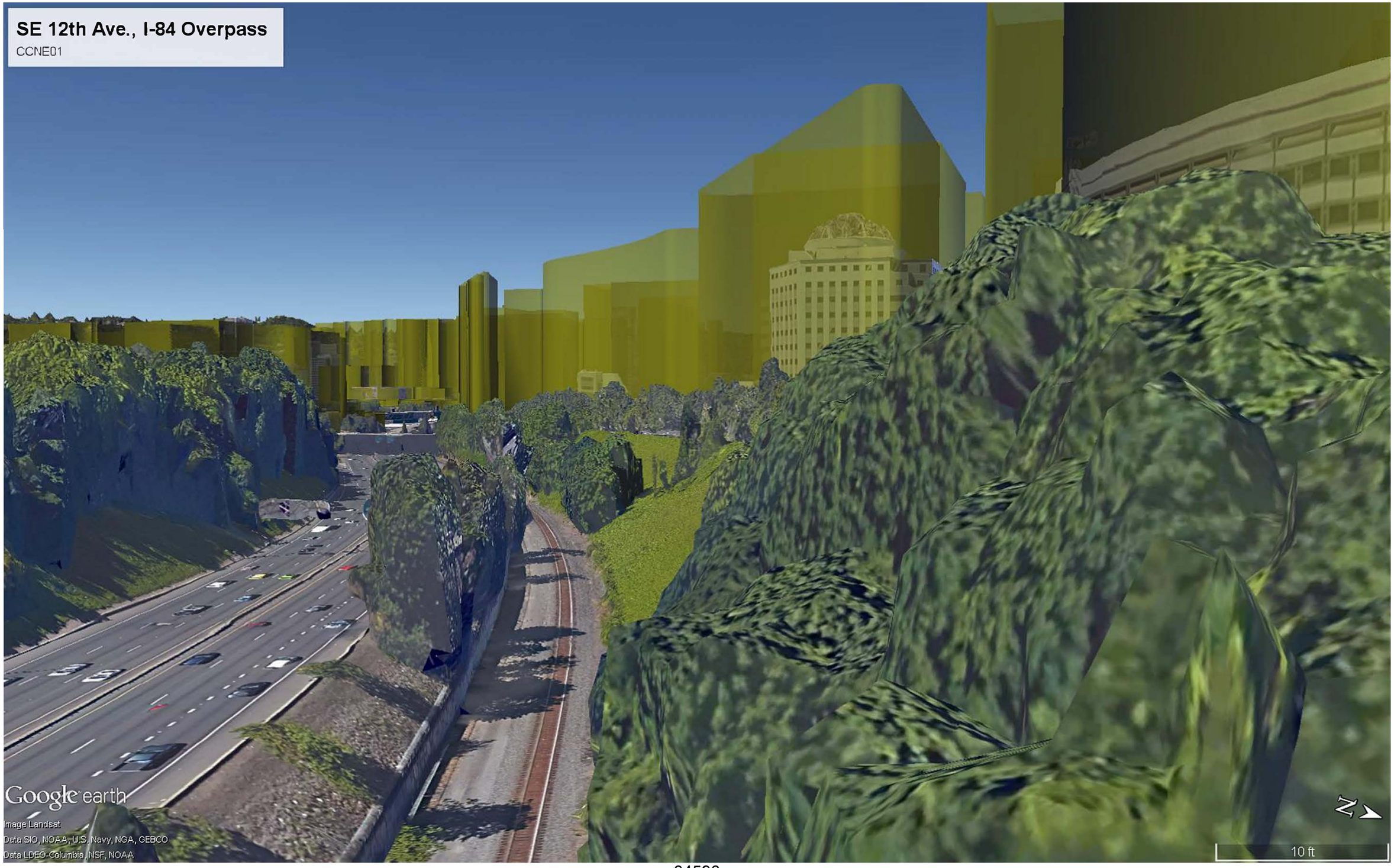


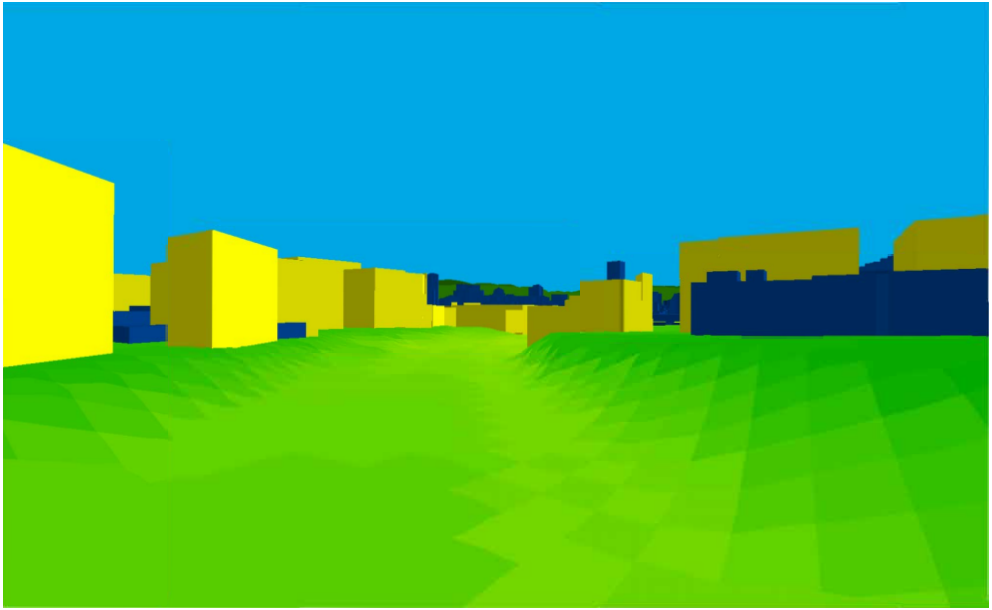
34594


SE 12th Ave., I-84 Overpass
CCNE01
Google earth
Image Landsat
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Data LDEO-Columbia, NSF, NOAA
N
10 ft

SE 12th Ave., I-84 Overpass

CCNE01





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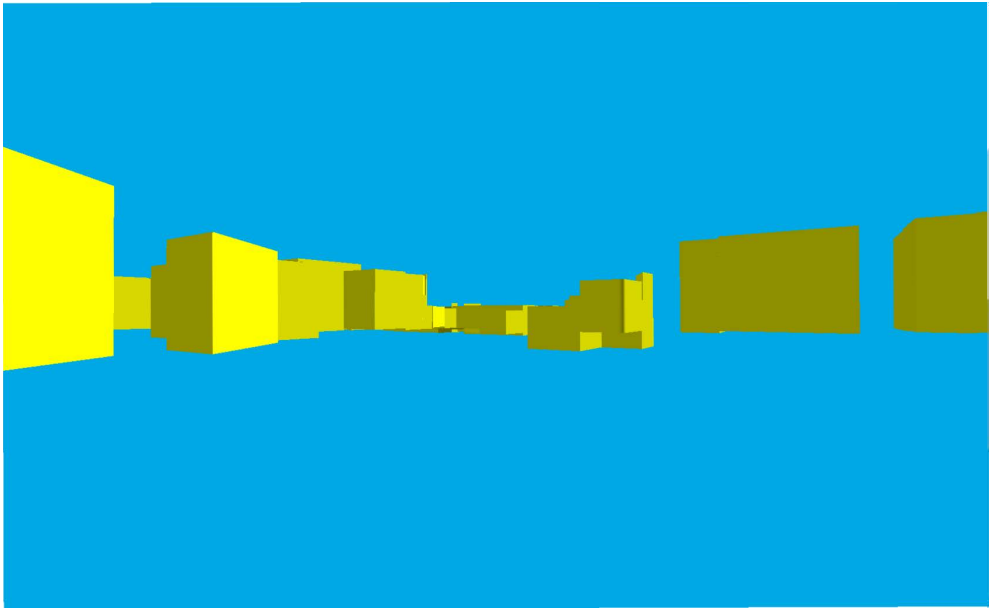

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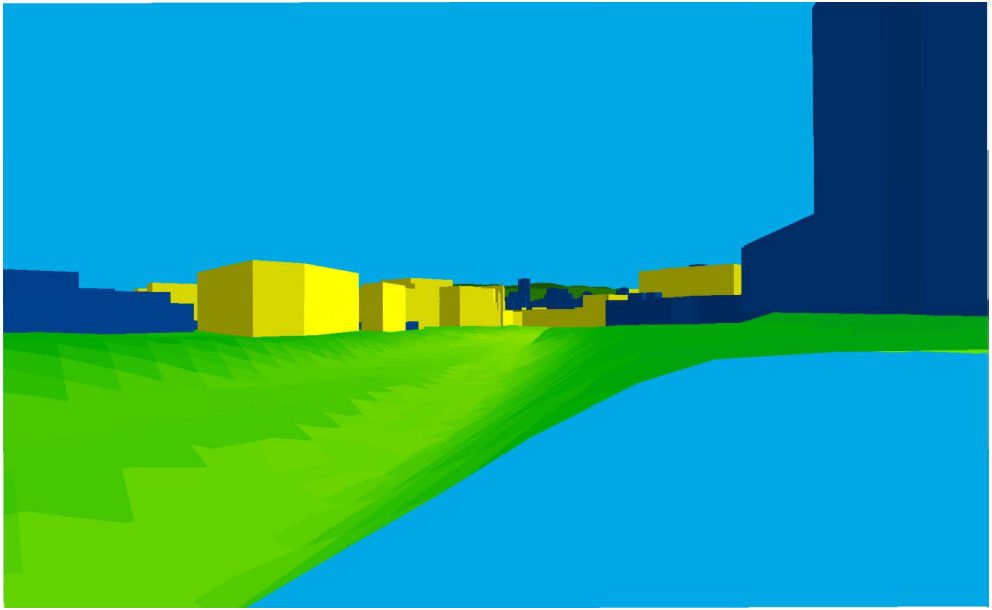

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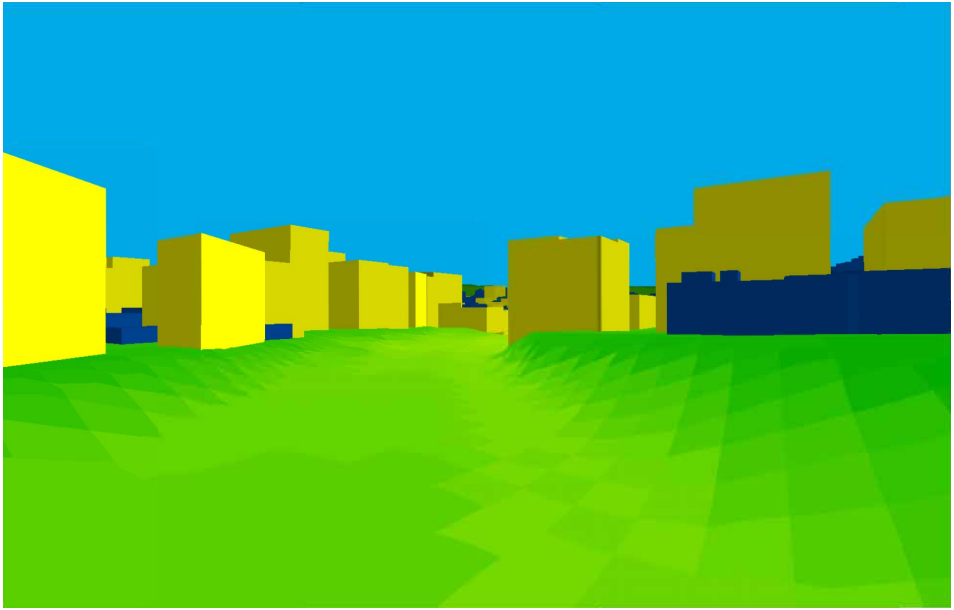

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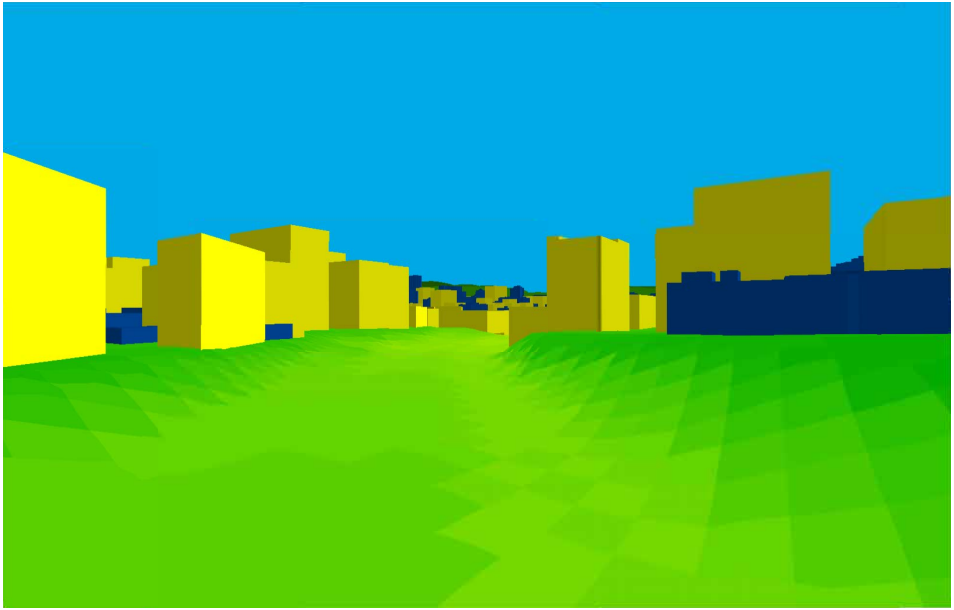

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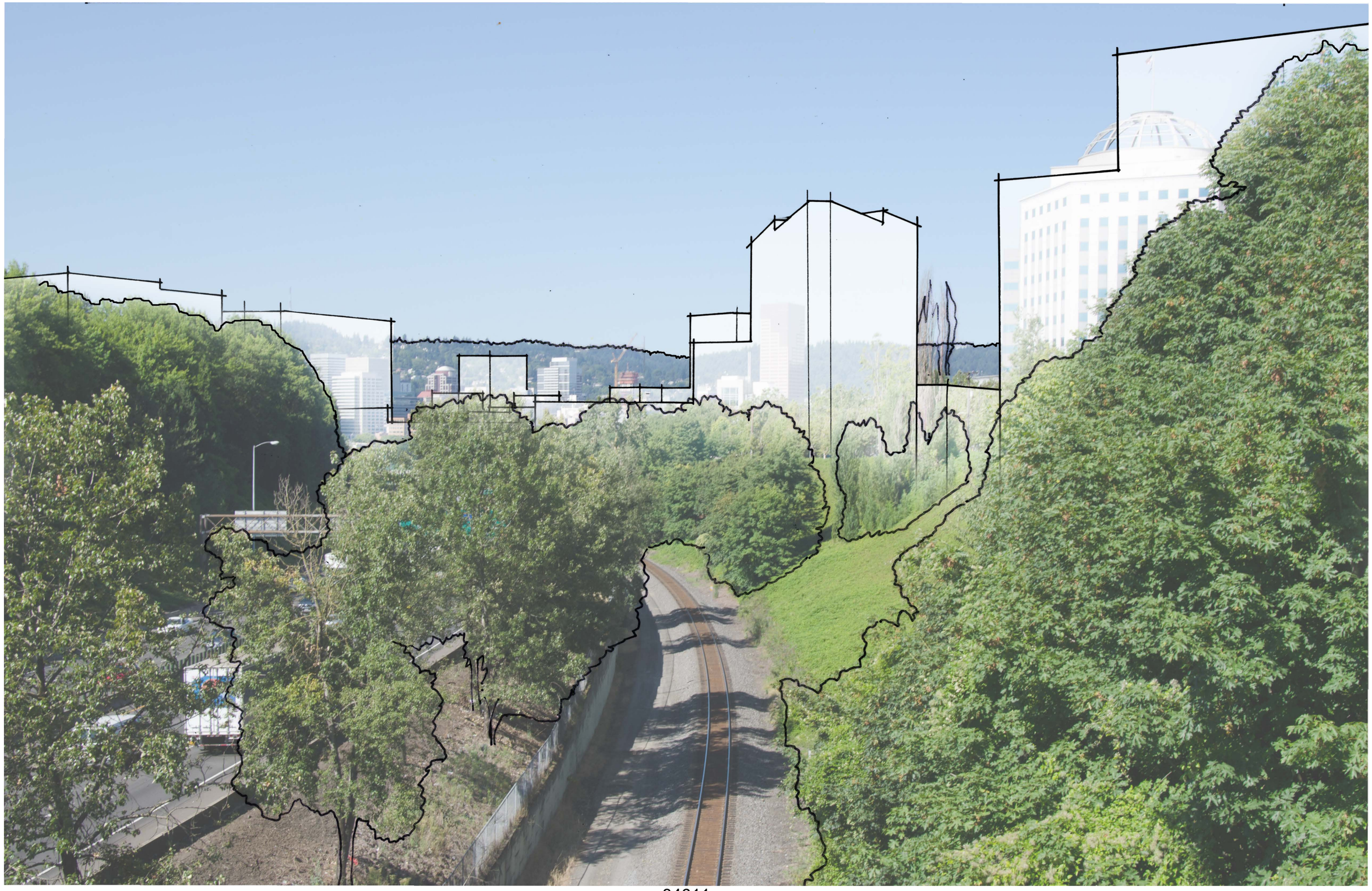

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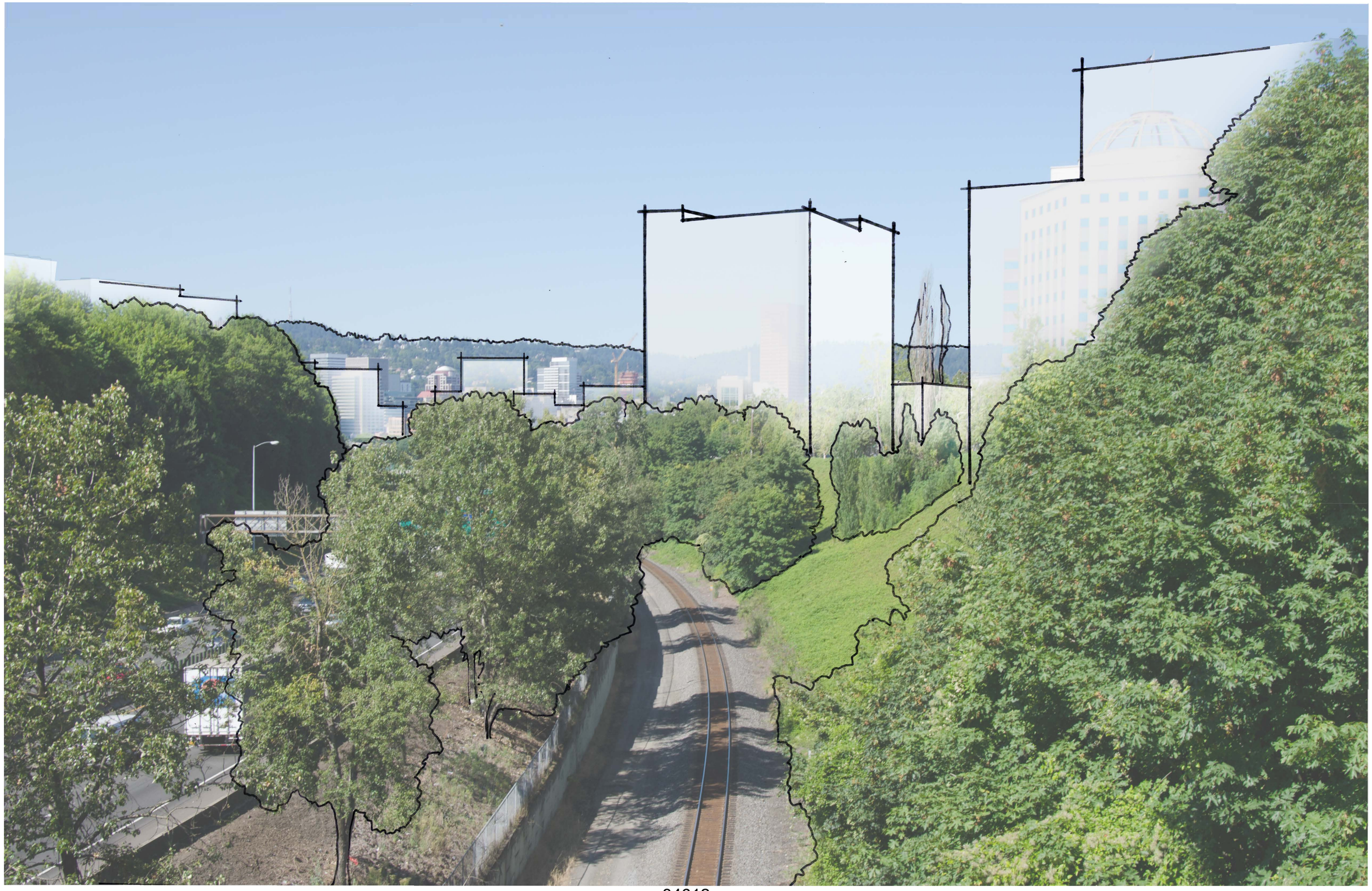
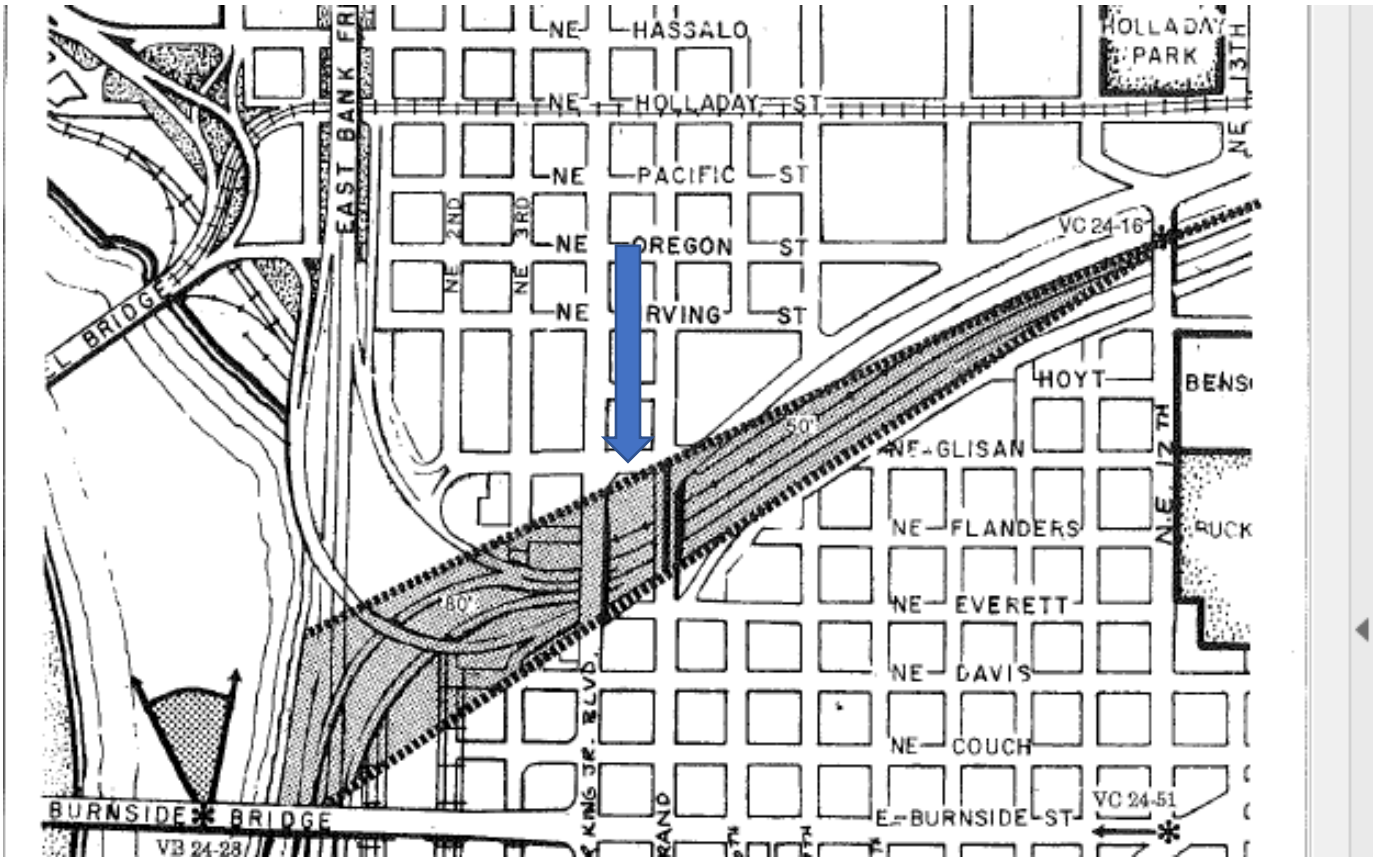
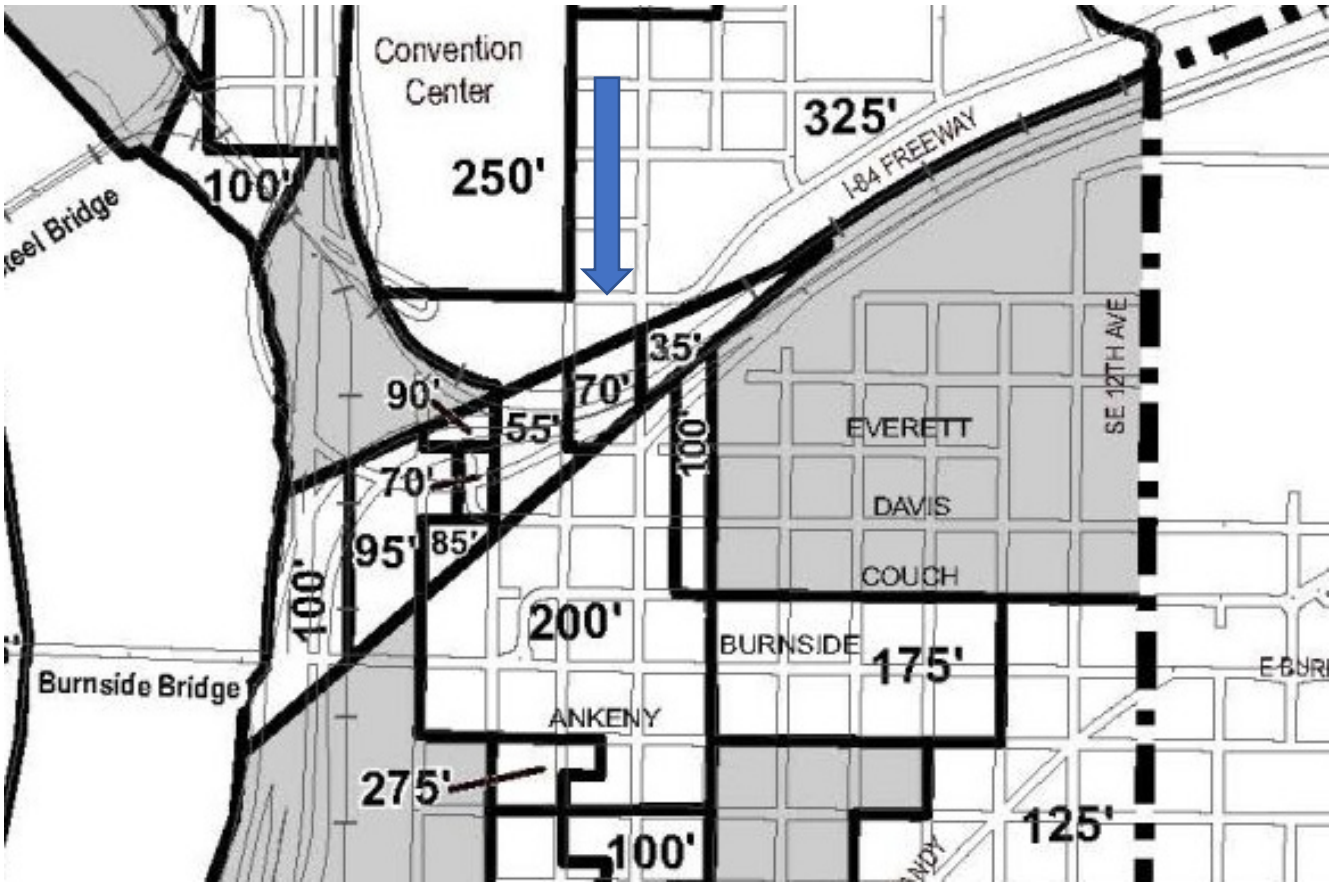
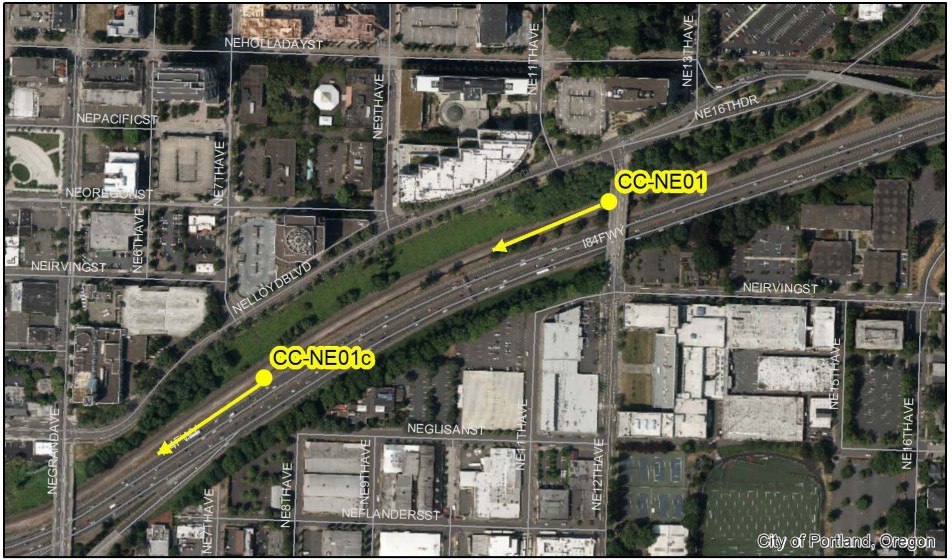




1991 Scenic Resources Protection Plan, Height Limit at 430 NE Lloyd Blvd



Recommended Central City 2035 510-4 Height Limit at 430 NE Lloyd Blvd



Central City Scenic Resources

Viewpoints at Sulivan's Gulch

N

1 in = 500 ft

Bureau of Planning and Sustainability

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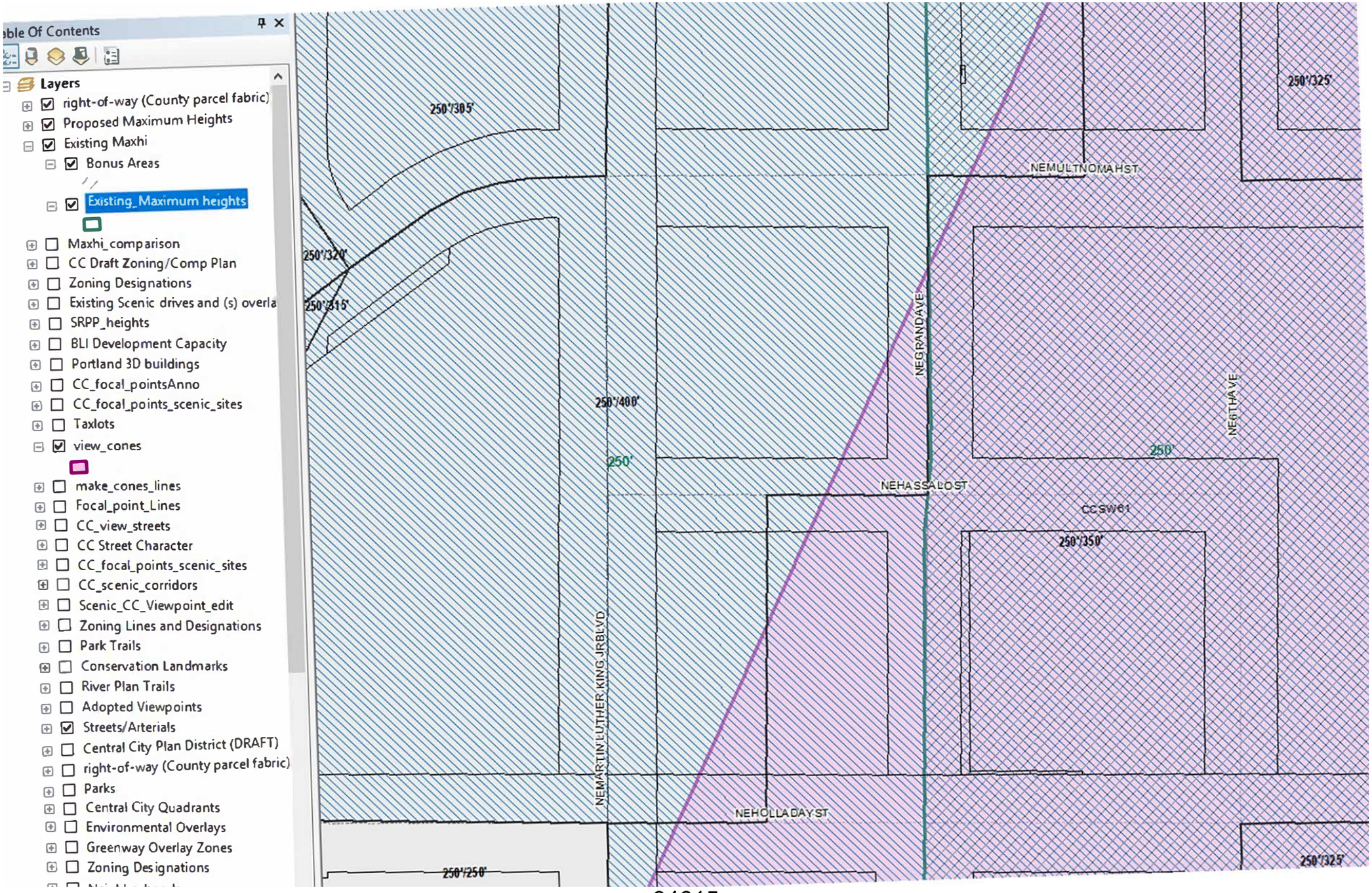
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NEGTHAVE
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250'
NEHASSALOST
CCSW61
250'/350'
NEMARTINLUTHERKINGJRBLVD
NEHOLLADAYST
250'/325'


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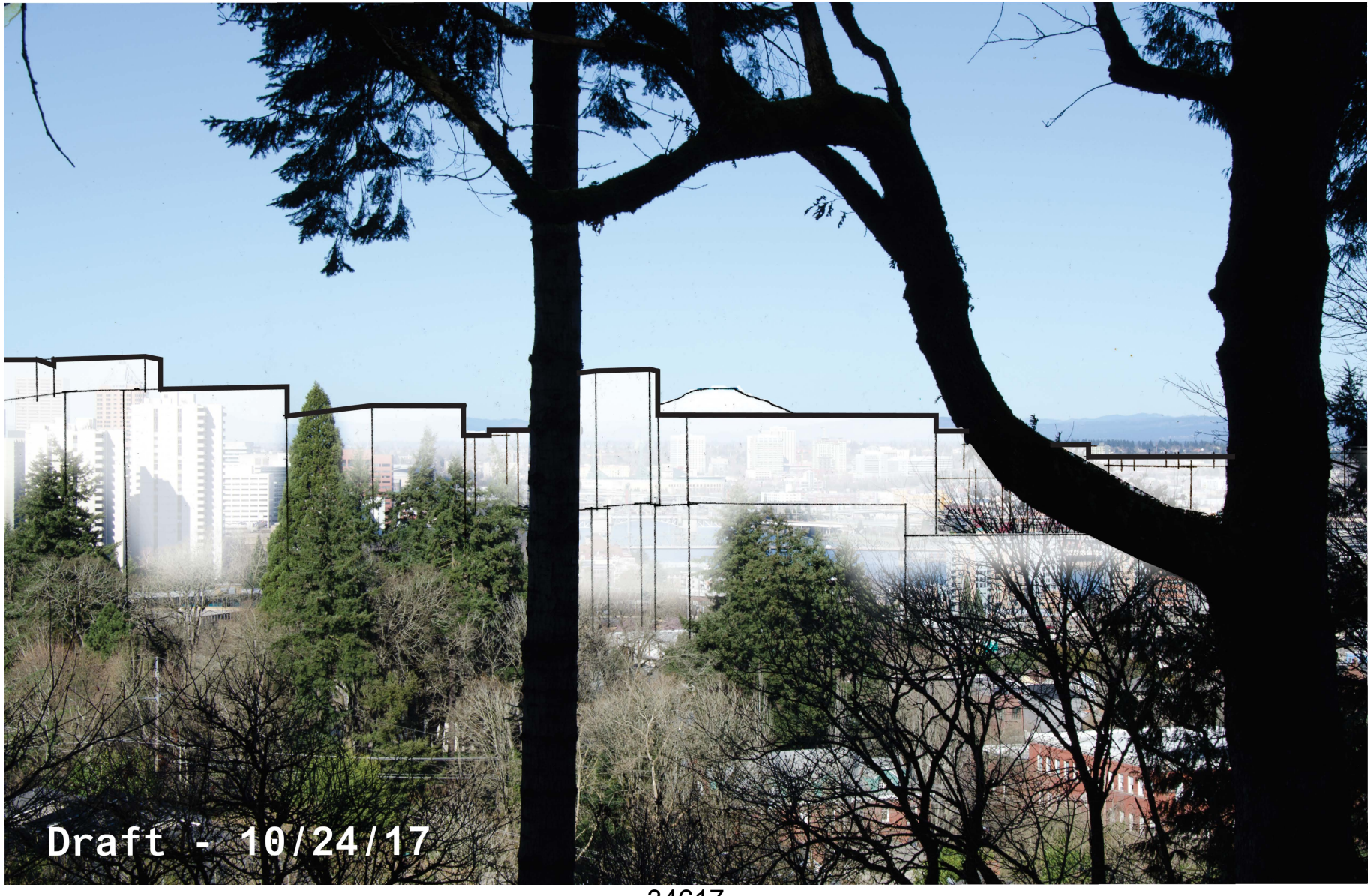
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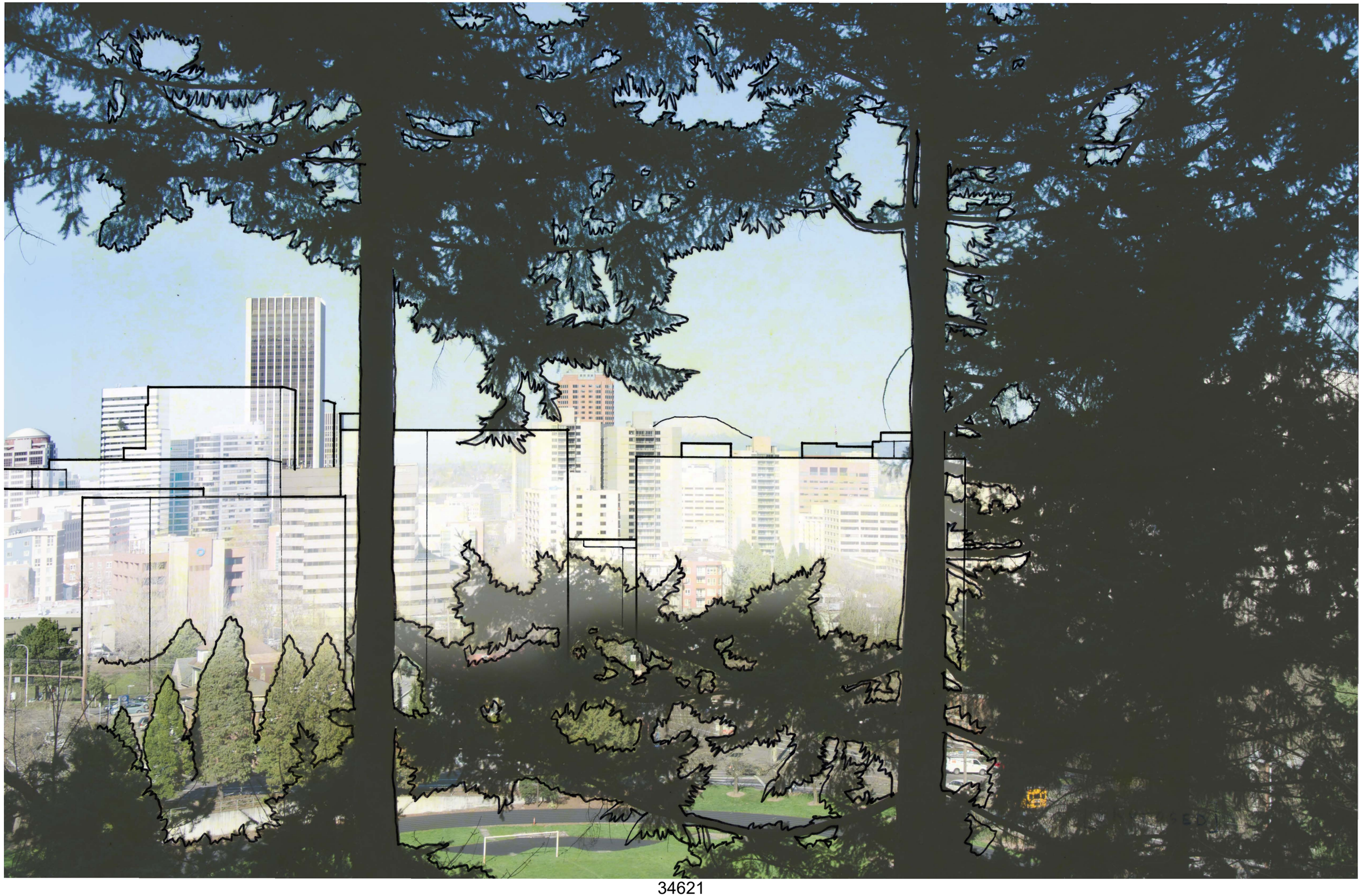

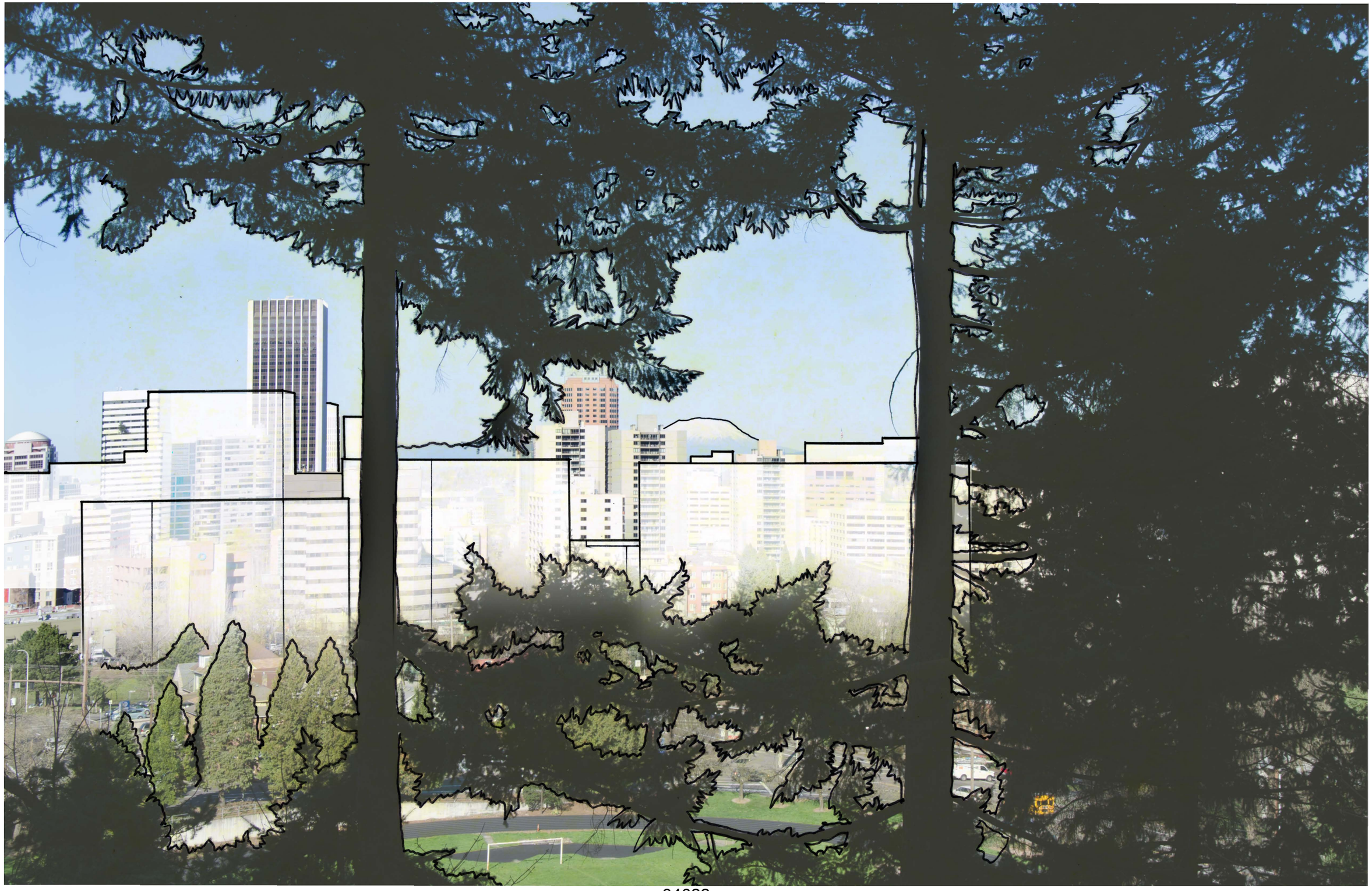





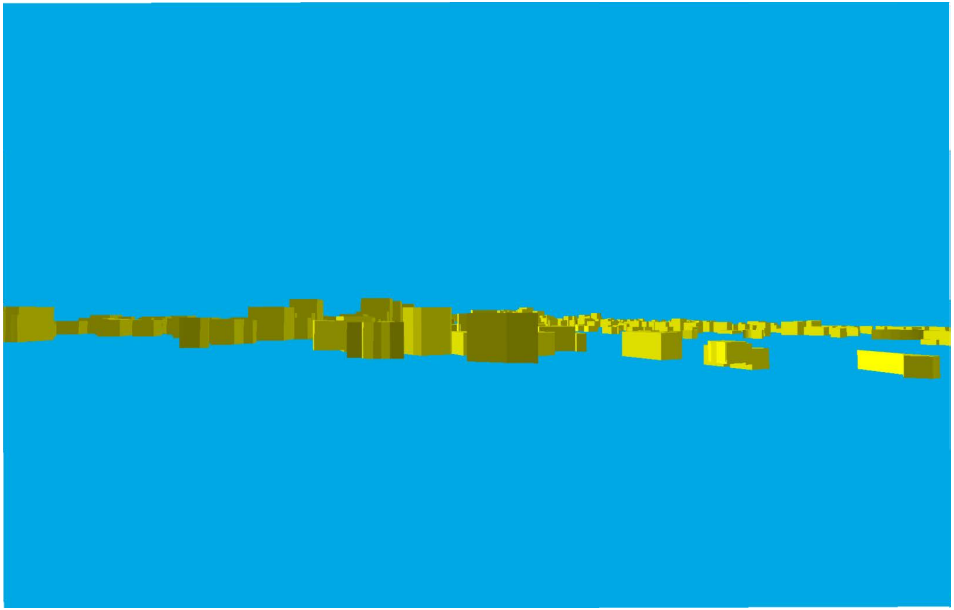

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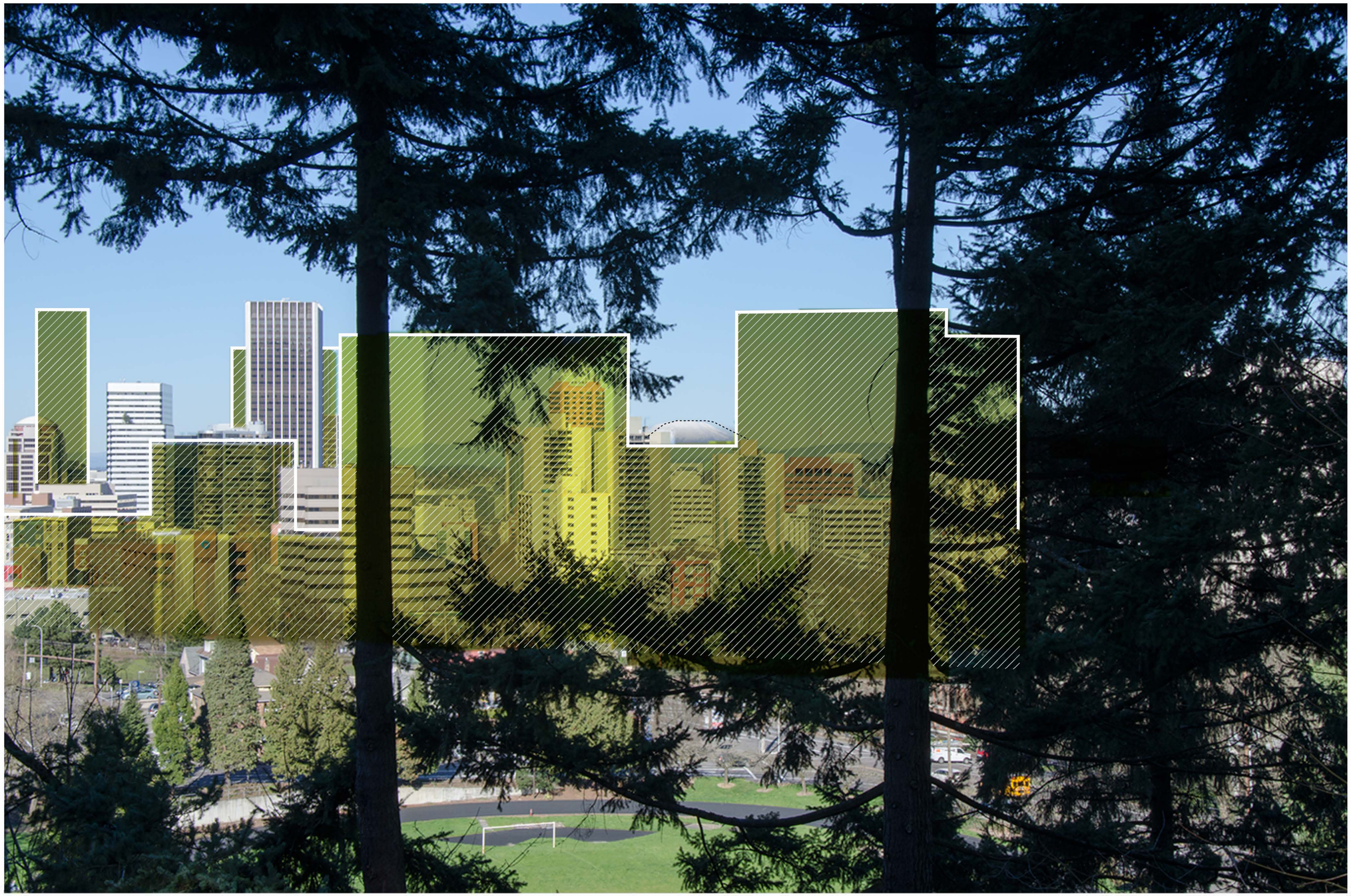



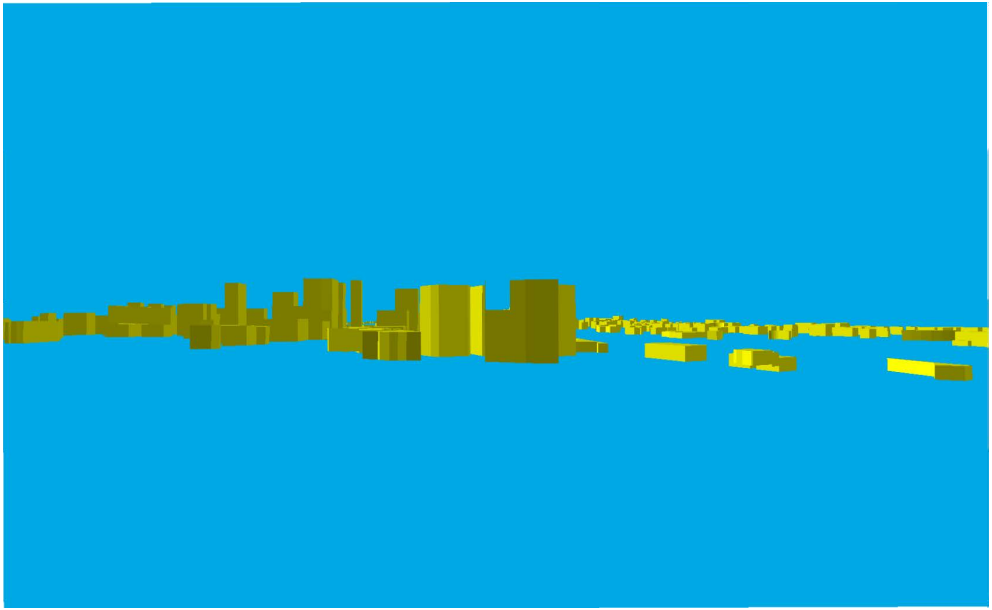

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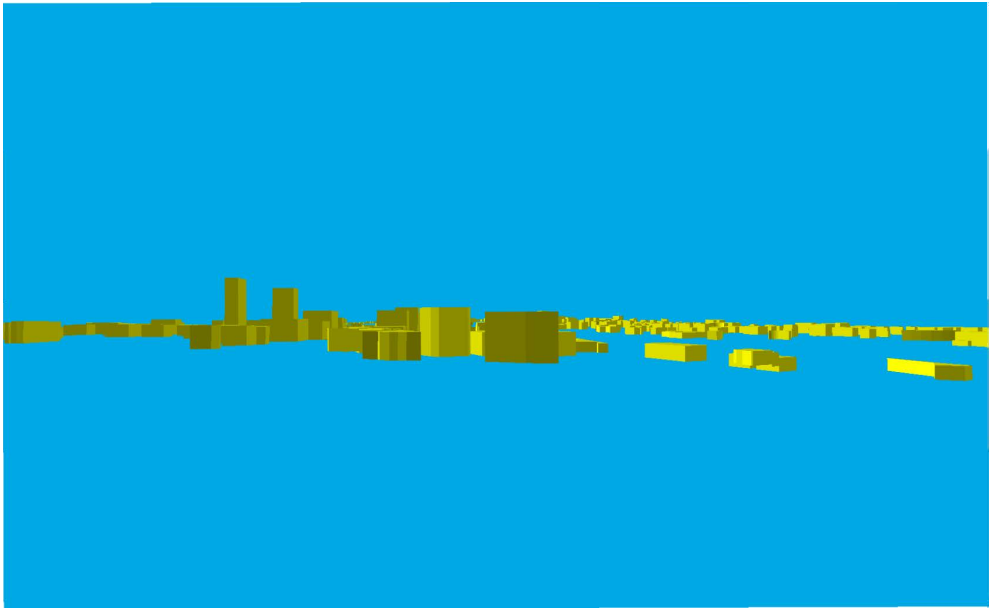

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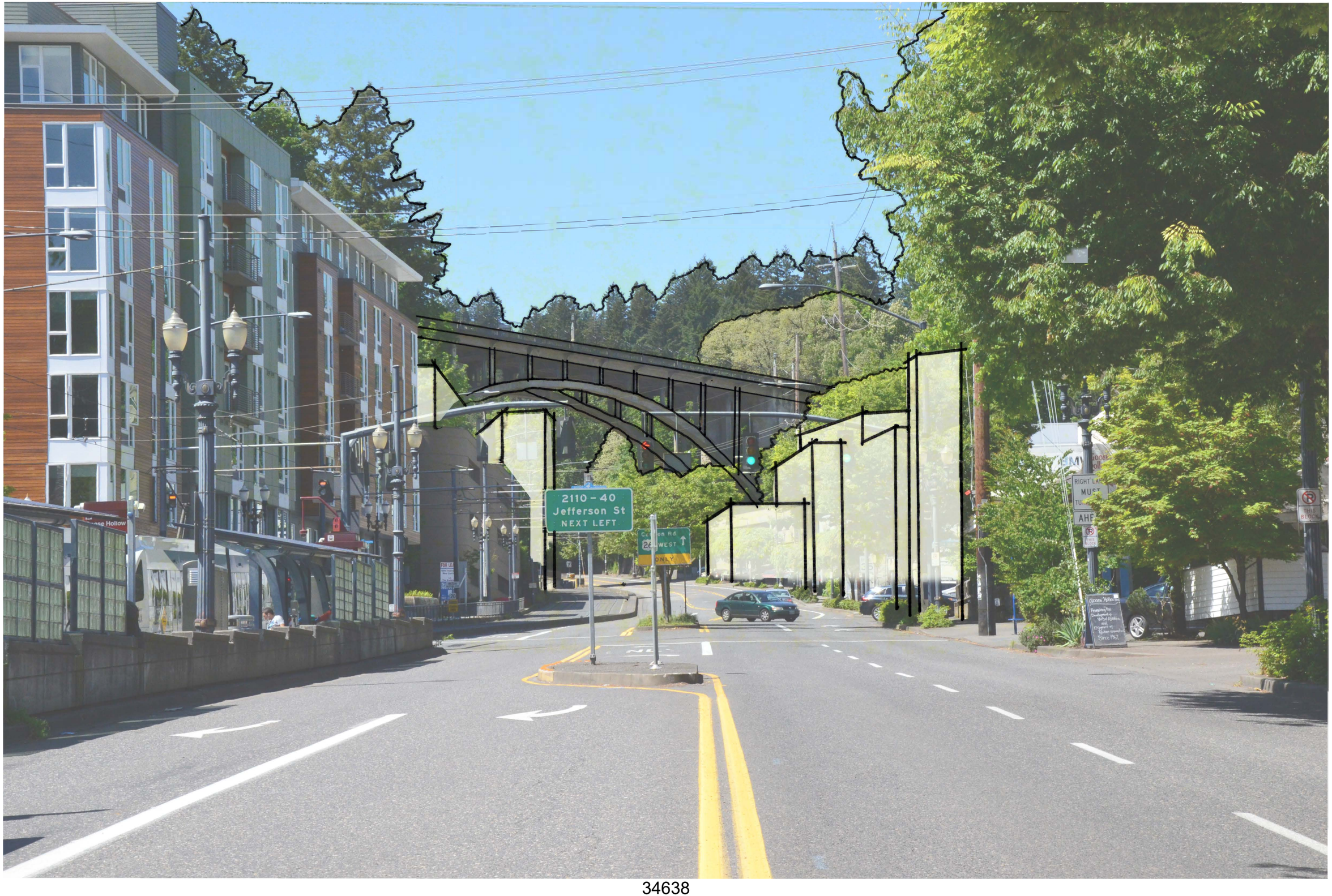

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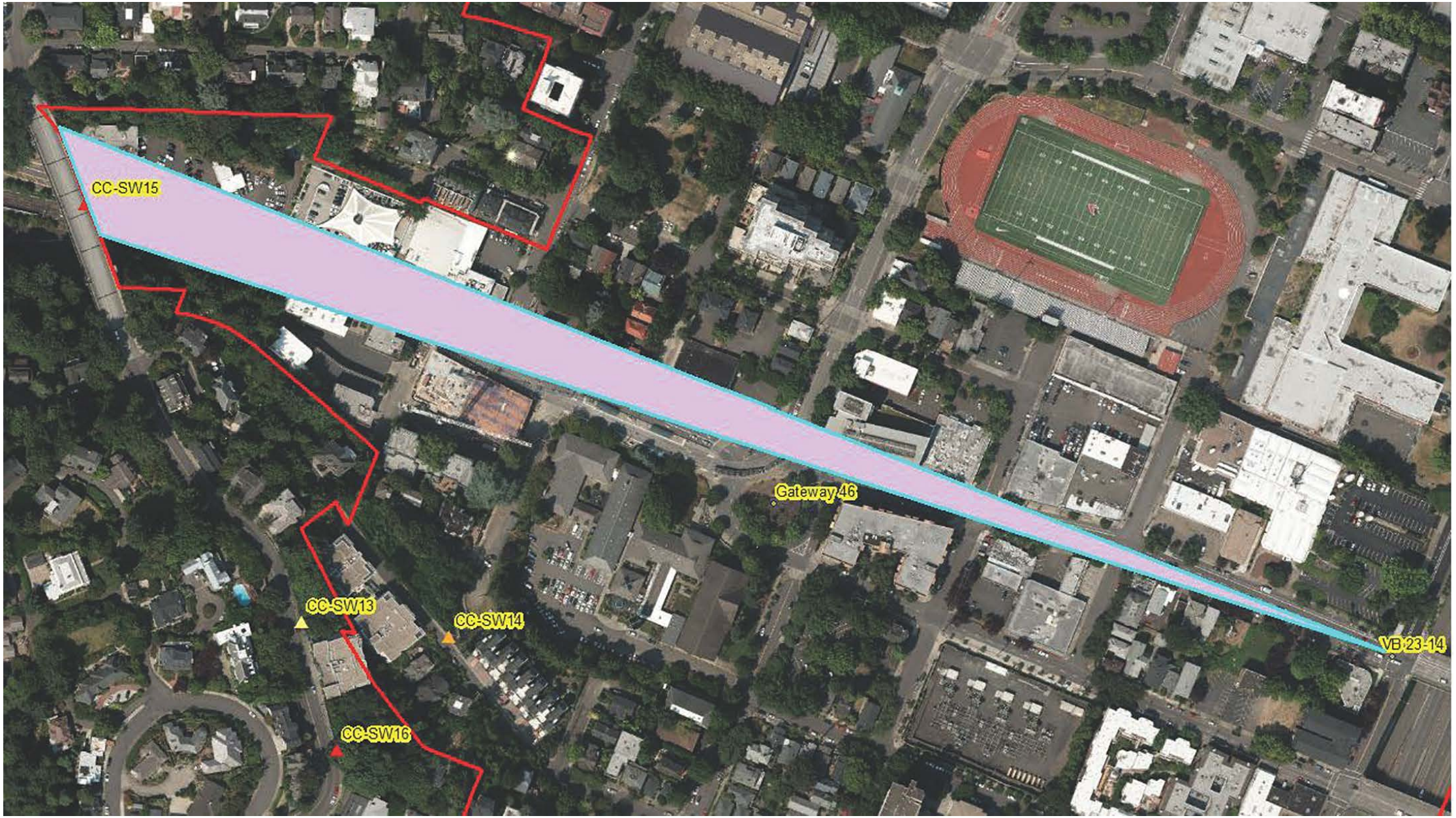
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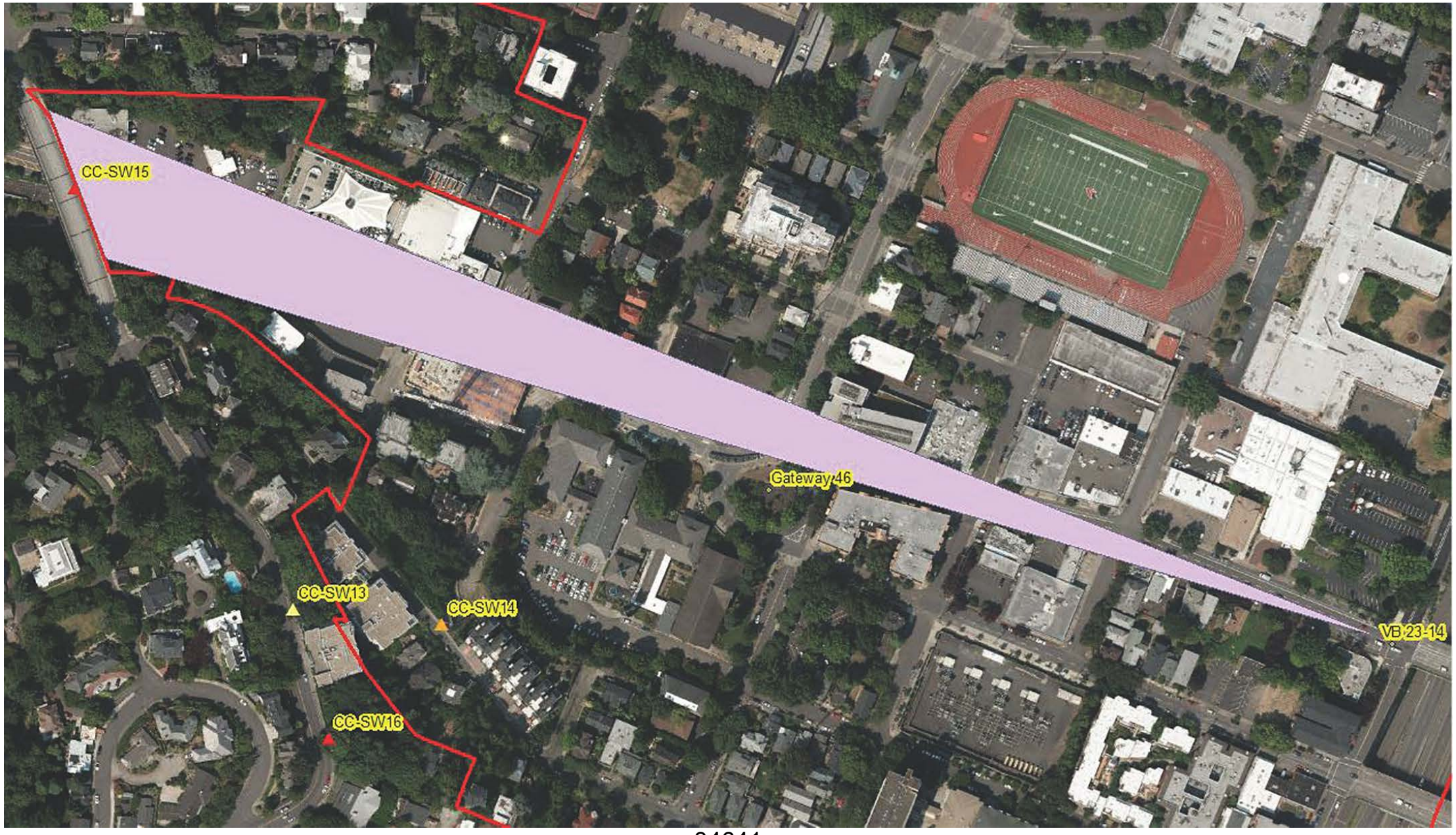
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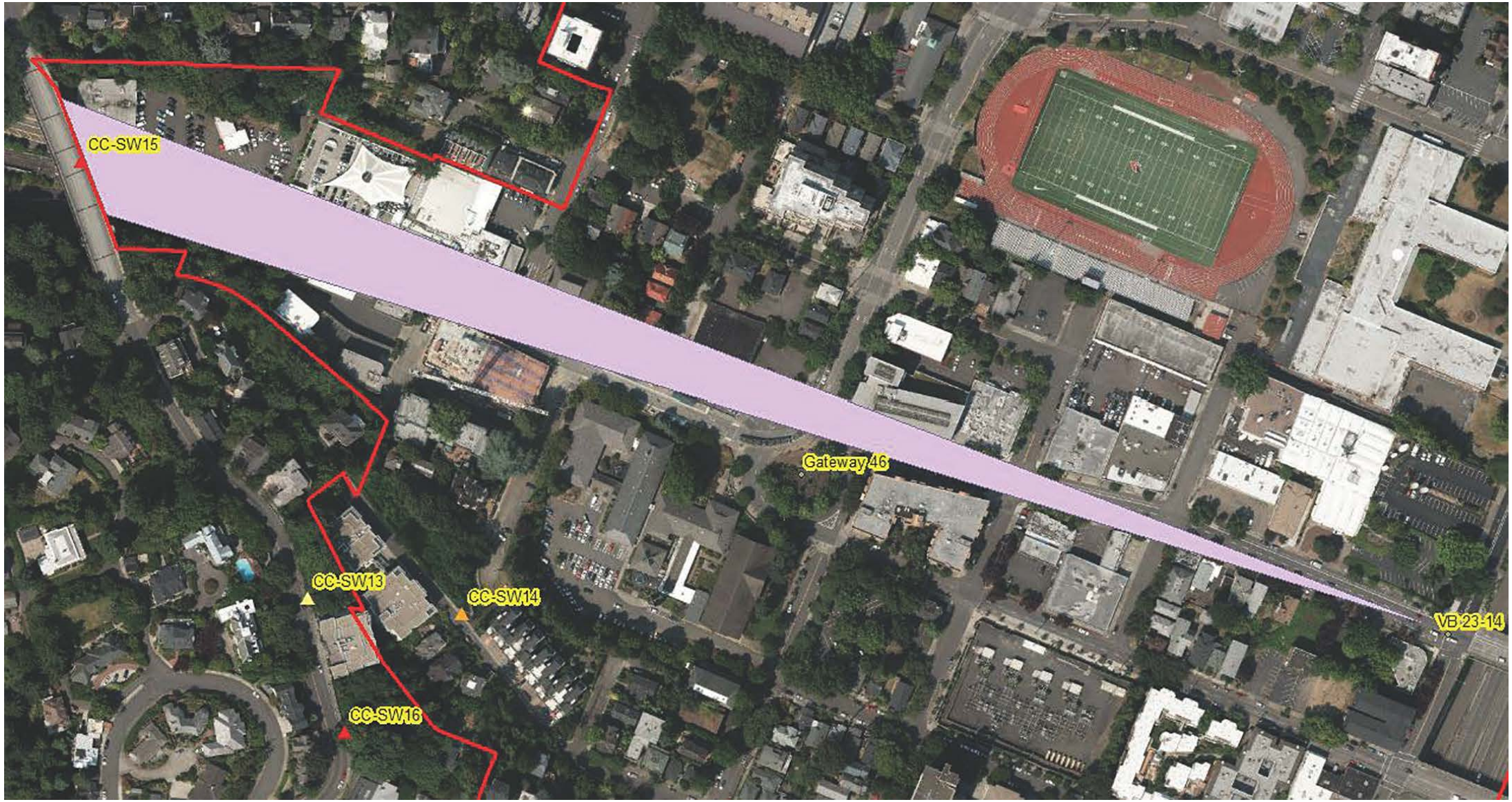

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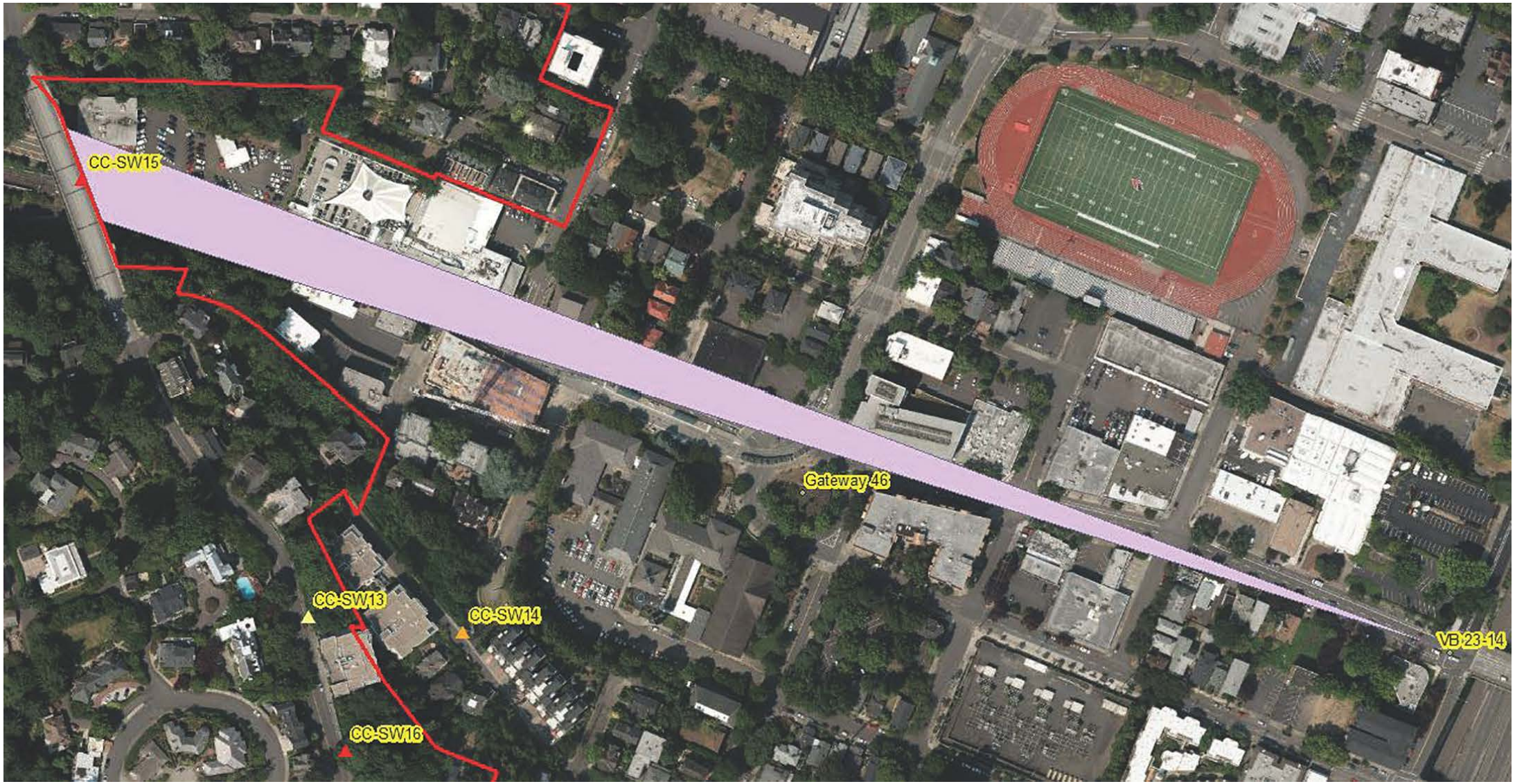

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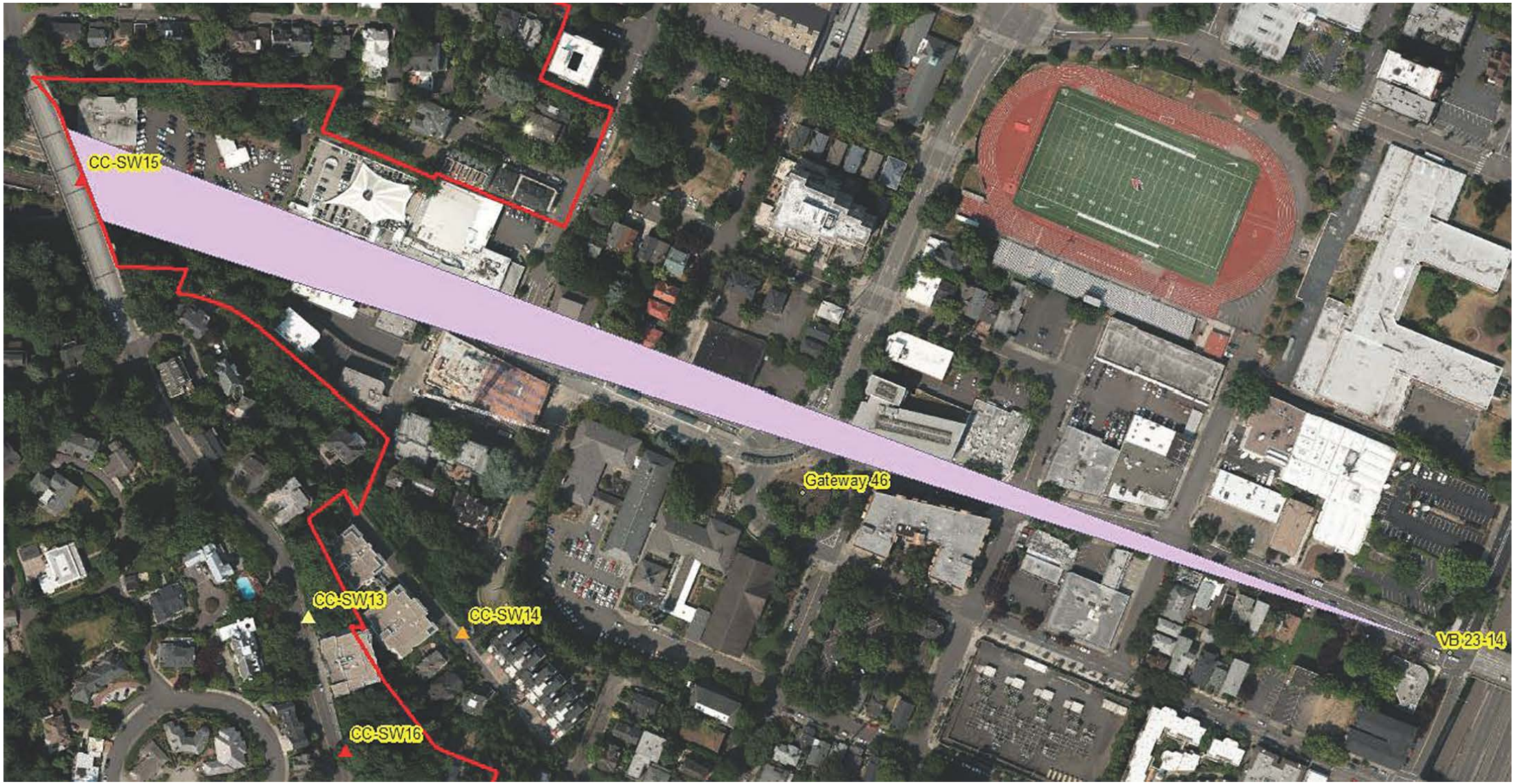
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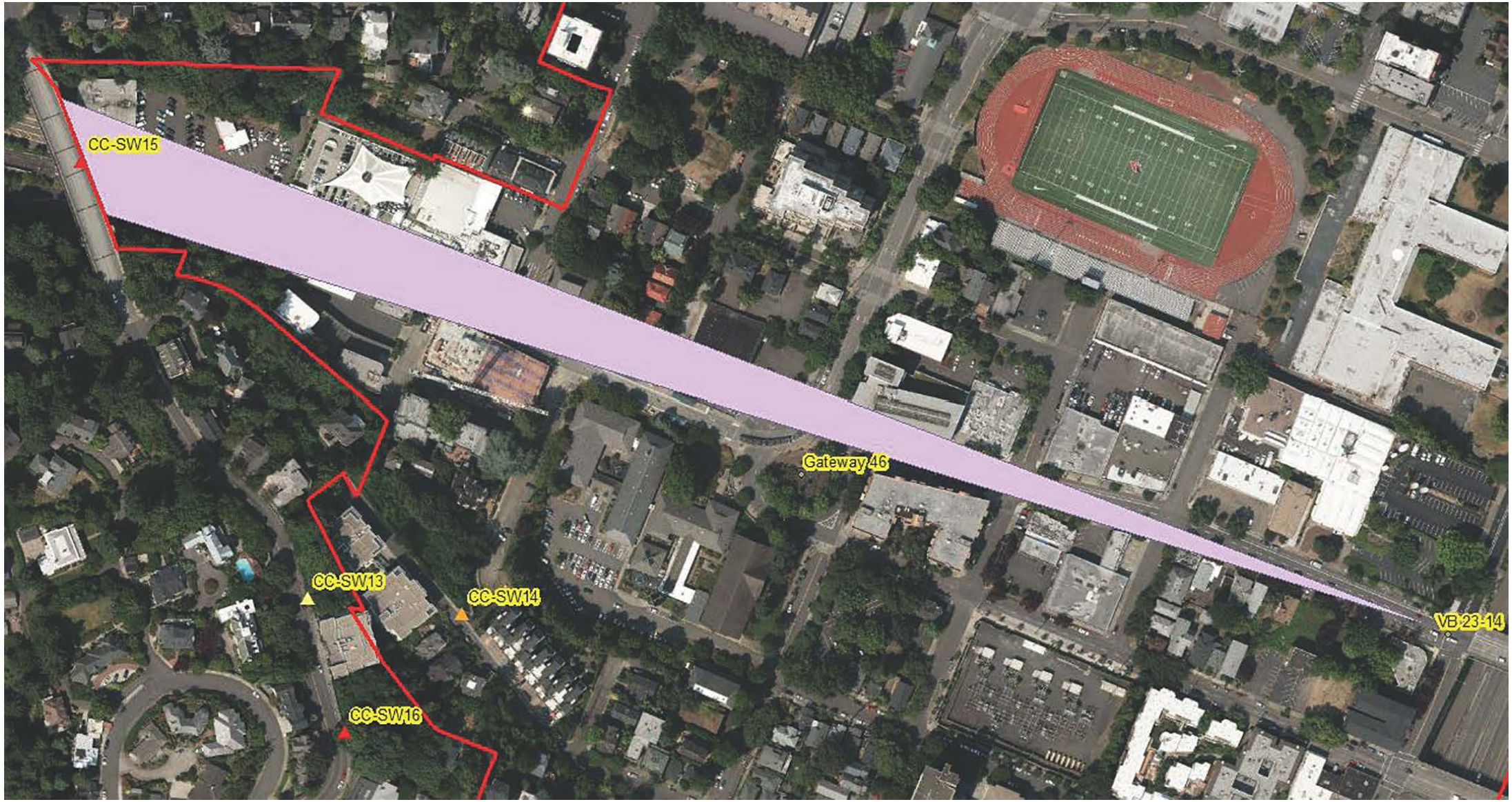

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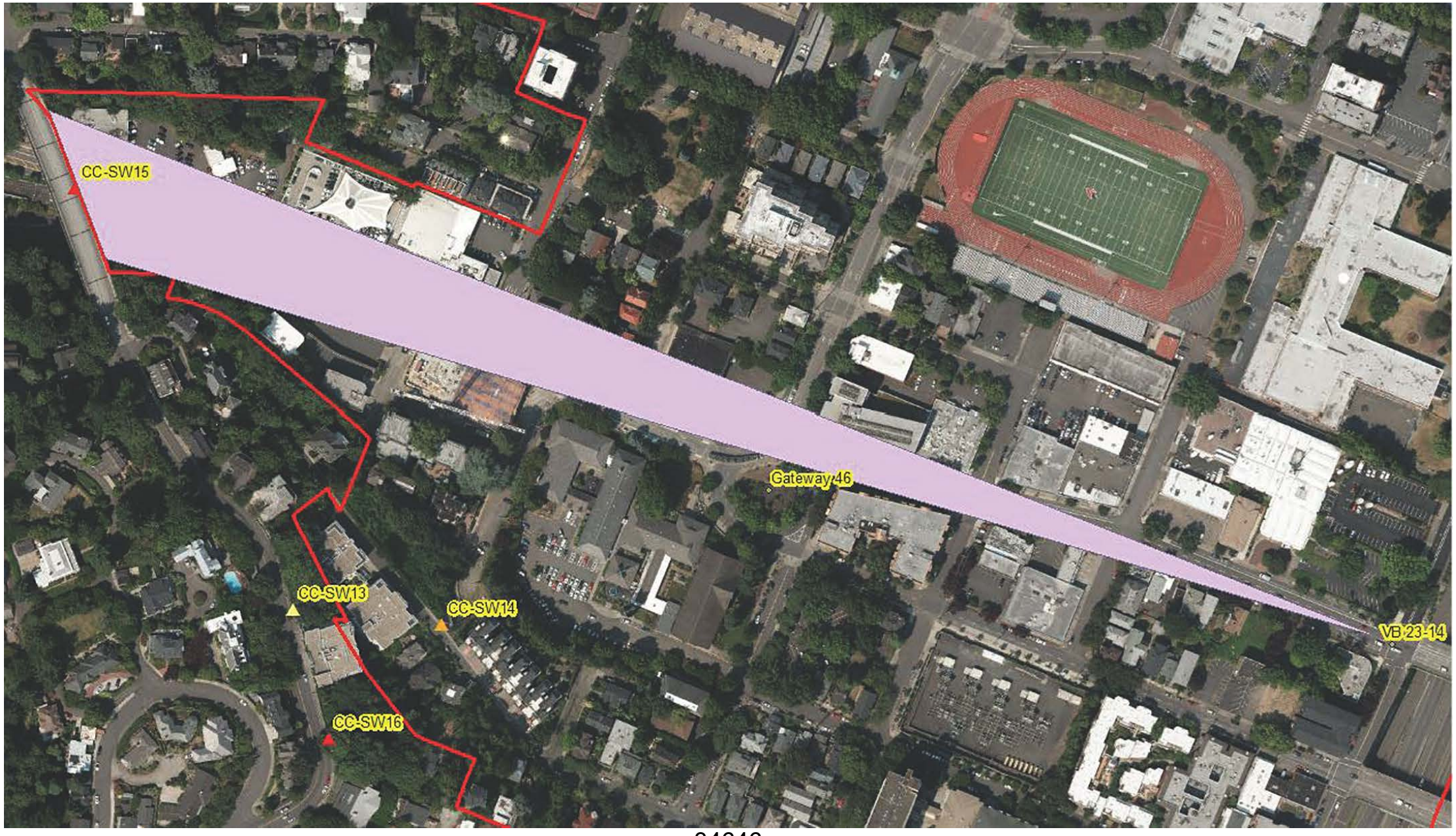
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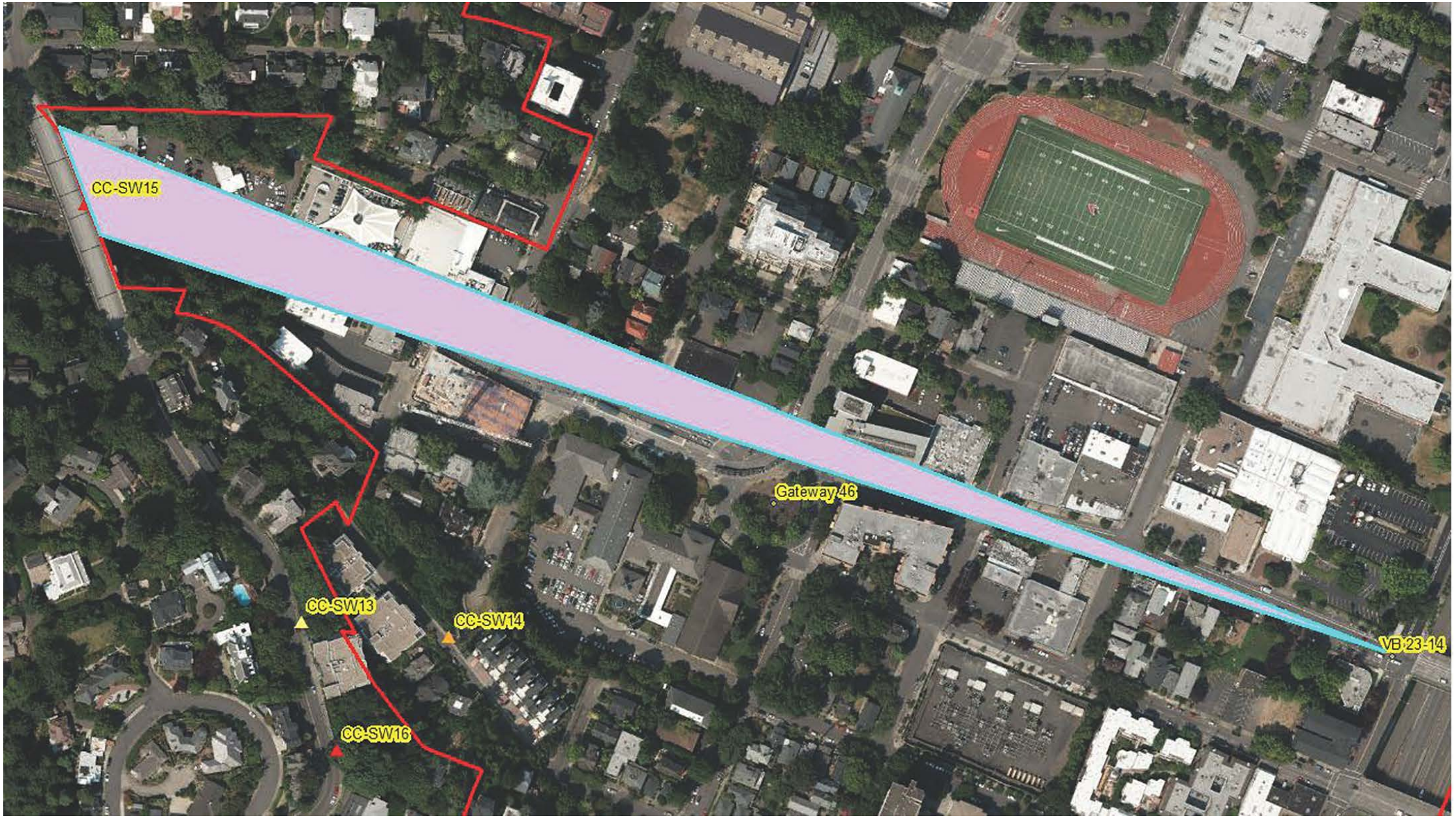
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CC-SW16
VB 23-14

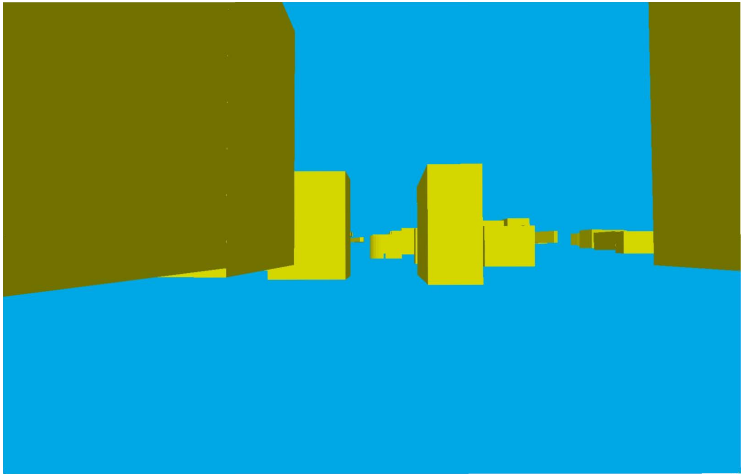





26 WEST
Zoo


2110 - 40
Jefferson St
NEXT LEFT
ONLY





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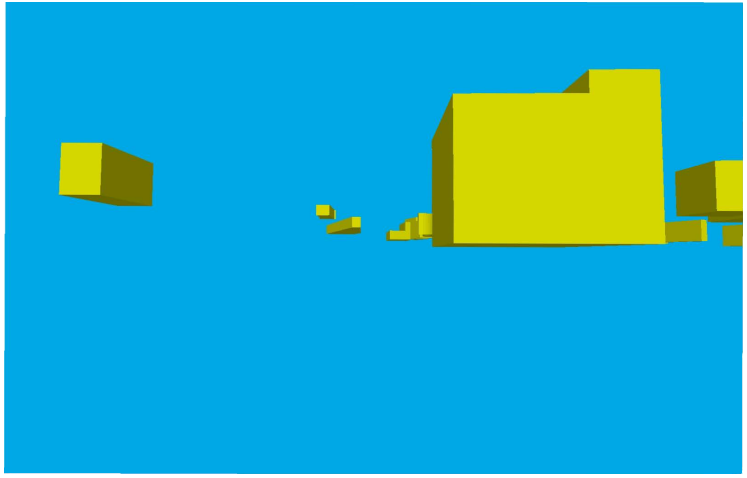

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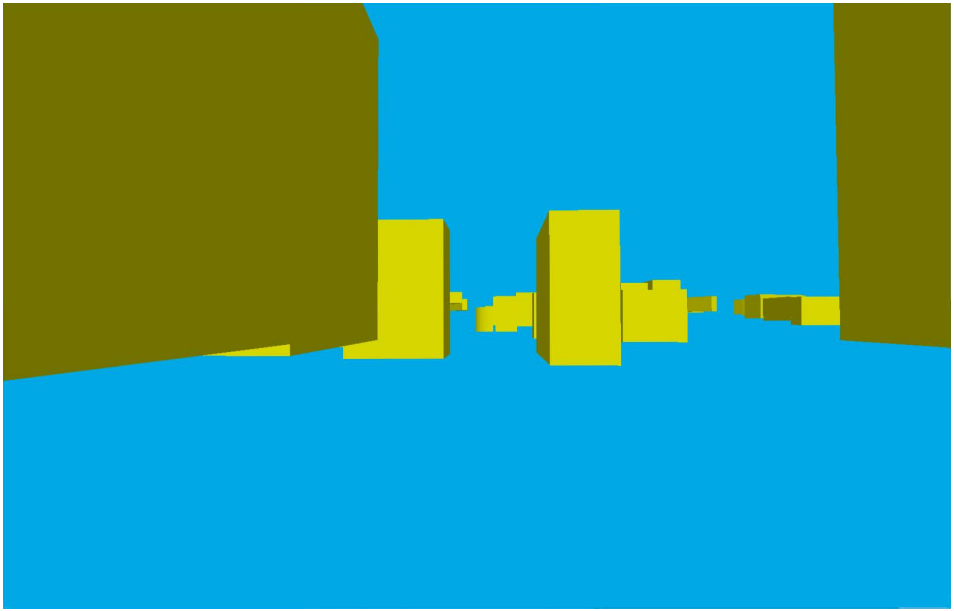

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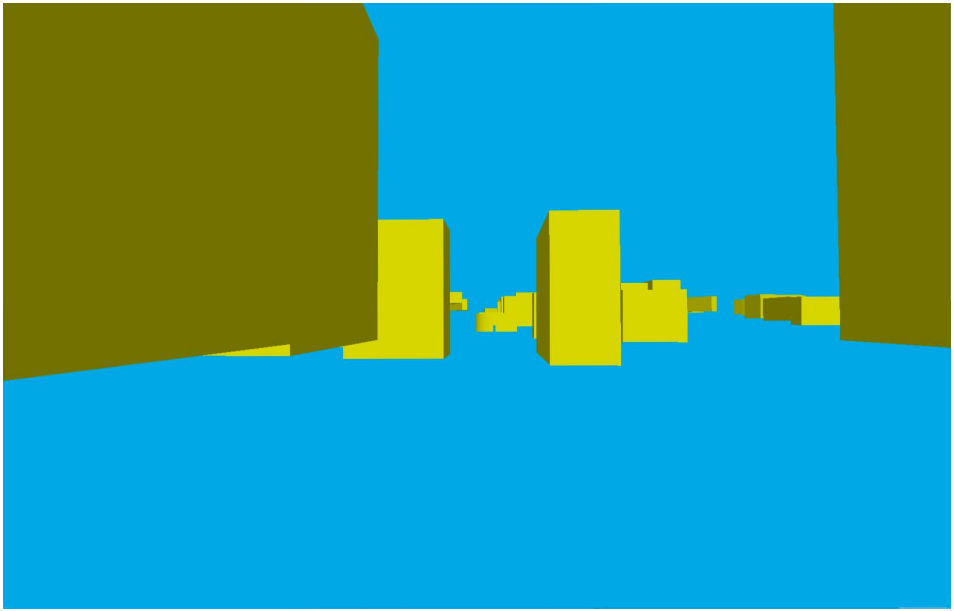

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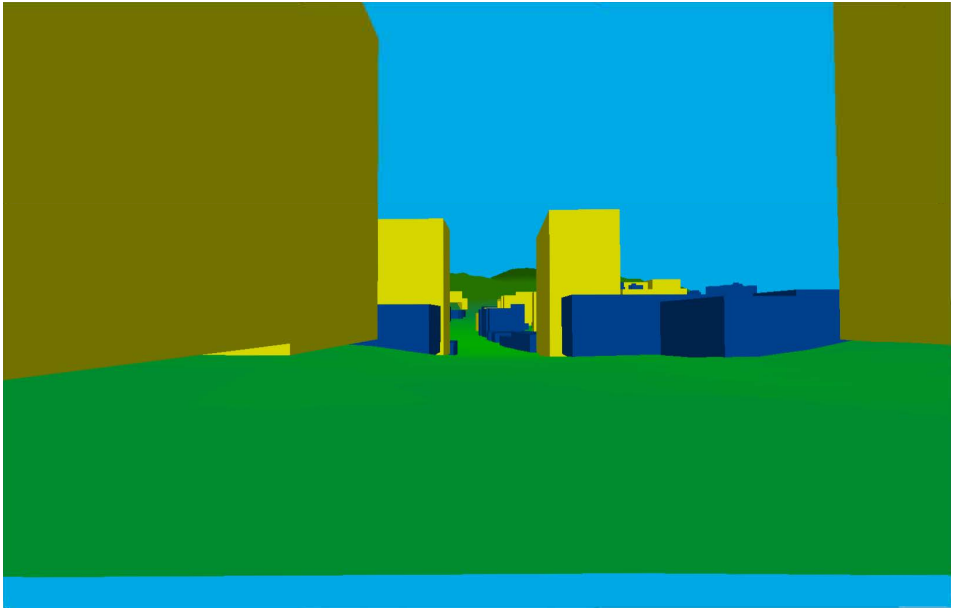

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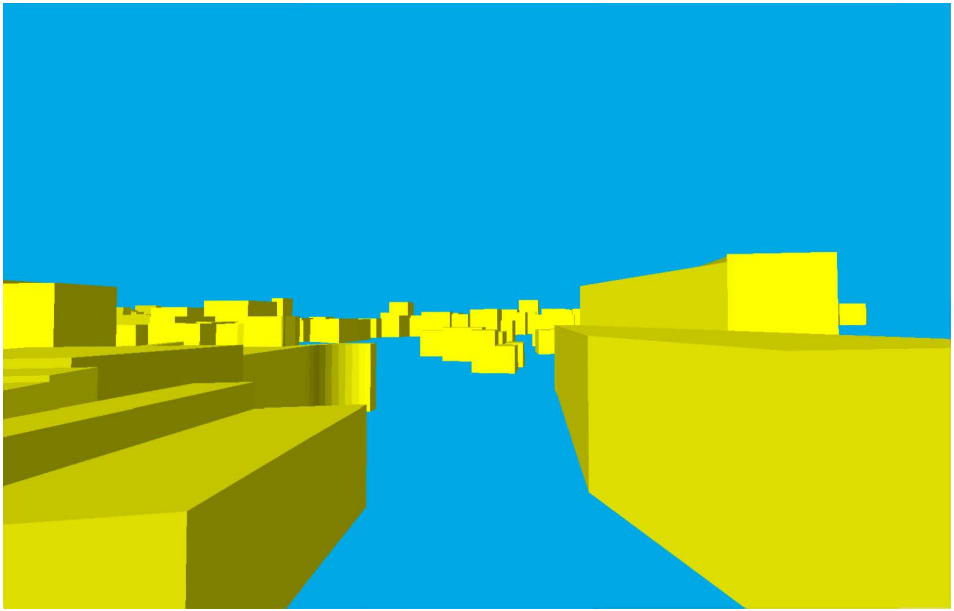

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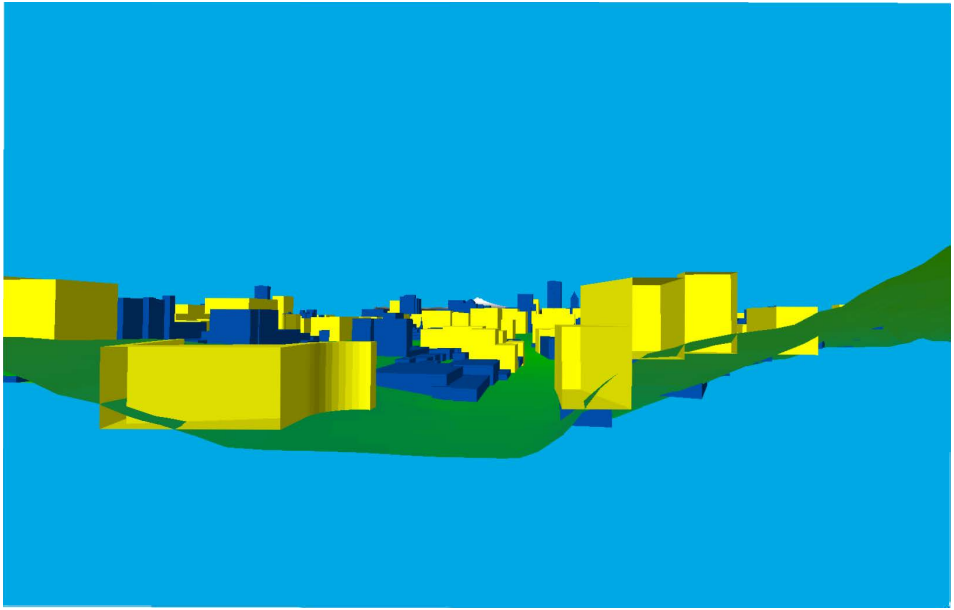
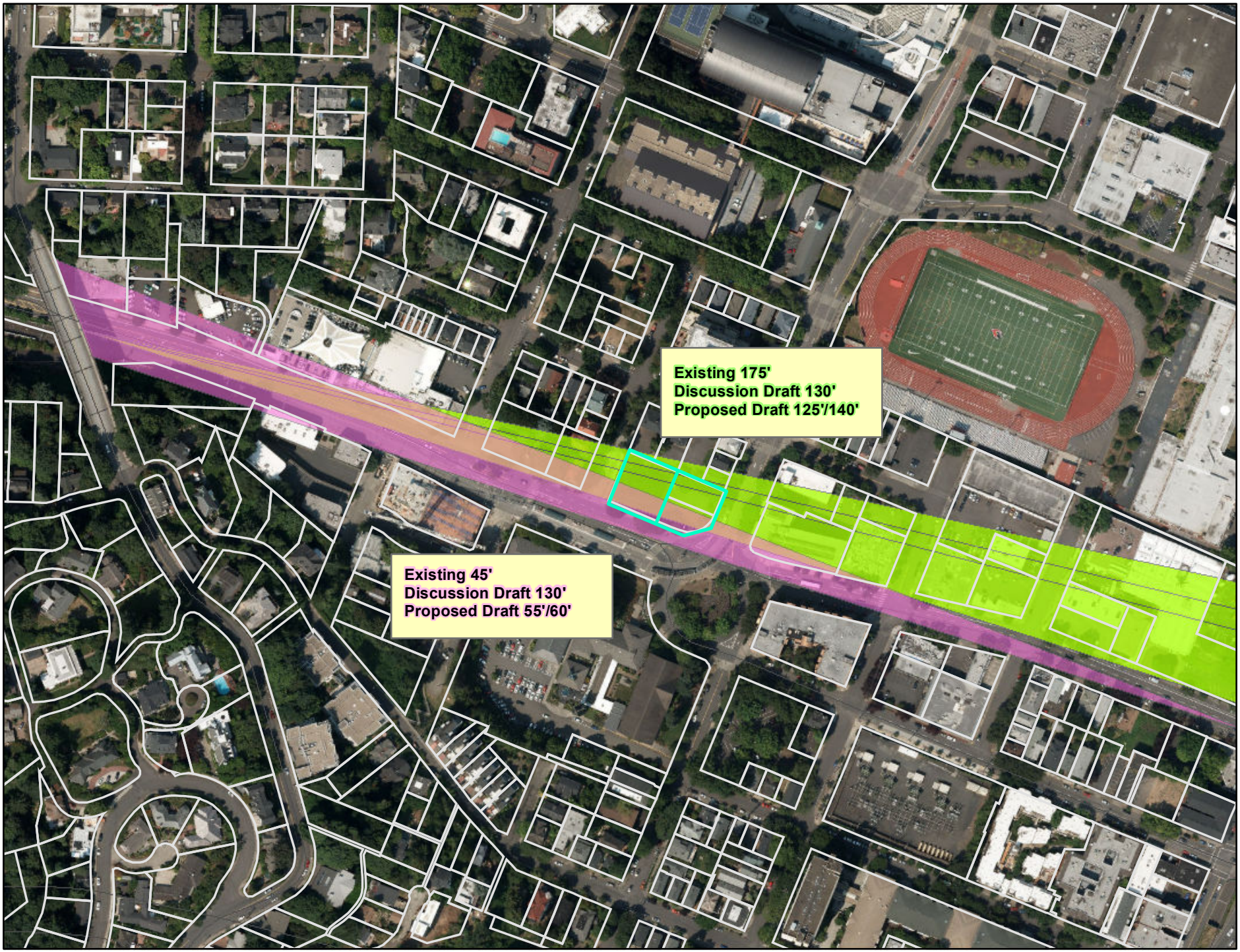


34666


SWMAINST
SWST CLAIR AVE
SWKINGAVE
SWSALMONST
SW16THAVE
SWYAMHILLST
SW17THAVE
SWTAYLORST
SW15THAVE
SWKINGSCT
SW20THAVE
SWMAINST
SWMADISONST
SW19THAVE
SW18THAVE
SW21STAVE
SWHOWARDSWAY
SW20THAVE
SW16THAVE
SW14THAVE
SWTAYLOR ST-I405 FWYRAMP
I405FWY
SWSUNSET HWY-I405 FWYRAMP
SW13THAVE
SWJEFFERSONST
SWPROSPECTDR
SWMARKET STREETDR
SW19THAVE
SW17THAVE
SWCOLUMBIAST
SWCLAYST
SWI405 FWY-SALMON STRAMP
SWMARKETST
SWMONTGOMERYDR
SWSUNSETHWY
SWSUNSETHWY
SWMILL STREETTER
SWI405 FWY-SUNSET HWYRAMP
SWCABLEAVE
SW12THAVE
SWCLAYST

34667


Existing 175'
Discussion Draft 130'
Proposed Draft 125'/140'
Existing 45'
Discussion Draft 130'
Proposed Draft 55'/60'

34668

Jefferson Street – Scenic Resources and Building Height
Updated 05-11-16

Explanation

Jefferson Street has two view corridors across it:

1. View from Vista Bridge to Mt Hood
2. View from I405 overpass to Vista Bridge

These views were formally established in 1991 with the Scenic Resources Protection Plan. Building heights were adjusted to protect the views.

Discussion Draft did two things:

1. Updated the Vista Bridge to Mt Hood view corridor. Recognized existing buildings and shifted the view corridor slightly to the south. Also required a changes – some up and some down – in building heights.
2. Moved Jefferson Street from a view corridor to a view street. The general ESEE decision is to rely on the right of way to protect the views down view streets.

Public Comments:

1. The updated view corridor would reduce the existing view. Requested a stepped approach that lowers heights in the southern portion of the view corridor to maintain all of the existing view of Mt Hood.
2. The Jefferson Street right of way is not able to protect the view of Vista Bridge from I405 because the street is not straight. Requested that we return the view to a view corridor instead of view street.

Proposed Draft (draft proposals):

1. Adjust the view corridor from Vista Bridge to be fully protective of the existing view. Lower heights in the southern portion of the view corridor.
2. Keep Jefferson Street as a view street, but apply building height limitations along Jefferson Street to protect the view. We are going back to the existing zoning.

Maps to follow

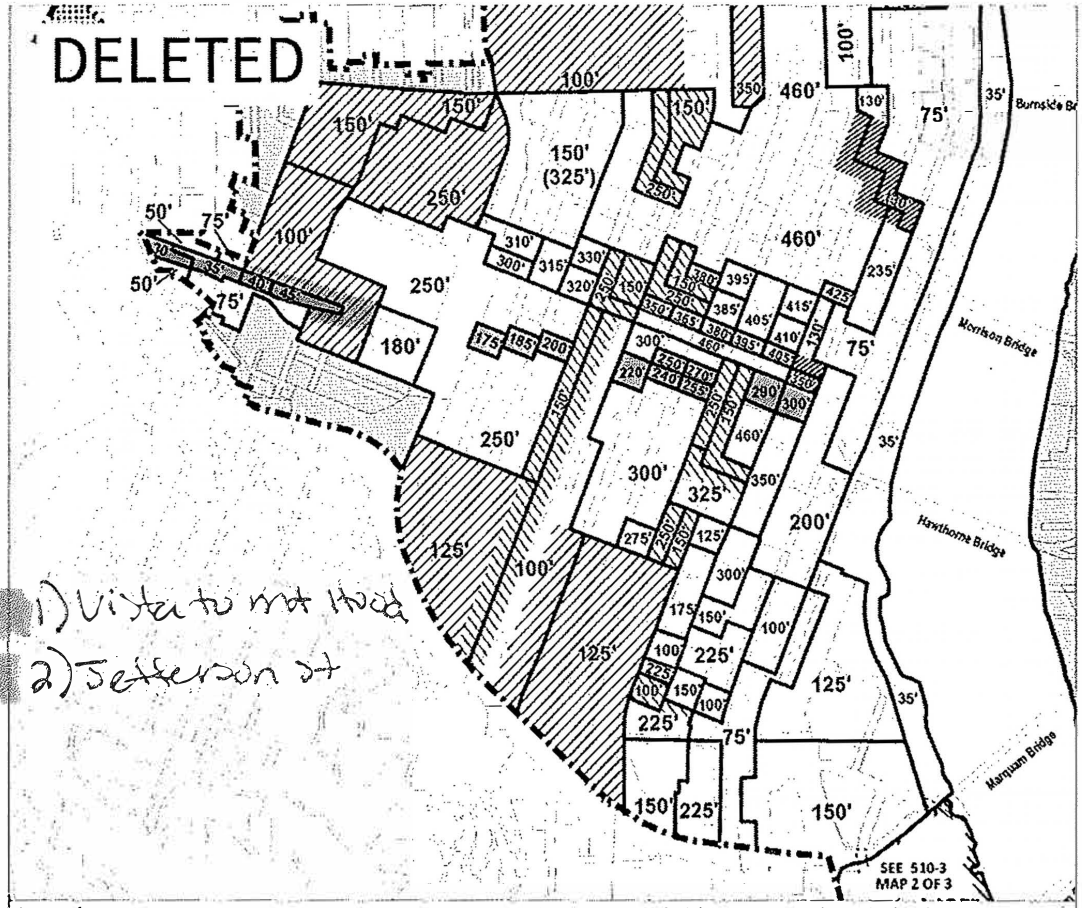
Existing Zoning

Maximum Heights

Map 510-3

Map 3 of 3

Map Revised September 16, 2015



Legend

X' Maximum building height

(X') Allowable height for residential (33.510.205.F)

Areas where maximum height is determined by base zone

Area eligible for general and housing height bonus

Area eligible for housing height bonus only

Area eligible for Open Space performance standards

Area eligible for historic step-down exception

Central City Plan District boundary

Maximum heights area boundary

NORTH

0 900 1,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

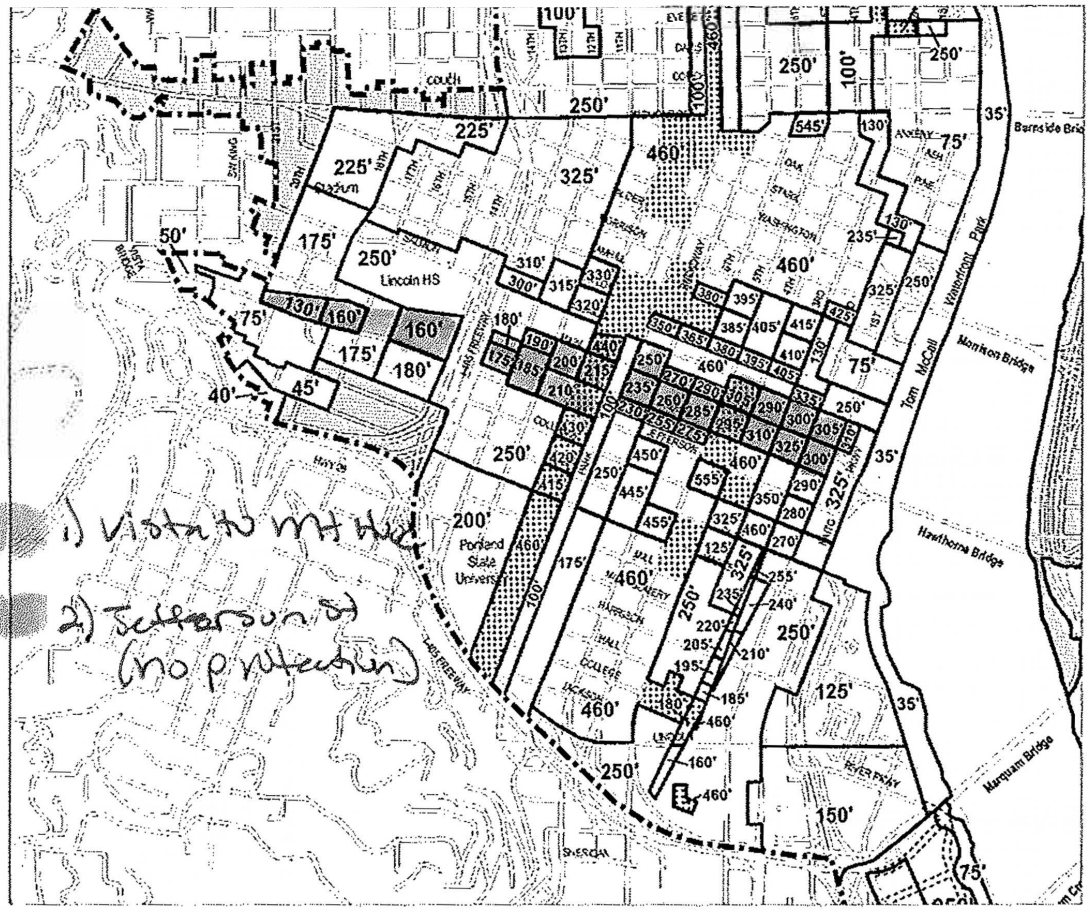
Discussion Draft

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 3 of 3

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- X' Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL Unlimited height allowed

NORTH

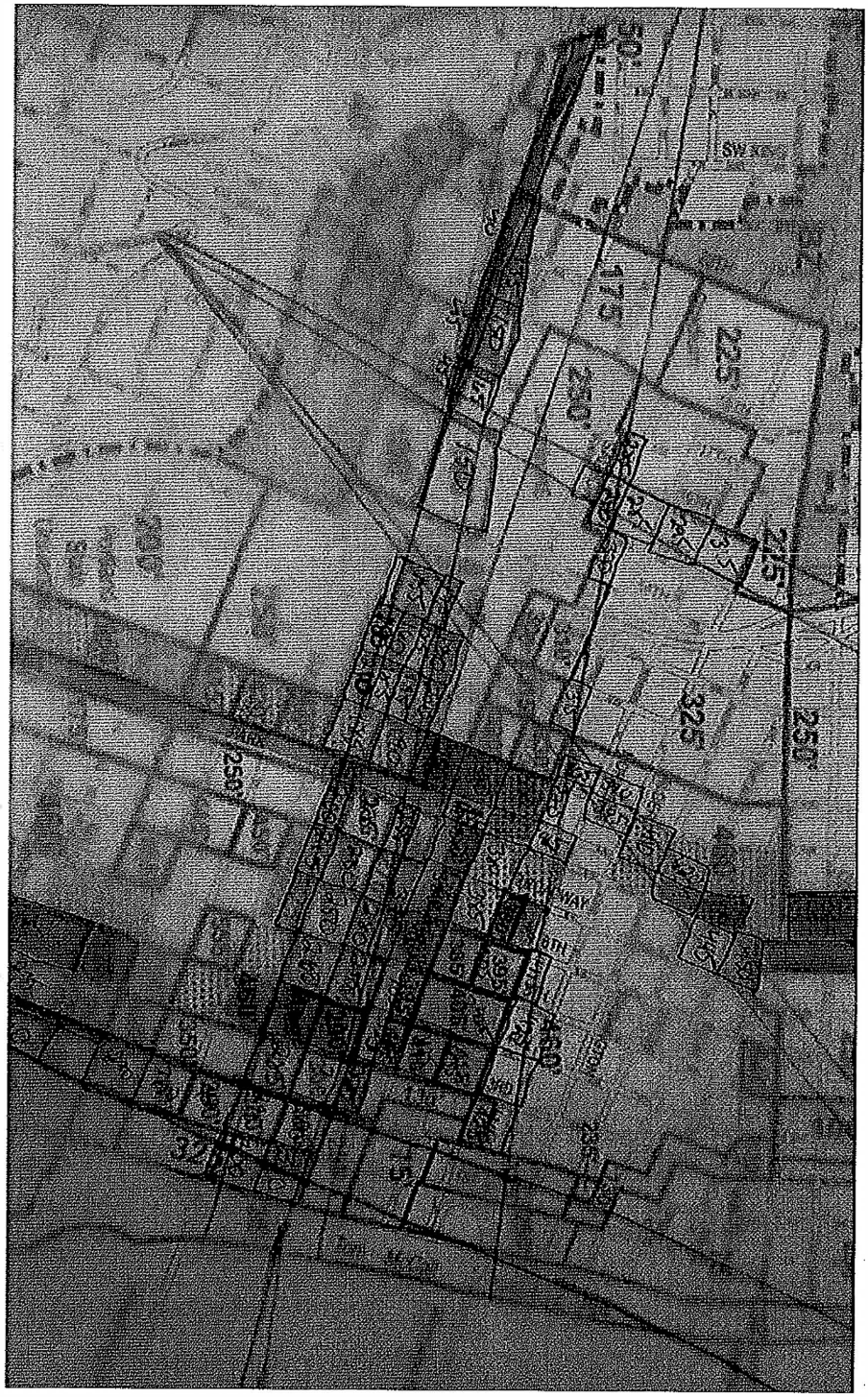
0 1,400

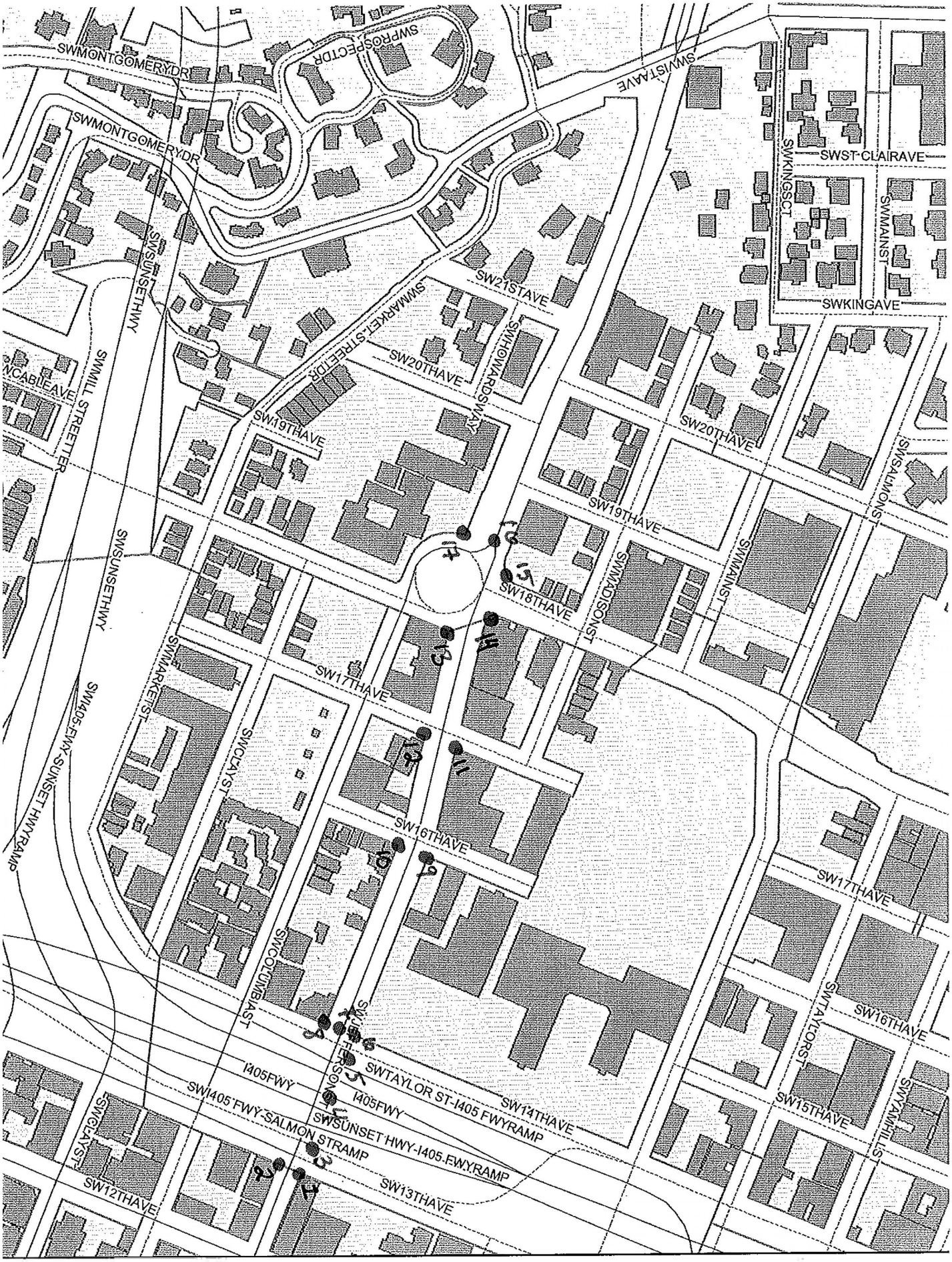
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Note: See Map 510-16 for additional height opportunity areas in the North Pearl subarea and South Waterfront subdistrict.

Proposed (no map printed yet)




SWMONTGOMERYDR
SWPROSPECTDR
SWVISTAAVE
SWMONTGOMERYDR
SWST CLAIRAVE
SWKINGSCT
SWMAINST
SWSUNSETHWY
SW21STAVE
SWKINGAVE
SWMARKET STREETDR
SW20THAVE
SWHOWARDSWAY
SWMILL STREETTER
SW19THAVE
SW20THAVE
SWSALMONST
SW19THAVE
SWSUNSETHWY
SWMAINST
SWMADISONST
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SWMARKETST
SWI405 FWY-SUNSET HWYRAMP
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I405FWY
SWTAYLOR ST-I405 FWYRAMP
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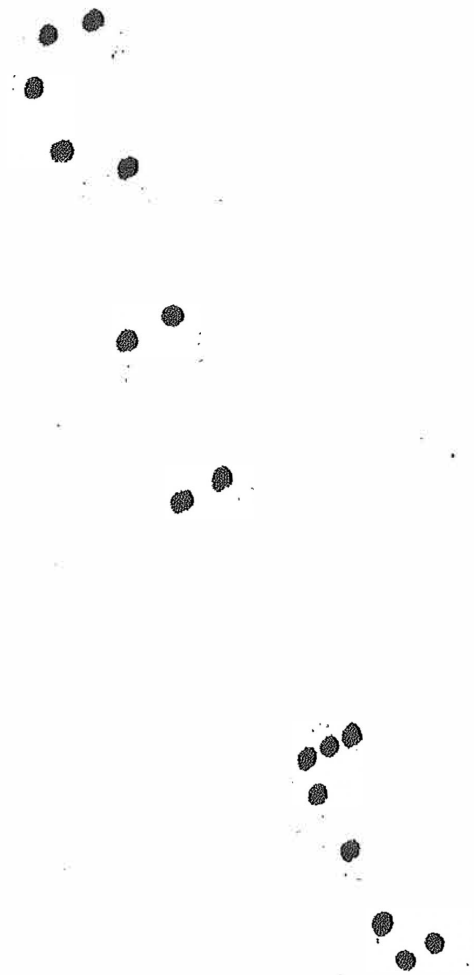
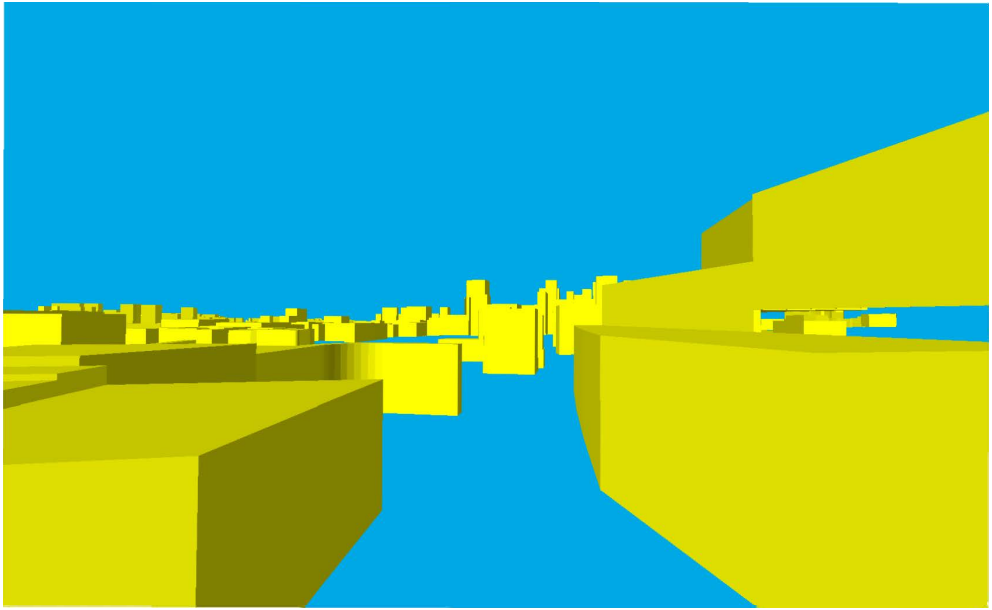
SWSUNSET HWY-I405 FWYRAMP
SWCLAYST
SW13THAVE
SW12THAVE









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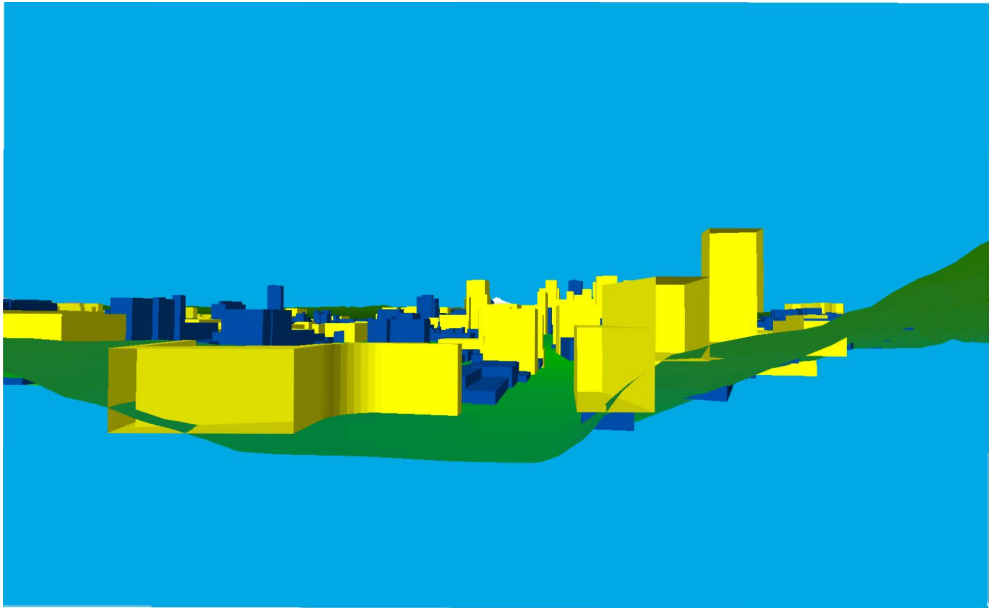

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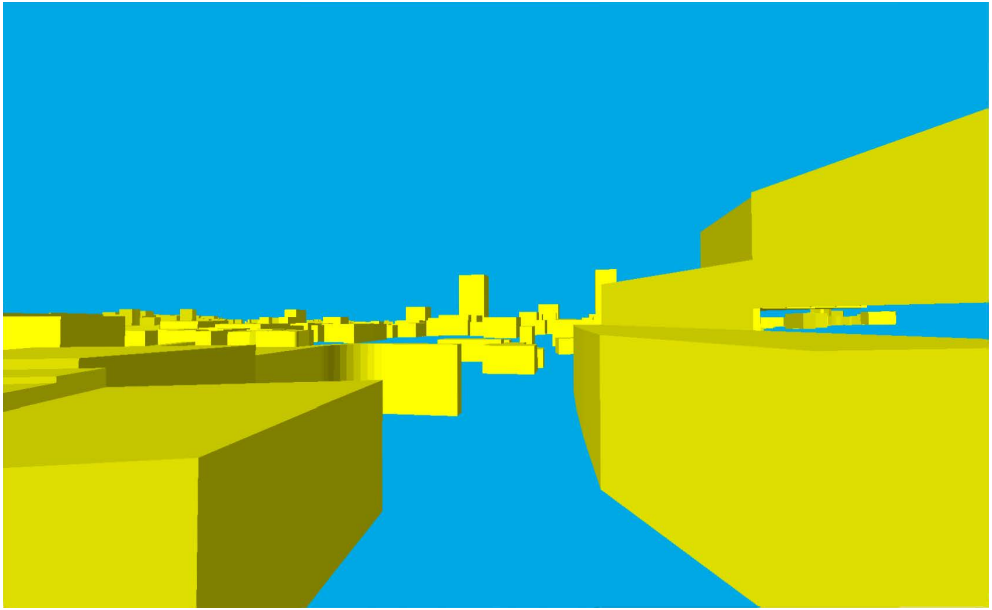

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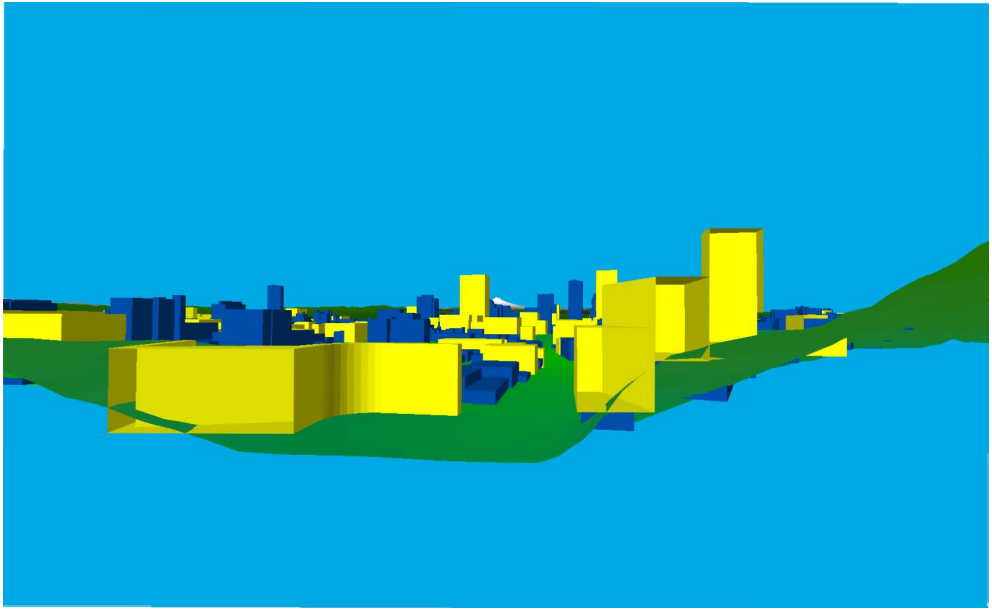

34680

From:	Brooks, Mindy
To:	Wagner, Zef; Leclerc, Mauricio; PalanukK@trimet.org; BaldwinB@trimet.org; Hesse, Eric
Cc:	Edmunds, Sallie
Subject:	RE: Collin"s Circle
Date:	Tuesday, November 29, 2016 1:58:00 PM

Hi –

Here is a summary from this morning's meeting re: Collins Circle. If I missed something, please let the group know.
Thanks!

1. History of Goose Hollow with regards to planning for Jefferson St, view of Vista Bridge, light rail and Collins Circle
    a. Discussed the 1988 Central City Plan which established height limits along Jefferson St to protect the view of Vista Bridge from I405 and setting zoning as CX to support commercial and retail development along the corridor. Also identified Collins Circle as a Central City gateway.
    b. Reviewed the 1996 Goose Hollow plan which expanded the Central City boundary from 20th to Vista Bridge and extended the zoning and height limits. Also identified Collins Circle as a neighborhood focal point.
    c. Discussed the West Quadrant Plan which called for improved pedestrian connectivity and activation at Collins Circle.
2. PSC CC2035 recommendation to:
    a. Keep Jefferson St as a view street with views of Vista Bridge.
    b. Increase height allowances to 75ft on the north side of Jefferson St to support retail and commercial development at the light rail stop. Acknowledging that increased heights will have an impact on the view of Vista Bridge from the I405 overpass; however, the bridge will still be visible.
    c. Designate a new viewpoint at Collins Circle with a view of Vista Bridge.
3. Transportation/transit needs around Collins Circle including bus turn around, although infrequent, at or near 18th. Need for improved pedestrian connectivity but concerns over safety of crosswalks and sidewalk near the light rail line.
4. Art piece at Collins Circle is a Japanese cultural piece. TriMet provided some additional information about the are installment. And potential changes would need to involve early discussions with the artist, Japanese community, RACC and the neighborhood.
5. Opportunity to accomplish a few goals at Collins Circle:
    a. Improve pedestrian connectivity by formalizing the worn "goat path" across 18th
    b. Add a marker that formalizes the viewpoint and provide historical information about Vista Bridge
    c. Consider ways to bring attention to the art installment
    d. Create additional useable public open space at or around Collins Circle
6. Next steps:
    a. Trimet – Provide additional information to BPS re: safety, bus use and art installment. Adding crosswalks and a sidewalk have been discussed in the past, do we know what that effort has stalled out?

b. PBOT – Who has responsibility for maintaining the art installment? Are there concerns or issues to be aware of when considering formalizing the pedestrian crossing?
c. BPS – Draft a couple of actions for PBOT and Trimet to review. The actions would be included in the CC2035 Plan and would be non-binding.

~~~~~~~~~~
Mindy

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www.portlandoregon.gov/bps/71701

From: Wagner, Zef
Sent: Tuesday, November 29, 2016 11:14 AM
To: Brooks, Mindy <Mindy.Brooks@portlandoregon.gov>; Leclerc, Mauricio <Mauricio.Leclerc@portlandoregon.gov>
Cc: Edmunds, Sallie <Sallie.Edmunds@portlandoregon.gov>
Subject: RE: Collin's Circle

Hi Mindy, sorry I was delayed this morning and didn't see this until just now. Can you send a summary of what was discussed?

Zef Wagner
Associate Planner
Policy, Planning, & Projects Division
Portland Bureau of Transportation
Zef.Wagner@portlandoregon.gov
503-823-7164

From: Brooks, Mindy
Sent: Tuesday, November 29, 2016 8:48 AM
To: Leclerc, Mauricio <Mauricio.Leclerc@portlandoregon.gov>; Wagner, Zef <Zef.Wagner@portlandoregon.gov>
Cc: Edmunds, Sallie <Sallie.Edmunds@portlandoregon.gov>
Subject: RE: Collin's Circle
Importance: High

Sorry to hear about your kids.

Zef – Are you or someone else from PBOT able join us? We have 3 people from Trimet coming, plus us. It would be good to have a full picture of Collins Circle and Jefferson St.
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~~~~~~~~~~
Mindy

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From: Leclerc, Mauricio
Sent: Monday, November 28, 2016 6:19 PM
To: Brooks, Mindy <Mindy.Brooks@portlandoregon.gov>
Cc: Wagner, Zef <Zef.Wagner@portlandoregon.gov>
Subject: RE: Collin's Circle

Hi Mindy

I have a couple of sick girls at home and have to stay home tomorrow morning so I won't be making this meeting. Sorry!

Mauricio

Ps. Maybe Zef can attend for me.

-----Original Appointment-----
From: Brooks, Mindy
Sent: Wednesday, October 26, 2016 10:33 AM
To: Brooks, Mindy; HesseE@trimet.org; Leclerc, Mauricio; Raggett, Mark; Asnis, Marc; Edmunds, Sallie
Subject: Collin's Circle
When: Tuesday, November 29, 2016 10:00 AM-11:00 AM (UTC-08:00) Pacific Time (US & Canada).
Where: BPS Crit Space (20)

Hi all!

Back in September, the Planning and Sustainability Commission supported some changes to the protected view of Vista Bridge from Jefferson Street. We would like to meet and talk about those recommendations.

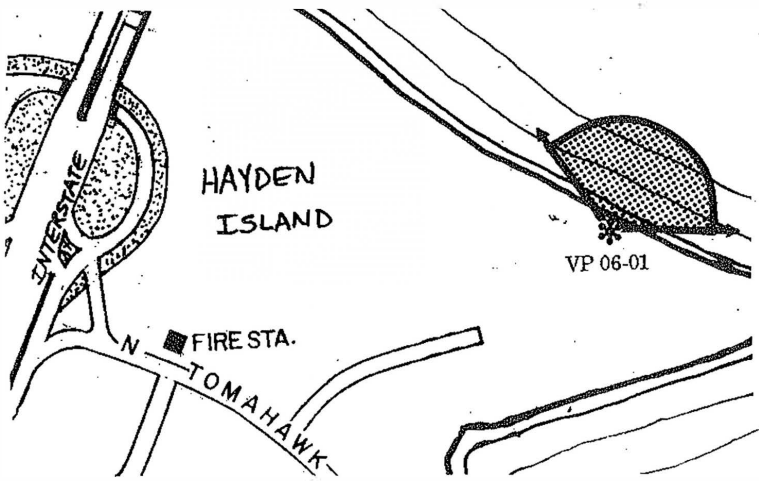
Background:
Jefferson Street from the I405 overpass is a view of Vista Bridge as identified in the 1991 Scenic Resources Protection Plan and is protected by limits to building height along the north side of Jefferson Street. Staff recommended retaining Jefferson Street as a "view street" to Vista Bridge but
~~~~~~~~~~

to allow building heights along Jefferson St to be increased from 45-60ft (today) to 75ft. Staff also recommended adding a formal view point at Collins Circle because the view of Vista Bridge from Jefferson Street is primary for autos or cyclists; there is no view for pedestrians and there is no safe place for cyclists to stop, move out of traffic and take in the view. Collins Circle could provide a place for a view point that is pedestrian focused.

Agenda for the meeting:

1. Share history about Collins Circle and Jefferson St
2. Talk through the PSC recommendation for the view point
3. Outline pros/cons/opportunities for Collins Circle
4. Next Steps

Thanks



SCENIC RESOURCES PROTECTION PLAN

75'

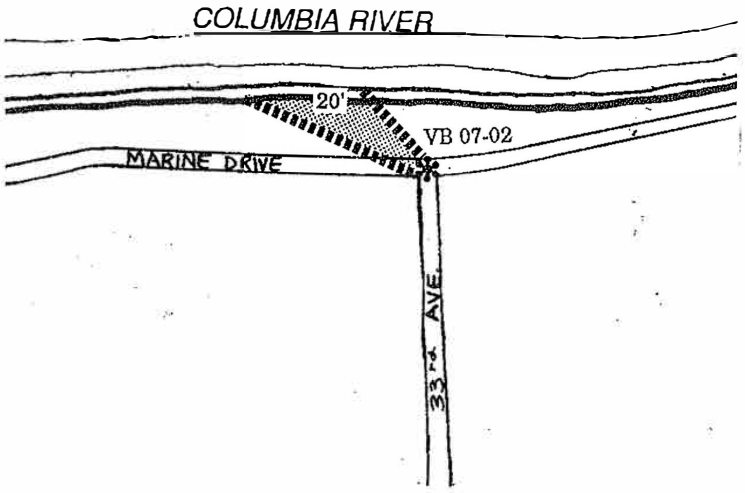
VIEW CORRIDORS WITH HEIGHT RESTRICTIONS

SCENIC VIEWPOINTS (NO SPECIAL HEIGHT RESTRICTIONS)

SCENIC SITES

MAP **16a**

City of Portland
Bureau of Planning August 1990



SCENIC RESOURCES PROTECTION PLAN

75'

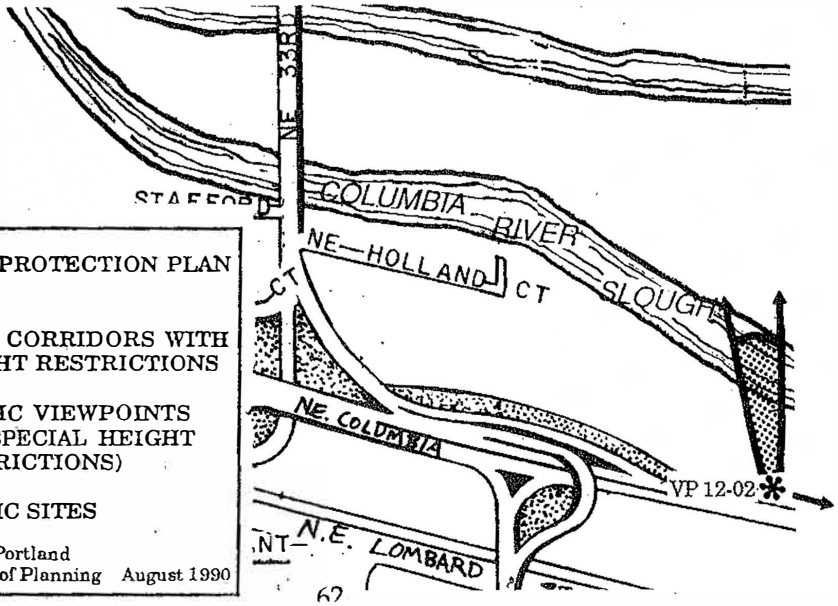
VIEW CORRIDORS WITH HEIGHT RESTRICTIONS

SCENIC VIEWPOINTS (NO SPECIAL HEIGHT RESTRICTIONS)

SCENIC SITES

MAP **16b**

City of Portland
Bureau of Planning August 1990



SCENIC RESOURCES PROTECTION PLAN

75'

VIEW CORRIDORS WITH HEIGHT RESTRICTIONS

SCENIC VIEWPOINTS (NO SPECIAL HEIGHT RESTRICTIONS)

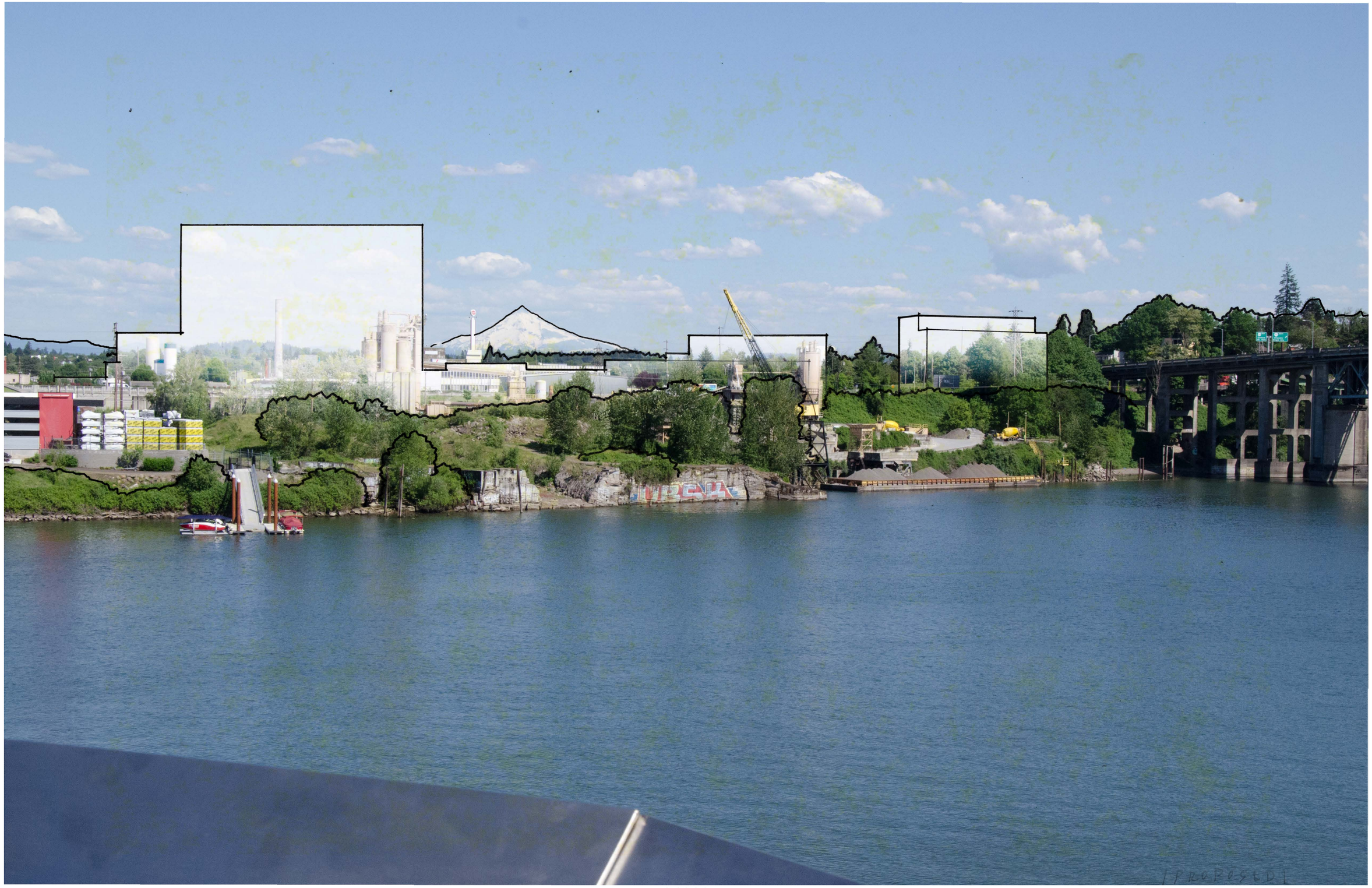
SCENIC SITES

MAP **16c**

City of Portland
Bureau of Planning August 1990


PROPOSED









34690



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34692



34693



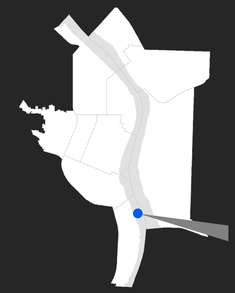
34694

March 31, 2016

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

Central City Scenic Resources

ESEE Analysis



CC-SW46

64' 250'
67' 250'
65' 250'
53' 200'
48' 200'
45' 200'
49' 200'
78' 200'
69' 200'
58' 200'
64' 200'
62' 200'
82' 200'
78' 200'
80' 200'
75' 200'
86' 200'
83' 200'
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94' 200'
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107' 100'
117' 100'
110' 100'
120' 100'
119' 100'
121' 100'
122' 100'

SE WATER AVE
SE HARRISON ST
SE MARTIN LUTHER KING JR BLVD
SE GRAND AVE
SE 2ND PL
SE LINCOLN ST
SE 6TH AVE
SE 7TH AVE
SE 8TH AVE
SE GRANT ST
SE 9TH AVE
SE 10TH AVE
SE SHERMAN ST
SE CARUTHERS ST
TILIKUM XING
SE 4TH AVE
SE DIVISION PL
SE DIVISION ST
SE 4TH PL
SE IVON ST
SE 11TH AVE
SE LARCH AVE
SE SPRUCE AVE
SE LADD AVE
SE ELLIOTT AVE
SE BIRCH ST
SE ORANGE AVE
SE TAMARACK AVE
SE 16TH AVE
SE HICKORY ST
SE 13TH AVE
SE 14TH AVE
SE CLINTON ST
SE 15TH AVE
SE 17TH AVE
SE TAGGART ST
SE WOODWARD ST
SE BROOKLYN ST
SE POWELL BLVD
ROSSI SLAND BRG
SE KELLY ST
SE 12TH AVE
SE MILWAUKIE AVE
SE POWELL BLVD FRONTAGE RD
SE FRANKLIN ST
SE PERSHING ST
SE HAIG ST
SE 9TH AVE

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax Lot/View Corridor Coincidence

- View Corridor clears Buildable Height
- Conflict between Buildable Height and View Corridor
- View Corridor clears Buildable Height (vacant/underutilized lot)
- Conflict between Buildable Height and View Corridor (vacant/underutilized lot)

143'/143'--Height to which a parcel can be built without view corridor conflict (green-raise; red-lower)
150'--Buildable height* of parcel

*The buildable height is based on the maximum heights and floor-to-area ratios adopted for the Central City, as updated in 2008.

NORTH

0 Feet 500

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

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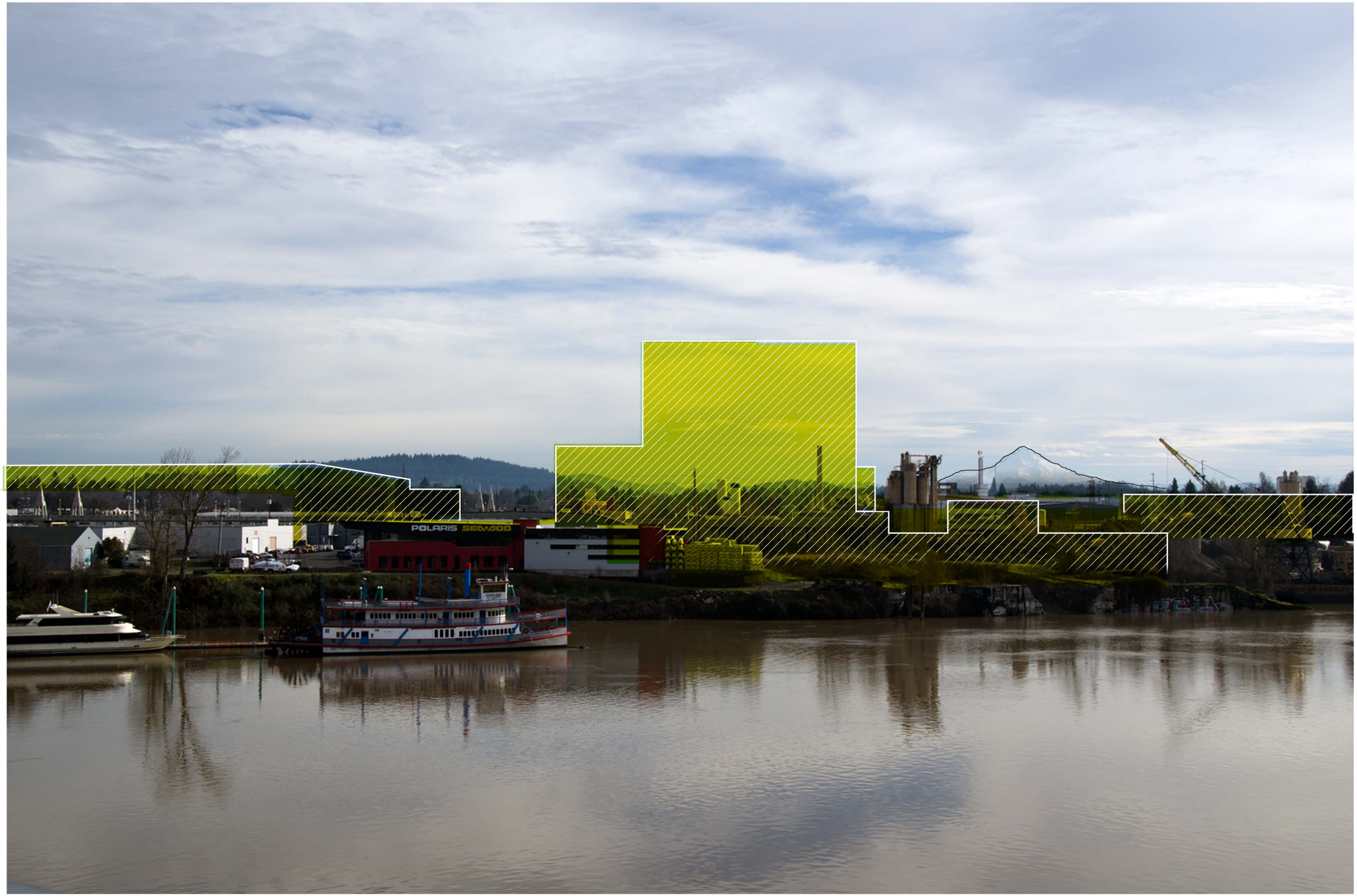
Charlie Hales, Mayor • Susan Anderson, Director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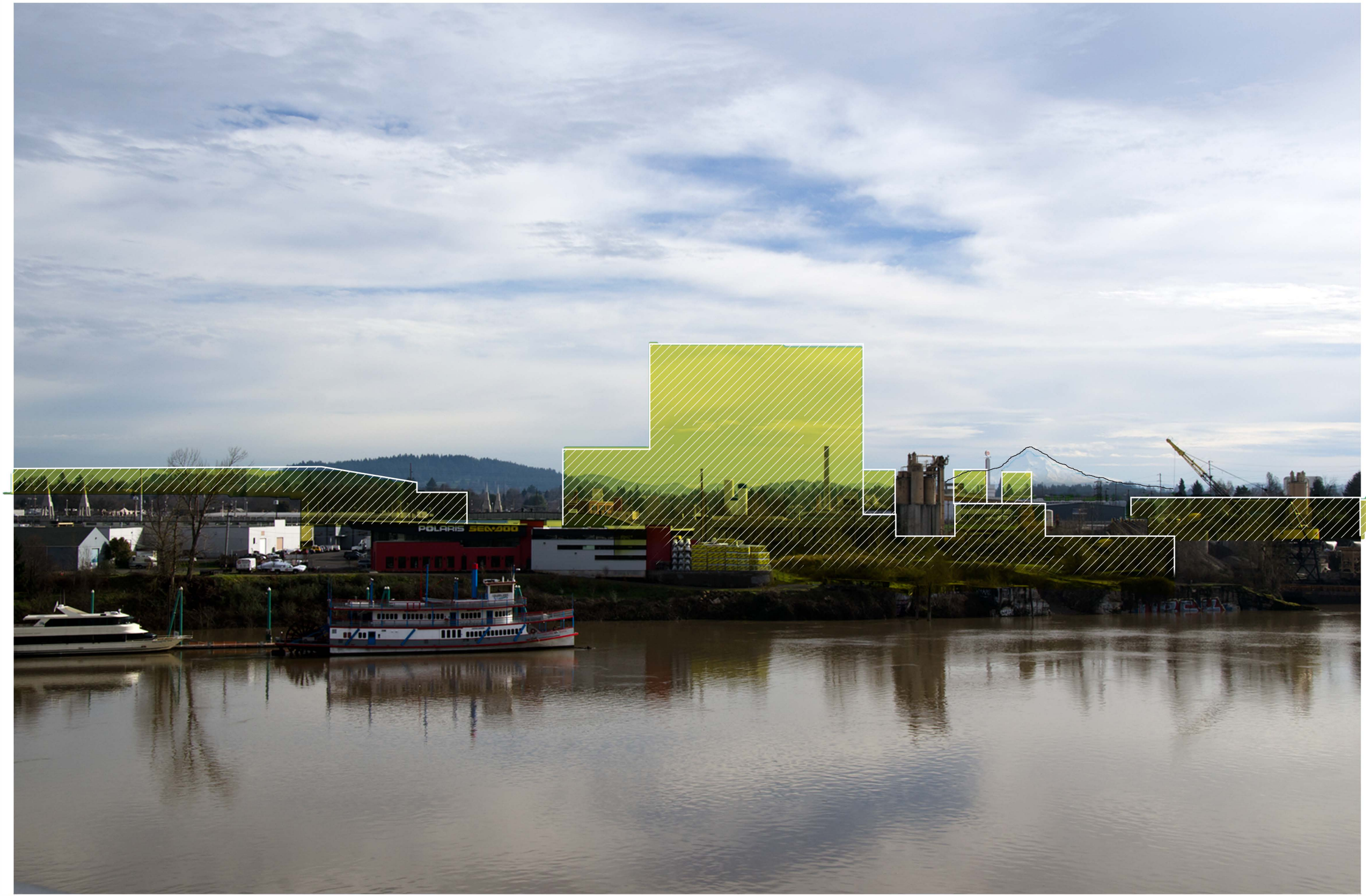
POLARIS SEADOO



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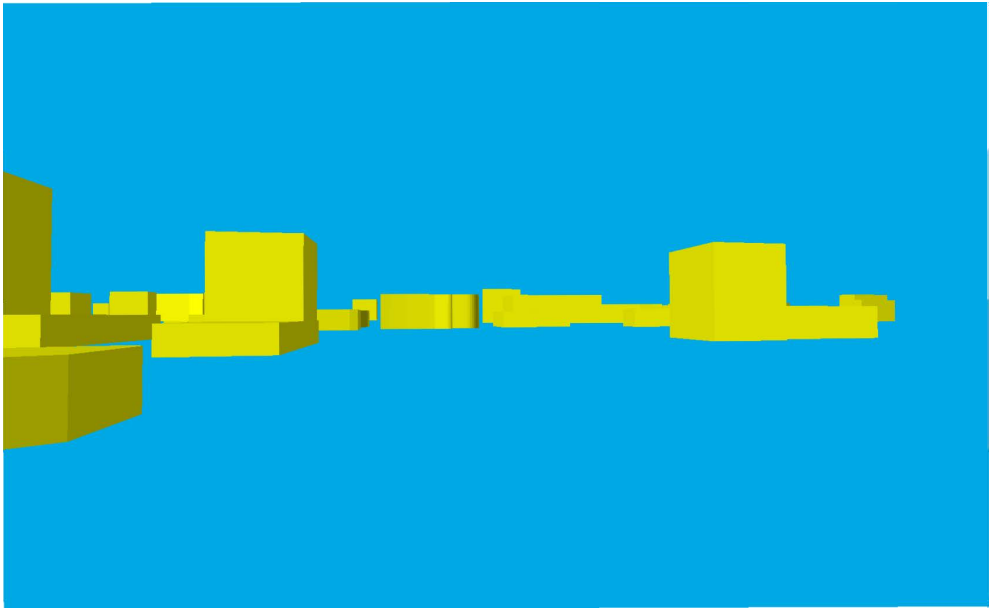
34700



34701



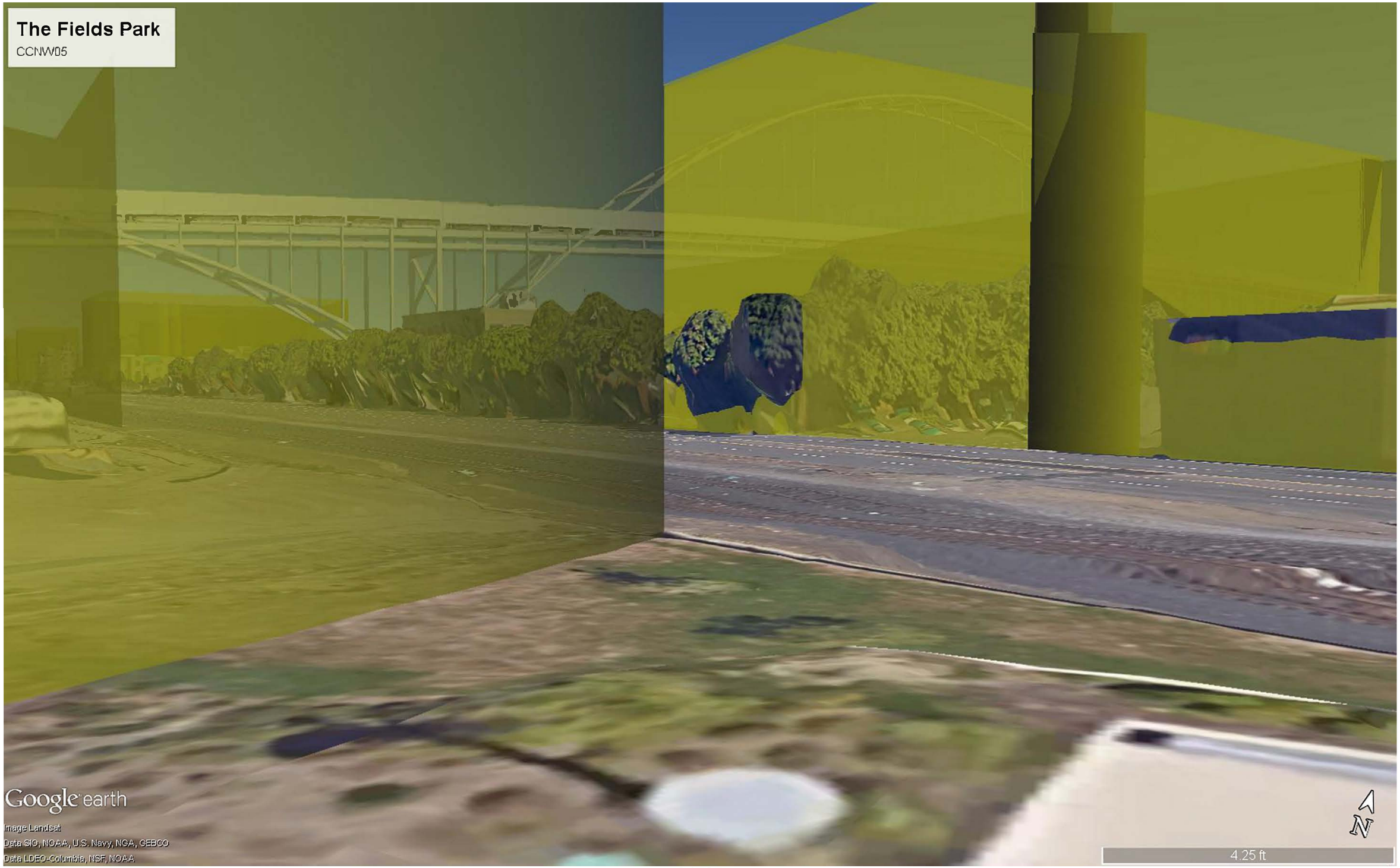
34702

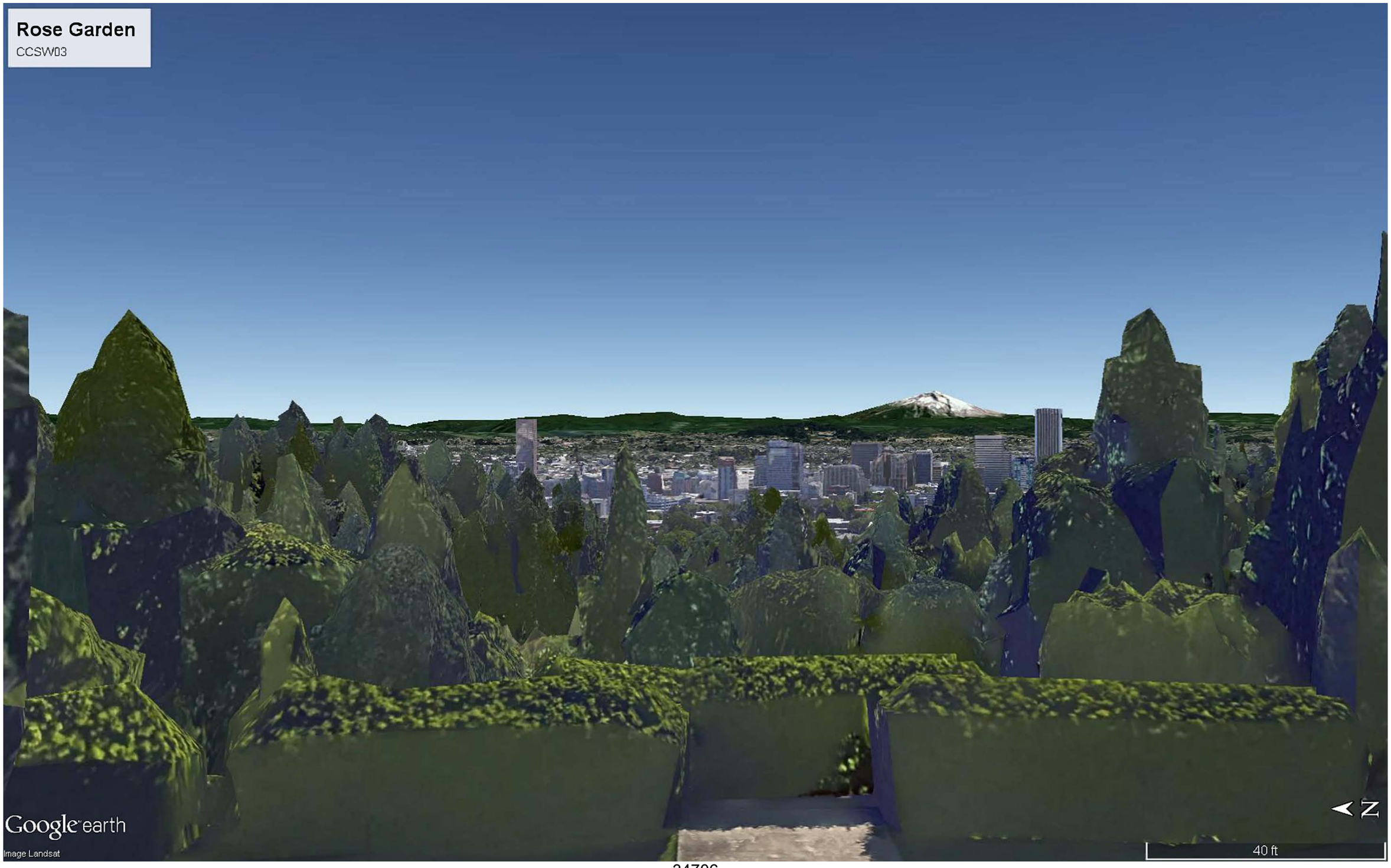


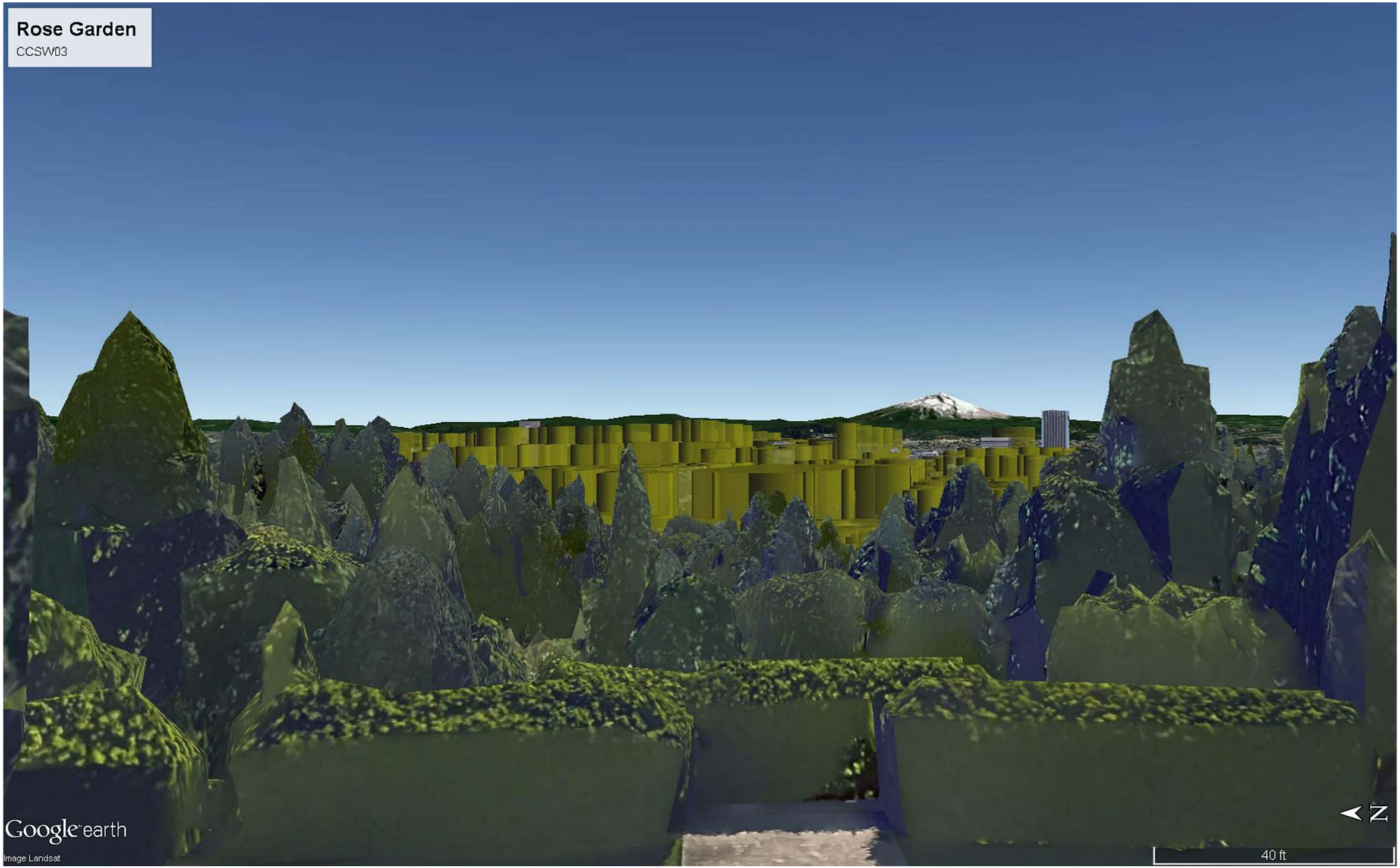
34703

The Fields Park
CCNW05




The Fields Park
CCNW05
Google earth
Image Landsat
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Data LDEO-Columbia, NSF, NOAA
N
4.25 ft


Rose Garden
CCSW03
Google earth
Image Landsat
40 ft
N


Rose Garden
CCSW03
Google earth
Image Landsat
N
40 ft

SE Division St. and SE 11th Ave., Looking West

VS Division



SE Division St. and SE 11th Ave., Looking West

VS Division



Recommended Maximum Heights

Comparison Map

DRAFT

This map is not a zoning map. It is a tool to help stakeholders better understand height changes proposed by the CC2035 Plan and may contain errors. For existing heights, refer to Map 510-3 *Maximum Heights* and for proposed heights, refer to replacement Map 510-3 *Base Heights* and new Map 510-4 *Bonus Heights*.

Legend

- Central City Plan Boundary
- Maximum bonusable height boundary

Maximum Heights Comparison

- Increase in Maximum Height
- Decrease in Maximum Height
- Apply a Maximum Height
- No change in Maximum Height

REVISED January 23, 2018

*some areas are subject to a shadow analysis

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

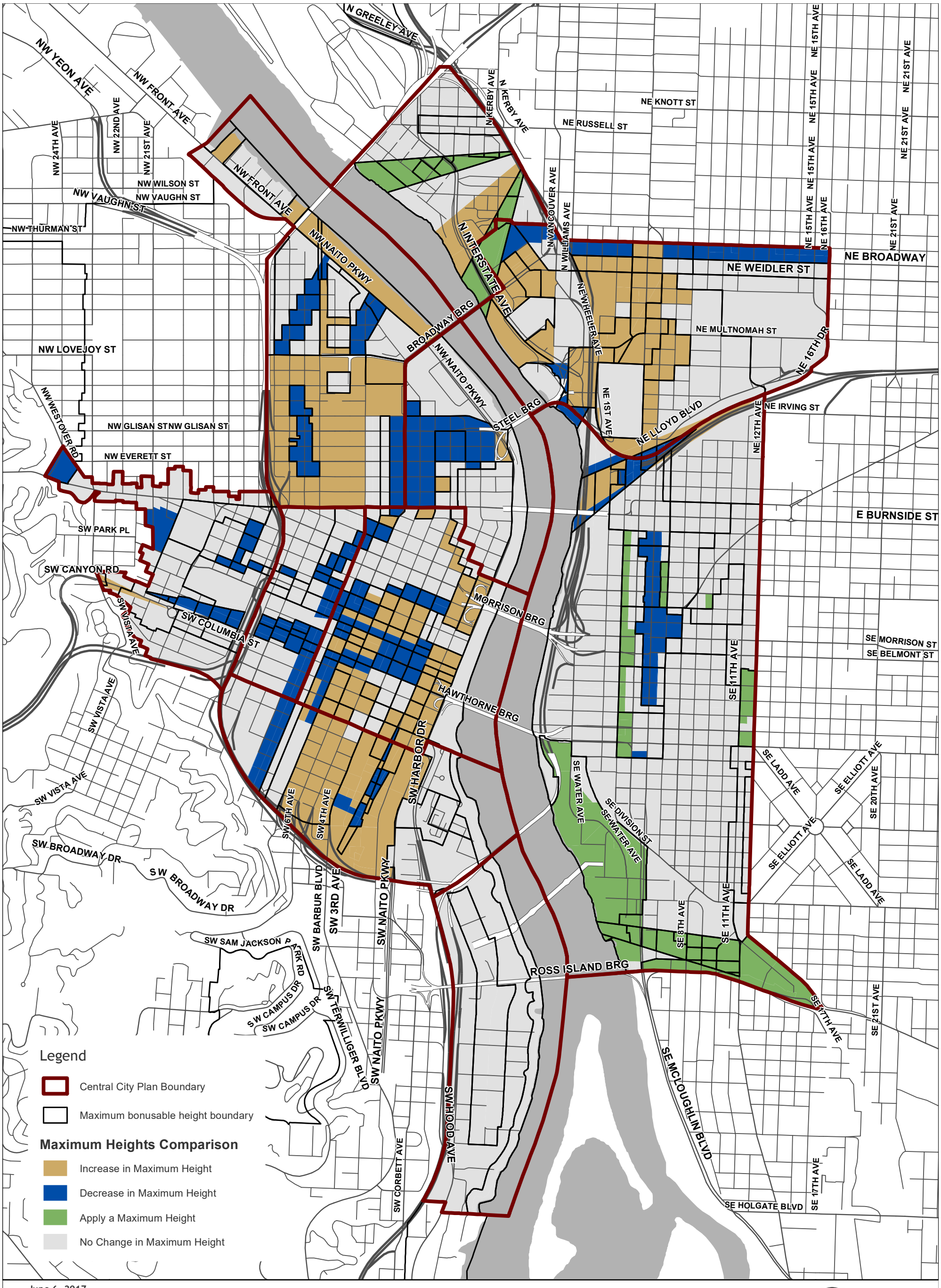
The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

NORTH

0 Feet 3,000

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director

S:\gis\Projects\Scenic_Resources\Maps\34444_max_height_comparison.mxd



June 6, 2017

Recommended Maximum Heights

Comparison Map

*some areas are subject to a shadow analysis

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

Feet
0 1,000

NORTH

Bureau of Planning and Sustainability
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City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director

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E:\Dropbox (BPS Tech Services)\BPS Tech Services Team Folder\gis\projects\Scenic_Resources\Maps\11x17_max_heights_comparison_170605.mxd

Recommended Maximum Heights

Comparison Map

DRAFT

This map is not a zoning map. It is a tool to help stakeholders better understand height changes proposed by the CC2035 Plan and may contain errors. For existing heights, refer to Map 510-3 *Maximum Heights* and for proposed heights, refer to replacement Map 510-3 *Base Heights* and new Map 510-4 *Bonus Heights*.

Legend

- Central City Plan Boundary
- Maximum bonusable height boundary

Maximum Heights Comparison

- Increase in Maximum Height
- Decrease in Maximum Height
- Apply a Maximum Height
- No Change in Maximum Height

June 6, 2017

*some areas are subject to a shadow analysis

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

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

NORTH

0 Feet 3,000

Bureau of Planning and Sustainability
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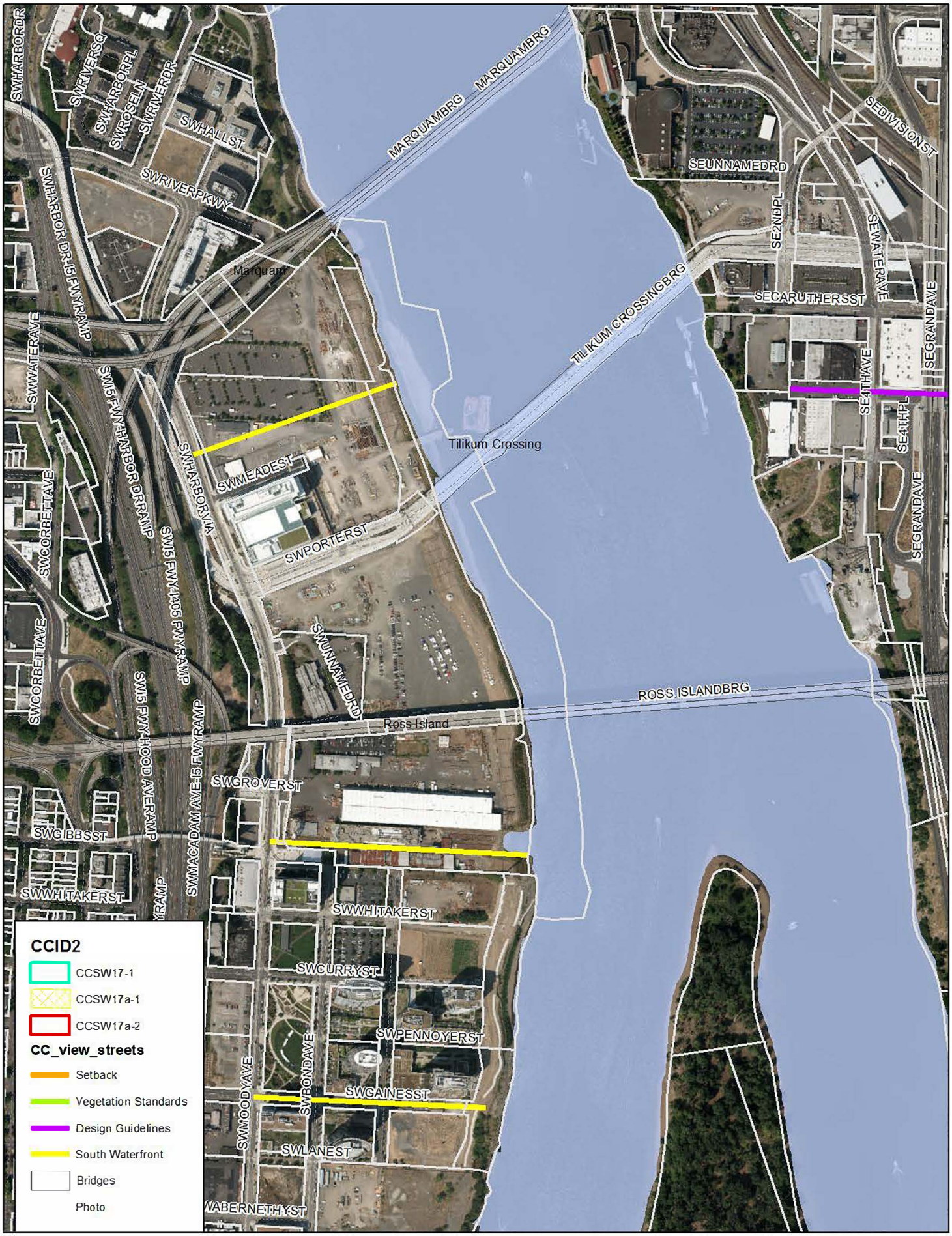
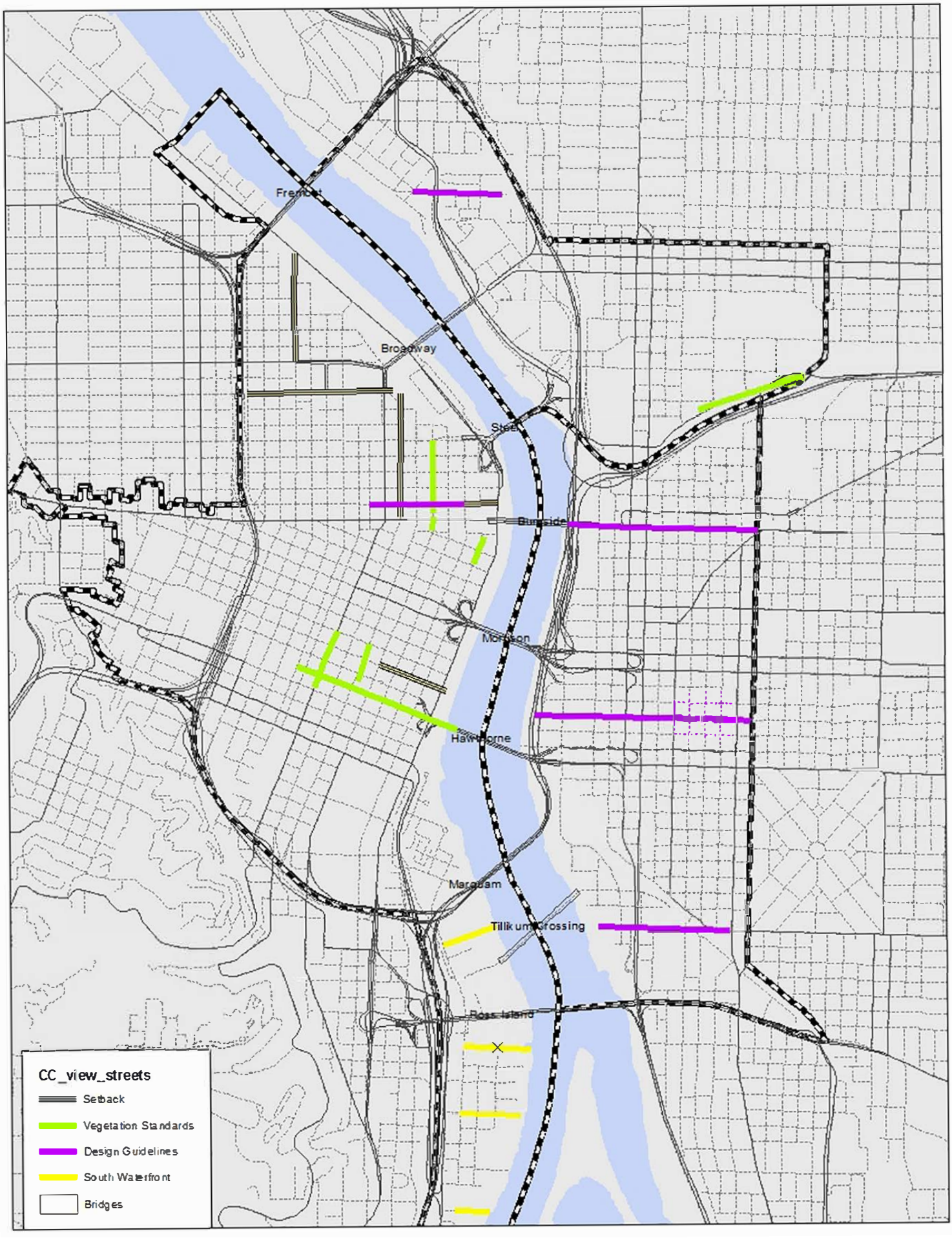
City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director

S:\gis\Projects\Scenic_Resources\Maps\34x44_max_height_comparison.mxd


SW KING
PARK
BROADWAY
6TH
3RD
Tom McCall
50'
175'
225'
250'
325'
460'
130'
235'


MARQUAMBRG
SEUNNAMEDRD
SEDIVISIONST
SE2NDPL
SEWATERAVE
SECARUTHERSST
TILIKUM CROSSINGBRG
Tilikum Crossing
SE4THAVE
SE4THPL
SEGRANDAVE
SWHARBORDR
SWRIVERSQ
SWARBORPL
SWROSELN
SWRIVERDR
SWHALLST
SWRIVERPKWY
Marquam
SWWATERAVE
SWHARBOR DR-I5 FWYRAMP
SWCORBETTAVE
SW5 FWY HARBOR DRRAMP
SWHARBORVIA
SWMEADEST
SWPORTERST
SW5 FWY 4405 FWYRAMP
SWUNNAMEDRD
ROSS ISLANDBRG
Ross Island
SW5 FWY HOOD AVERAMP
SWMACADAM AVE-I5 FWYRAMP
SWGROVERST
SWGIBBSST
SWWHITAKERST
SWCURRYST
SWPENNOYERST
SWBONDAVE
SWMOODYAVE
SWGAINESST
SWLANEST
CCID2
CCSW17-1
CCSW17a-1
CCSW17a-2
CC_view_streets
Setback
Vegetation Standards
Design Guidelines
South Waterfront
Bridges
Photo


Fremont
Broadway
Steel
Burnside
Morrison
Hawthorne
Marquam
Tillikum Crossing
Ross Island
CC_view_streets
Setback
Vegetation Standards
Design Guidelines
South Waterfront
Bridges

2-9-17 Edits

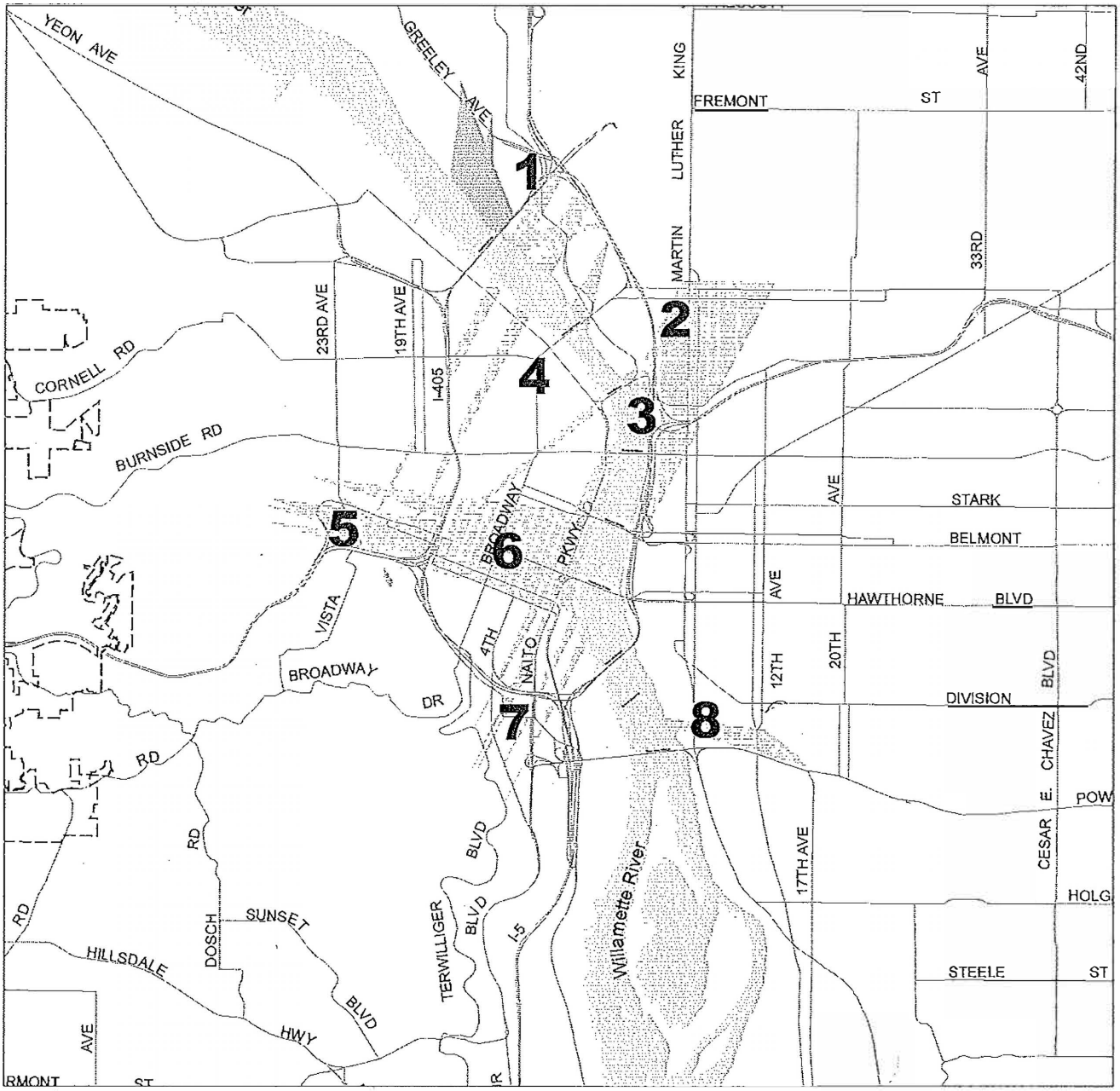
Scenic Resources Protection Plan

View Corridors with Height Restrictions

Map A

Index Map

Map Revised Xxxxx X, 201X



Legend

------ City Boundary

NORTH

0 3,500 7,000

Scale in Feet

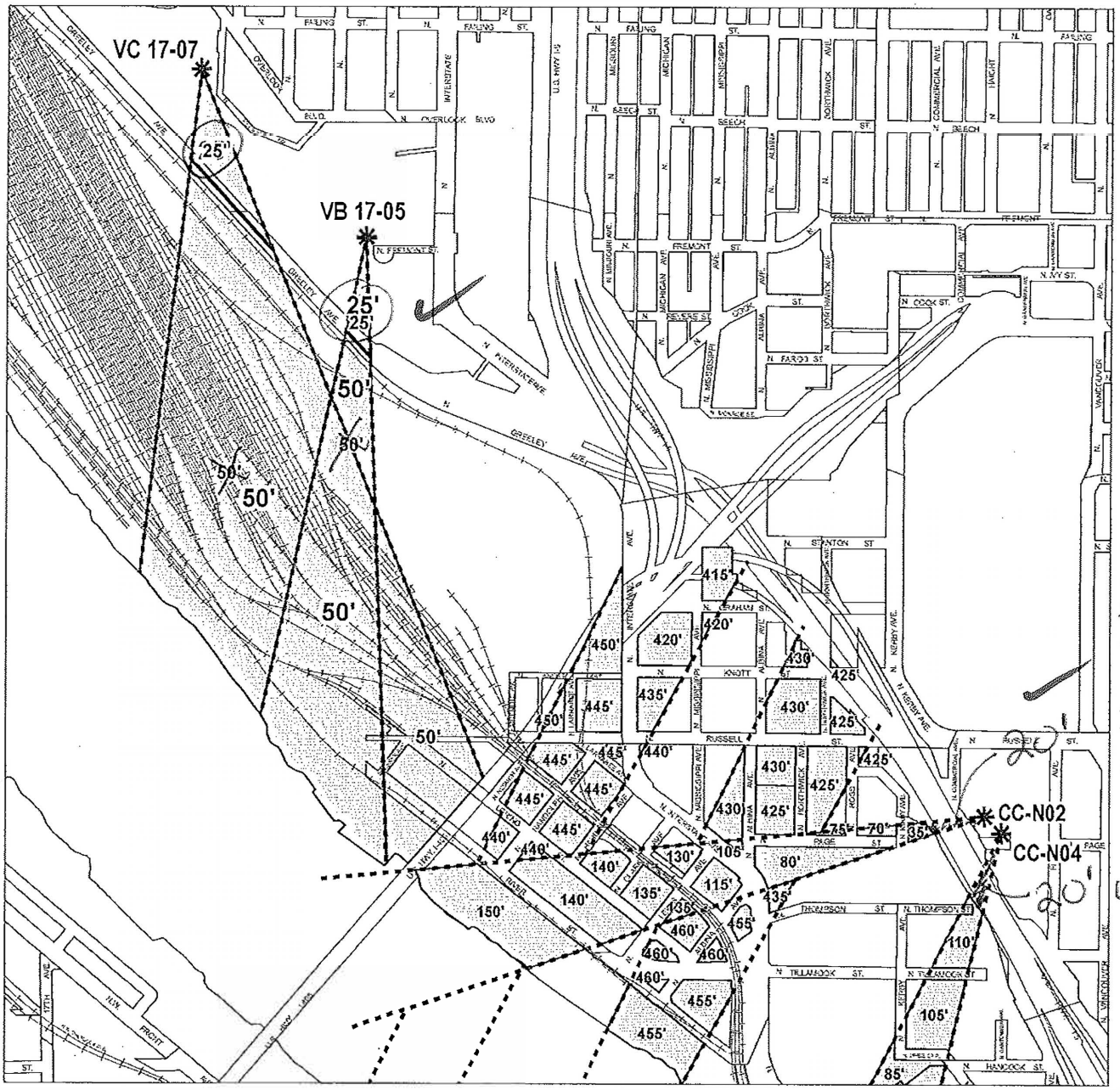
Bureau of Planning and Sustainability
Portland, Oregon

Scenic Resources Protection Plan

View Corridors with Height Restrictions

Map 1 of 8

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- 75' View corridors with height restrictions
- View Street

NORTH

0 650 1,300

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

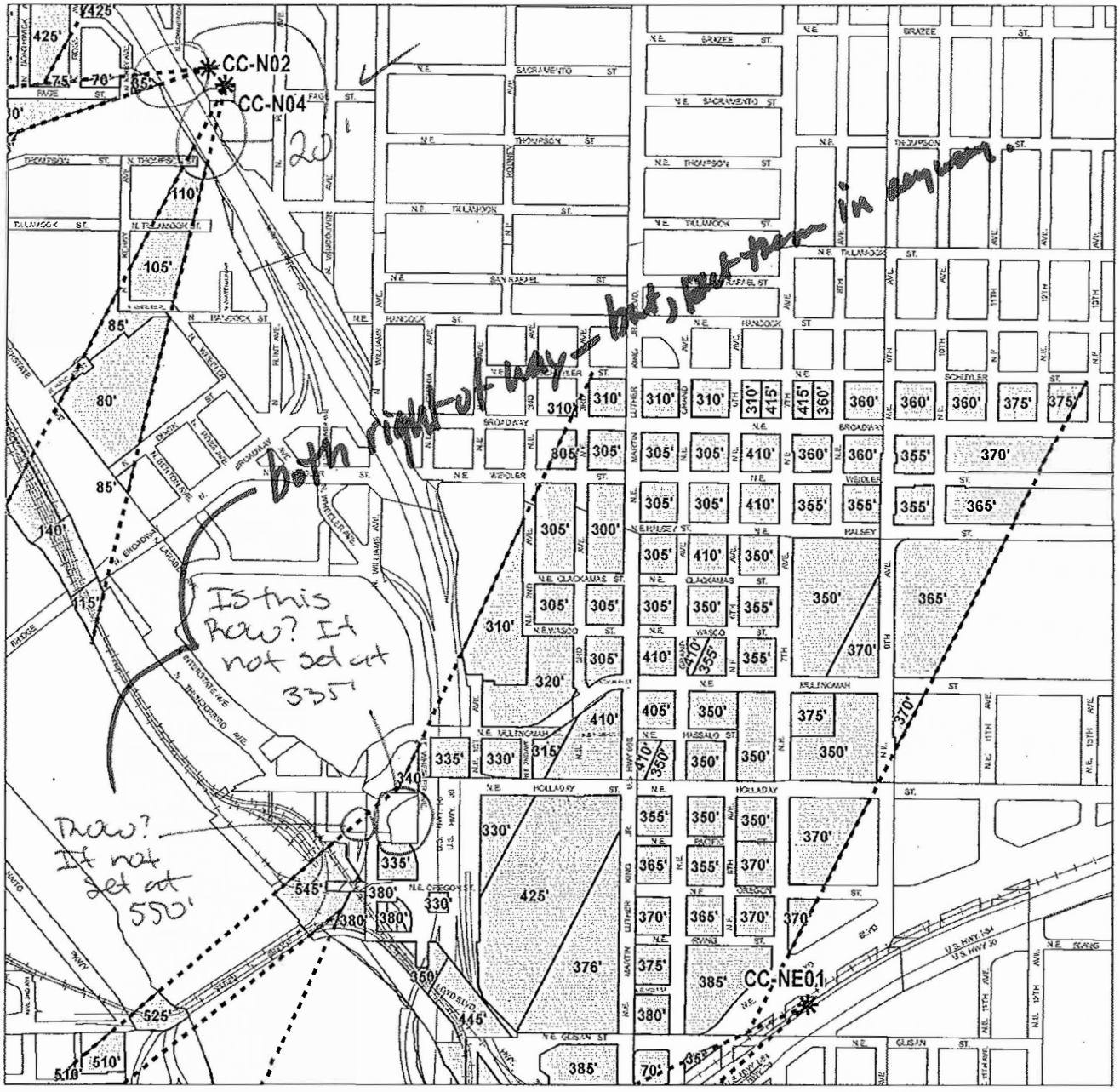
Scenic Resources Protection Plan

View Corridors with Height Restrictions

Map A

Map 2 of 8

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- 75' View corridors with height restrictions
- View Street

NORTH

0 650 1,300

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

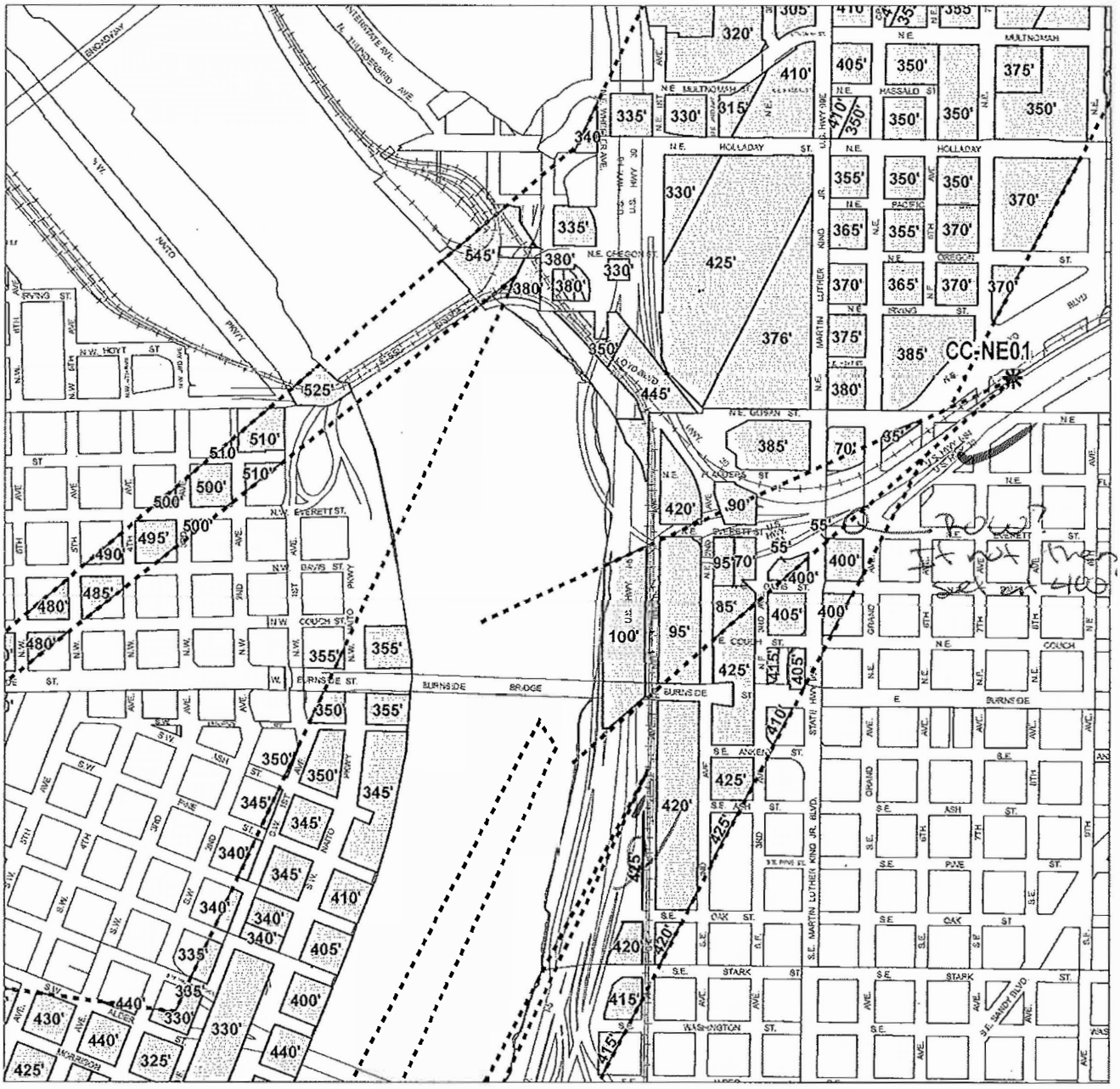
Scenic Resources Protection Plan

View Corridors with Height Restrictions

M

Ma_ _ of 8

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- 75' View corridors with height restrictions
- View Street

NORTH

0 650 1,300

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

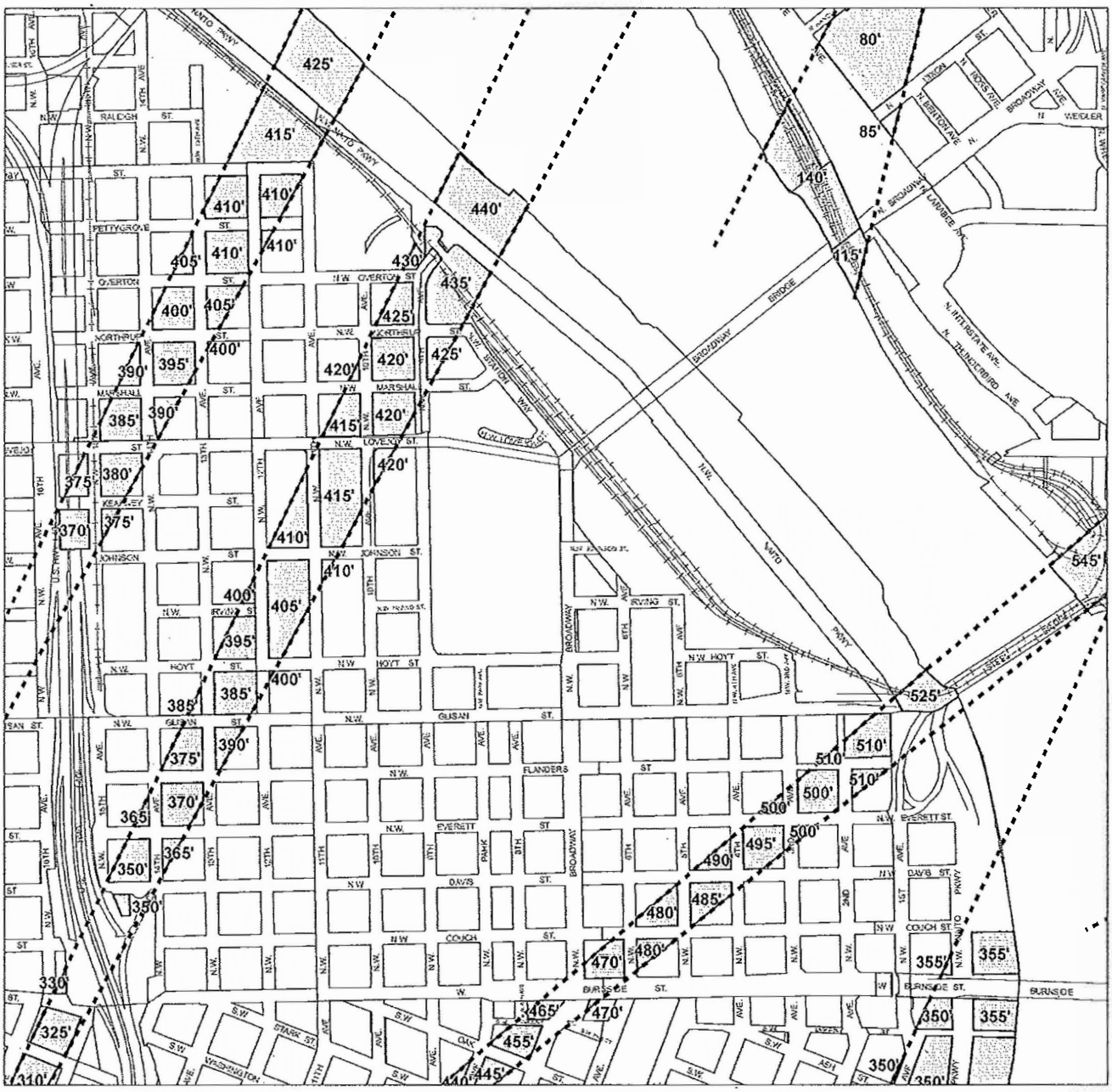
Scenic Resources Protection Plan

View Corridors with Height Restrictions

Map A

Map 4 of 8

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- 75' View corridors with height restrictions
- View Street

NORTH

0 650 1,300

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Scenic Resources Protection Plan

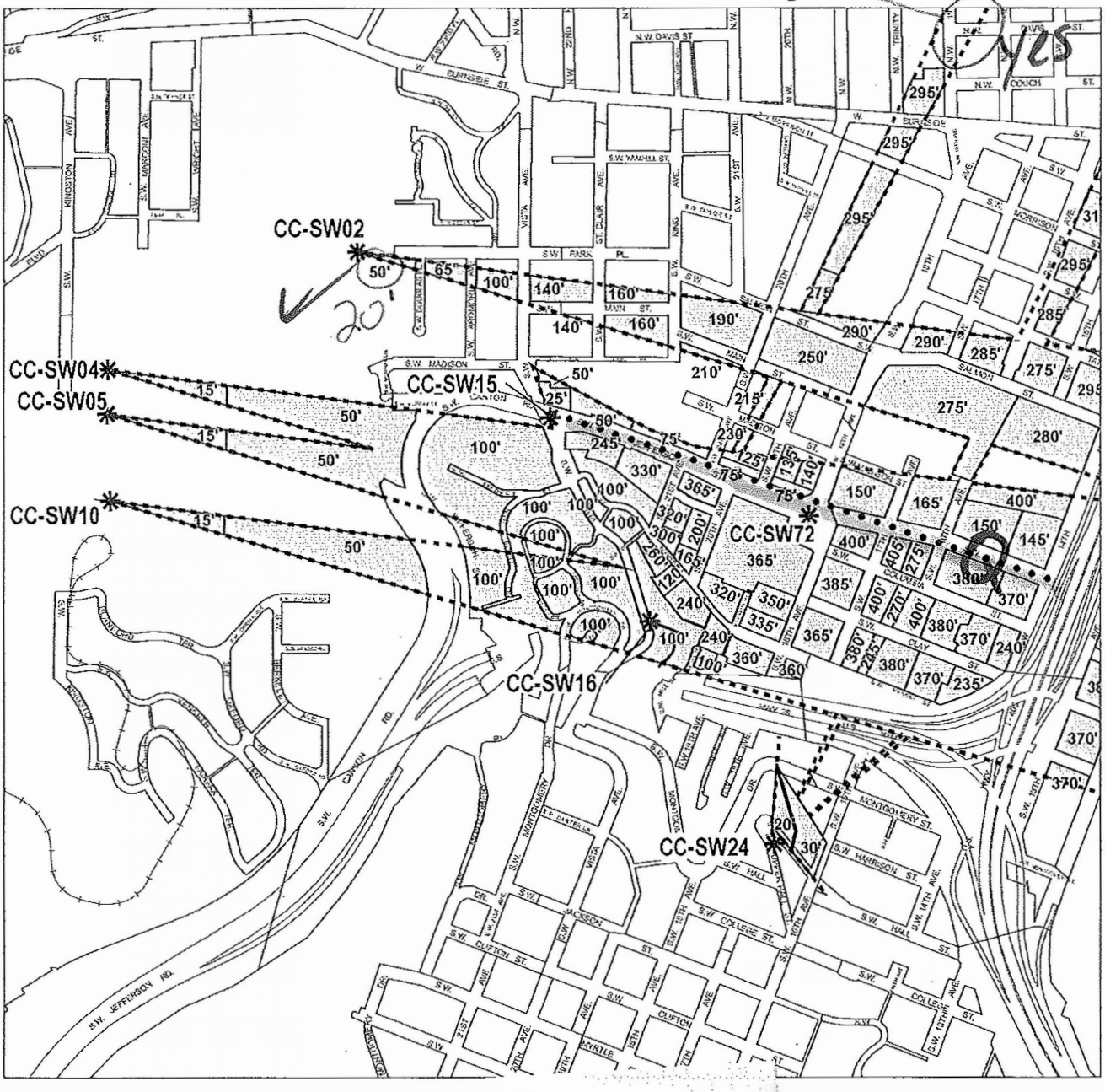
View Corridors with Height Restrictions

M

Map 5 of 8

outside CC?

Map Revised Xxxxx X, 201X



Q did we want this view street on this map? only one.

Legend

- City Boundary
- Viewpoint
- 75' View corridors with height restrictions
- View Street

NORTH

0 650 1,300

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

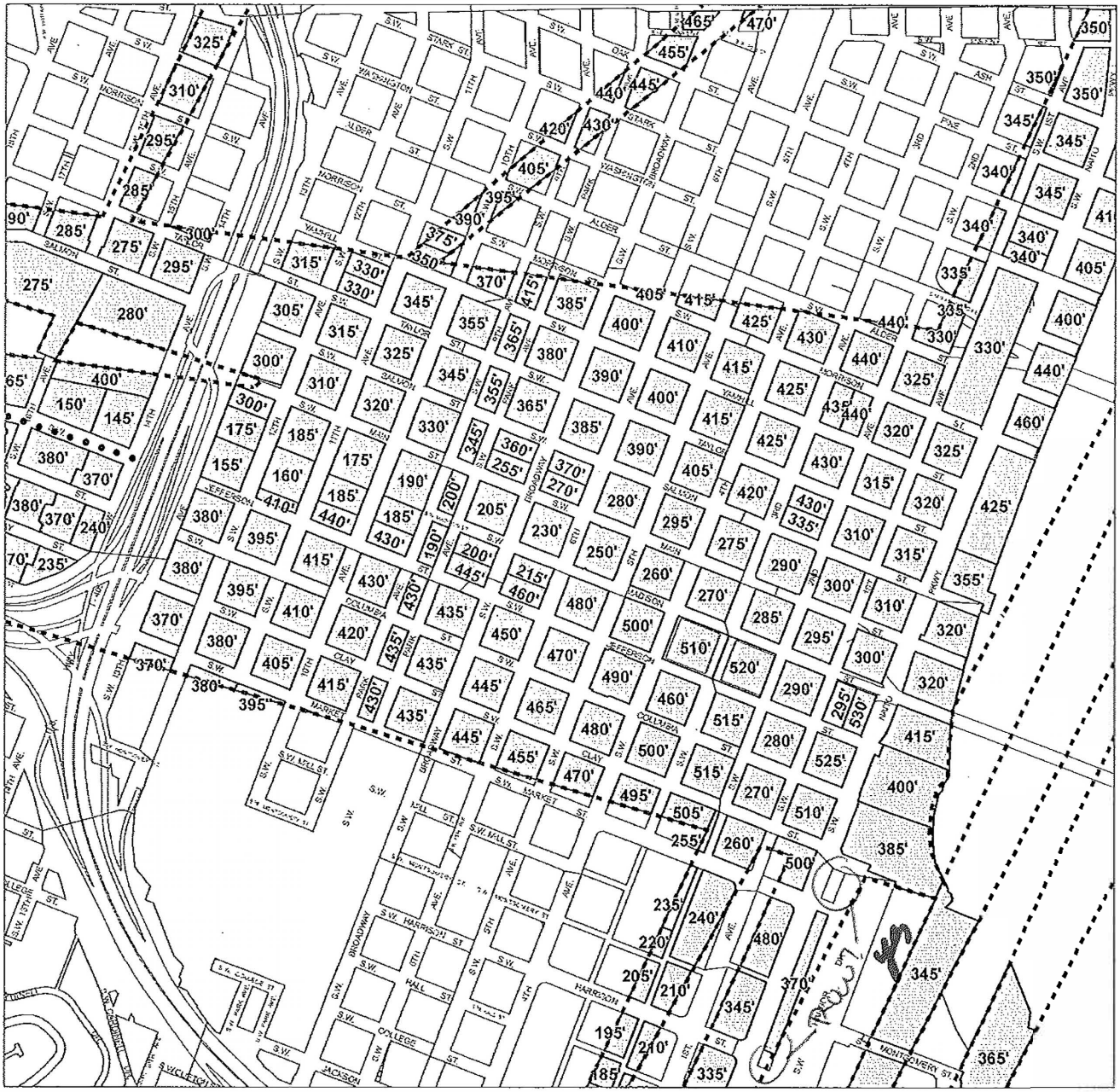
Scenic Resources Protection Plan

View Corridors with Height Restrictions

Map A

Map 6 of 8

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- 75' View corridors with height restrictions
- View Street

NORTH

0 650 1,300

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

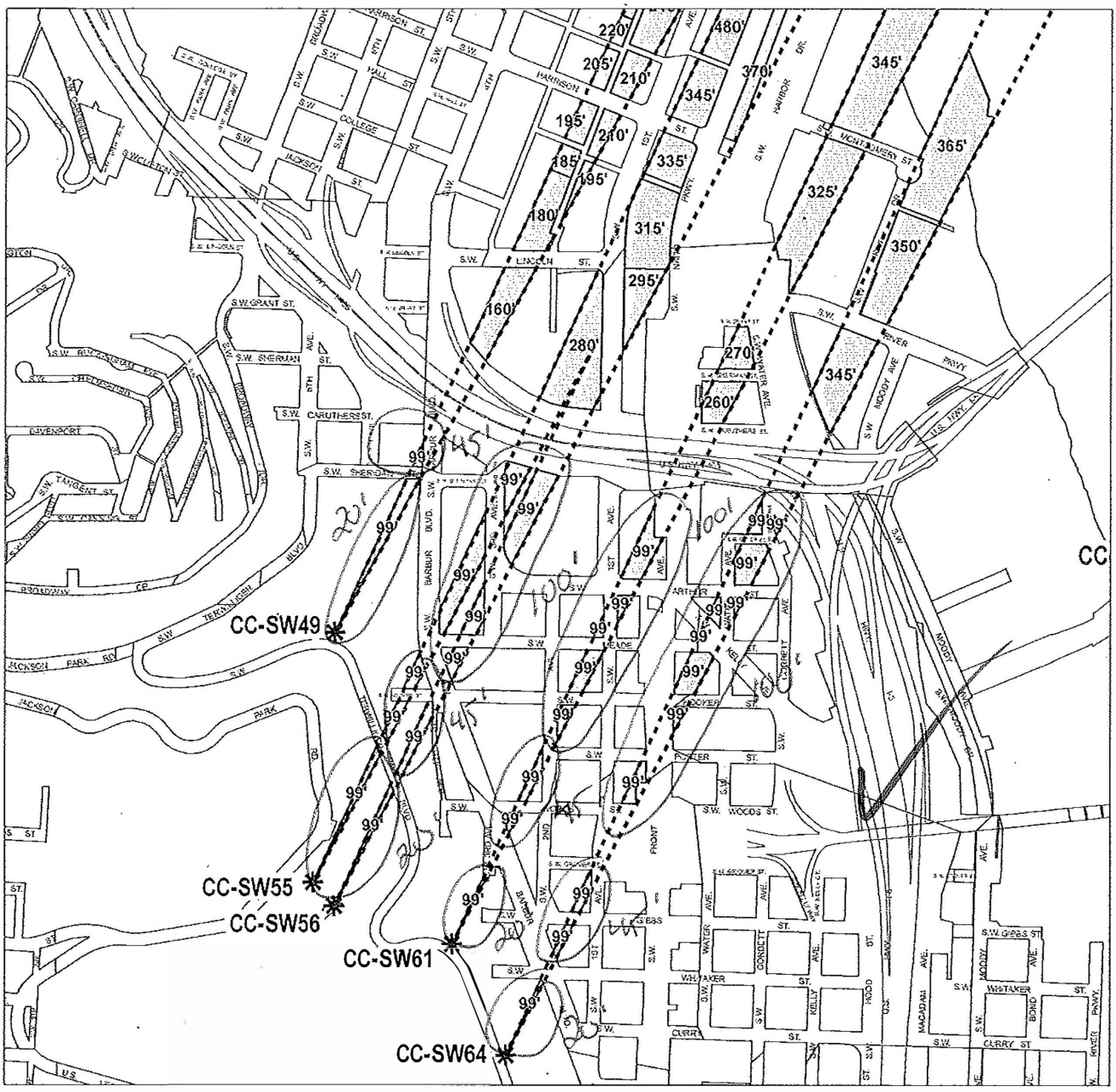
Scenic Resources Protection Plan

View Corridors with Height Restrictions

Map A

Map 7 of 8

Map Revised Xxxxx X, 201X



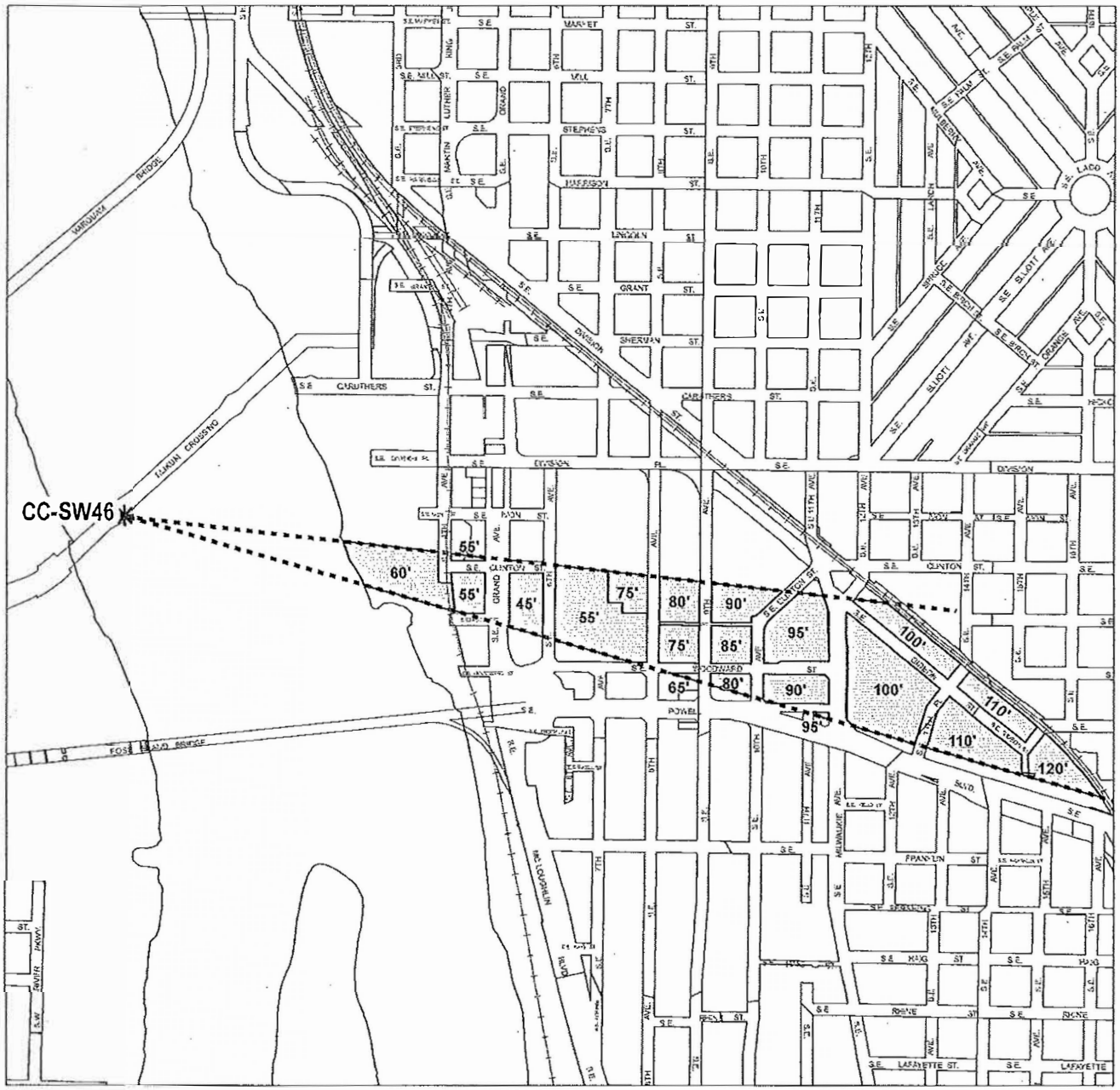
Scenic Resources Protection Plan

View Corridors with Height Restrictions

Map A

Map 8 of 8

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- 75' View corridors with height restrictions
- View Street

NORTH

0 650 1,300

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

2-9-17 Edits

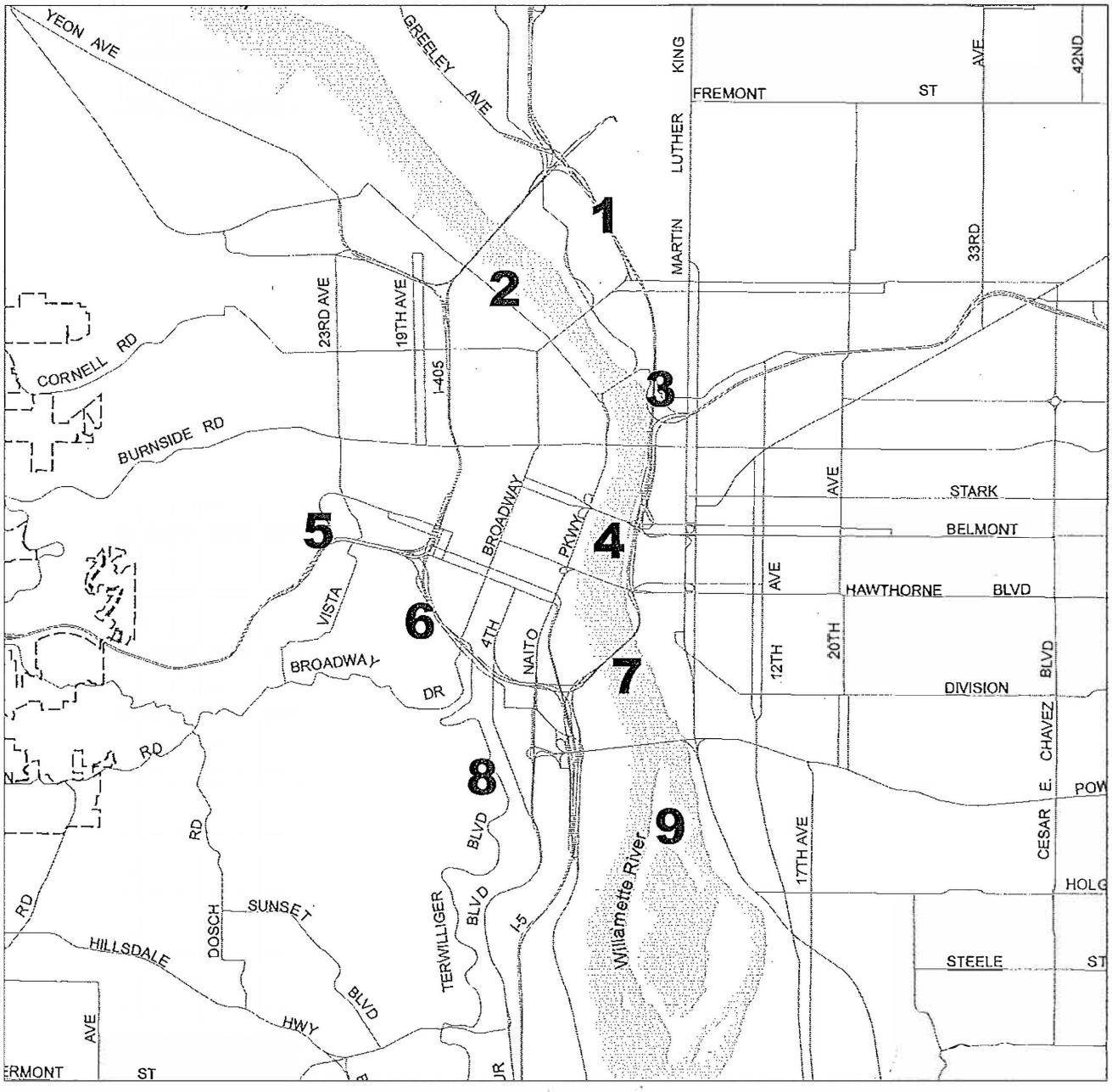
Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map B

Index Map

Map Revised Xxxxx X, 201X



------ City Boundary

NORTH

0 3,500 7,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

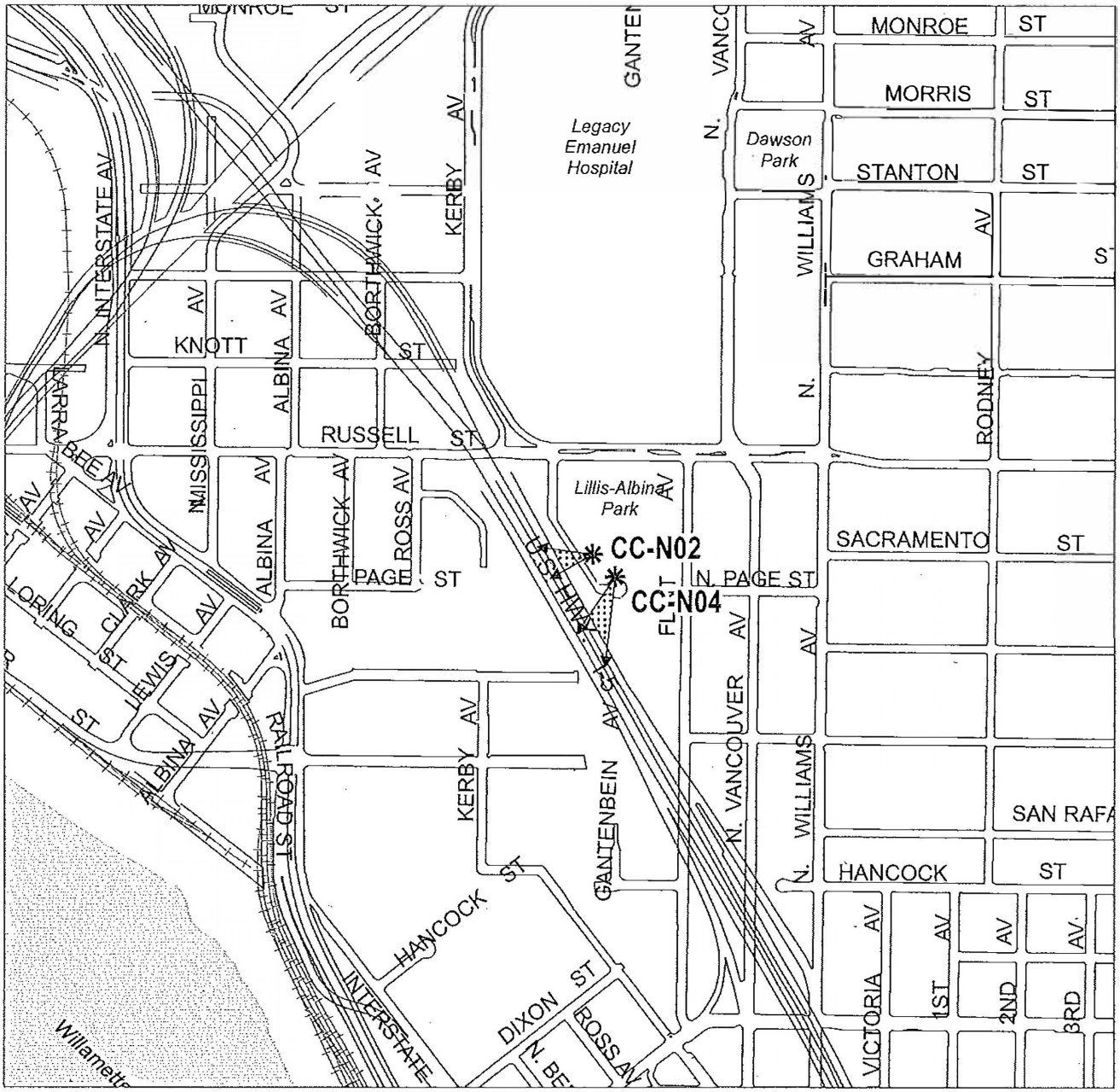
Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map B

Map 1 of 9

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

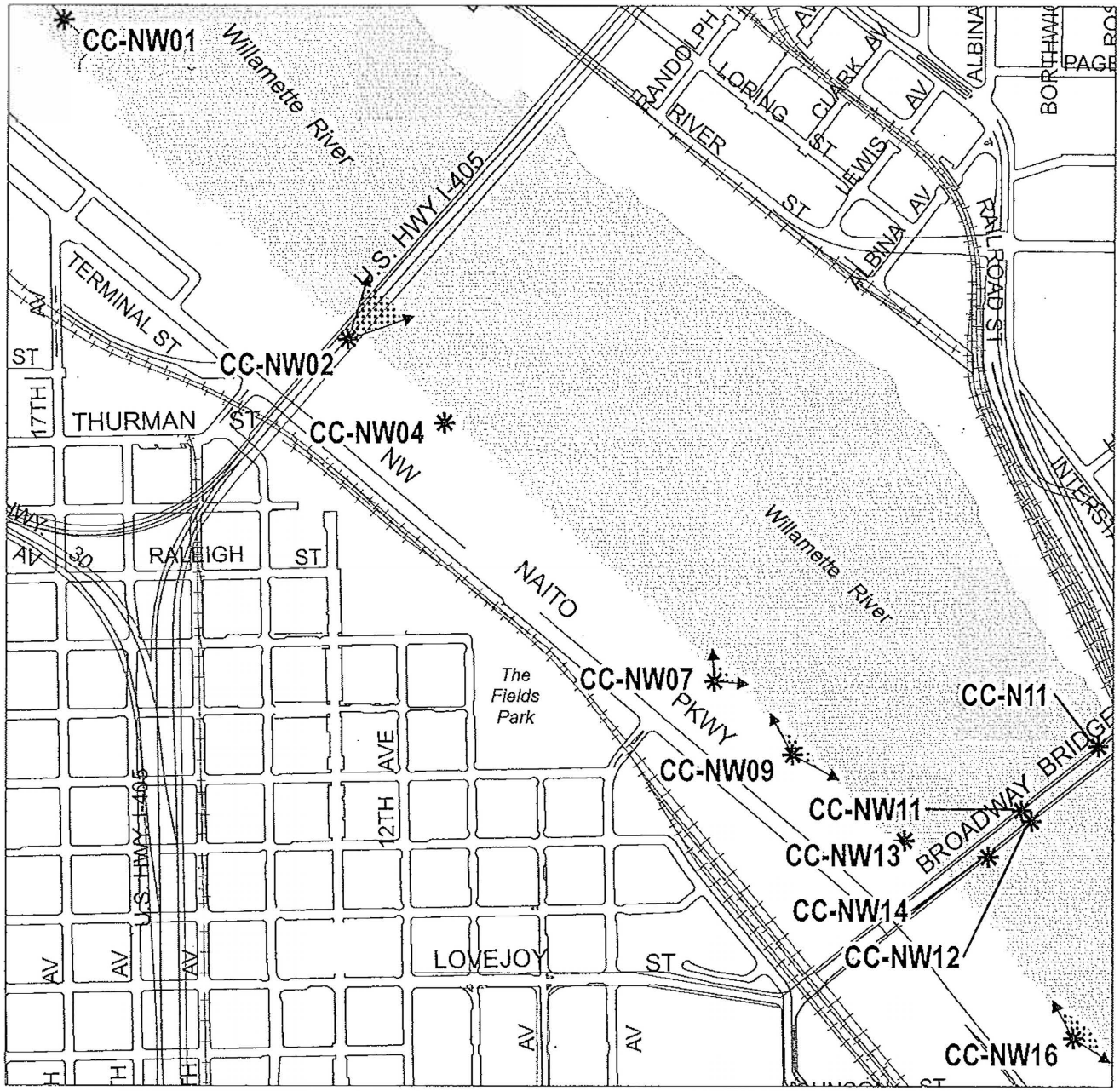
Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map B

Map 2 of 9

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

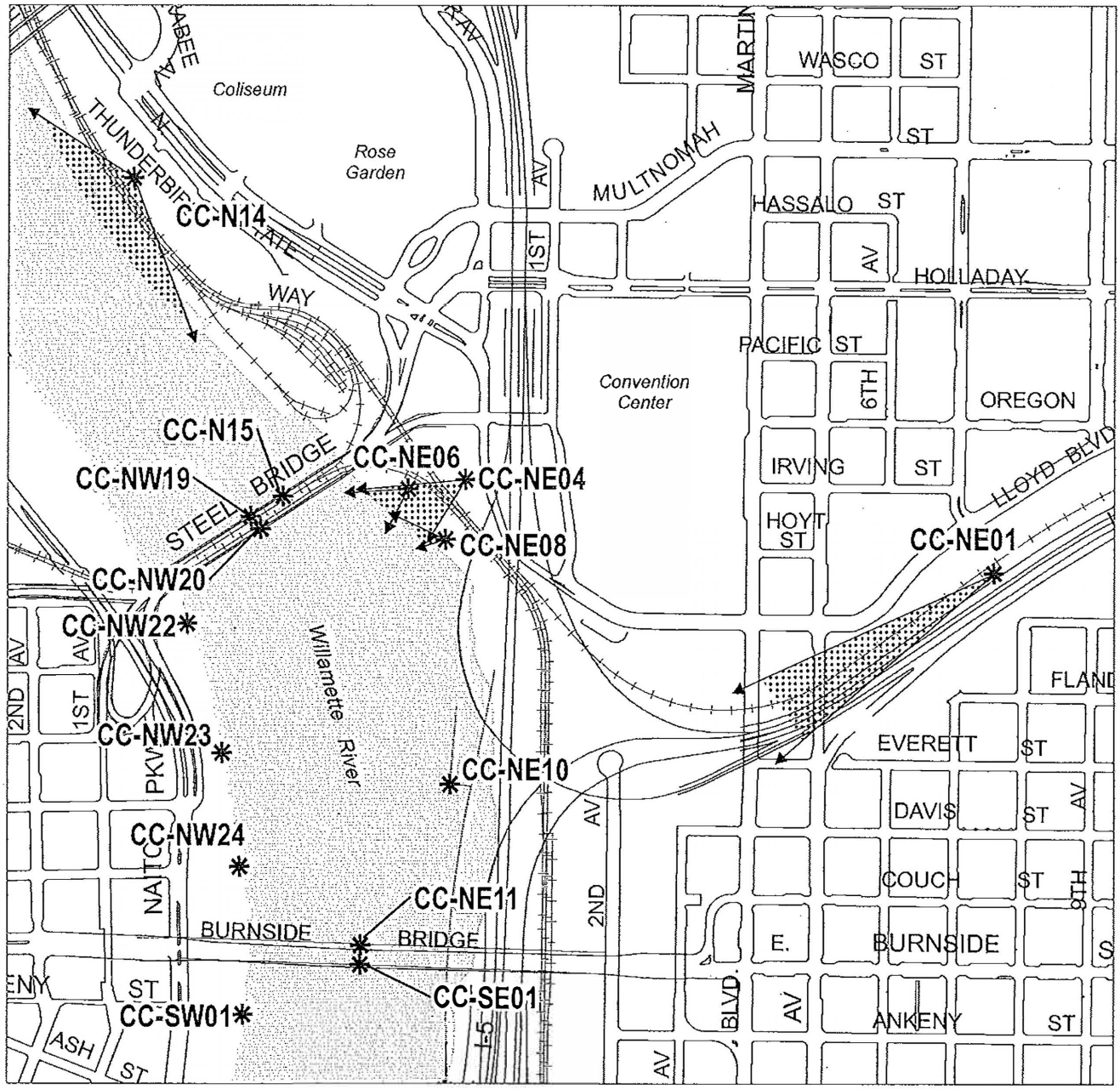
Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map B

Map 3 of 9

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

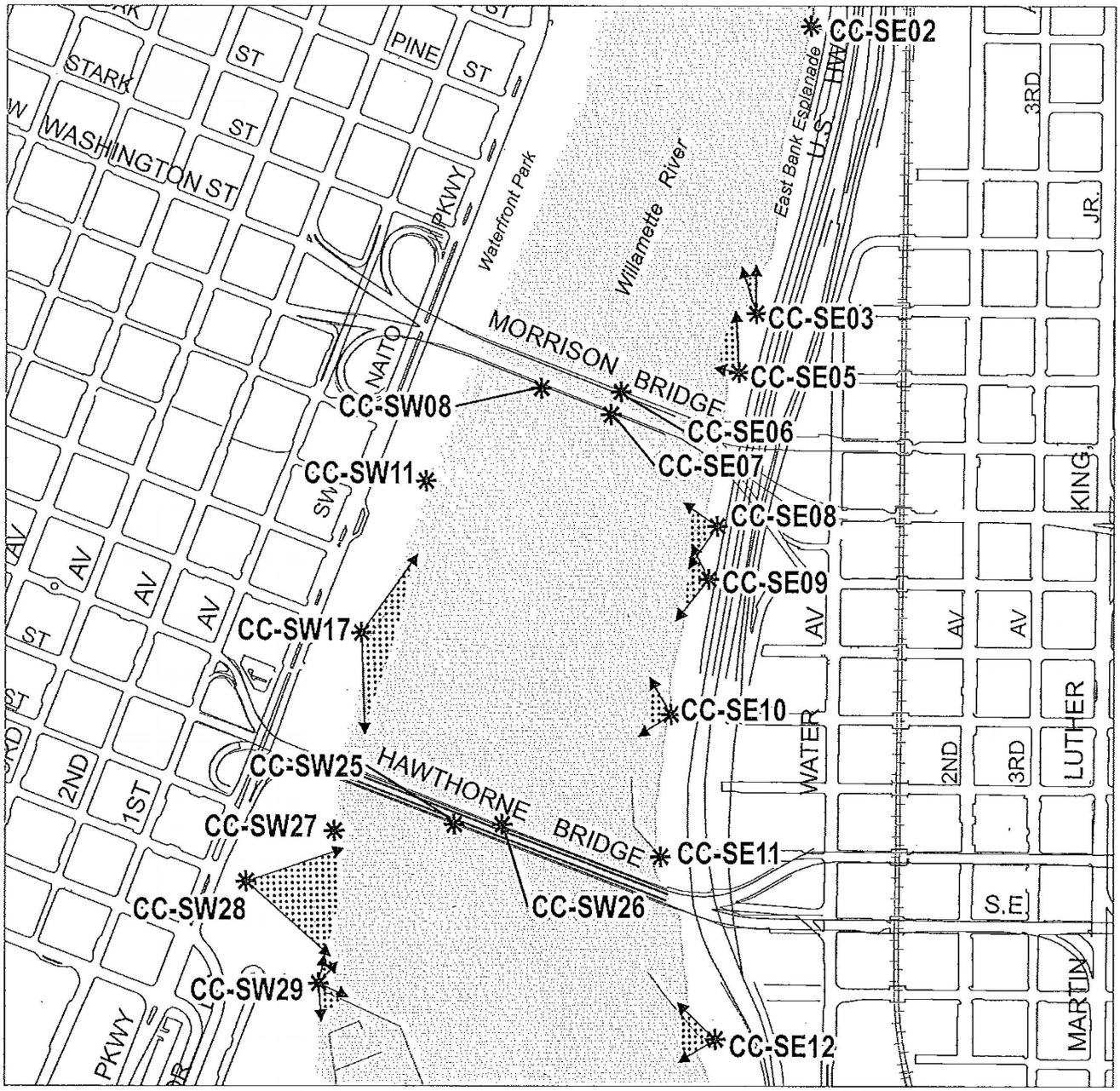
Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map B

Map 4 of 9

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

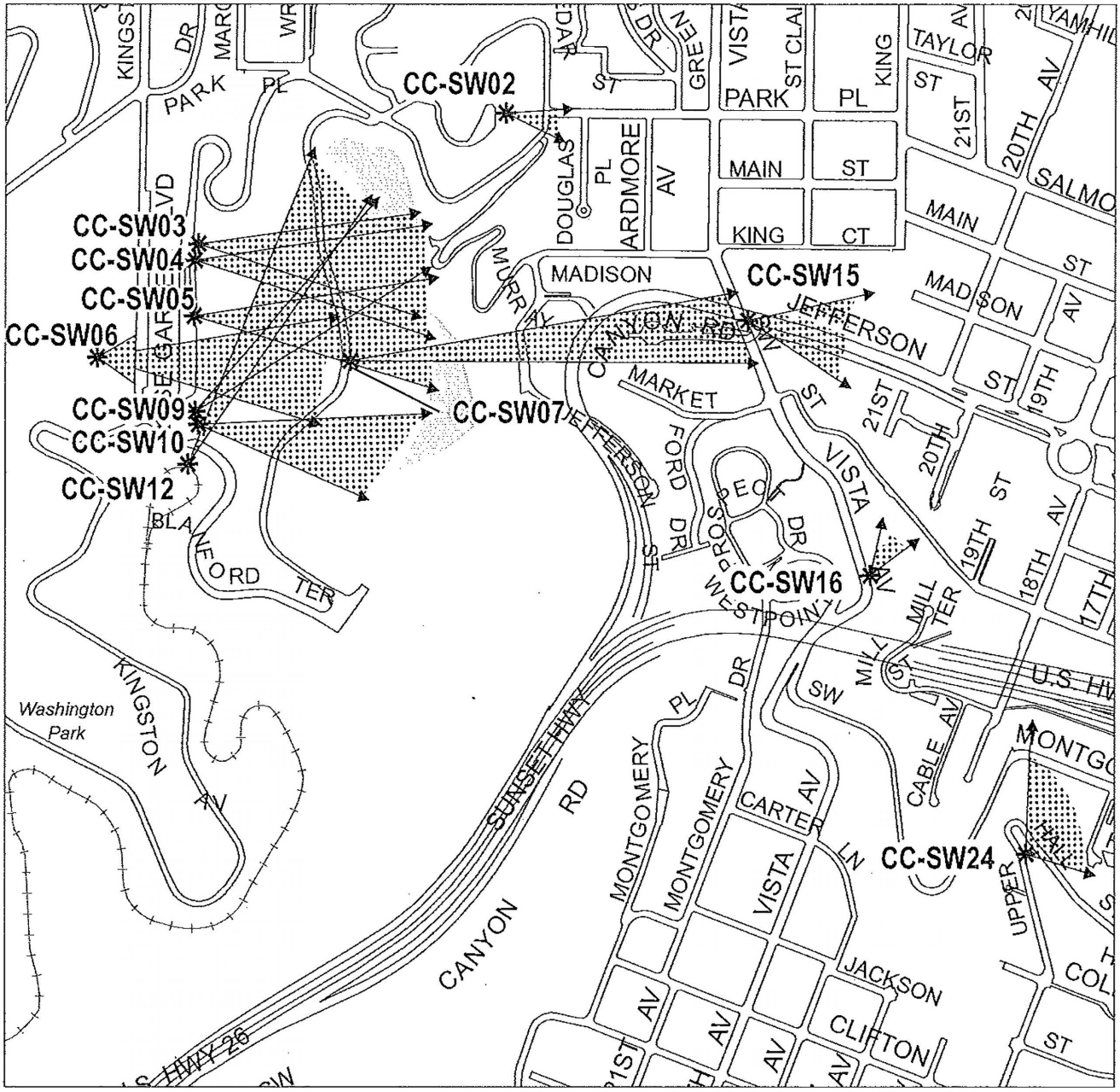
Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map B

Map 5 of 9

Map Revised Xxxxx X, 201X



Legend

------ City Boundary

✱ Viewpoint

View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

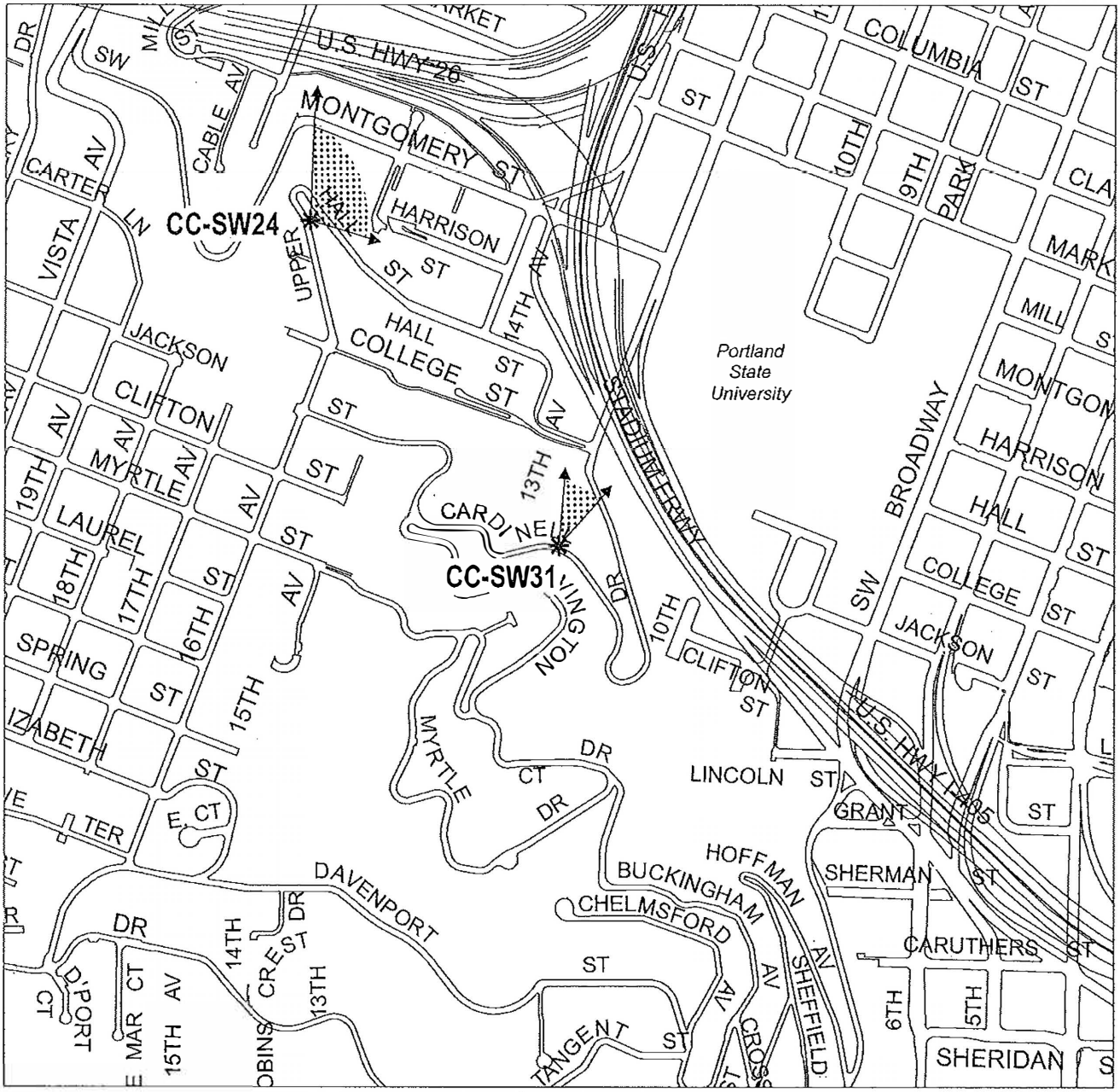
Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map B

Map 6 of 9

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

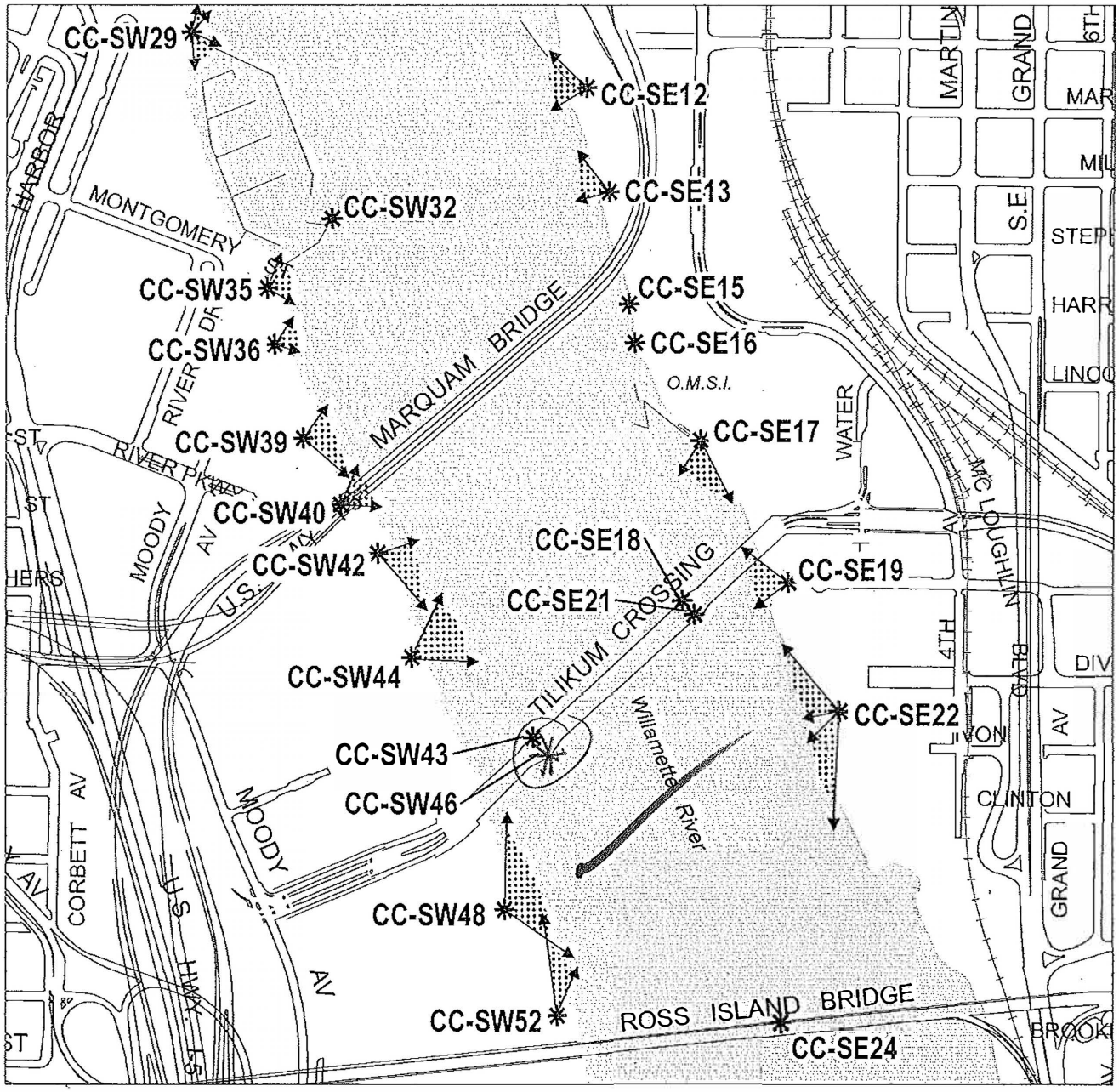
Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map 7 of 9

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

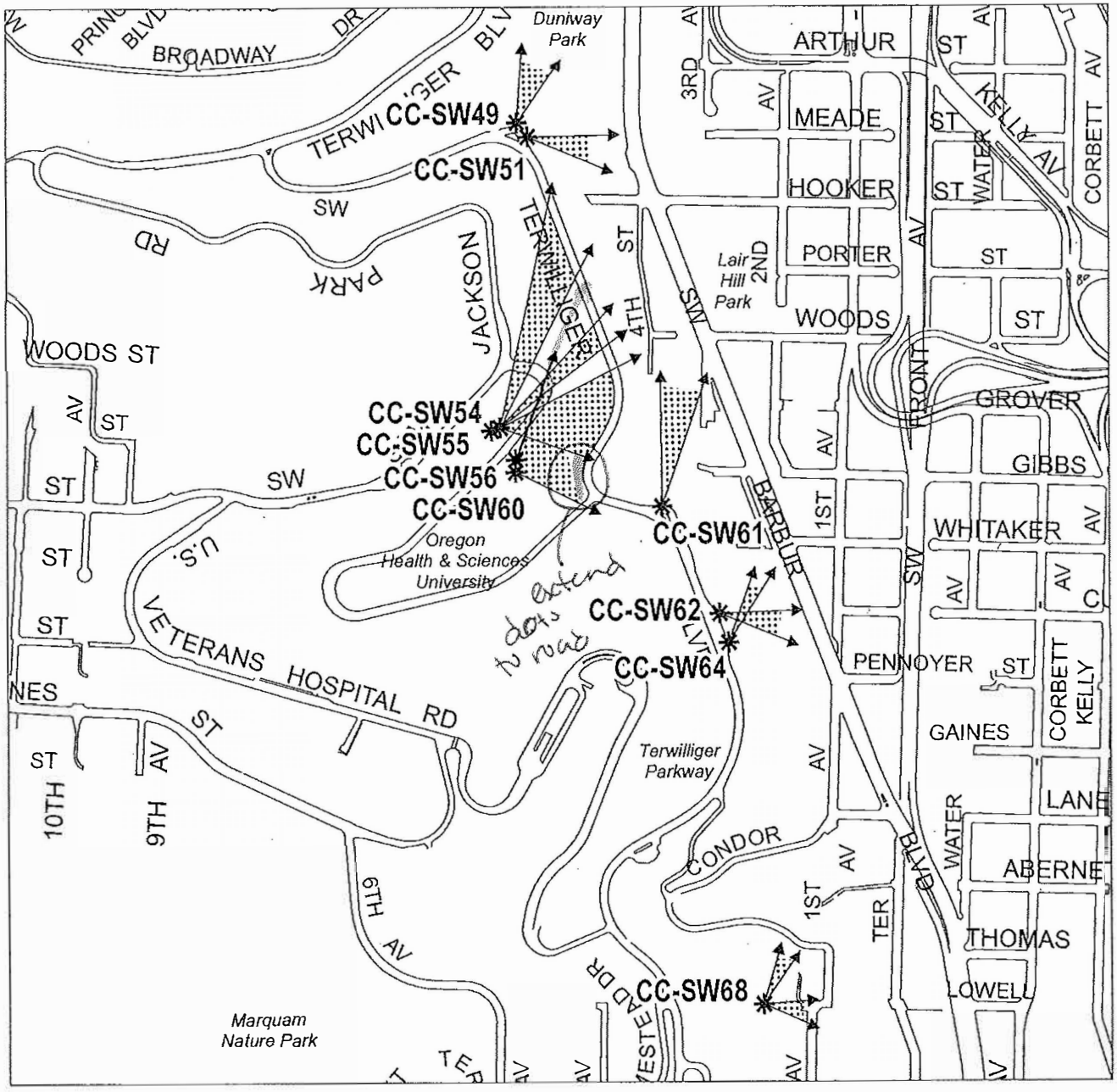
Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Ma

Map 8 of 9

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

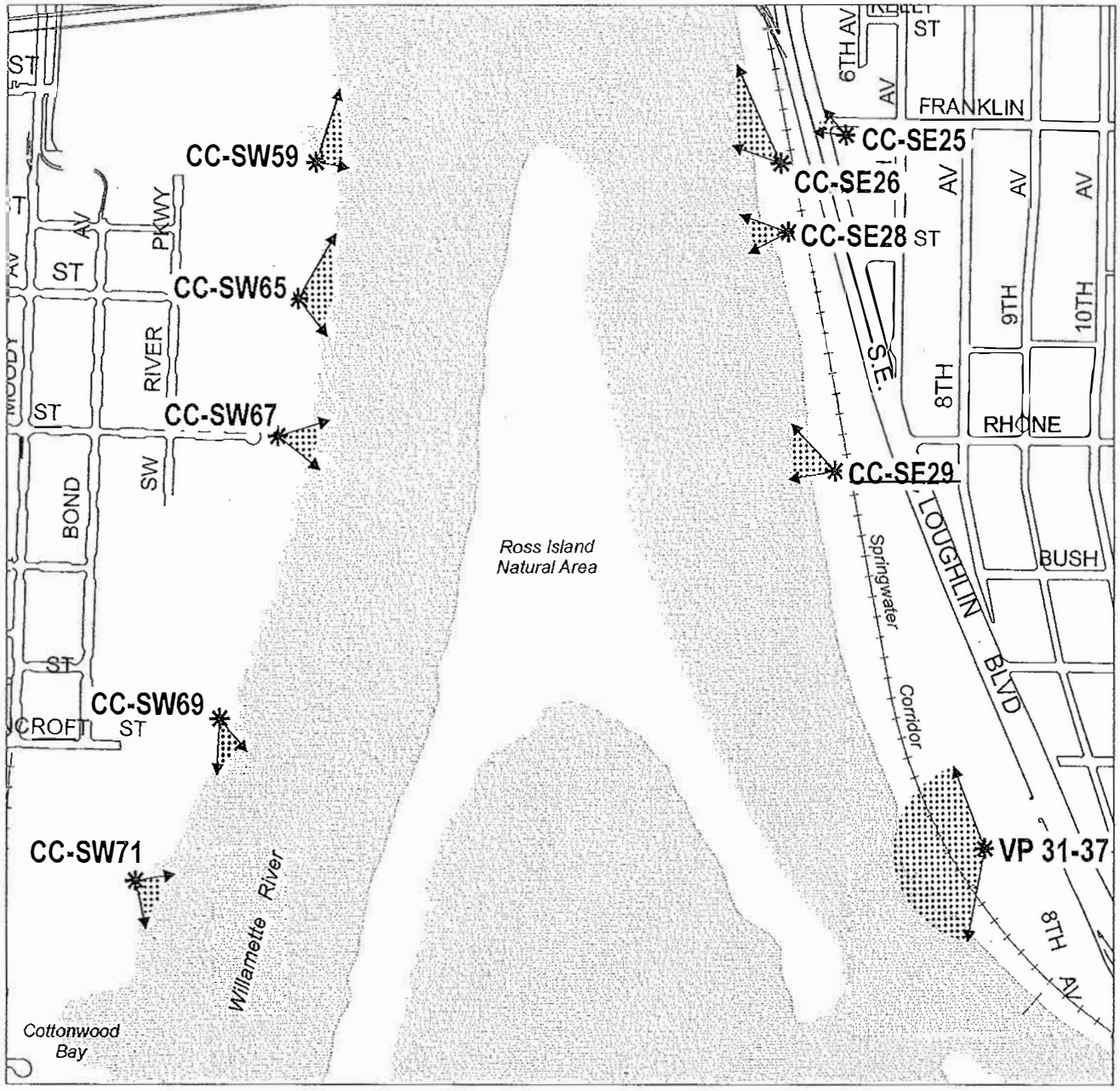
Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map B

Map 9 of 9

Map Revised Xxxxx X, 201X



Legend

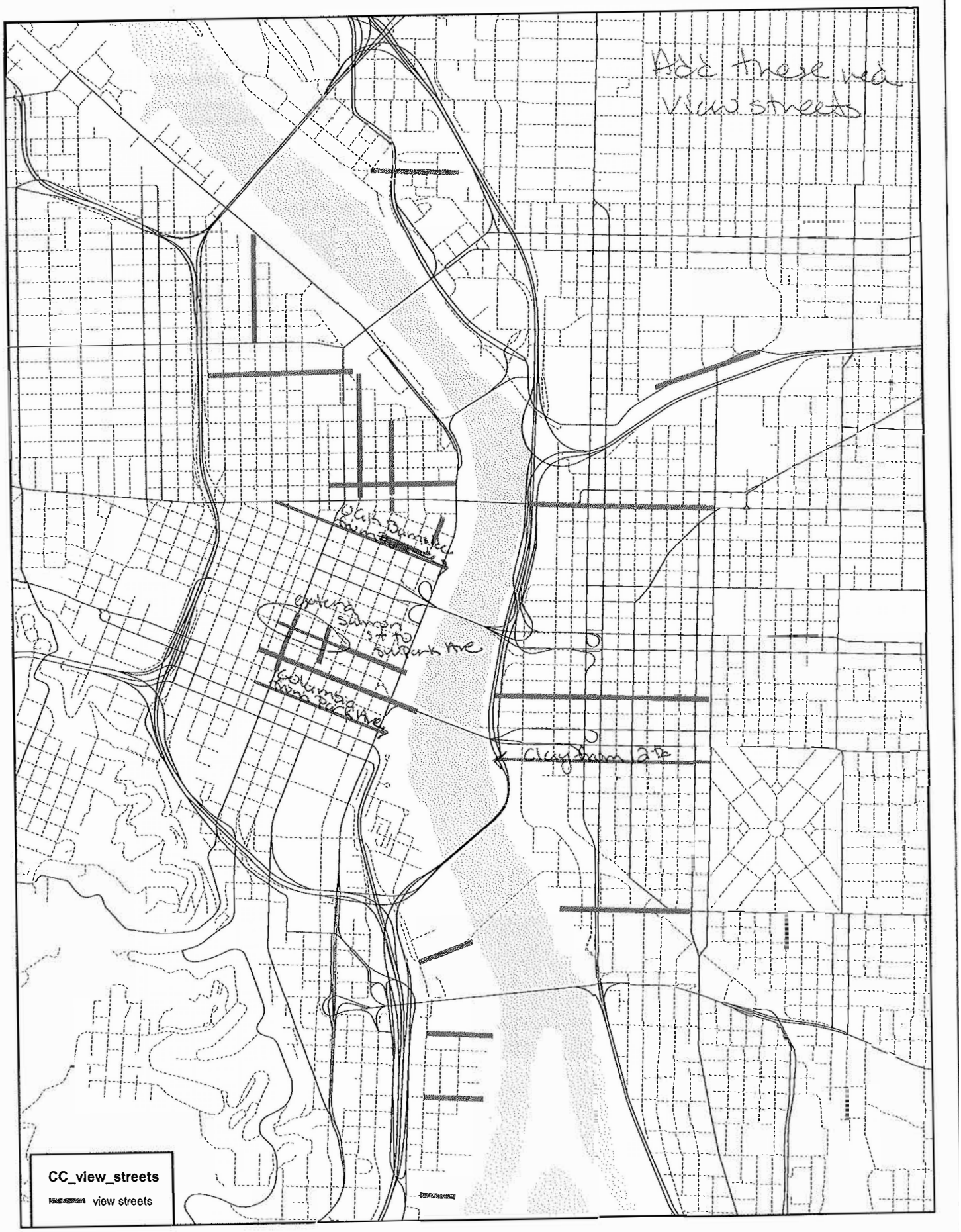
- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon


Add these new view streets
CC_view_streets
view streets

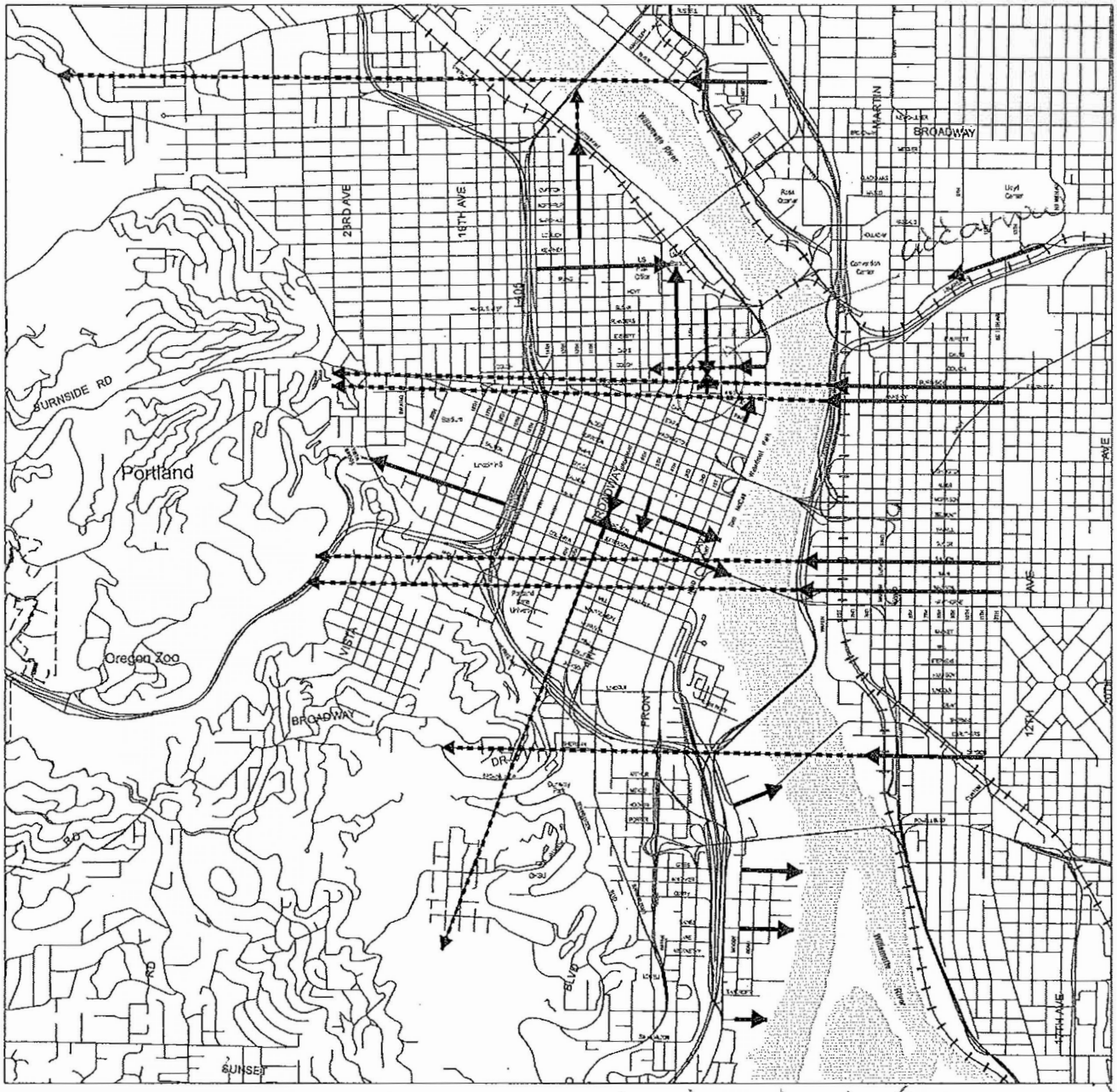
Proposed Scenic Resources Protection Plan

Scenic Corridors + View Streets

Map C

Map 1 of 1

Map Revised Xxxxx X, 201X



* add accessway to view streets (see my email)
* add Scenic corridors (don't separate by type of corridor)
don't add some "accessways"

City Boundary

View Street

View Street Extent

NORTH

0 2,000 4,000

Scale in Feet

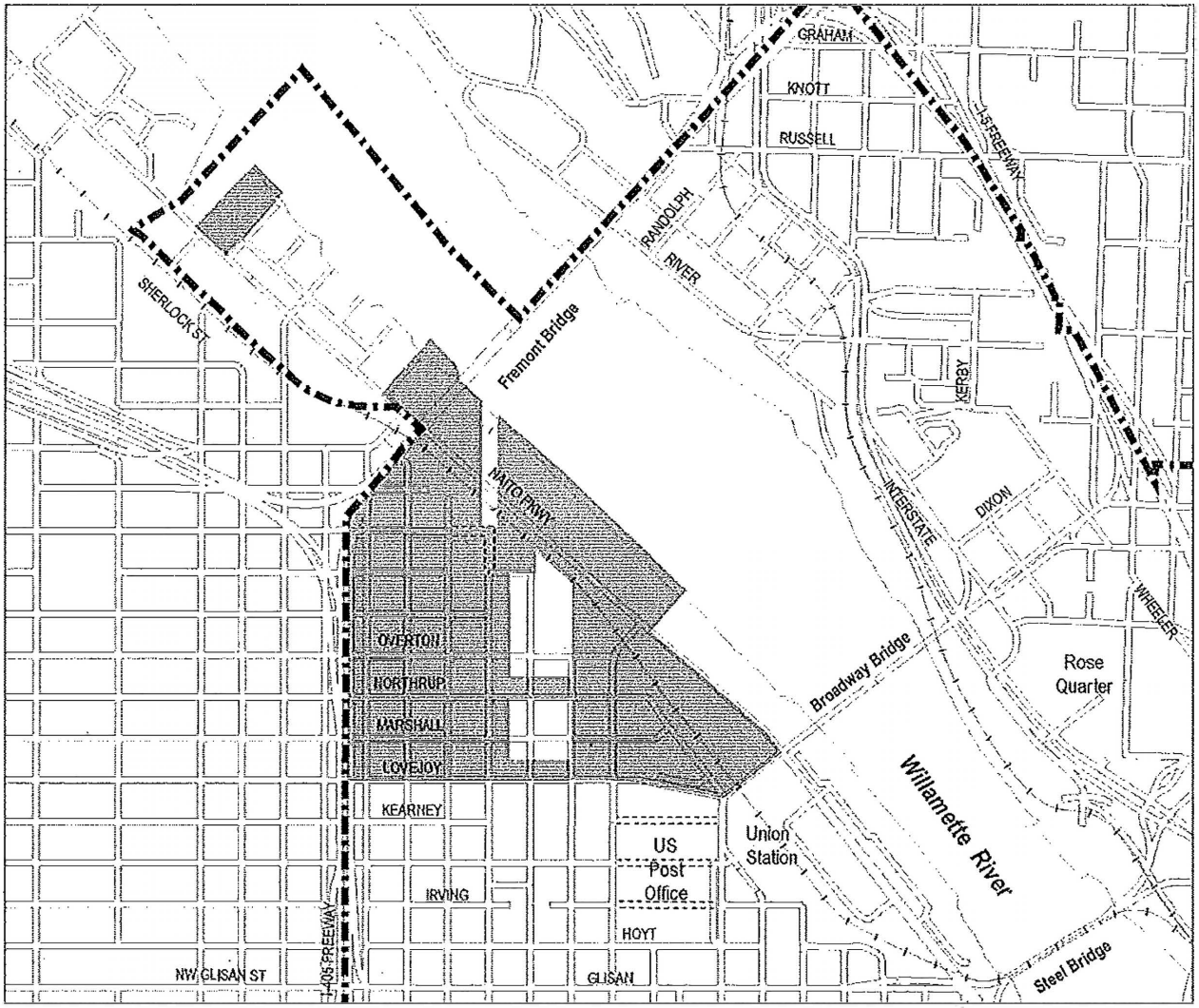
Bureau of Planning and Sustainability
Portland, Oregon

Proposed North Pearl Height Opportunity Area

Map 510-16

Map 1 of 2

Map Revised Xxxxx X 201X



Legend

- Central City Plan District boundary
- Area eligible for additonal height
- Proposed right-of-way
- Proposed accessway

NORTH

0 700 1,400

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

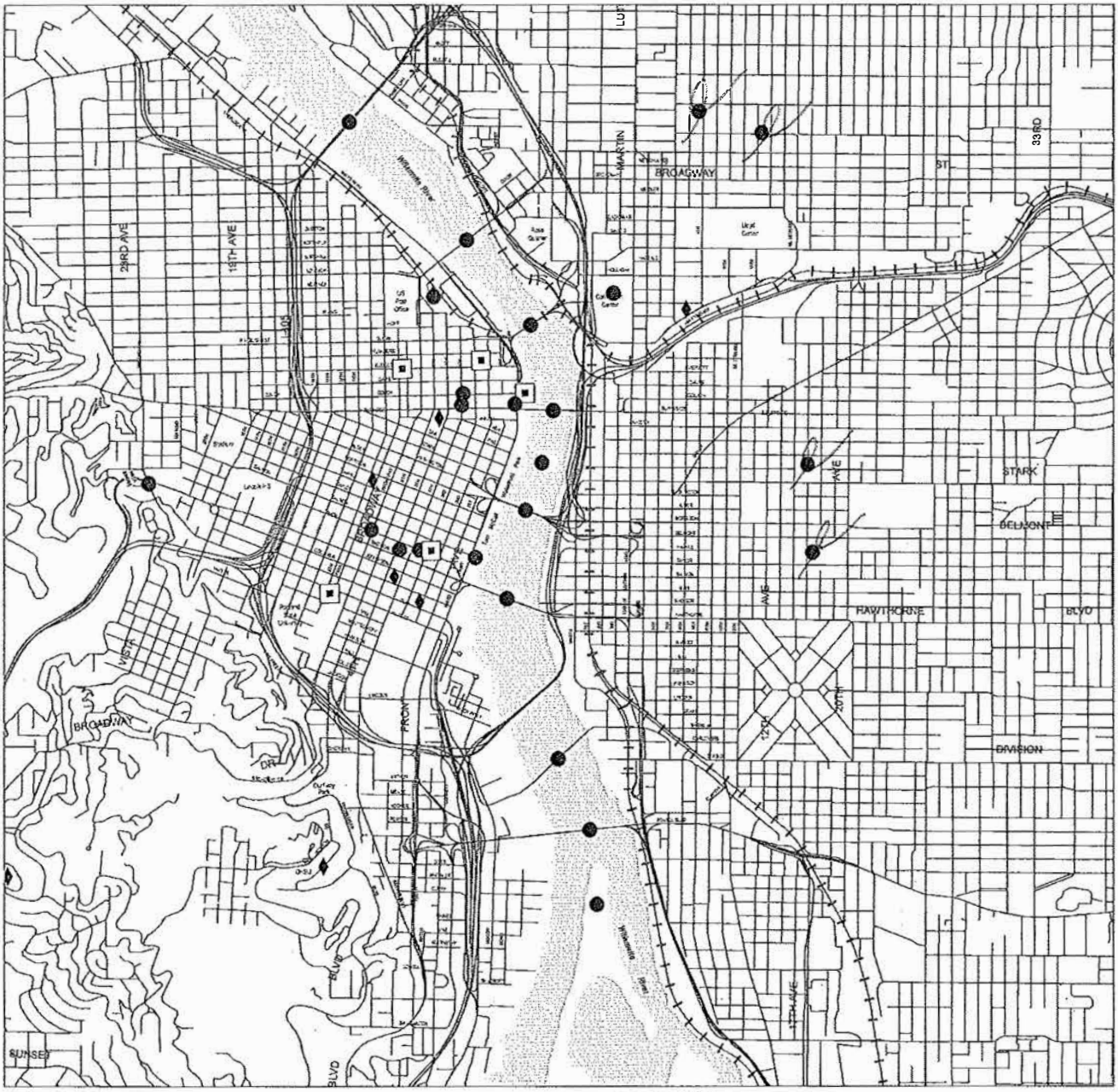
Proposed Scenic Resources Protection Plan

Scenic Sites and Focal Points

Map D

Map 1 of 1

Map Revised Xxxxx X, 201X



City Boundary

Visual Focal Point

Scenic Site

Visual Point

where is this data from?

NORTH

0 2,000 4,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

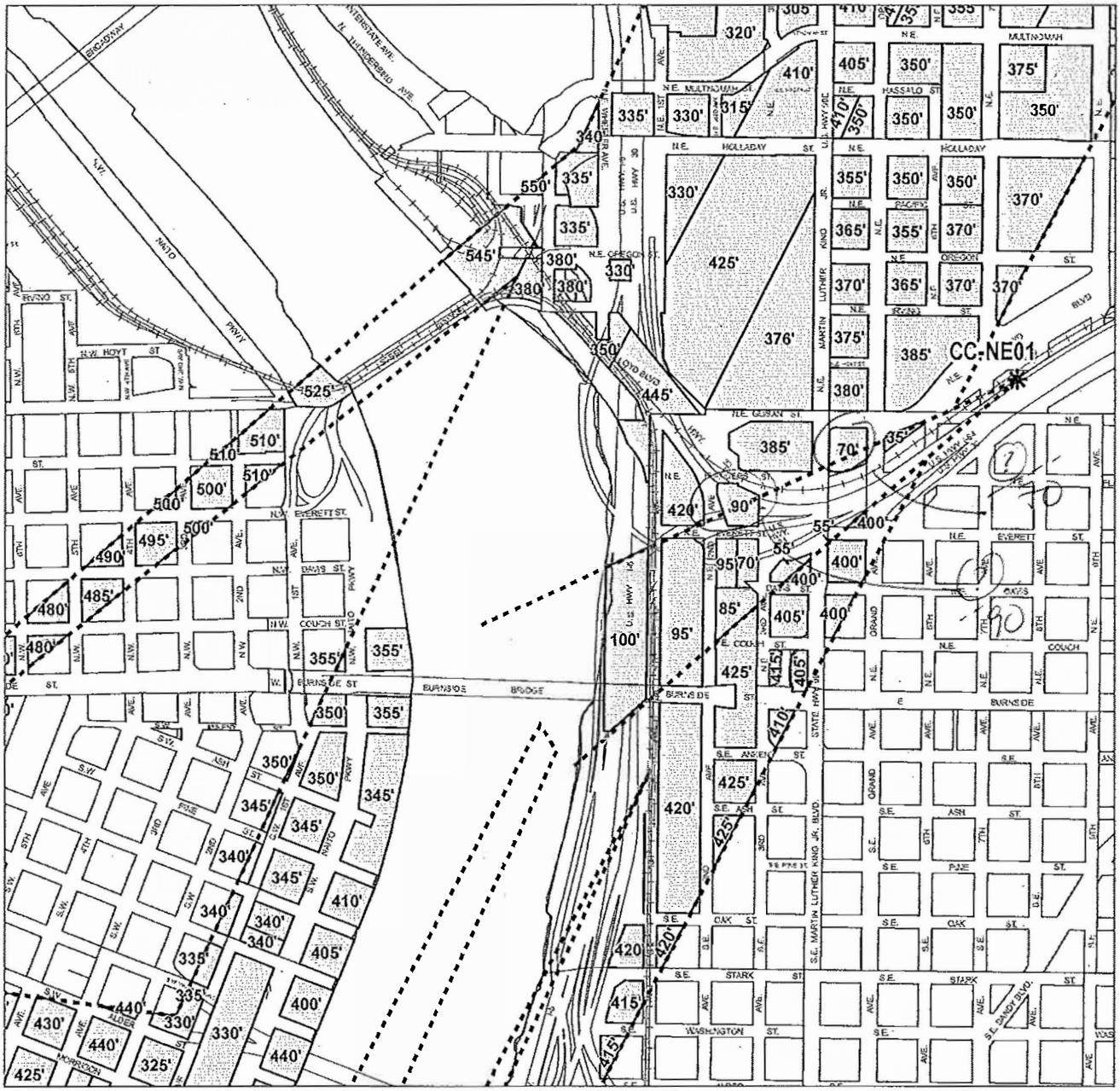
Scenic Resources Protection Plan

View Corridors with Height Restrictions

Map A

Map 3 of 8

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors with height restrictions
- View Street

Bureau of Planning and Sustainability
Portland, Oregon

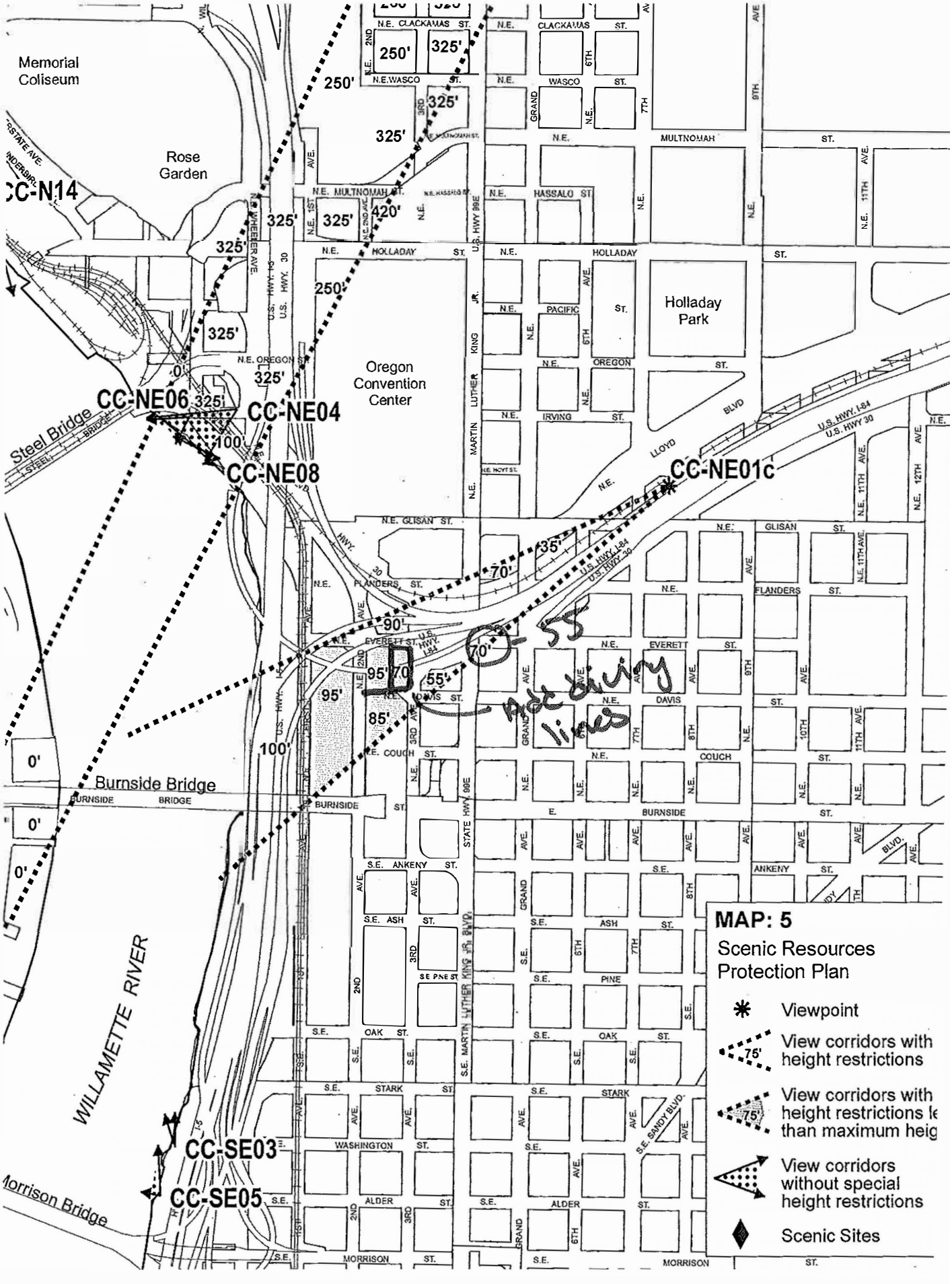
MAP: 11
Scenic Resources
Protection Plan

- Viewpoint
- View corridors with height restrictions
- View corridors with height restrictions less than maximum height
- View corridors without special height restrictions
- Scenic Sites

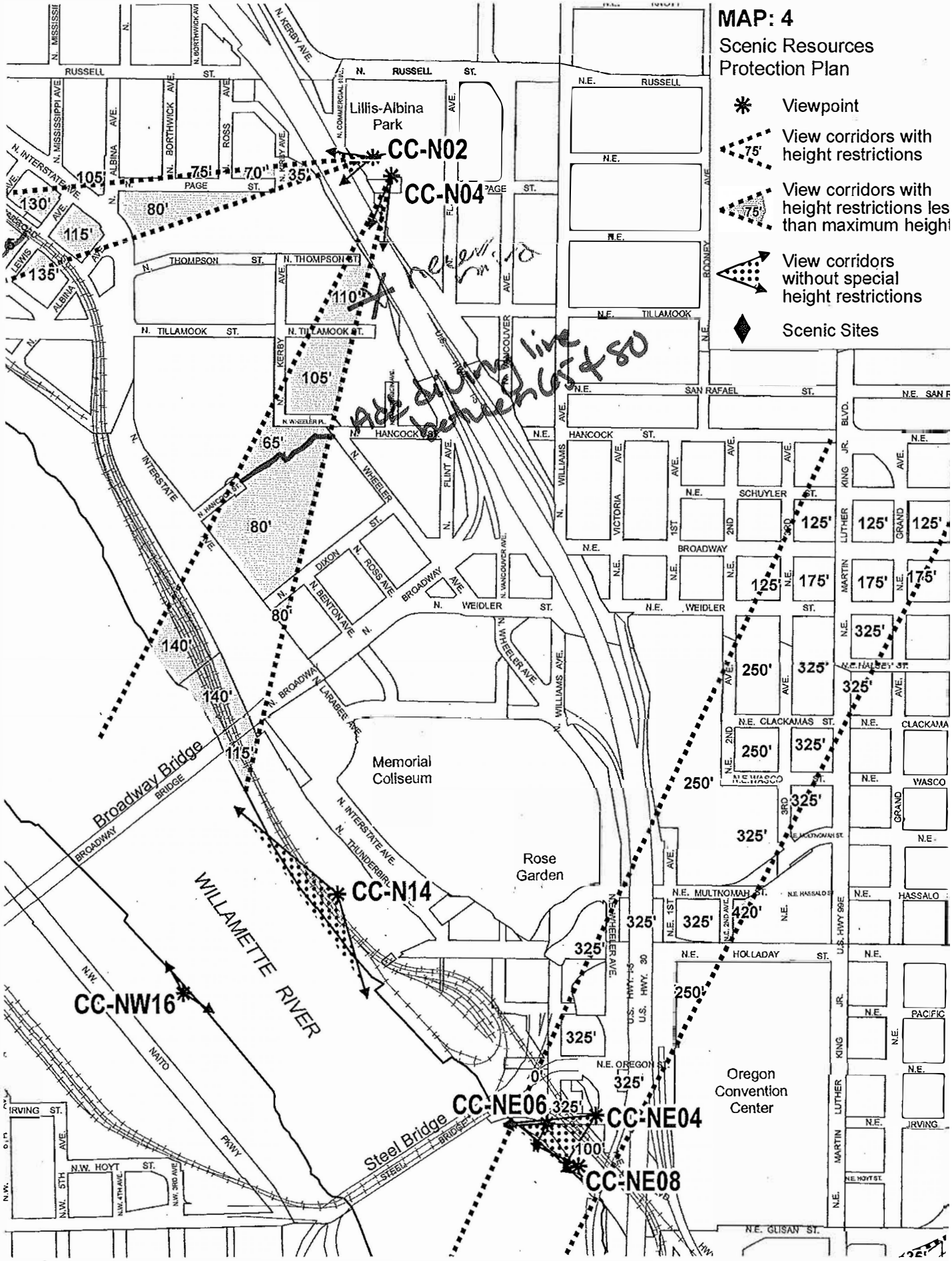
CC-SW28
CC-SW29
CC-SW35
CC-SW36
CC-SW39
CC-SW40
CC-SW42
CC-SW44
CC-SW46
CC-SW47
CC-SW48
CC-SW49
CC-SW51
CC-SW52
CC-SE08
CC-SE09
CC-SE10
CC-SE12
CC-SE13
CC-SE17
CC-SE19
CC-SE22

Hawthorne Bridge
Marquam Bridge
Tilikum Crossing
Ross Island Bridge

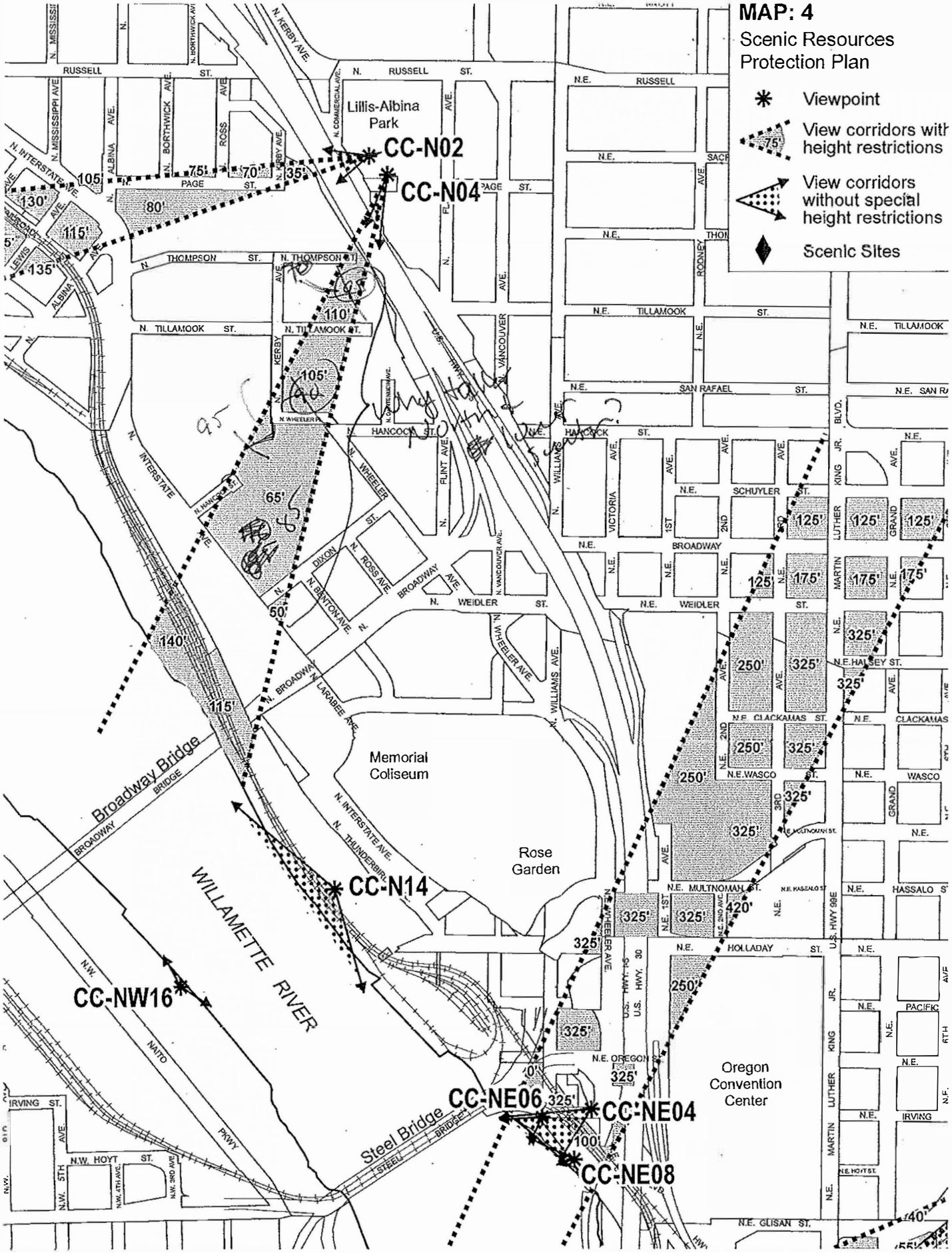

CC-SW02
CC-SW03
CC-SW04
CC-SW05
CC-SW06
CC-SW07
CC-SW10
CC-SW12
CC-SW15
CC-SW16
CC-SW24
CC-SW28
CC-SW29
CC-SW31
CC-SW35
CC-SW36
CC-SW39
CC-SW40
Hawthorne Bridge
Morrison B
Marquam B
MAP: 6
Scenic Resources
Protection Plan
Viewpoint
75' View corridors with height restrictions
75' View corridors with height restrictions less than maximum height
View corridors without special height restrictions
Scenic Sites
City of Portland, Bureau of Planning and Sustainability, November 2015

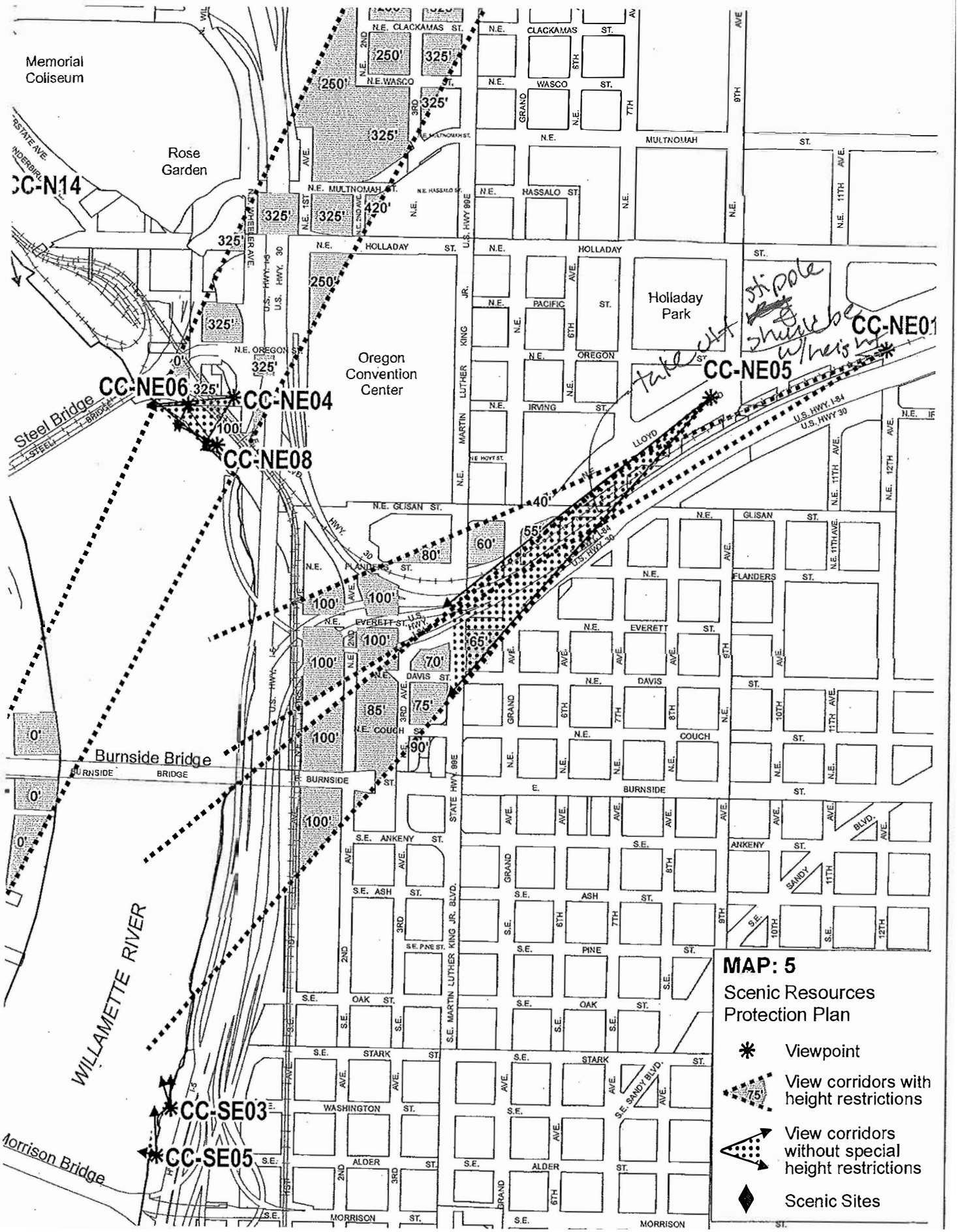


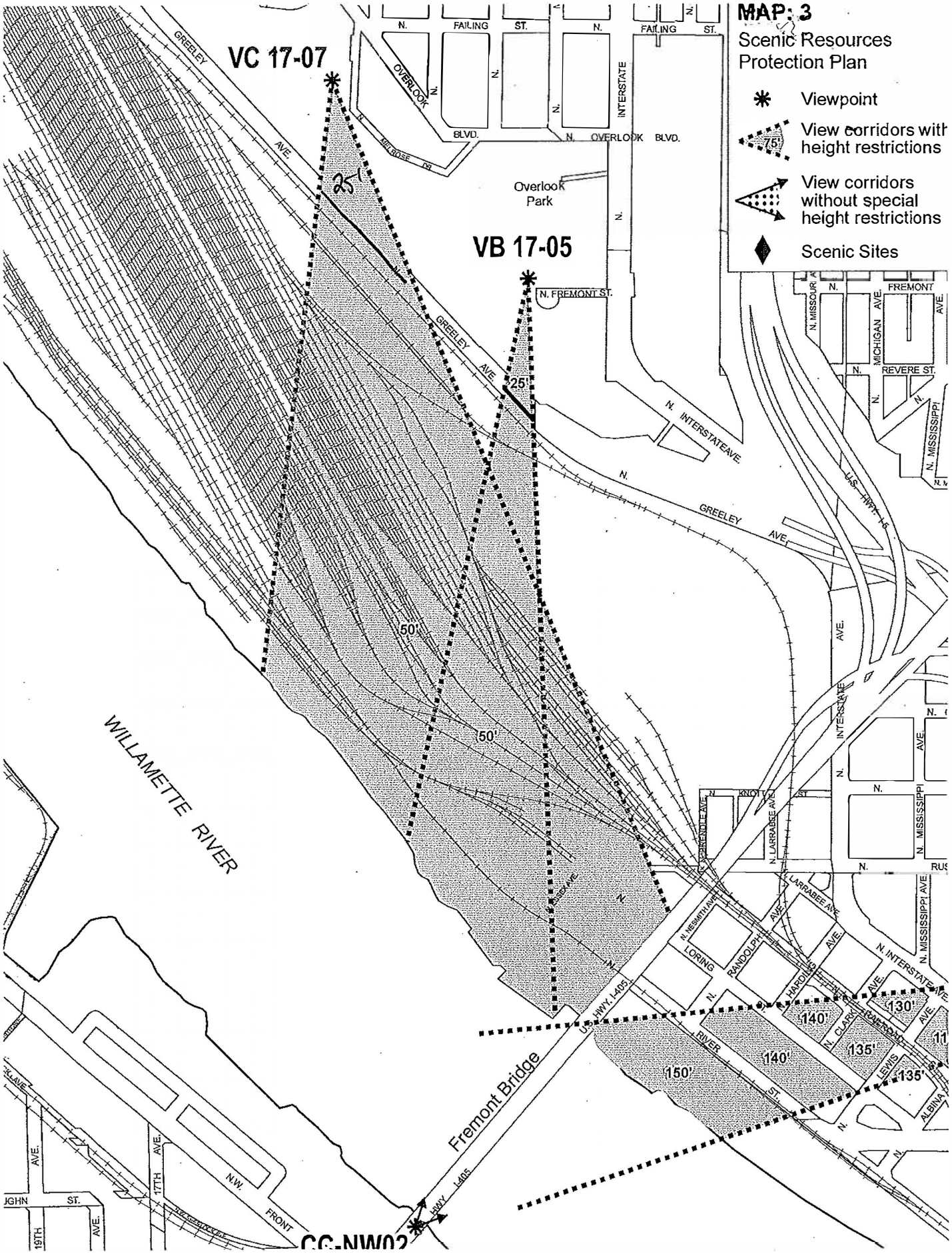
Memorial Coliseum
Rose Garden
CC-N14
Oregon Convention Center
Holladay Park
CC-NE06
CC-NE04
CC-NE08
CC-NE01c
Steel Bridge
Burnside Bridge
WILLAMETTE RIVER
CC-SE03
CC-SE05
Morrison Bridge
Add dwg lines
MAP: 5
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
View corridors with height restrictions le than maximum heig
View corridors without special height restrictions
Scenic Sites

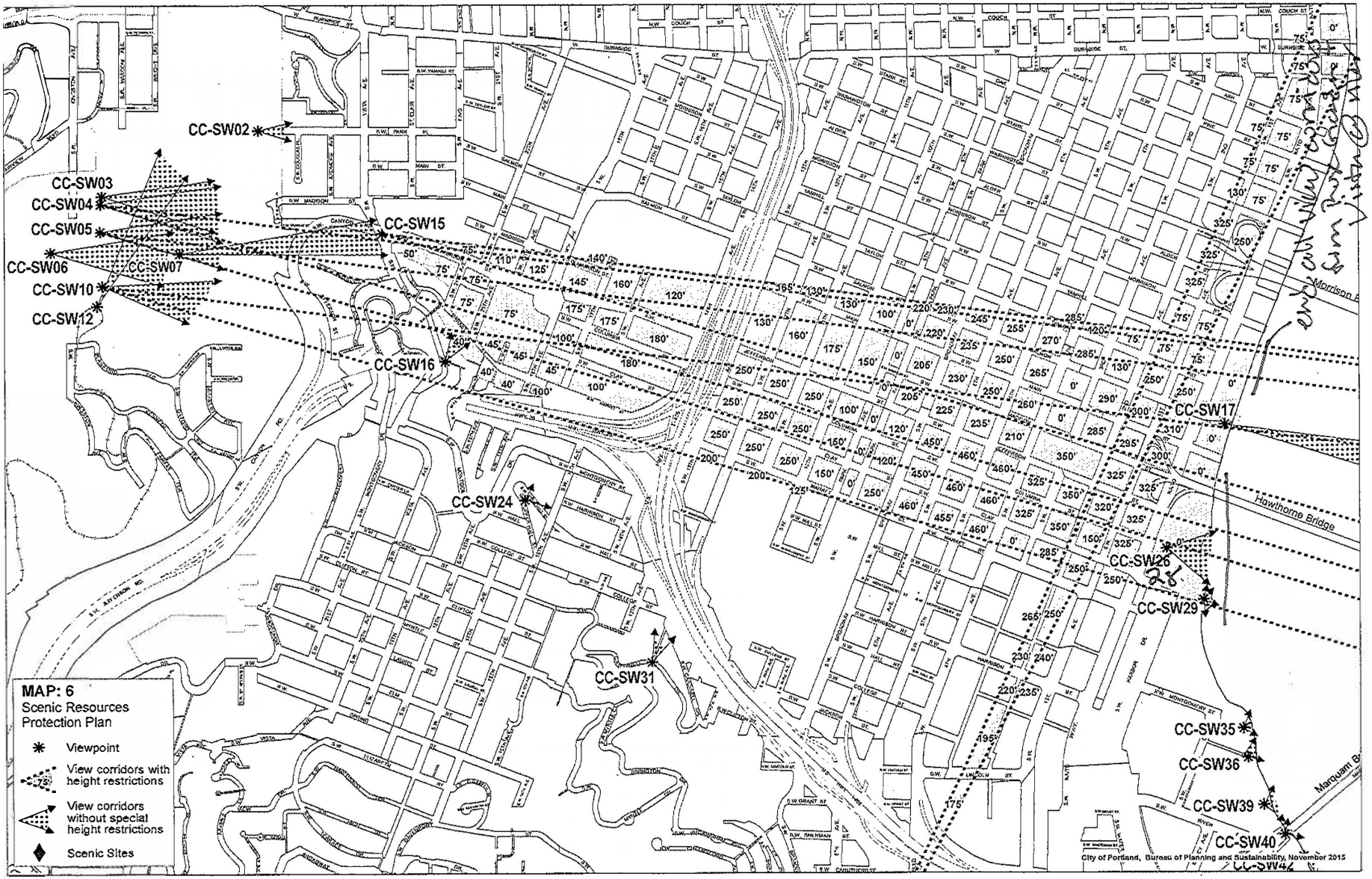

MAP: 4
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
View corridors with height restrictions les than maximum height
View corridors without special height restrictions
Scenic Sites
Lillis-Albina Park
CC-N02
CC-N04
CC-N14
CC-NW16
CC-NE06
CC-NE04
CC-NE08
Memorial Coliseum
Rose Garden
Oregon Convention Center
WILLAMETTE RIVER
Broadway Bridge
Steel Bridge
N. RUSSELL ST.
N. PAGE ST.
N. THOMPSON ST.
N. TILLAMOOK ST.
N. HANCOCK ST.
N. WEIDLER ST.
N. BROADWAY
N. INTERSTATE AVE.
N. THUNDERBIRD
N. WHEELER AVE.
N. WILLIAMS AVE.
N. VANCOUVER AVE.
N. KERBY AVE.
N. ALBINA AVE.
N. BORTHWICK AVE.
N. ROSS AVE.
N. FLINT AVE.
N. DIXON
N. BENTON AVE.
N. LARABEE AVE.
N. WHEELER PL.
N. COMMERCIAL AVE.
N. MISSISSIPPI AVE.
N. LEWIS
N. ALBINA
N.E. RUSSELL
N.E. TILLAMOOK
N.E. SAN RAFAEL ST.
N.E. HANCOCK ST.
N.E. SCHUYLER ST.
N.E. BROADWAY
N.E. WEIDLER ST.
N.E. CLACKAMAS ST.
N.E. WASCO ST.
N.E. MULTNOMAH ST.
N.E. HOLLADAY ST.
N.E. OREGON ST.
N.E. GLISAN ST.
N.E. HALSEY ST.
N.E. HASSALO
N.E. PACIFIC
N.E. IRVING
N.E. HOYT ST.
N.W. HOYT ST.
N.W. IRVING ST.
N.W. NAITO PKWY
N.E. MARTIN LUTHER KING JR. BLVD.
N.E. GRAND AVE.
N.E. 1ST AVE.
N.E. 2ND AVE.
N.E. 3RD AVE.
N.E. 4TH AVE.
N.W. 5TH AVE.
N.W. 3RD AVE.
U.S. HWY. 30
U.S. HWY. 99E
U.S. HWY. 15
105'
75'
70'
35'
130'
115'
135'
80'
110'
105'
65'
80'
80'
140'
140'
115'
125'
125'
125'
125'
175'
175'
175'
325'
250'
325'
325'
250'
325'
250'
325'
325'
325'
325'
420'
325'
250'
325'
0'
325'
100'
Add during line between 65 & 80

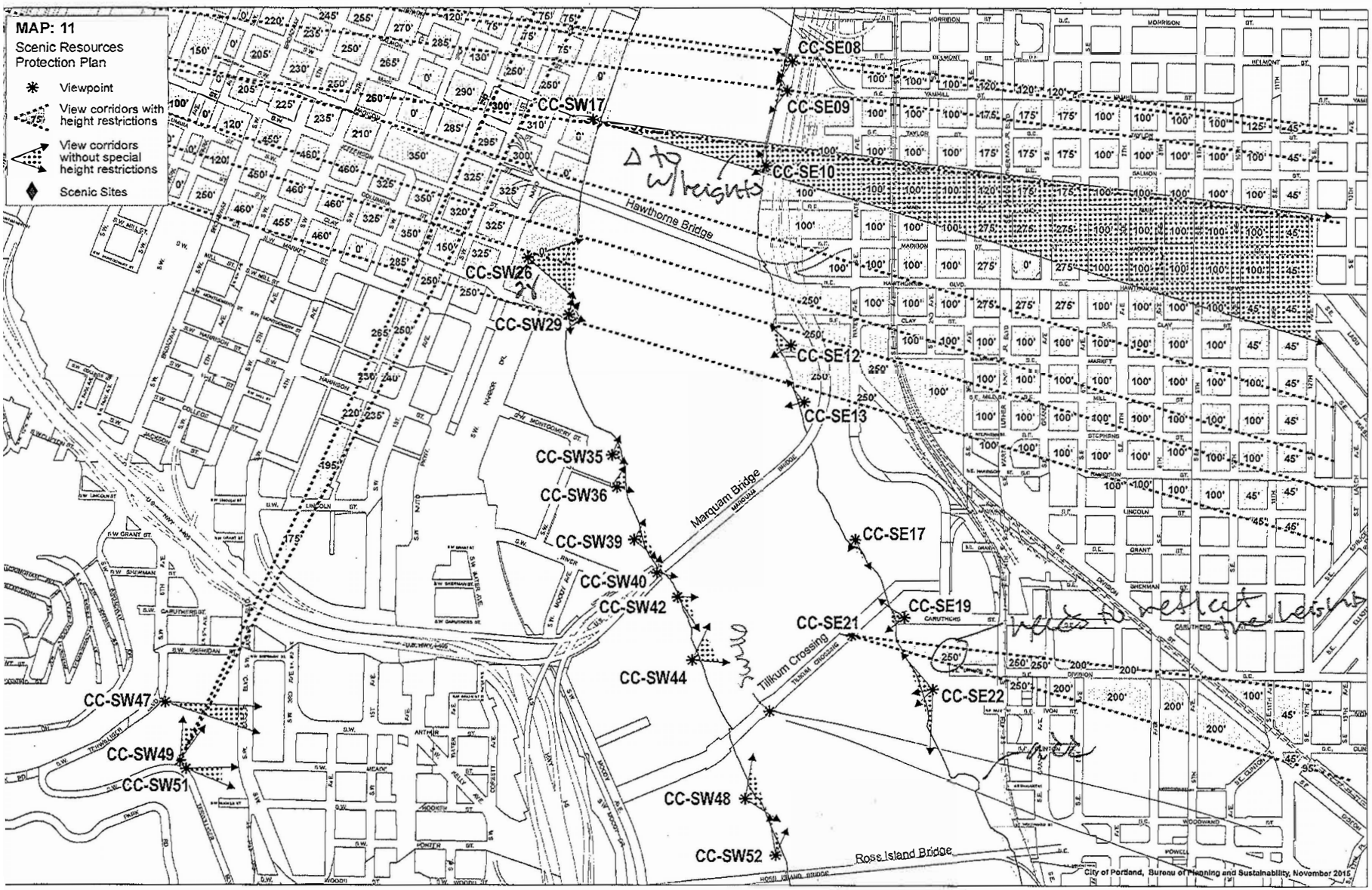

CC-SW02
CC-SW03
CC-SW04
CC-SW05
C-SW06
CC-SW07
CC-SW10
CC-SW12
CC-SW15
CC-SW16
CC-SW24
CC-SW28
CC-SW29
CC-SW31
CC-SW35
CC-SW36
CC-SW39
CC-SW40
MAP: 6
Scenic Resources
Protection Plan
Viewpoint
View corridors with height restrictions A.S.L.
View corridors without special height restrictions
Scenic Sites


MAP: 4
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
Lillis-Albina Park
CC-N02
CC-N04
CC-N14
CC-NW16
CC-NE06
CC-NE04
CC-NE08
Memorial Coliseum
Rose Garden
Oregon Convention Center
WILLAMETTE RIVER
Broadway Bridge
Steel Bridge
N. RUSSELL ST.
N. PAGE ST.
N. THOMPSON ST.
N. TILLAMOOK ST.
N. HANCOCK ST.
N. WEIDLER ST.
N.E. BROADWAY
N.E. SCHUYLER ST.
N.E. SAN RAFAEL ST.
N.E. HALSEY ST.
N.E. CLACKAMAS ST.
N.E. WASCO ST.
N.E. MULTNOMAH ST.
N.E. HOLLADAY ST.
N.E. OREGON ST.
N.E. GLISAN ST.
N.W. HOYT ST.
IRVING ST.
N. INTERSTATE AVE.
N. MISSISSIPPI AVE.
N. ALBINA AVE.
N. BORTHWICK AVE.
N. ROSS AVE.
N. KERBY AVE.
N. COMMERCIAL AVE.
N. FLINT AVE.
N. VANCOUVER AVE.
N. WILLIAMS AVE.
N. WHEELER AVE.
N. DIXON ST.
N. BANTON AVE.
N. LARABEE AVE.
N. THUNDERBIRD
N.E. VICTORIA AVE.
N.E. 1ST AVE.
N.E. 2ND AVE.
N.E. 3RD AVE.
N.E. RODNEY AVE.
N.E. MARTIN LUTHER KING JR. BLVD.
N.E. GRAND AVE.
N.E. PACIFIC
N.W. NAITO PKWY
U.S. HWY. 30
U.S. HWY. 99E
105'
75'
70'
35'
130'
80'
115'
135'
110'
105'
65'
50'
140'
115'
125'
175'
325'
250'
420'
100'
0'
40'

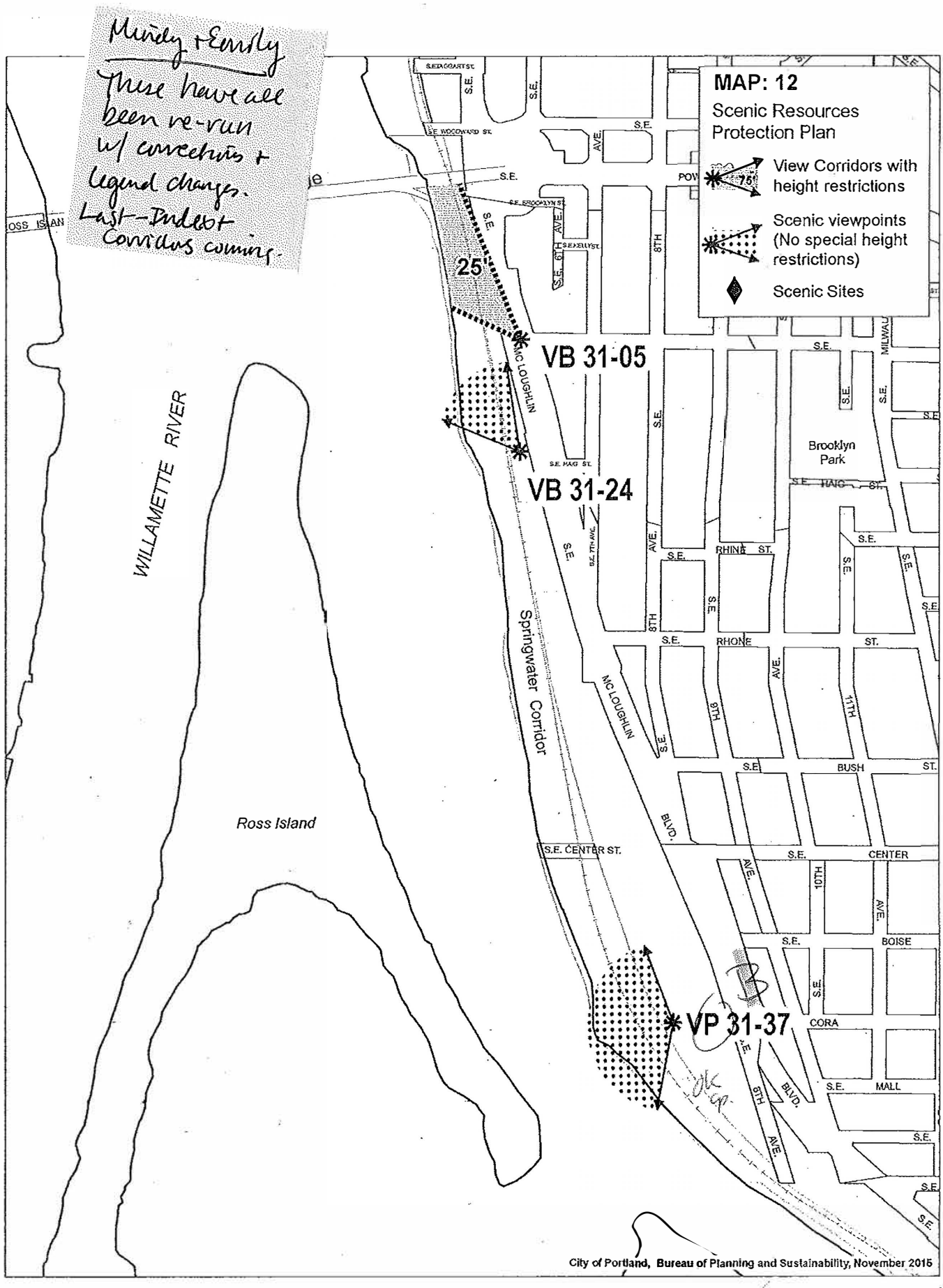

Memorial Coliseum
Rose Garden
Oregon Convention Center
Holladay Park
Steel Bridge
Burnside Bridge
Morrison Bridge
WILLAMETTE RIVER
CC-N14
CC-NE01
CC-NE04
CC-NE05
CC-NE06
CC-NE08
CC-SE03
CC-SE05
MAP: 5
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites

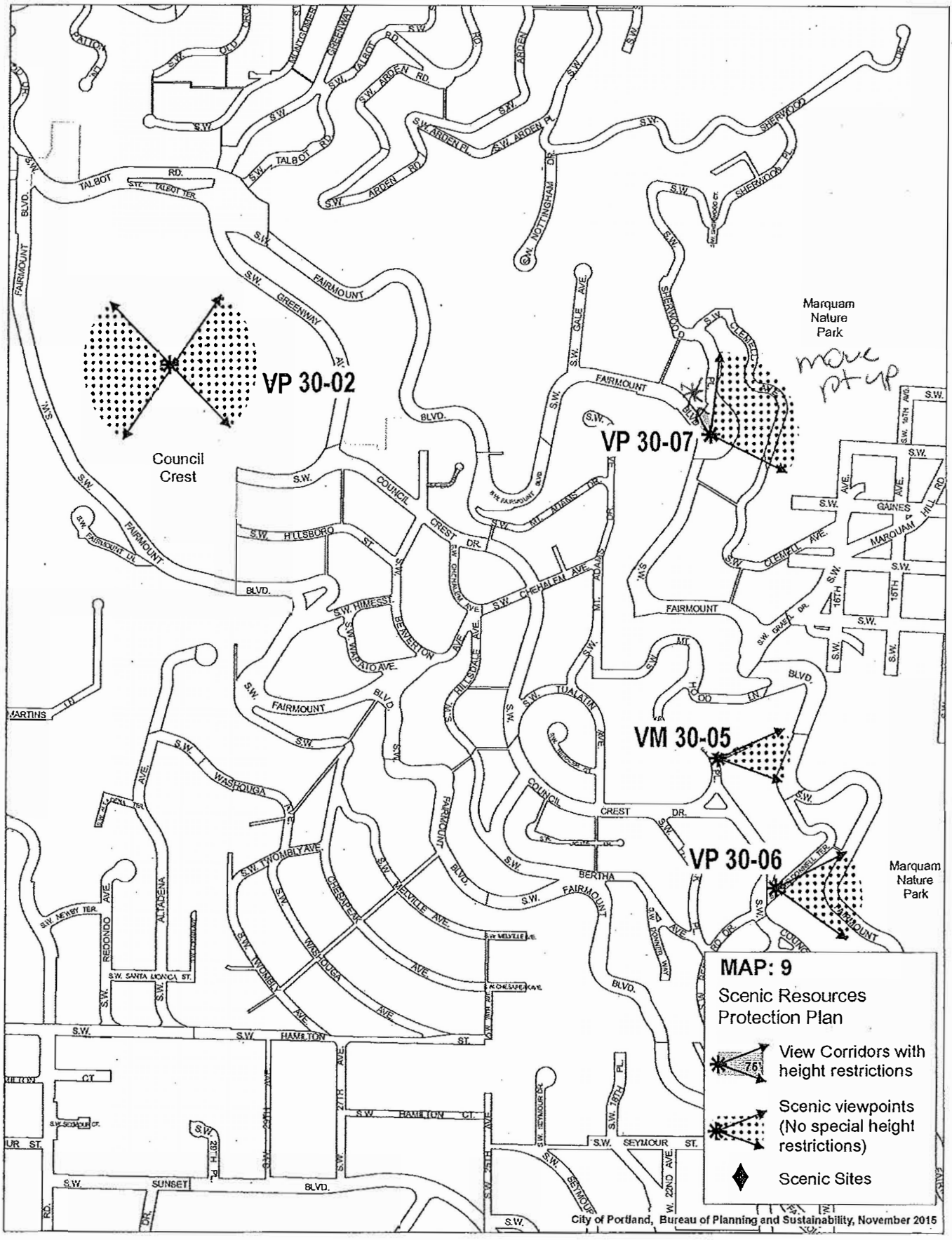

MAP: 3
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
75'
View corridors without special height restrictions
Scenic Sites
VC 17-07
VB 17-05
CC-NW02
Overlook Park
WILLAMETTE RIVER
Fremont Bridge
INTERSTATE
GREELEY AVE.
N. FREMONT ST.
N. OVERLOOK BLVD.
N. FAILING ST.
N. INTERSTATE AVE.
U.S. HWY. I-405
25'
50'
75'
130'
135'
140'
150'

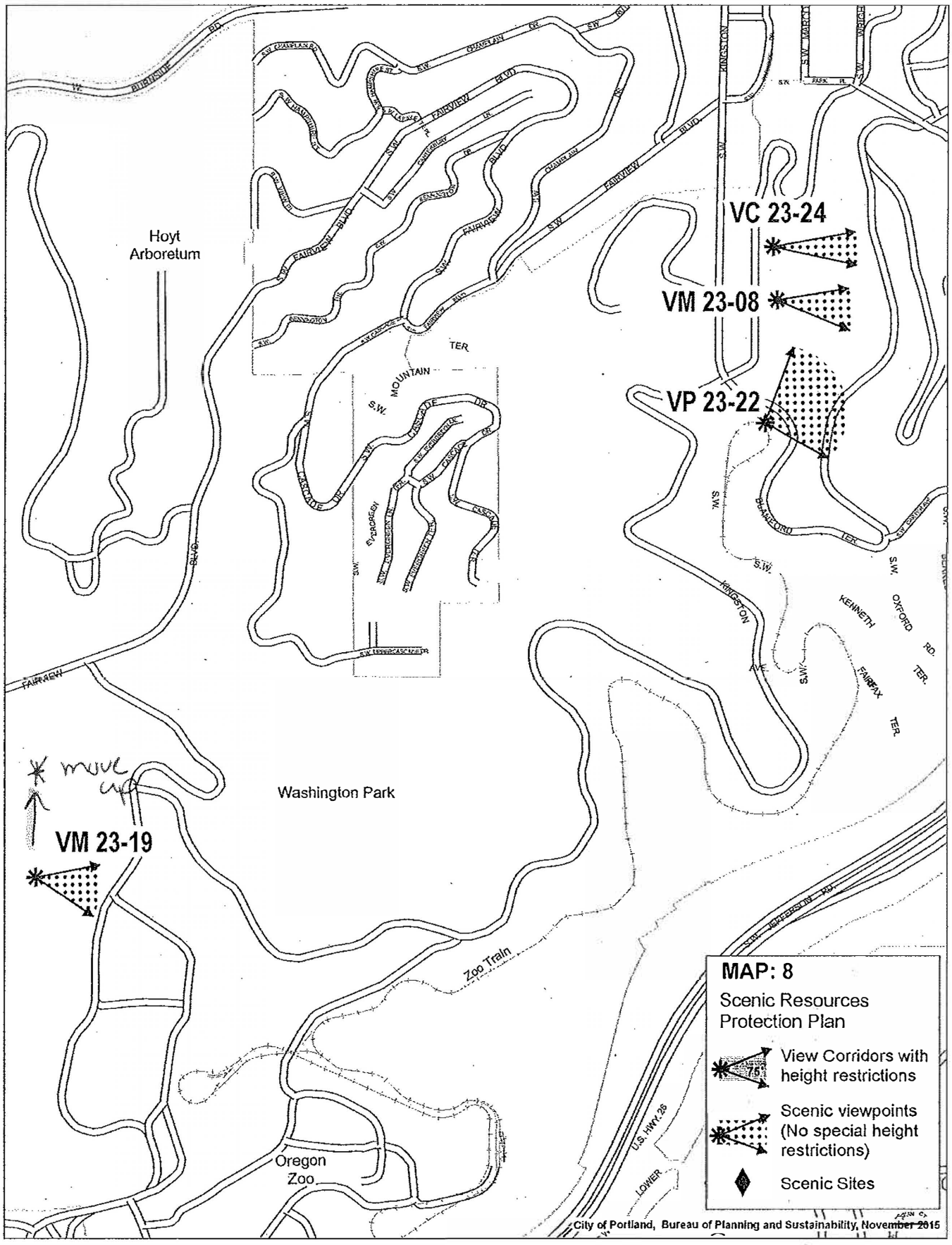

CC-SW02
CC-SW03
CC-SW04
CC-SW05
CC-SW06
CC-SW07
CC-SW10
CC-SW12
CC-SW15
CC-SW16
CC-SW17
CC-SW24
CC-SW26
CC-SW29
CC-SW31
CC-SW35
CC-SW36
CC-SW39
CC-SW40
CC-SW46
Hawthorne Bridge
Morrison B
Marquam B
MAP: 6
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
City of Portland, Bureau of Planning and Sustainability, November 2015


MAP: 11
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
CC-SE08
CC-SE09
CC-SE10
CC-SW17
Hawthorne Bridge
CC-SW26
CC-SW29
CC-SE12
CC-SE13
CC-SW35
CC-SW36
CC-SW39
CC-SW40
CC-SW42
CC-SW44
Marquam Bridge
CC-SE17
CC-SE19
CC-SE21
CC-SE22
Tilikum Crossing
CC-SW47
CC-SW49
CC-SW51
CC-SW48
CC-SW52
Ross Island Bridge
City of Portland, Bureau of Planning and Sustainability, November 2015

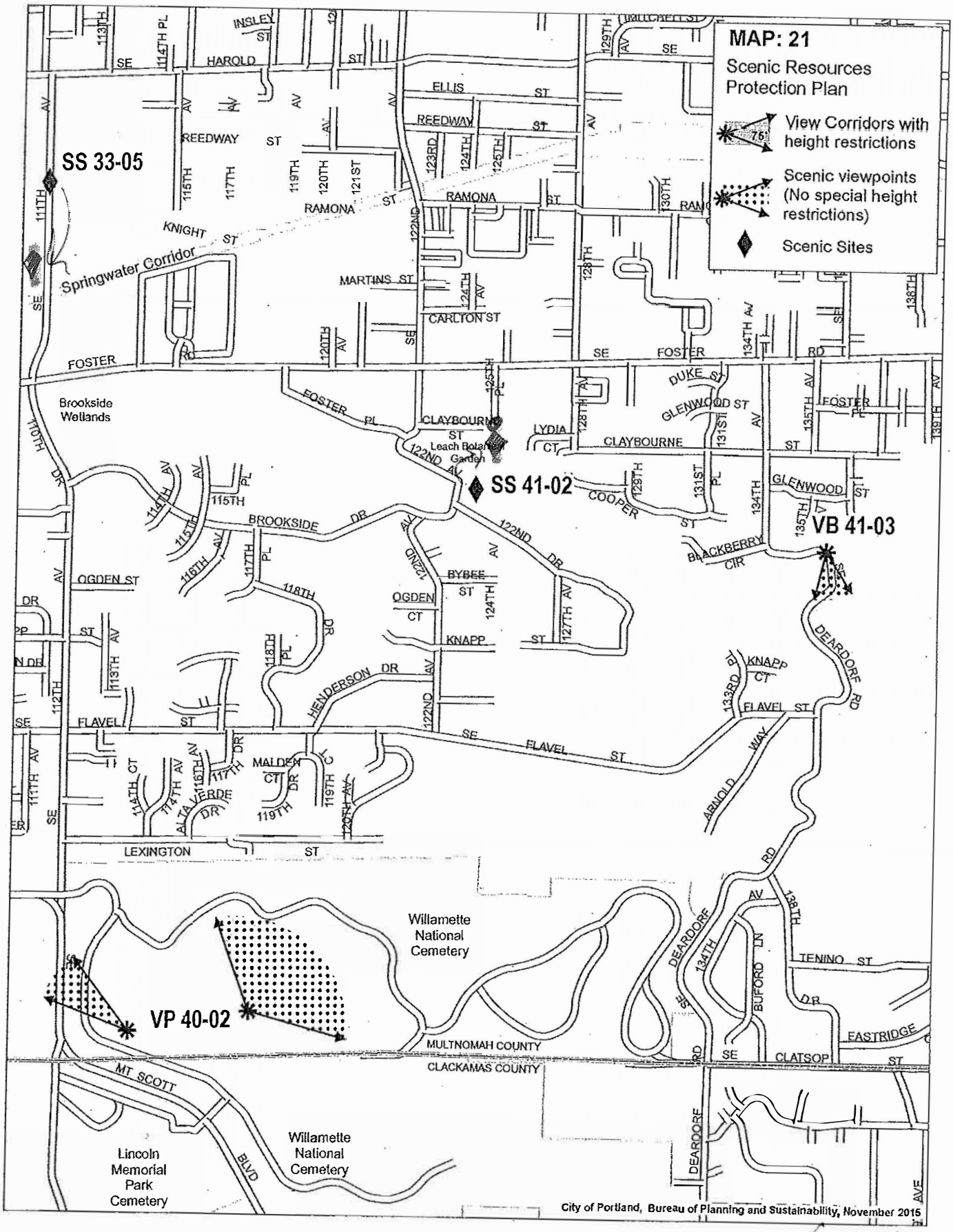
Mindy + Emily
These have all been re-run w/ corrections + legend changes. Last-Index + Corridors coming.

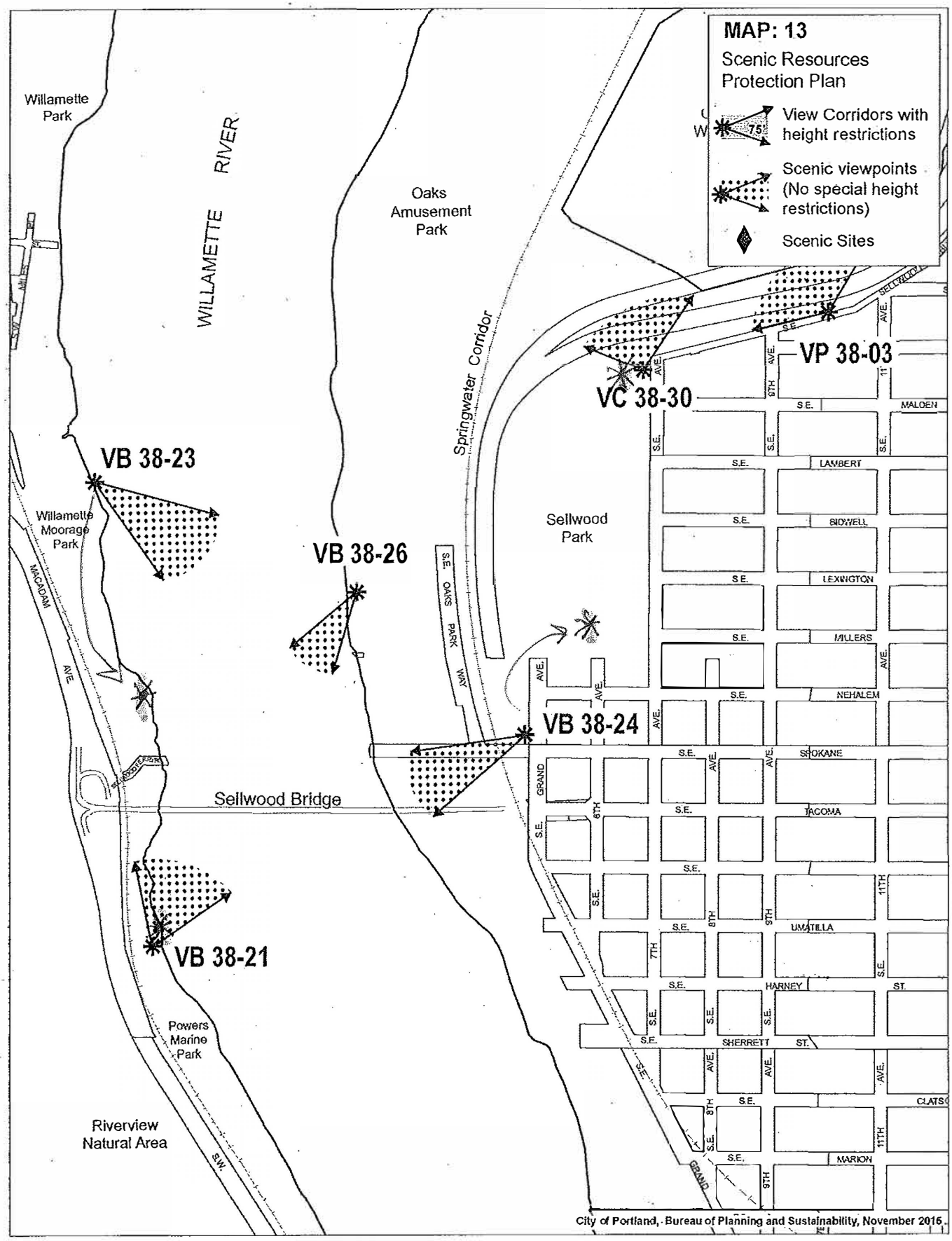



VP 30-02
Council Crest
VP 30-07
Marquam Nature Park
move pt up
VM 30-05
VP 30-06
Marquam Nature Park
MAP: 9
Scenic Resources Protection Plan
View Corridors with height restrictions
Scenic viewpoints (No special height restrictions)
Scenic Sites
City of Portland, Bureau of Planning and Sustainability, November 2015

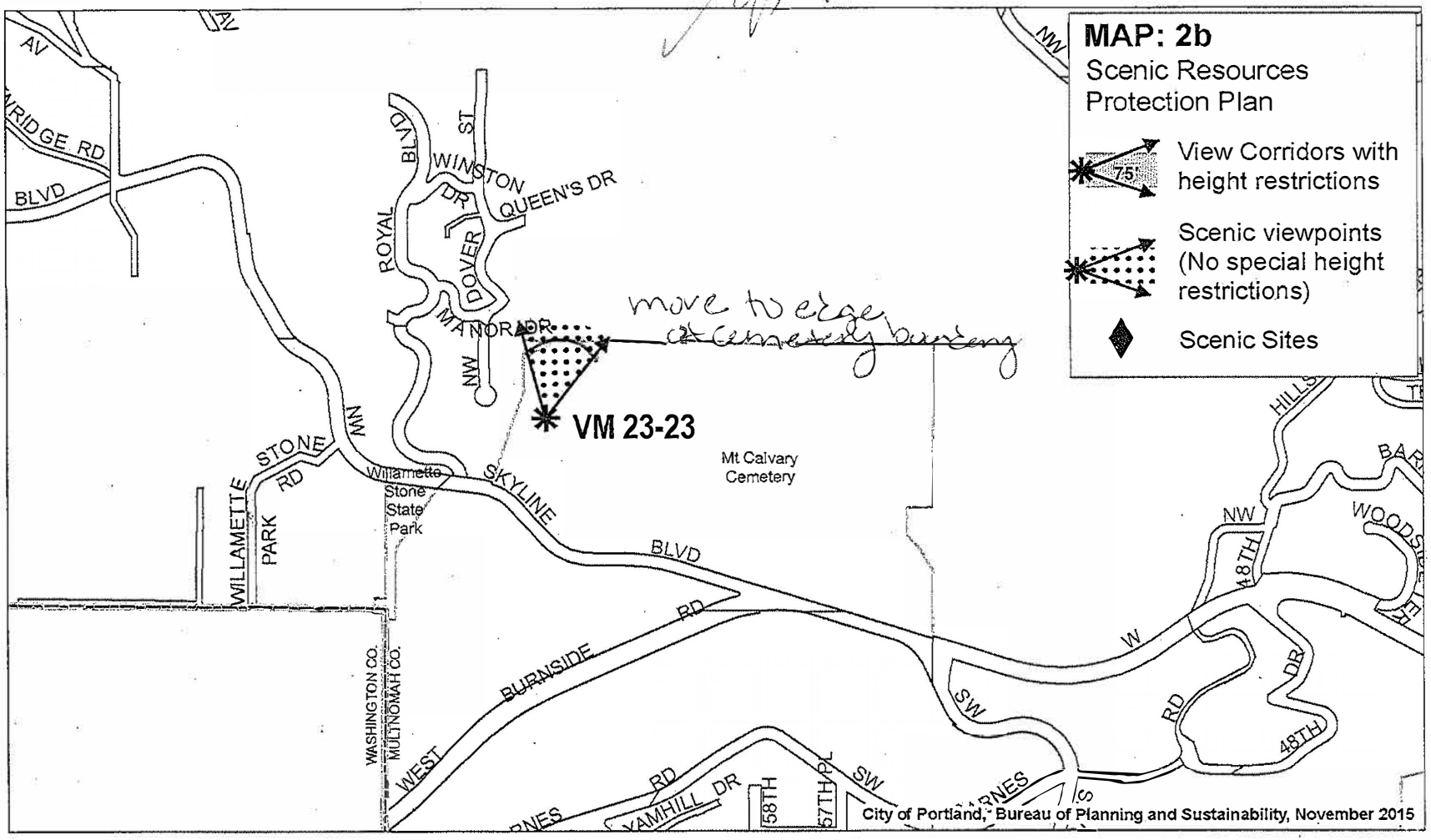

Hoyt Arboretum
VC 23-24
VM 23-08
VP 23-22
move up
VM 23-19
Washington Park
Zoo Train
Oregon Zoo
MAP: 8
Scenic Resources Protection Plan
View Corridors with height restrictions
Scenic viewpoints (No special height restrictions)
Scenic Sites
City of Portland, Bureau of Planning and Sustainability, November 2015

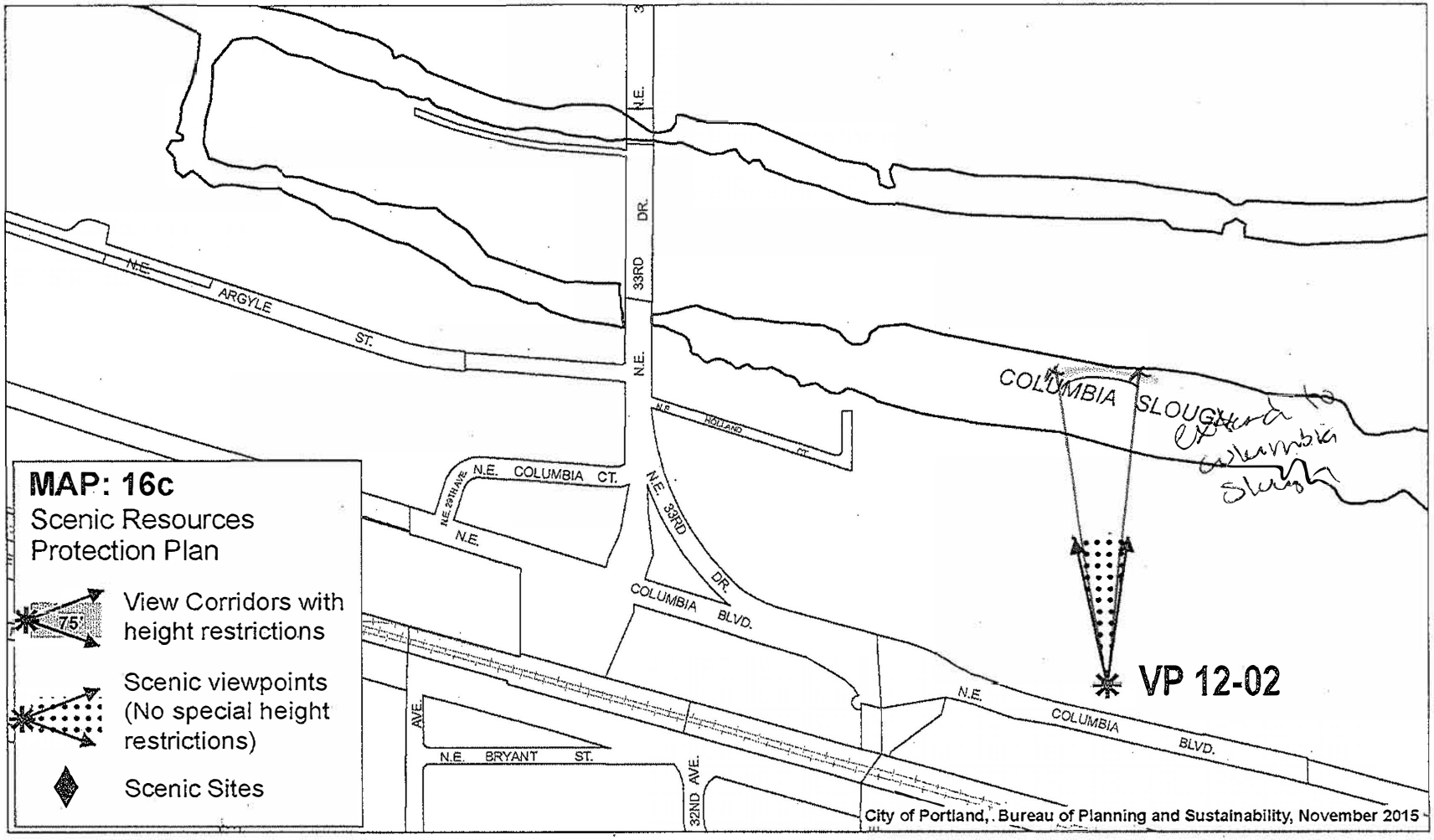
34752

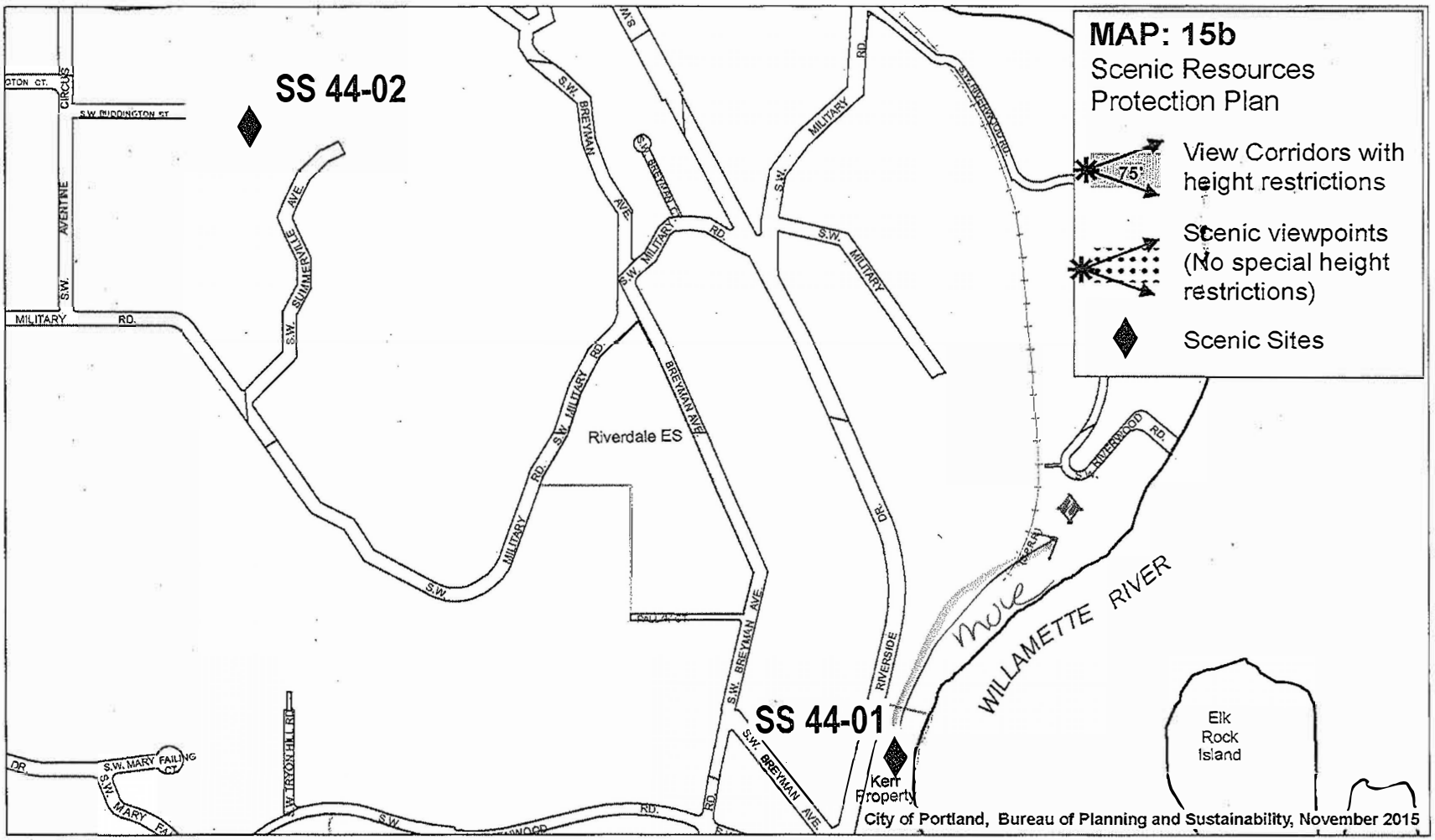

MAP: 21
Scenic Resources Protection Plan
View Corridors with height restrictions
Scenic viewpoints (No special height restrictions)
Scenic Sites
SS 33-05
SS 41-02
VB 41-03
VP 40-02
Springwater Corridor
Brookside Wetlands
Leach Botanical Garden
Willamette National Cemetery
Lincoln Memorial Park Cemetery
MULTNOMAH COUNTY
CLACKAMAS COUNTY
City of Portland, Bureau of Planning and Sustainability, November 2015

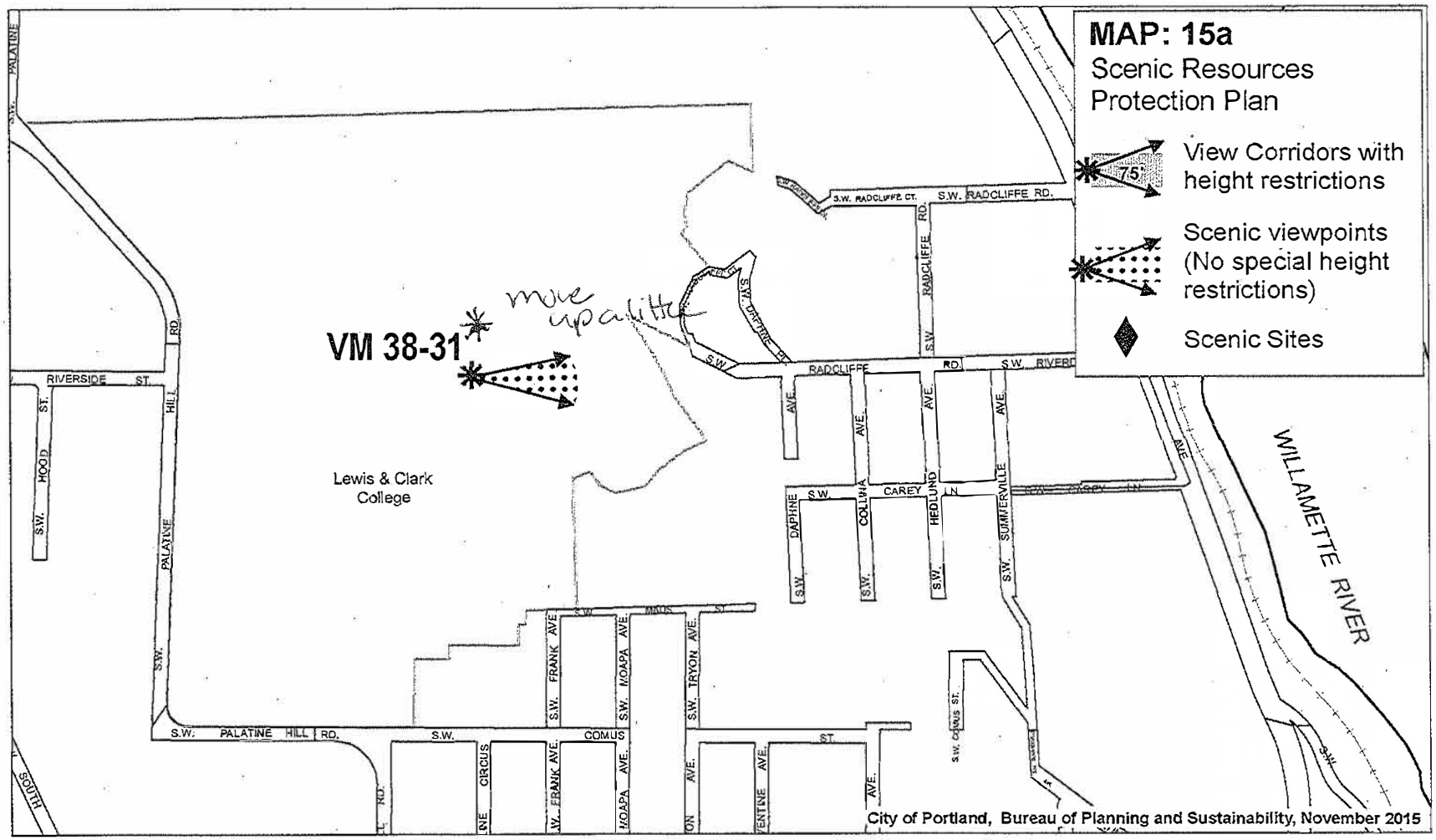

MAP: 13
Scenic Resources Protection Plan
View Corridors with height restrictions
75
Scenic viewpoints (No special height restrictions)
Scenic Sites
Willamette Park
WILLAMETTE RIVER
Oaks Amusement Park
Springwater Corridor
VP 38-03
VC 38-30
VB 38-23
Willamette Moorage Park
MACADAM AVE.
VB 38-26
S.E. OAKS PARK WAY
Sellwood Park
VB 38-24
Sellwood Bridge
VB 38-21
Powers Marine Park
Riverview Natural Area
S.W.
S.E. MALDEN
S.E. LAMBERT
S.E. BIDWELL
S.E. LEXINGTON
S.E. MILLERS
S.E. NEHALEM
S.E. SPOKANE
S.E. TACOMA
S.E. UMATILLA
S.E. HARNEY ST.
S.E. SHERRETT ST.
S.E. MARION
GRAND AVE.
9TH AVE.
11TH AVE.
City of Portland, Bureau of Planning and Sustainability, November 2015

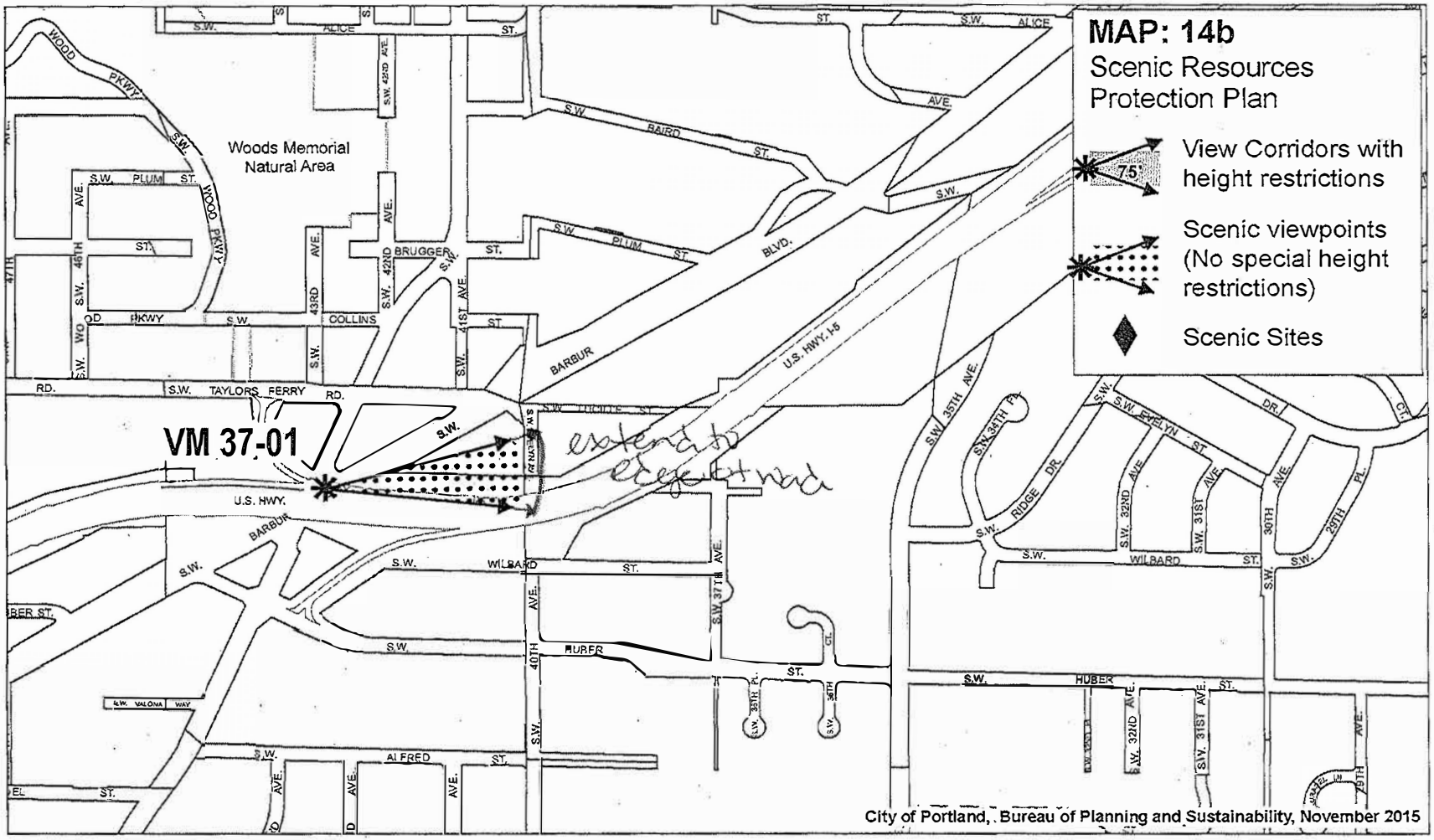
34754

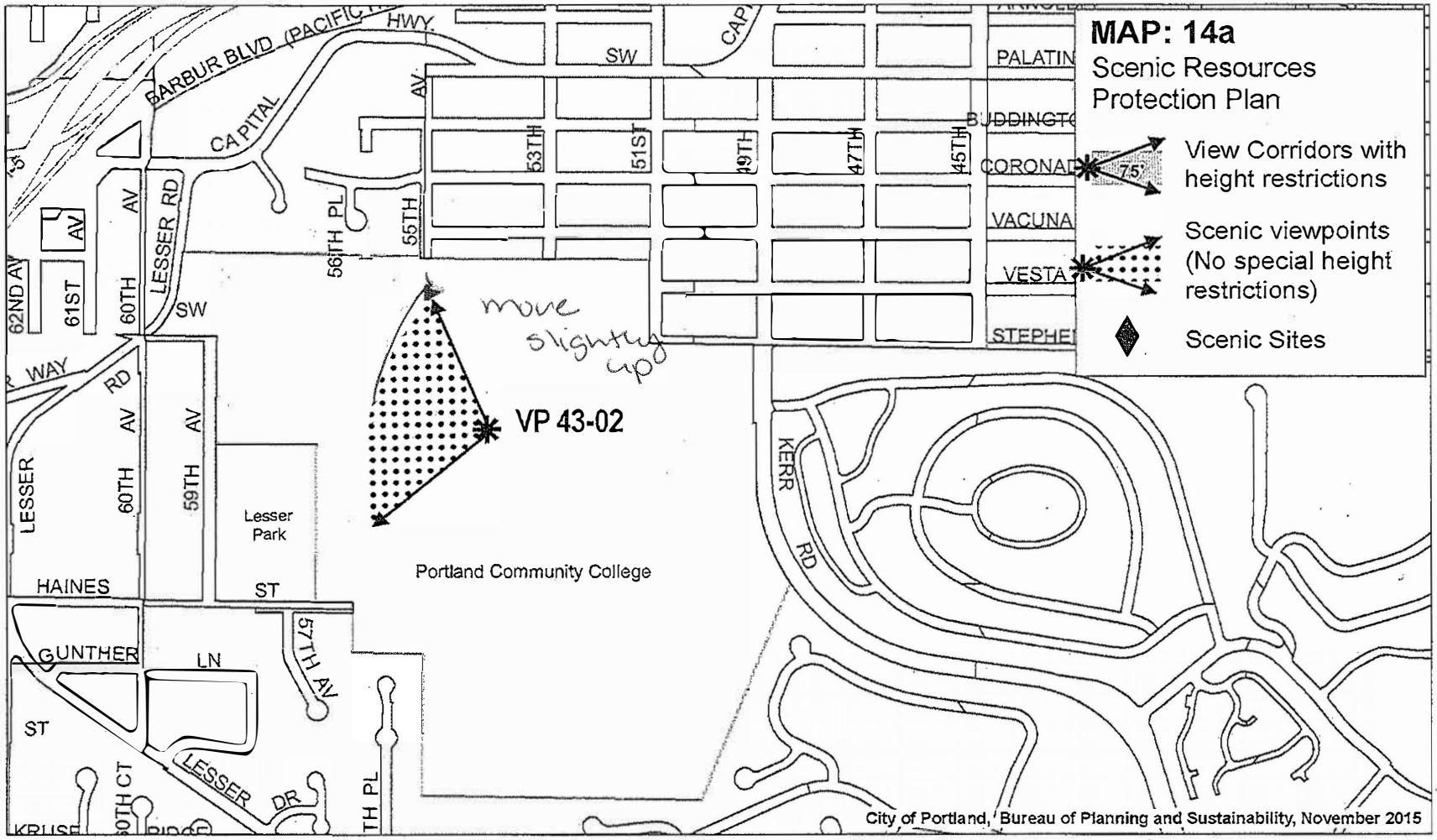

MAP: 2b
Scenic Resources Protection Plan
View Corridors with height restrictions
75'
Scenic viewpoints (No special height restrictions)
Scenic Sites
move to edge of cemetery boundary
VM 23-23
Mt Calvary Cemetery
Willamette Stone State Park
ROYAL BLVD
WINSTON DR
QUEEN'S DR
DOVER ST
MANOR DR
NW
STONE RD
WILLAMETTE PARK
SKYLINE BLVD
BURNSIDE RD
WEST
WASHINGTON CO.
MULTNOMAH CO.
YAMHILL DR
58TH
57TH PL
SW
48TH
HILLS
WOODSIDE
City of Portland, Bureau of Planning and Sustainability, November 2015

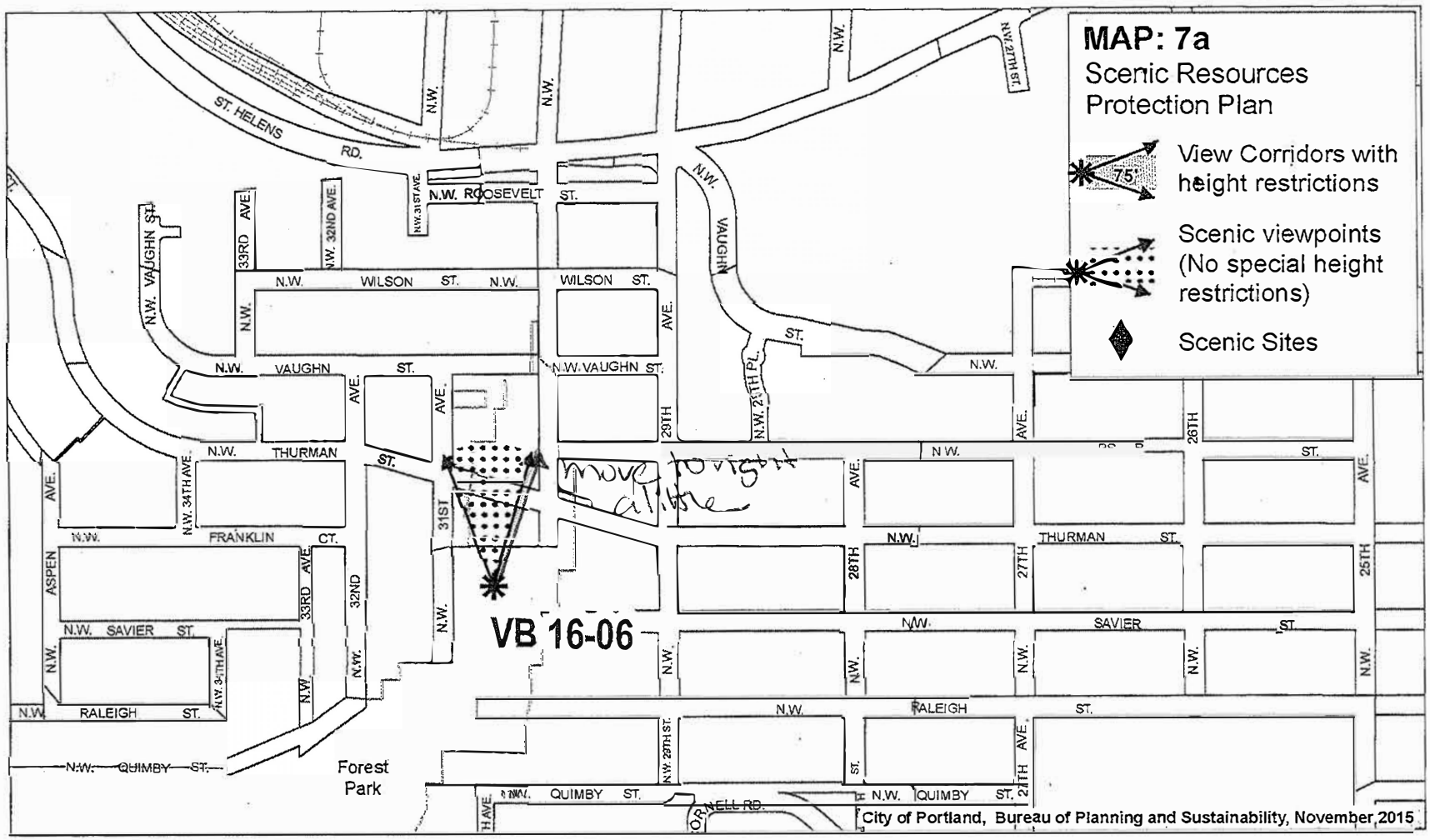

MAP: 16c
Scenic Resources Protection Plan
View Corridors with height restrictions
75'
Scenic viewpoints (No special height restrictions)
Scenic Sites
N.E. ARGYLE ST.
N.E. 33RD DR.
N.E. HOLLAND CT.
N.E. COLUMBIA CT.
N.E. 29TH AVE
N.E.
COLUMBIA BLVD.
N.E. BRYANT ST.
32ND AVE.
COLUMBIA SLOUGH
VP 12-02
City of Portland, Bureau of Planning and Sustainability, November 2015


MAP: 15b
Scenic Resources Protection Plan
View Corridors with height restrictions
75'
Scenic viewpoints (No special height restrictions)
Scenic Sites
SS 44-02
SS 44-01
Kerr Property
Riverdale ES
WILLAMETTE RIVER
Elk Rock Island
S.W. MILITARY RD.
S.W. BREYMAN AVE
S.W. SUMMERVILLE AVE
S.W. RIVERWOOD RD.
RIVERSIDE DR.
S.W. AVENTINE CIRCUS
S.W. BUDDINGTON ST
S.W. MARY FAILING CT
S.W. TRYON HILL RD
City of Portland, Bureau of Planning and Sustainability, November 2015

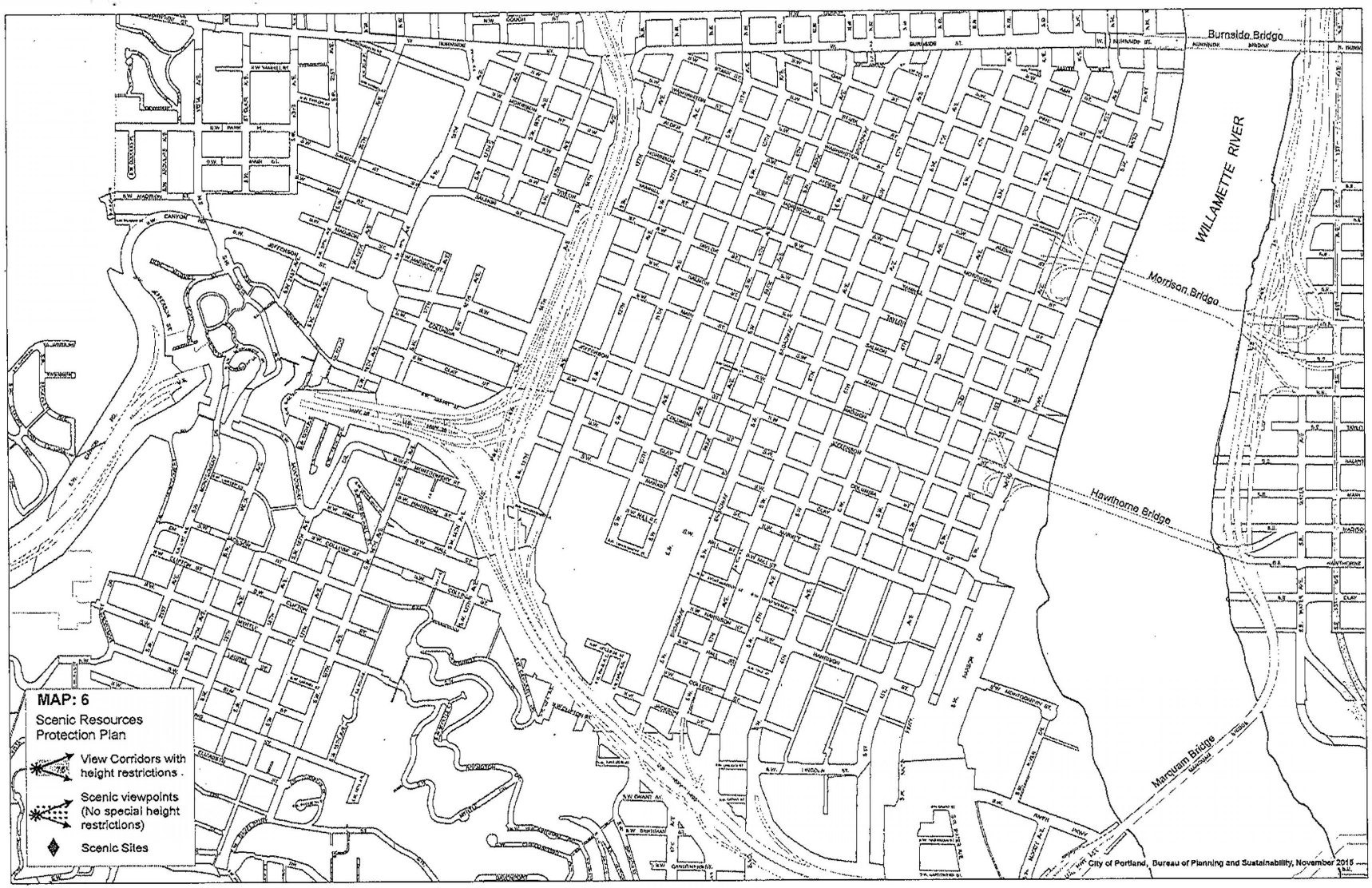

MAP: 15a
Scenic Resources Protection Plan
View Corridors with height restrictions
75'
Scenic viewpoints (No special height restrictions)
Scenic Sites
VM 38-31
move up a little
Lewis & Clark College
S.W. RADCLIFFE CT.
S.W. RADCLIFFE RD.
S.W. RADCLIFFE RD.
S.W. DAPHNE CT.
S.W. RADCLIFFE RD.
S.W. RIVERSIDE ST.
S.W. HOOD ST.
S.W. PALATINE HILL RD.
S.W. PALATINE HILL RD.
S.W. CAREY LN.
S.W. DAPHNE AVE.
S.W. COLUMBIA AVE.
S.W. HEDLUND AVE.
S.W. SUMMERVILLE AVE.
S.W. MAINS ST.
S.W. FRANK AVE.
S.W. MOAPA AVE.
S.W. TRYON AVE.
S.W. CIRCUS ST.
S.W. COMUS ST.
S.W. VENTINE AVE.
WILLAMETTE RIVER
City of Portland, Bureau of Planning and Sustainability, November 2015


MAP: 14b
Scenic Resources Protection Plan
View Corridors with height restrictions
75'
Scenic viewpoints (No special height restrictions)
Scenic Sites
Woods Memorial Natural Area
VM 37-01
extend to edge of road
U.S. HWY. I-5
U.S. HWY.
S.W. TAYLORS FERRY RD.
S.W. WILBARD ST.
S.W. HUBER ST.
S.W. ALICE ST.
S.W. BAIRD ST.
S.W. PLUM ST.
S.W. COLLINS ST.
S.W. BRUGGER ST.
S.W. ALFRED ST.
S.W. EVELYN ST.
S.W. RIDGE DR.
S.W. 35TH AVE.
S.W. 34TH PL.
S.W. 32ND AVE.
S.W. 31ST AVE.
S.W. 30TH AVE.
S.W. 29TH PL.
S.W. 40TH AVE.
S.W. 37TH AVE.
S.W. 41ST AVE.
S.W. 42ND AVE.
S.W. 43RD AVE.
S.W. 46TH AVE.
S.W. 47TH
S.W. VALONA WAY
City of Portland, Bureau of Planning and Sustainability, November 2015

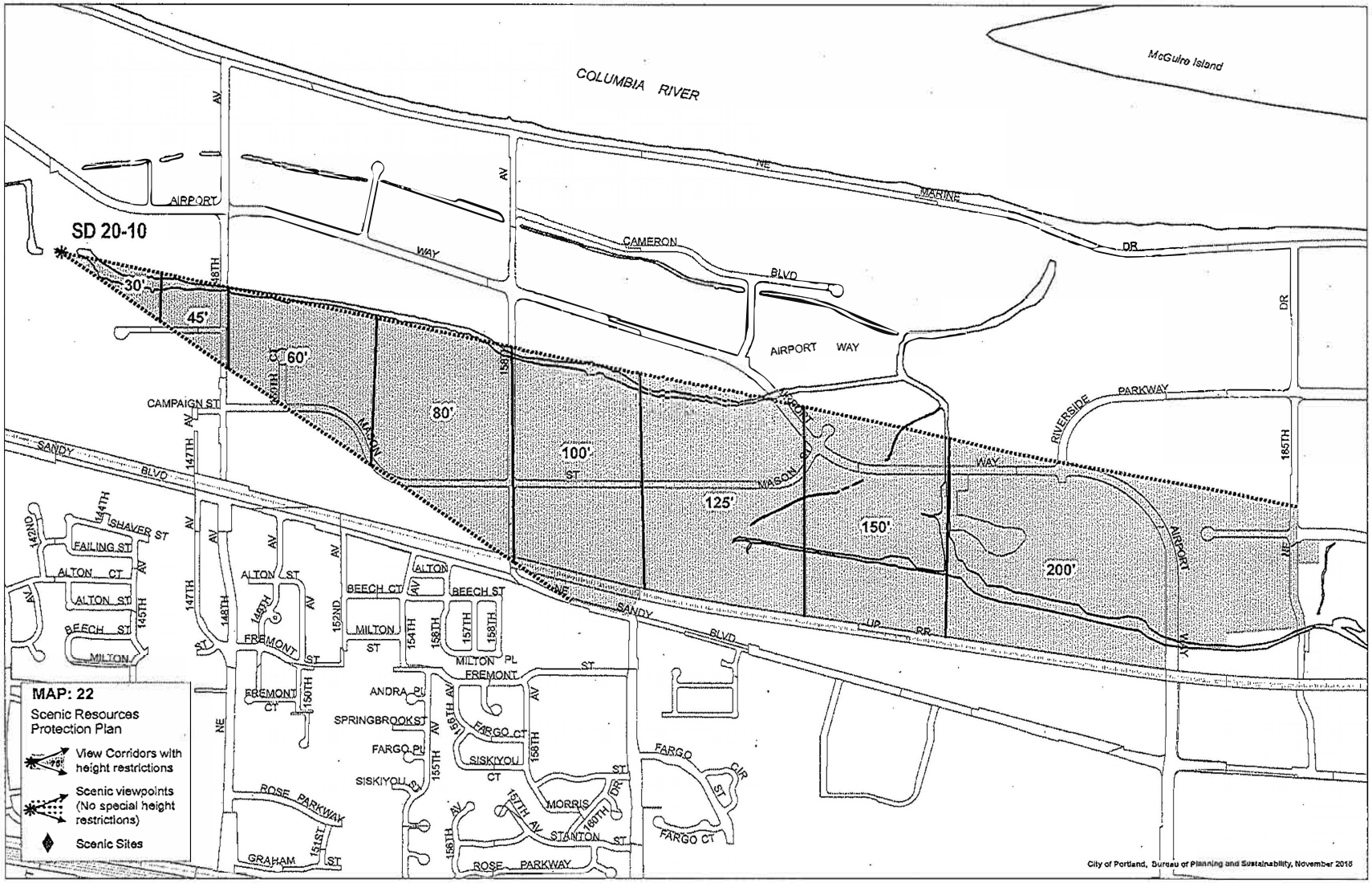

MAP: 14a
Scenic Resources Protection Plan
View Corridors with height restrictions
Scenic viewpoints (No special height restrictions)
Scenic Sites
75'
VP 43-02
move slightly up
Portland Community College
Lesser Park
BARBUR BLVD (PACIFIC HWY.
CAPITAL
LESSER RD
LESSER
HAINES
ST
GUNTHER
LN
LESSER DR
KERR RD
PALATIN
BUDDINGTO
CORONAD
VACUNA
VESTA
STEPHE
53TH
51ST
49TH
47TH
45TH
55TH
56TH PL
57TH AV
59TH AV
60TH AV
61ST AV
62ND AV
City of Portland, Bureau of Planning and Sustainability, November 2015


MAP: 7a
Scenic Resources Protection Plan
View Corridors with height restrictions
75'
Scenic viewpoints (No special height restrictions)
Scenic Sites
ST. HELENS RD.
N.W. ROOSEVELT ST.
N.W. WILSON ST.
N.W. VAUGHN ST.
N.W. THURMAN ST.
N.W. FRANKLIN CT.
N.W. SAVIER ST.
N.W. RALEIGH ST.
N.W. QUIMBY ST.
N.W. VAUGHN ST.
N.W. 33RD AVE.
N.W. 32ND AVE.
N.W. 31ST AVE.
N.W. 34TH AVE.
N.W. 29TH AVE.
N.W. 28TH AVE.
N.W. 27TH AVE.
N.W. 26TH AVE.
N.W. 25TH AVE.
N.W. 27TH ST.
N.W. 29TH ST.
N.W. 31ST
N.W. 32ND
N.W. 33RD
N.W. 34TH AVE.
N.W. 29TH
N.W. 28TH
N.W. 27TH
N.W. 25TH
N.W. 27TH PL.
N.W. ASPEN AVE.
Forest Park
VB 16-06
move to right a little
City of Portland, Bureau of Planning and Sustainability, November 2015

NO 53

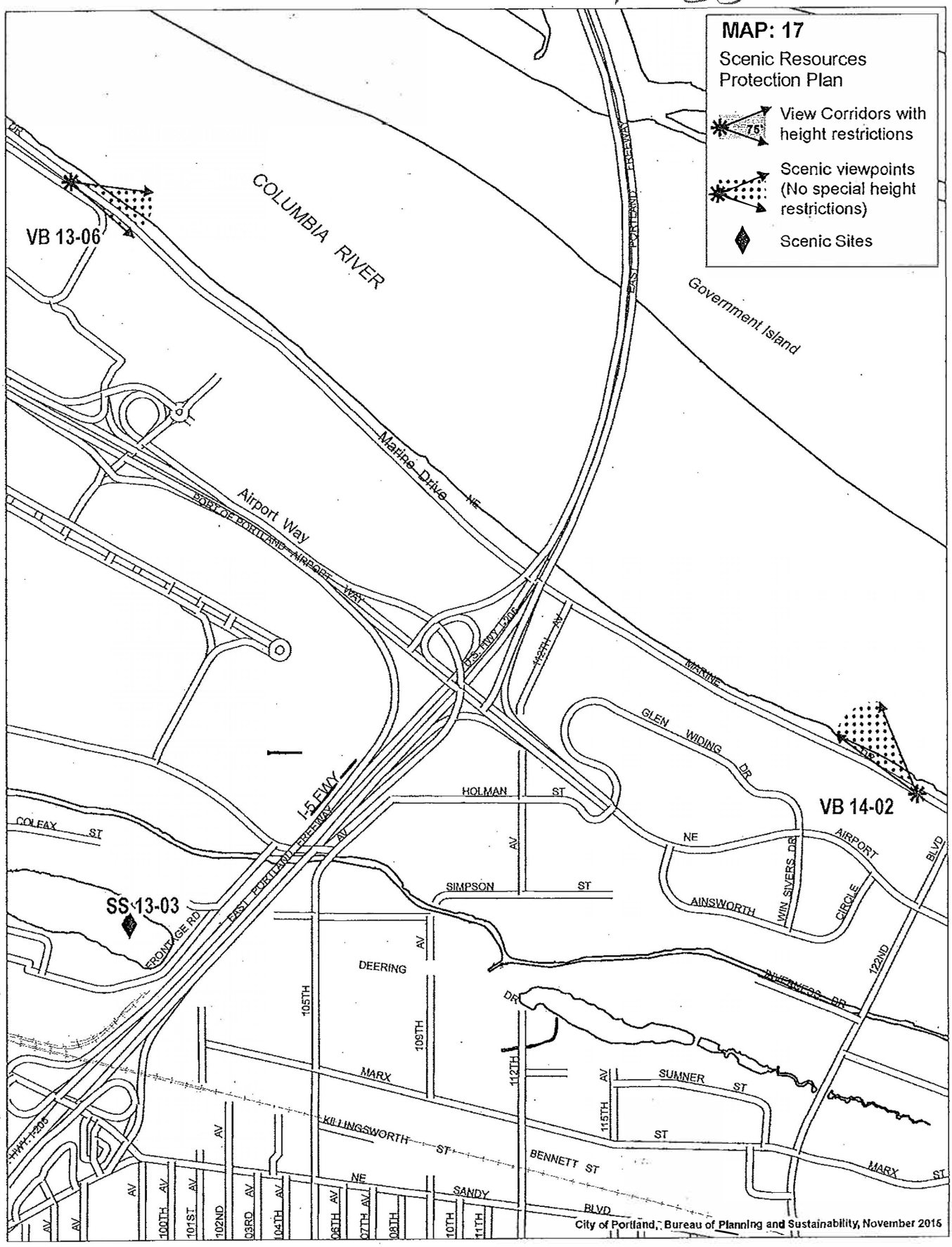

Burnside Bridge
WILLAMETTE RIVER
Morrison Bridge
Hawthorne Bridge
Marquam Bridge
MAP: 6
Scenic Resources Protection Plan
View Corridors with height restrictions
Scenic viewpoints (No special height restrictions)
Scenic Sites
City of Portland, Bureau of Planning and Sustainability, November 2015

NO DS

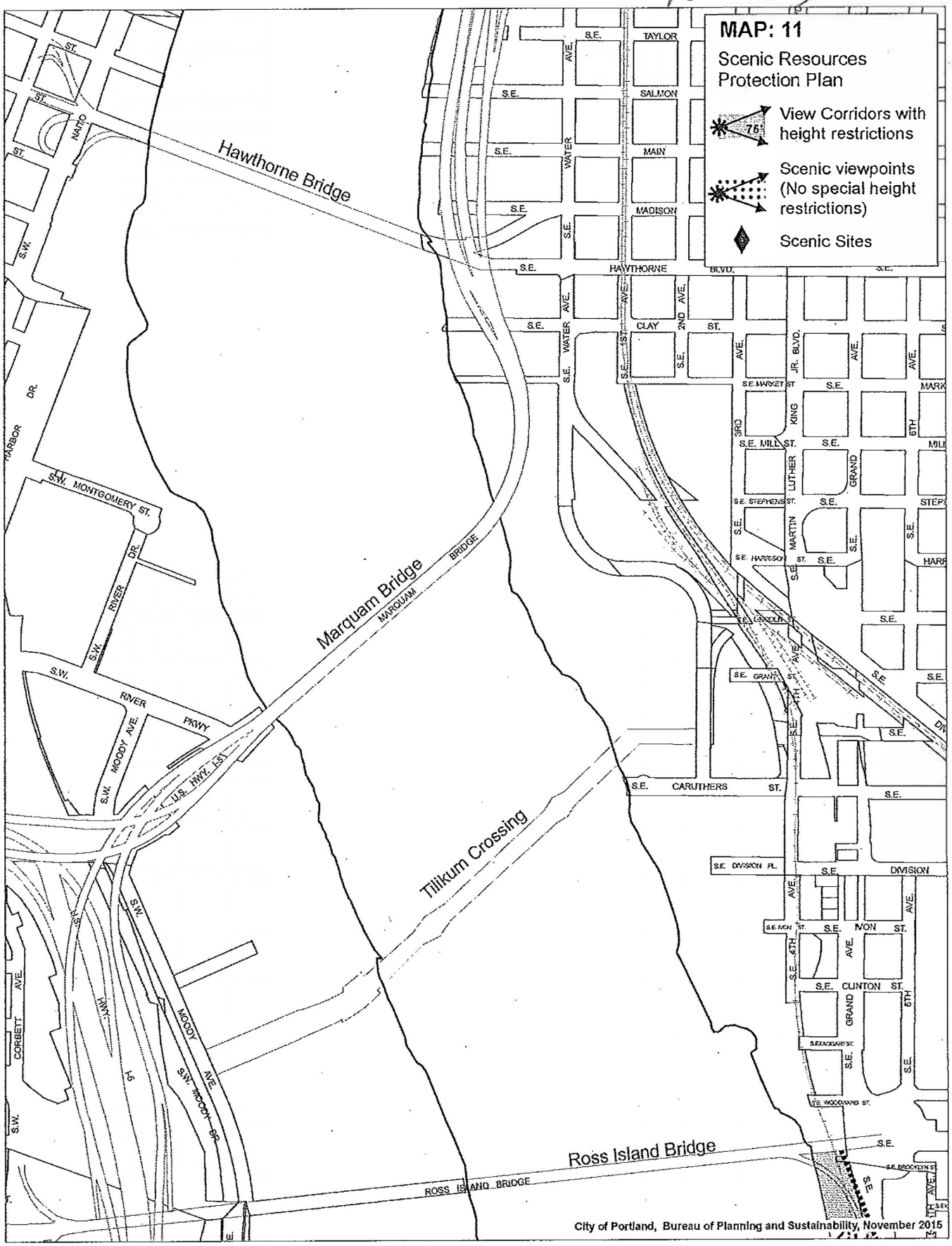


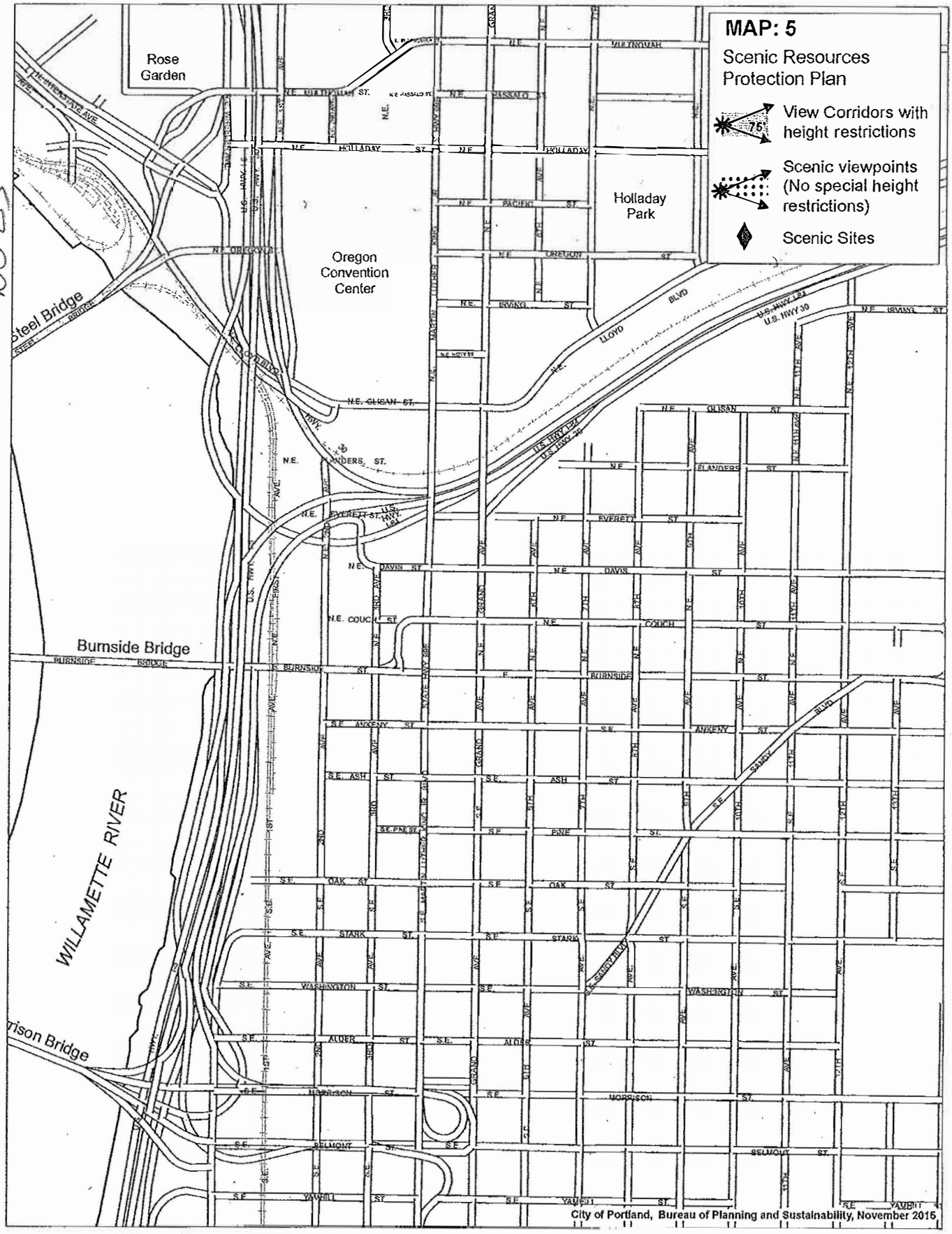
COLUMBIA RIVER
McGuire Island
SD 20-10
30'
45'
60'
80'
100'
125'
150'
200'
AIRPORT WAY
CAMERON BLVD
NE MARINE DR
RIVERSIDE PARKWAY
MASON ST
SANDY BLVD
CAMPAIGN ST
SHAVER ST
FAILING ST
ALTON CT
ALTON ST
BEECH ST
MILTON
FREMONT ST
FREMONT CT
ANDRA PL
SPRINGBROOK ST
FARGO PL
SISKIYOU ST
FARGO CT
MORRIS
STANTON ST
ROSE PARKWAY
GRAHAM ST
MAP: 22
Scenic Resources Protection Plan
View Corridors with height restrictions
Scenic viewpoints (No special height restrictions)
Scenic Sites
City of Portland, Bureau of Planning and Sustainability, November 2018

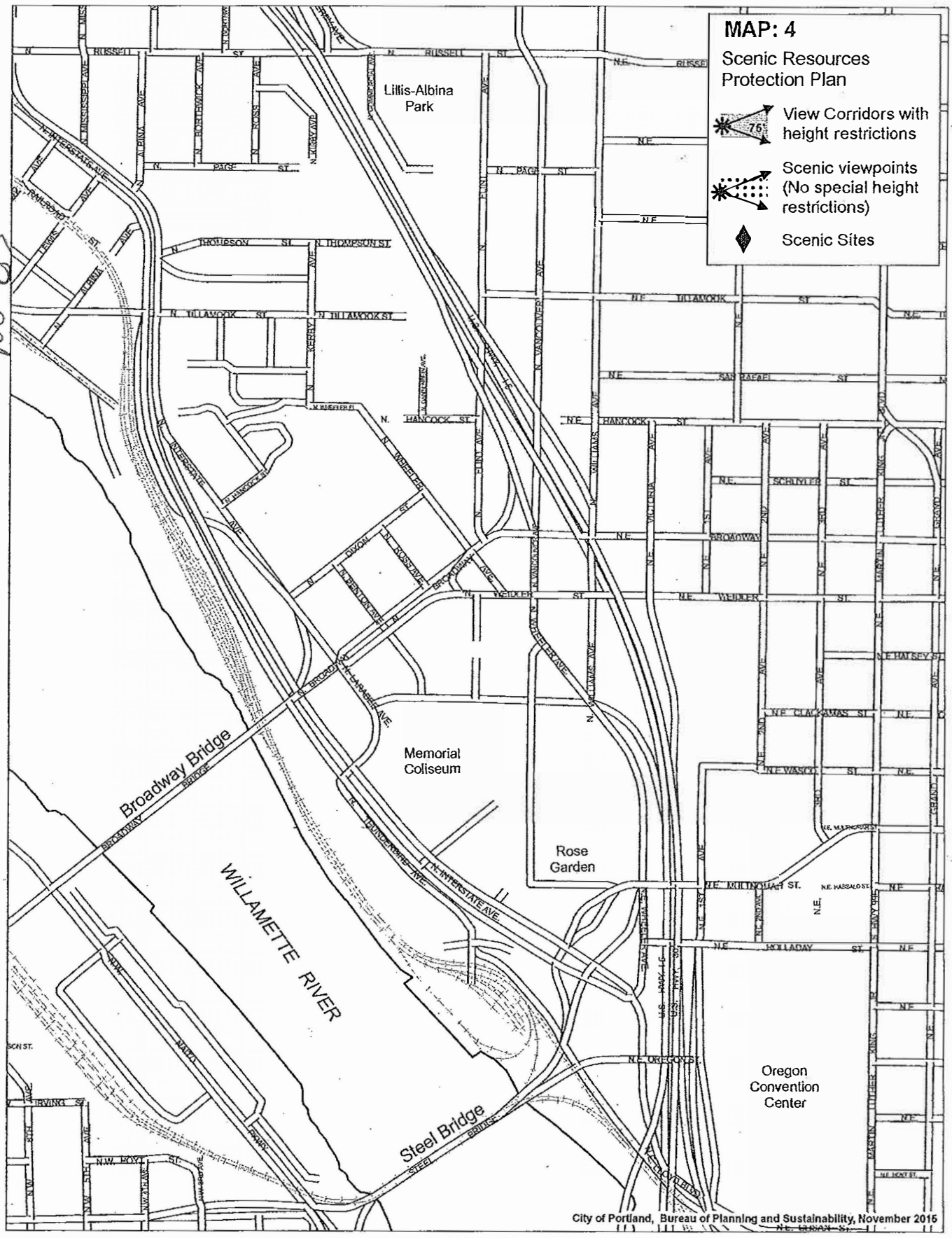
NO DS

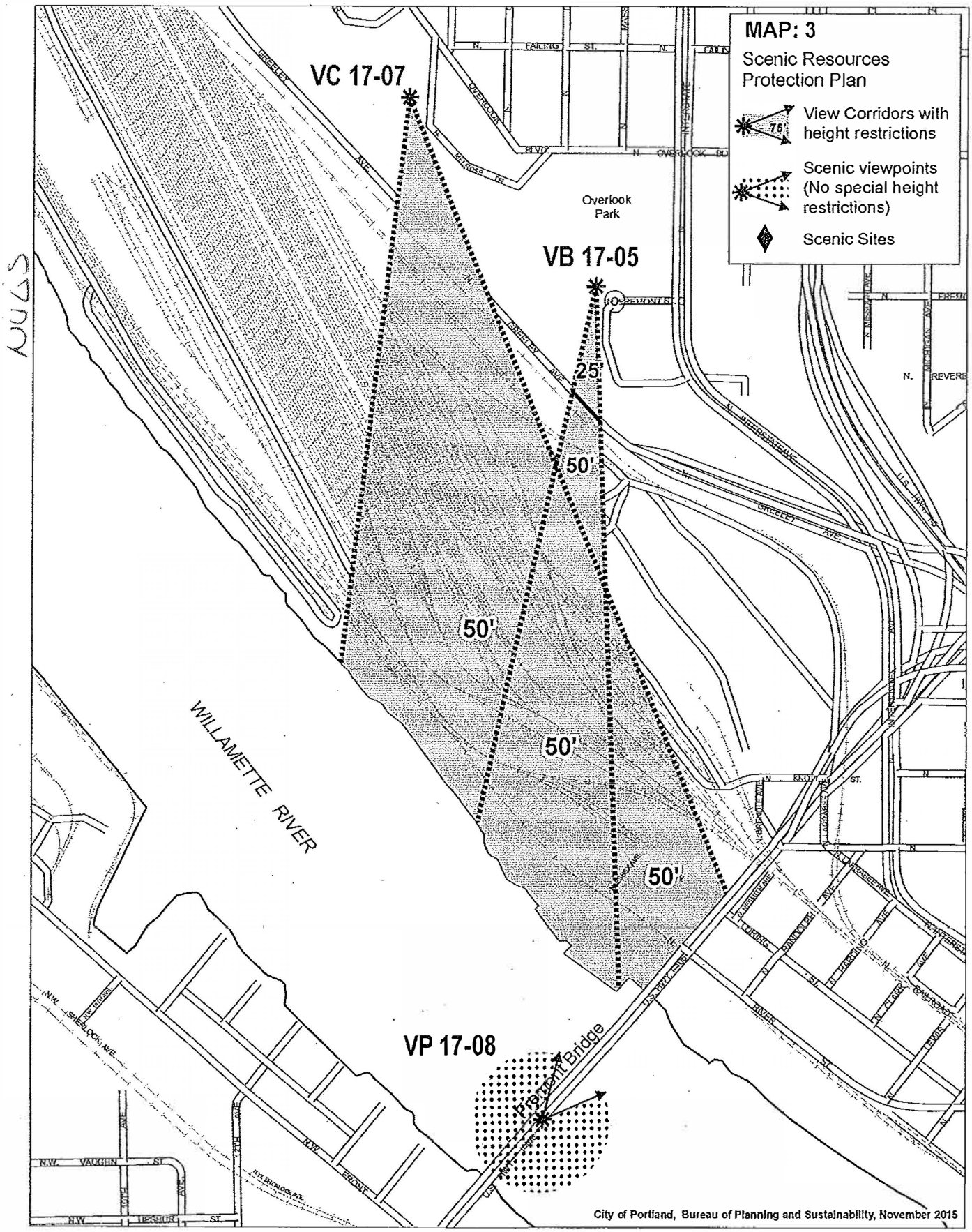

MAP: 17
Scenic Resources Protection Plan
View Corridors with height restrictions
Scenic viewpoints (No special height restrictions)
Scenic Sites
COLUMBIA RIVER
Government Island
VB 13-06
VB 14-02
SS 13-03
Marine Drive
Airport Way
PORT OF PORTLAND AIRPORT WAY
EAST PORTLAND FREEWAY
I-5 FWY
U.S. HWY I-205
MARINE
GLEN WIDING DR
HOLMAN ST
COLFAX ST
SIMPSON ST
AINSWORTH
WIN SIVERS DR
CIRCLE
AIRPORT
BLVD
122ND
INVERNESS DR
DEERING
105TH
109TH
112TH
115TH
MARX
SUMNER ST
KILLINGSWORTH ST
BENNETT ST
SANDY BLVD
100TH
101ST
102ND
03RD
104TH
06TH
07TH
08TH
10TH
11TH
City of Portland, Bureau of Planning and Sustainability, November 2015

NO Δ's


MAP: 11
Scenic Resources Protection Plan
View Corridors with height restrictions
Scenic viewpoints (No special height restrictions)
Scenic Sites
Hawthorne Bridge
Marquam Bridge
Tilikum Crossing
Ross Island Bridge
City of Portland, Bureau of Planning and Sustainability, November 2015


MAP: 5
Scenic Resources Protection Plan
View Corridors with height restrictions
Scenic viewpoints (No special height restrictions)
Scenic Sites
Rose Garden
Oregon Convention Center
Holladay Park
Steel Bridge
Burnside Bridge
WILLAMETTE RIVER
rison Bridge
City of Portland, Bureau of Planning and Sustainability, November 2015


MAP: 4
Scenic Resources Protection Plan
View Corridors with height restrictions
Scenic viewpoints (No special height restrictions)
Scenic Sites
Lillis-Albina Park
Memorial Coliseum
Rose Garden
Oregon Convention Center
Broadway Bridge
Steel Bridge
WILLAMETTE RIVER
City of Portland, Bureau of Planning and Sustainability, November 2015


MAP: 3
Scenic Resources Protection Plan
View Corridors with height restrictions
75'
Scenic viewpoints (No special height restrictions)
Scenic Sites
VC 17-07
VB 17-05
VP 17-08
Overlook Park
25'
50'
50'
50'
50'
WILLAMETTE RIVER
Fremont Bridge
GREELEY AVE
N. FARRAG ST.
N. OVERLOOK BLVD
N. OSBORNE ST.
N. INTERSTATE AVE
N. KNOTT ST.
N. LOMBARD ST.
N. LEVEE DR.
N. CLARK ST.
N. LEWIS ST.
N.W. VAUGHN ST.
N.W. THURMAN ST.
N.W. FRONT AVE
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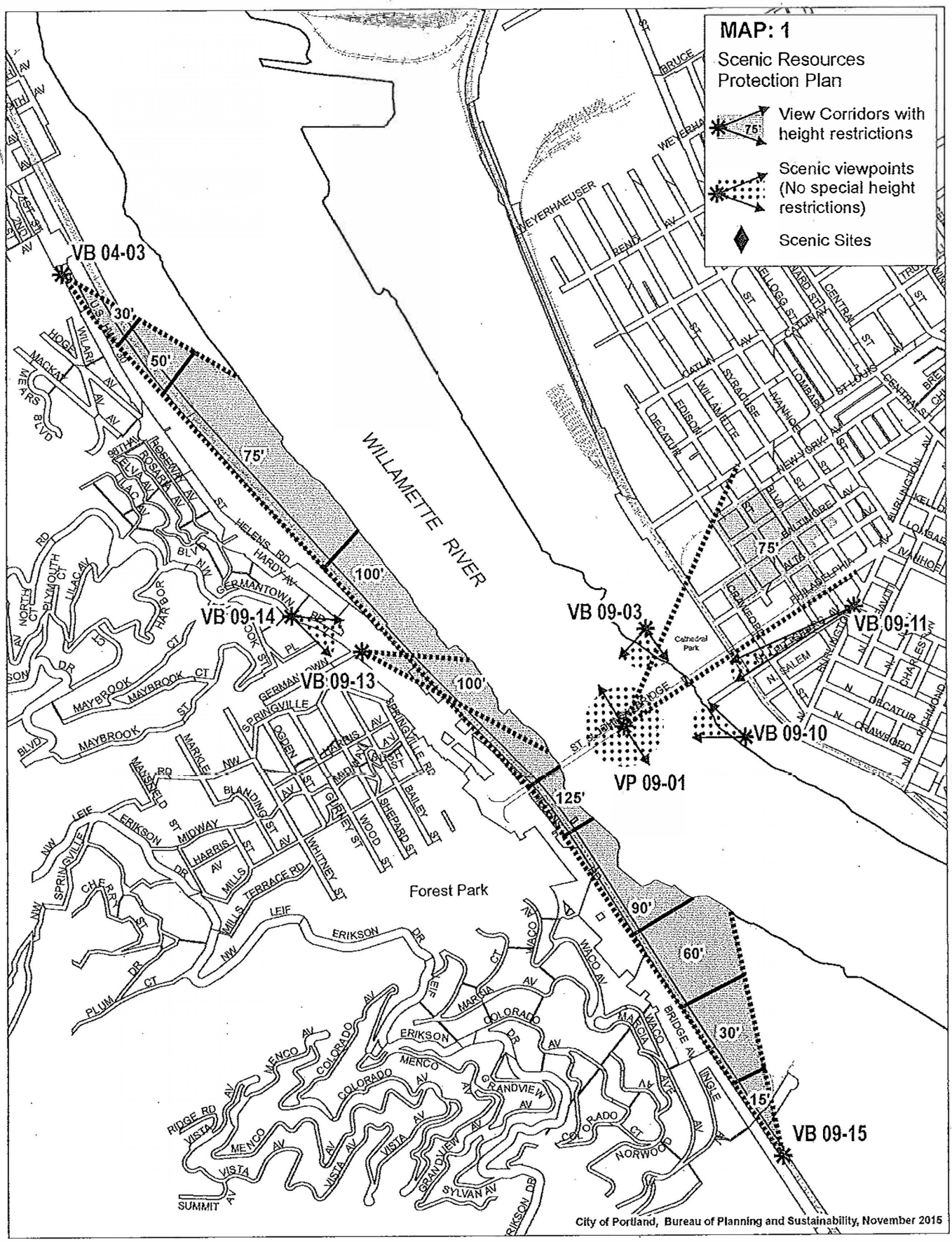
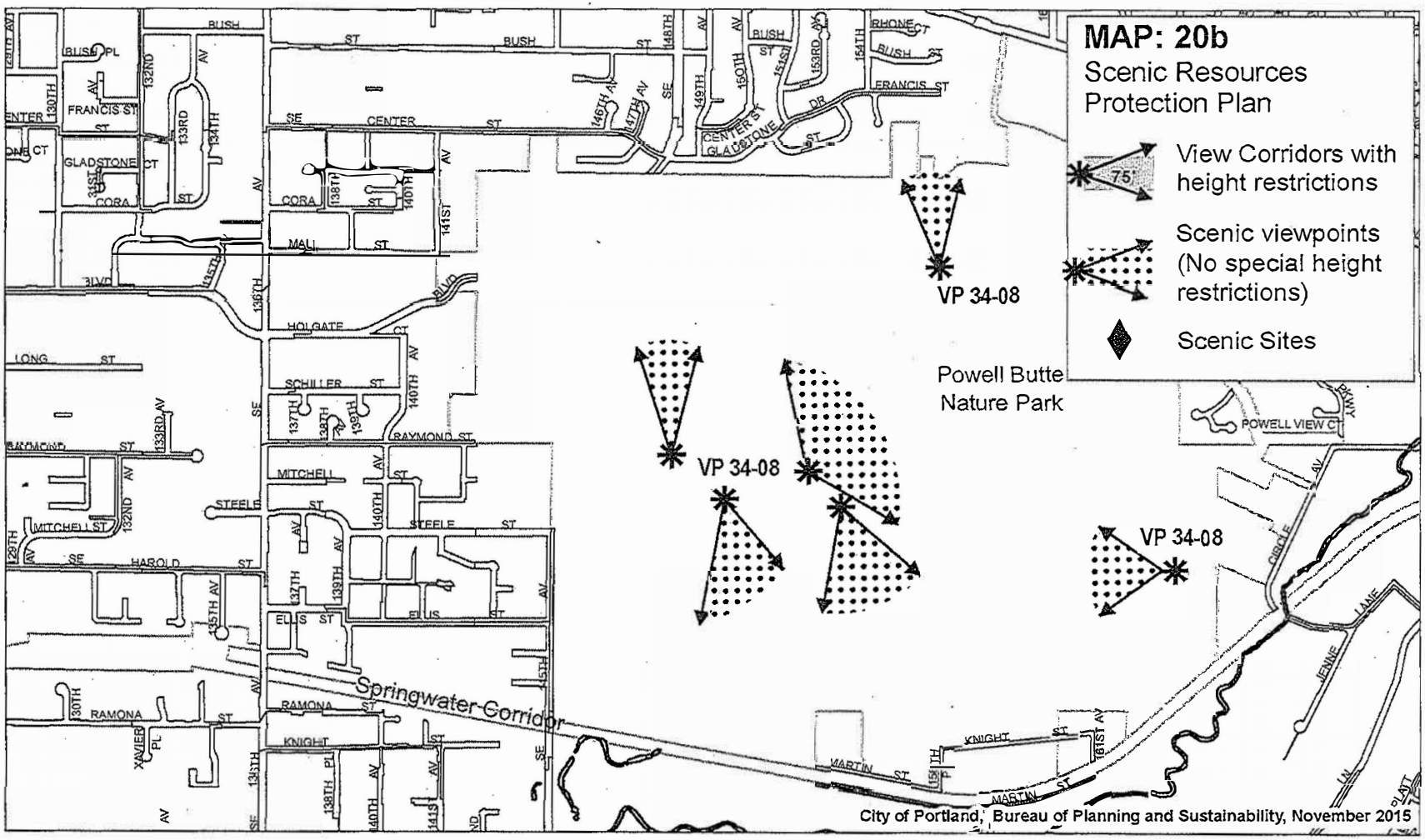
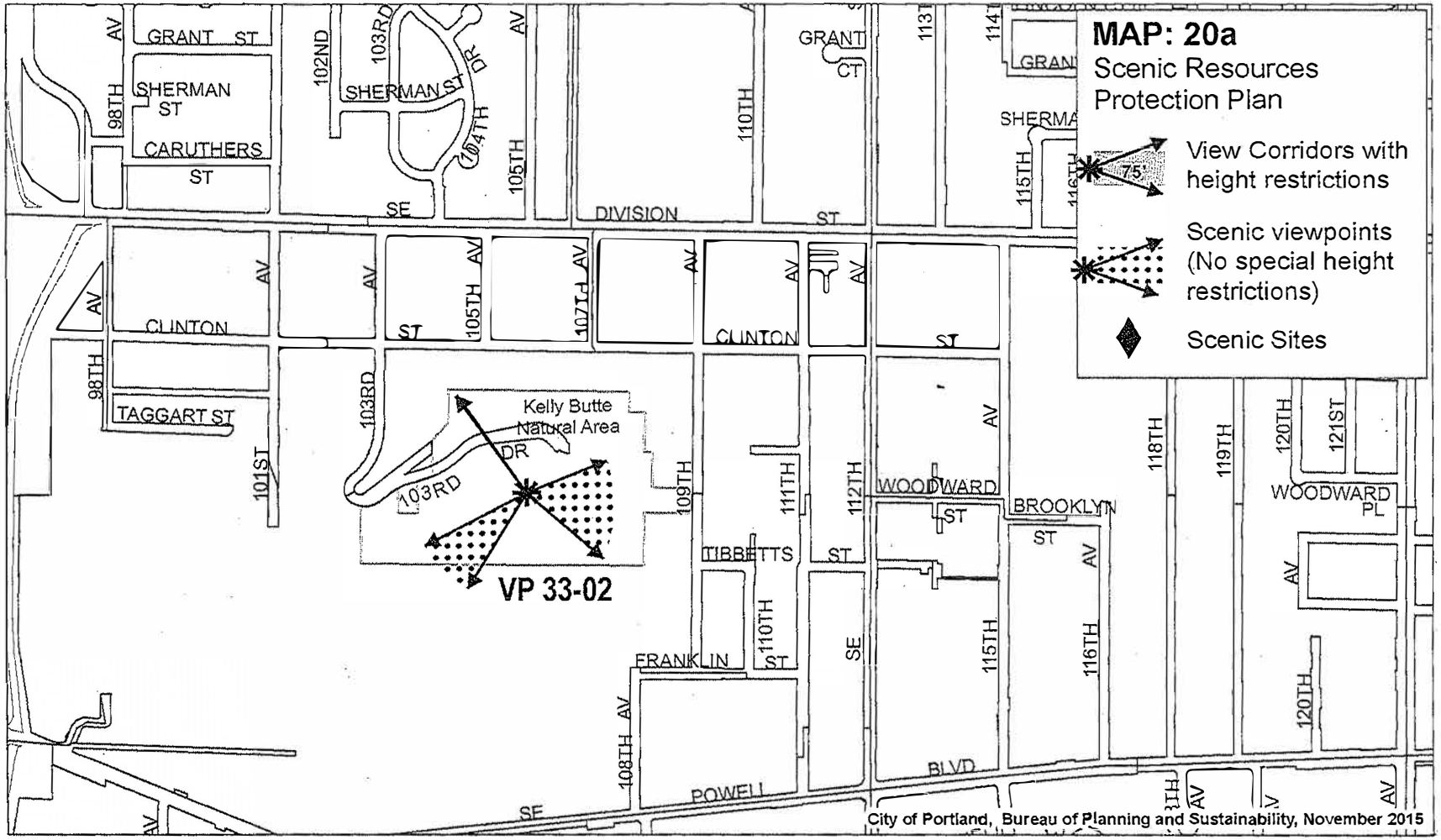
City of Portland, Bureau of Planning and Sustainability, November 2015


MAP: 1
Scenic Resources Protection Plan
View Corridors with height restrictions
75'
Scenic viewpoints (No special height restrictions)
Scenic Sites
VB 04-03
VB 09-14
VB 09-13
VB 09-03
VB 09-11
VB 09-10
VP 09-01
VB 09-15
30'
50'
75'
100'
100'
125'
90'
60'
30'
15'
WILLAMETTE RIVER
Forest Park
Cathedral Park
City of Portland, Bureau of Planning and Sustainability, November 2015

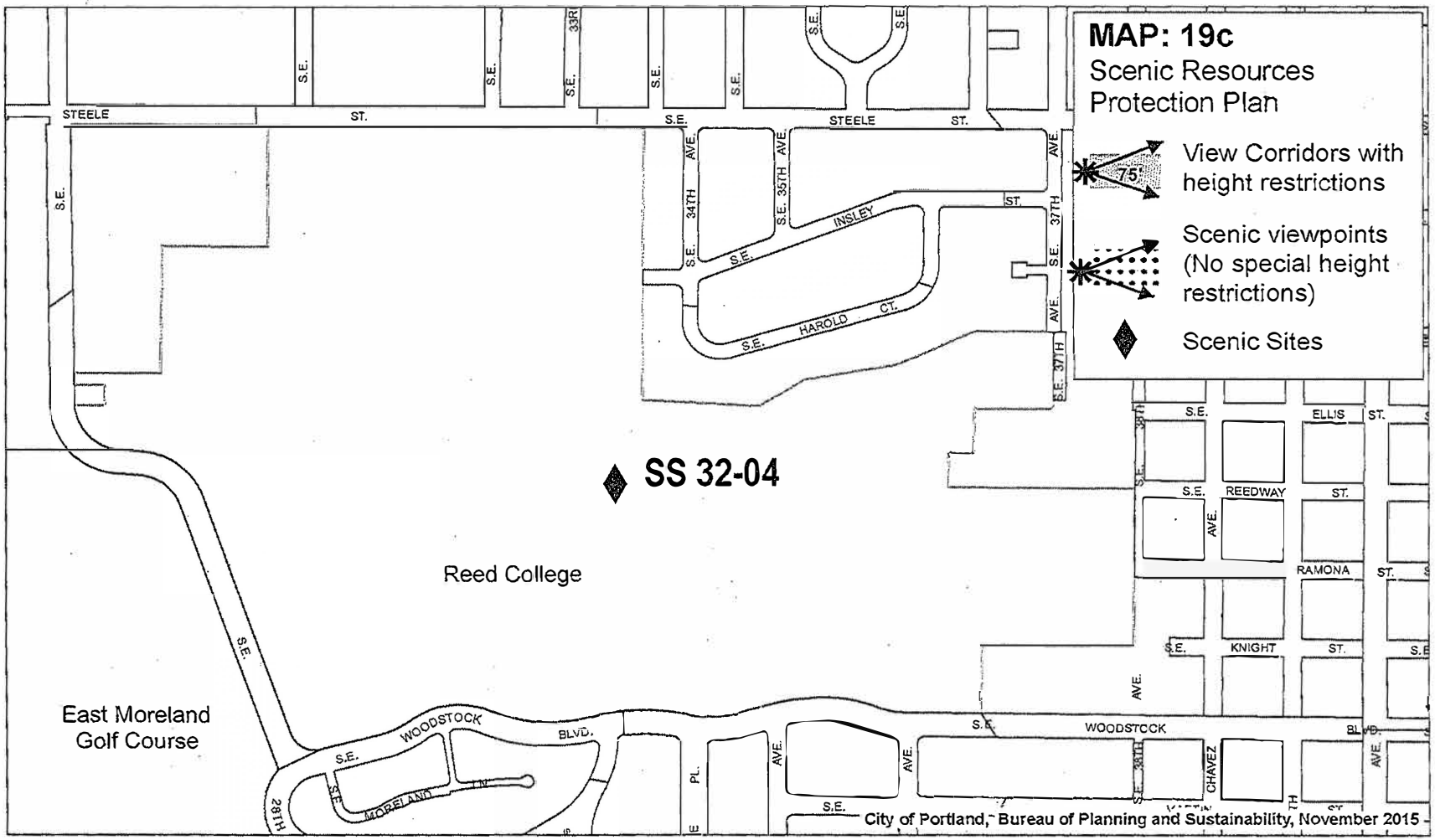
NU 43


MAP: 20b
Scenic Resources Protection Plan
View Corridors with height restrictions
75'
Scenic viewpoints (No special height restrictions)
Scenic Sites
VP 34-08
VP 34-08
VP 34-08
Powell Butte Nature Park
Springwater Corridor
City of Portland, Bureau of Planning and Sustainability, November 2015

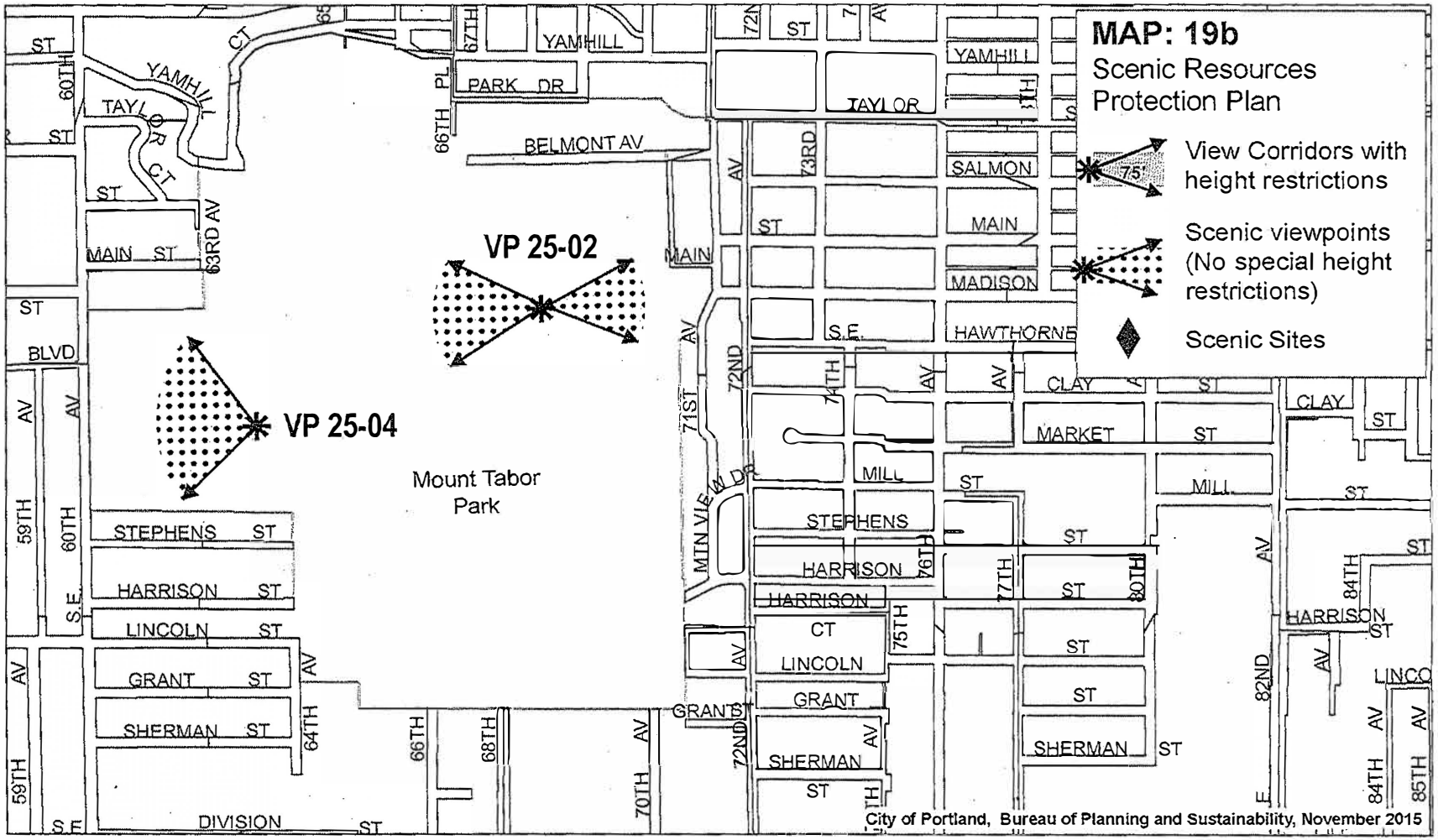
No DS


MAP: 20a
Scenic Resources Protection Plan
View Corridors with height restrictions
75'
Scenic viewpoints (No special height restrictions)
Scenic Sites
Kelly Butte Natural Area
VP 33-02
GRANT ST
SHERMAN ST
CARUTHERS ST
SHERMAN ST
GRANT CT
DIVISION ST
CLINTON ST
CLINTON ST
TAGGART ST
TIBBETTS ST
FRANKLIN ST
WOODWARD ST
BROOKLYN ST
WOODWARD PL
POWELL BLVD
SE
City of Portland, Bureau of Planning and Sustainability, November 2015

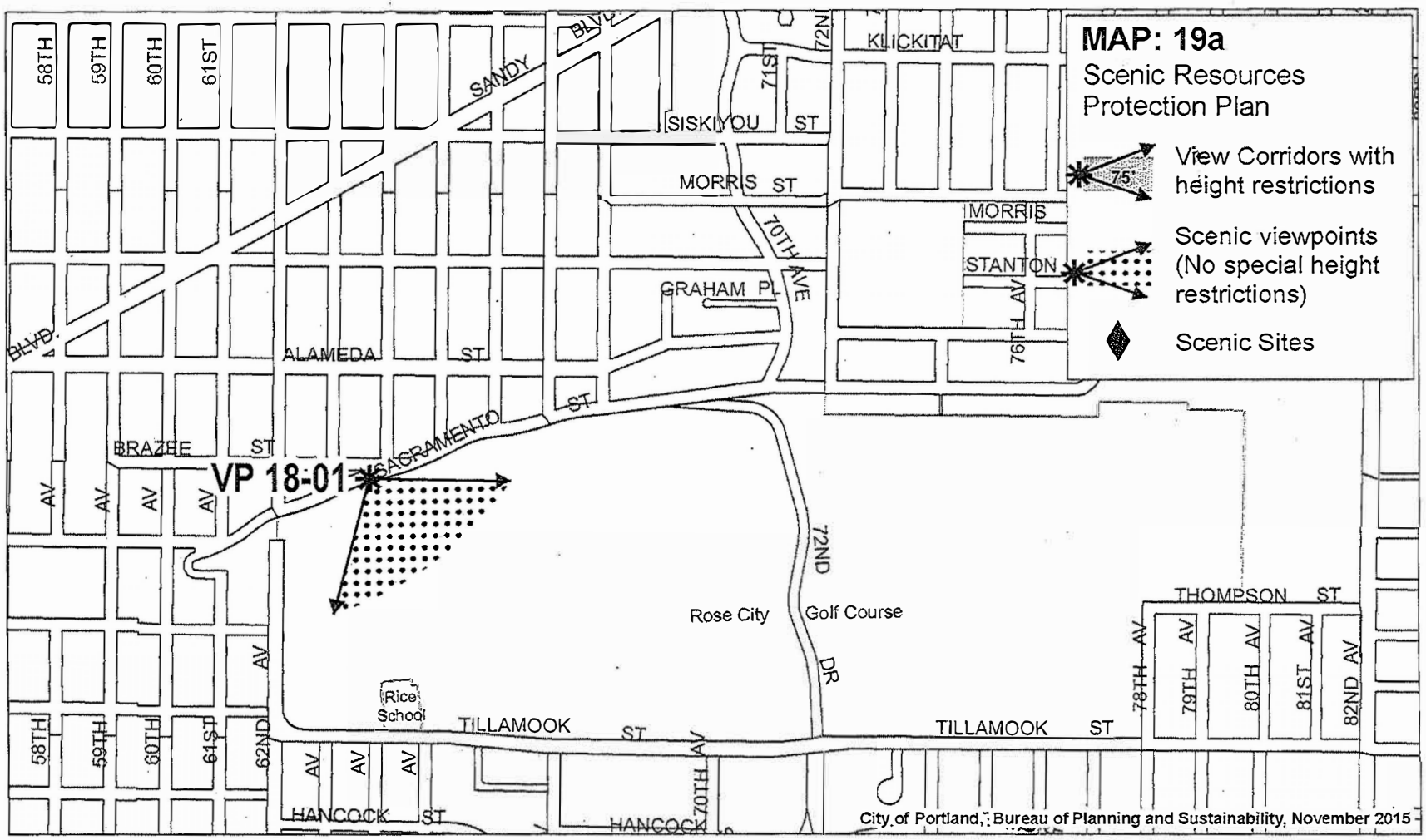
NO D's


MAP: 19c
Scenic Resources Protection Plan
View Corridors with height restrictions
75'
Scenic viewpoints (No special height restrictions)
Scenic Sites
SS 32-04
Reed College
East Moreland Golf Course
STEELE ST.
S.E.
INSLEY
HAROLD CT.
ELLIS ST.
REEDWAY ST.
RAMONA ST.
KNIGHT ST.
WOODSTOCK BLVD.
CHAVEZ
MORELAND LN
City of Portland, Bureau of Planning and Sustainability, November 2015

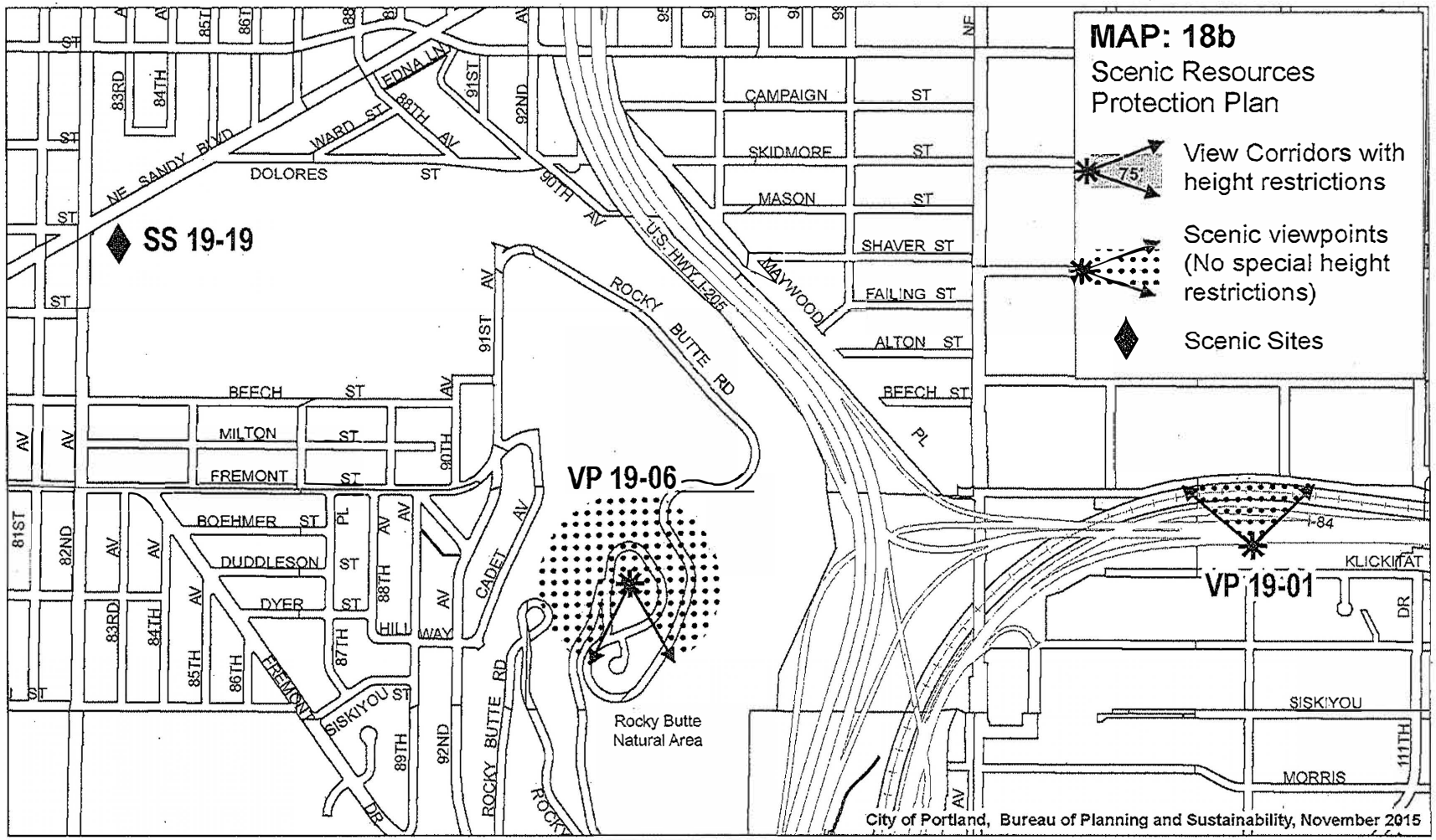
No Ds


MAP: 19b
Scenic Resources Protection Plan
View Corridors with height restrictions
75'
Scenic viewpoints (No special height restrictions)
Scenic Sites
VP 25-02
VP 25-04
Mount Tabor Park
YAMHILL
TAYLOR
BELMONT AV
PARK DR
MAIN
SALMON
MADISON
HAWTHORNE
CLAY
MARKET
MILL
STEPHENS
HARRISON
LINCOLN
GRANT
SHERMAN
DIVISION
MTN VIEW DR
City of Portland, Bureau of Planning and Sustainability, November 2015

NO DS


MAP: 19a
Scenic Resources Protection Plan
View Corridors with height restrictions
75
Scenic viewpoints (No special height restrictions)
Scenic Sites
VP 18-01
58TH
59TH
60TH
61ST
62ND
SANDY
BLVD.
ALAMEDA
ST
BRAZEE
SACRAMENTO
SISKIYOU
MORRIS ST
GRAHAM PL
70TH AVE
71ST
72ND
KLICKITAT
MORRIS
STANTON
76TH AV
72ND
DR
Rose City
Golf Course
Rice School
TILLAMOOK
ST
HANCOCK
70TH AV
THOMPSON
78TH AV
79TH AV
80TH AV
81ST AV
82ND AV
City of Portland, Bureau of Planning and Sustainability, November 2015

NO DS


MAP: 18b
Scenic Resources Protection Plan
View Corridors with height restrictions
75'
Scenic viewpoints (No special height restrictions)
Scenic Sites
SS 19-19
VP 19-06
VP 19-01
Rocky Butte Natural Area
ROCKY BUTTE RD
U.S. HWY I-205
I-84
NE SANDY BLVD
DOLORES ST
WARD ST
EDNA LN
88TH AV
90TH AV
91ST AV
92ND AV
CAMPAIGN ST
SKIDMORE ST
MASON ST
SHAVER ST
FAILING ST
ALTON ST
BEECH ST
MAYWOOD PL
MILTON ST
FREMONT ST
BOEHMER ST
DUDDLESON ST
DYER ST
CADET AV
FREMONT
SISKIYOU ST
KLICKITAT
MORRIS
81ST
82ND
83RD
84TH
85TH
86TH
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88TH
89TH
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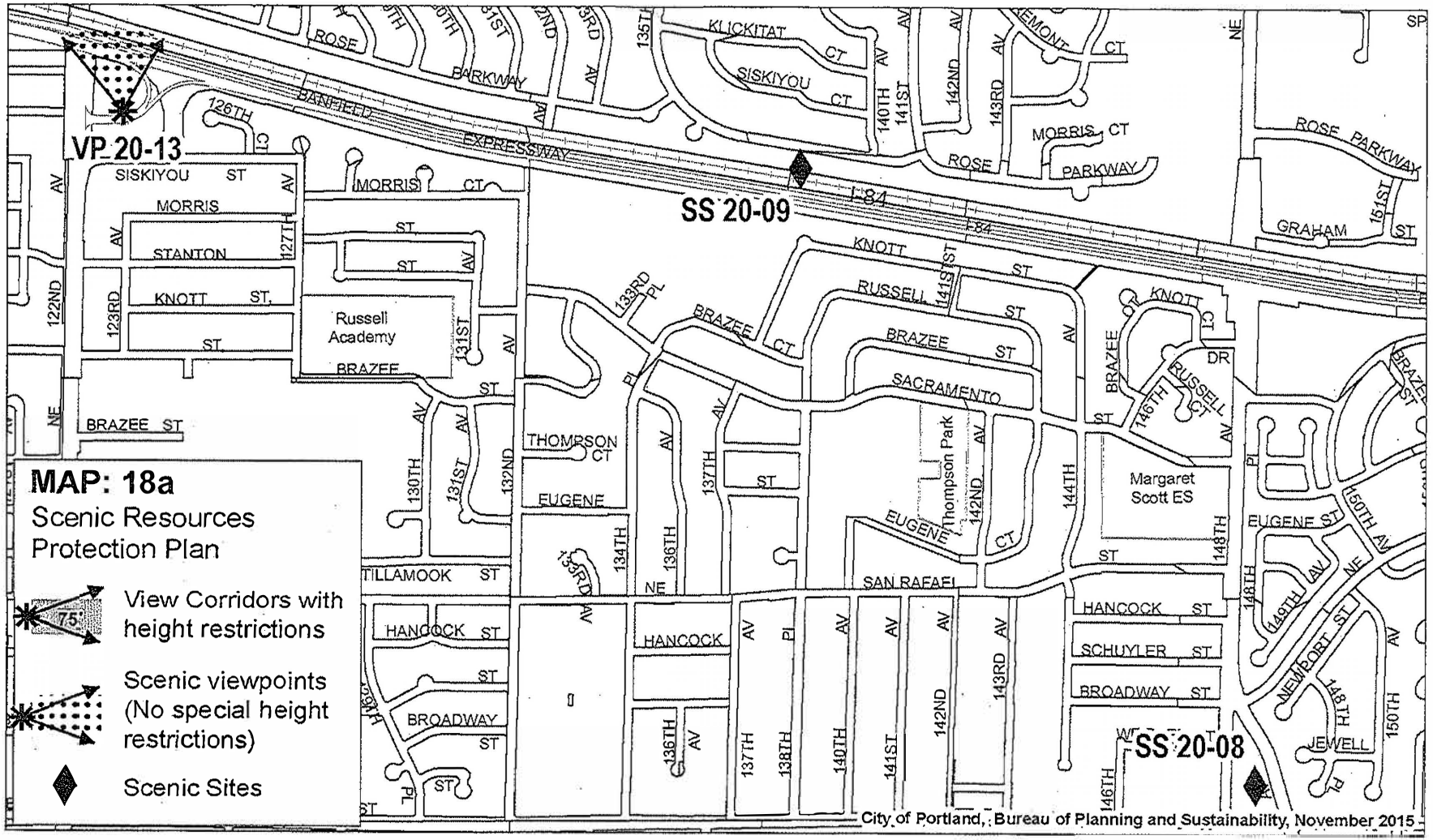
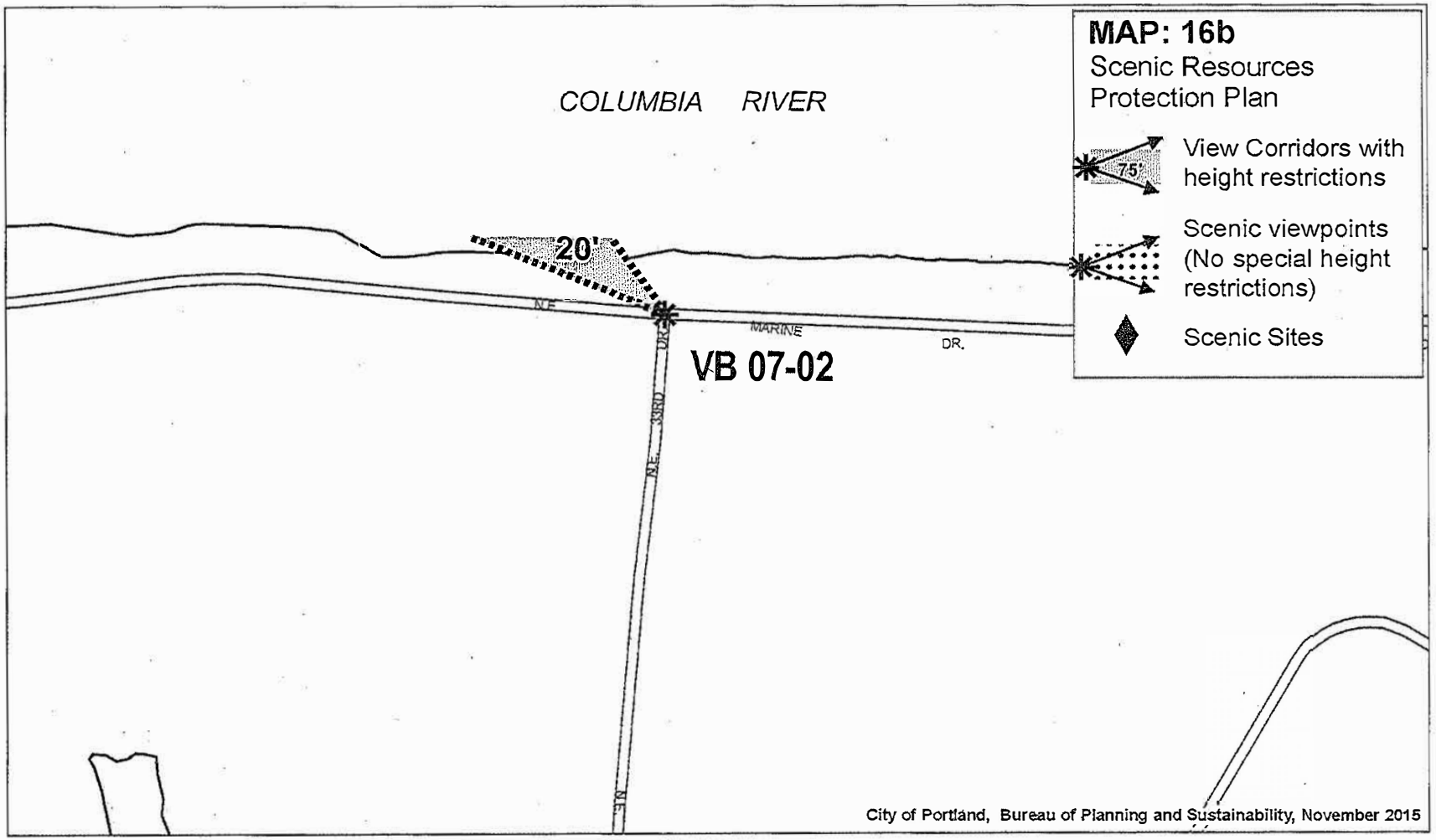
111TH
DR
PL
WAY
City of Portland, Bureau of Planning and Sustainability, November 2015

NO Δ's

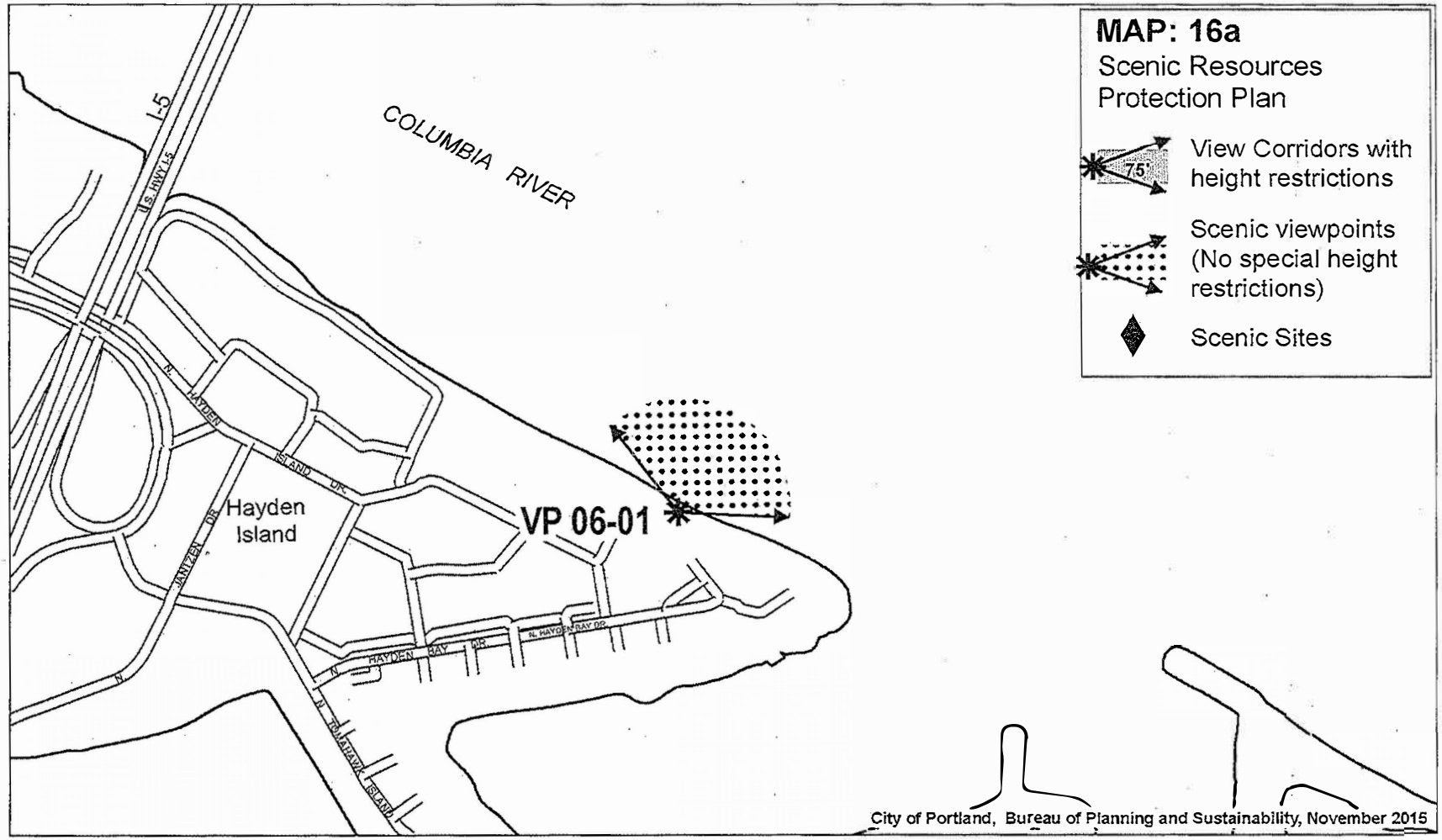

VP 20-13
SS 20-09
SS 20-08
MAP: 18a
Scenic Resources Protection Plan
View Corridors with height restrictions
Scenic viewpoints (No special height restrictions)
Scenic Sites
Russell Academy
Thompson Park
Margaret Scott ES
BANFIELD EXPRESSWAY
I-84
ROSE PARKWAY
SISKIYOU ST
MORRIS ST
STANTON ST
KNOTT ST
BRAZEE ST
RUSSELL ST
SACRAMENTO ST
EUGENE ST
TILLAMOOK ST
HANCOCK ST
BROADWAY ST
SCHUYLER ST
SAN RAFAEL
NEWBERRY ST
JEWELL
GRAHAM ST
City of Portland, Bureau of Planning and Sustainability, November 2015

34776

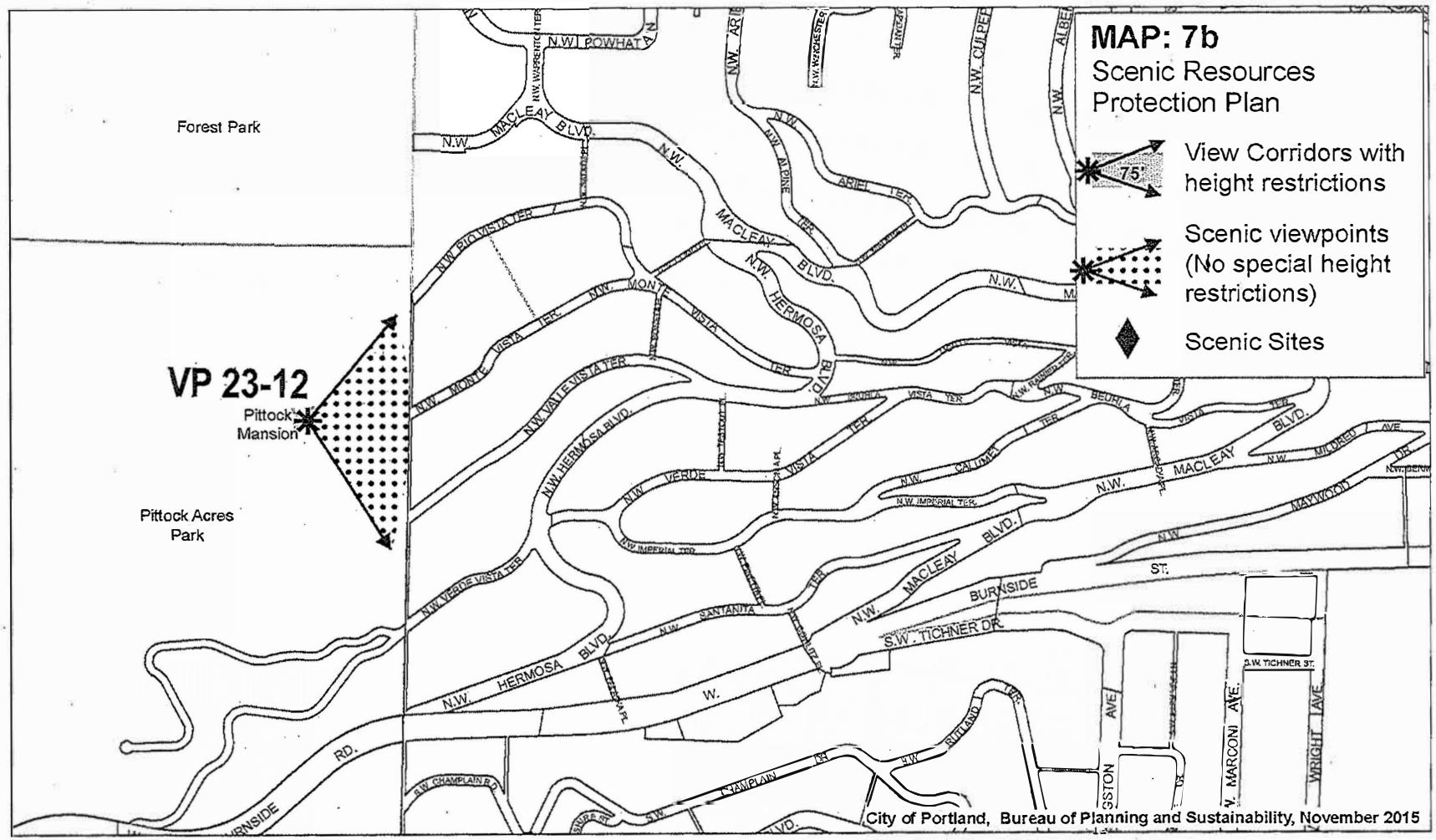
No D's


MAP: 16b
Scenic Resources
Protection Plan
View Corridors with height restrictions
75'
Scenic viewpoints (No special height restrictions)
Scenic Sites
COLUMBIA RIVER
20'
N.E.
MARINE
DR.
VB 07-02
N.E. 33RD DR.
N.E.
City of Portland, Bureau of Planning and Sustainability, November 2015

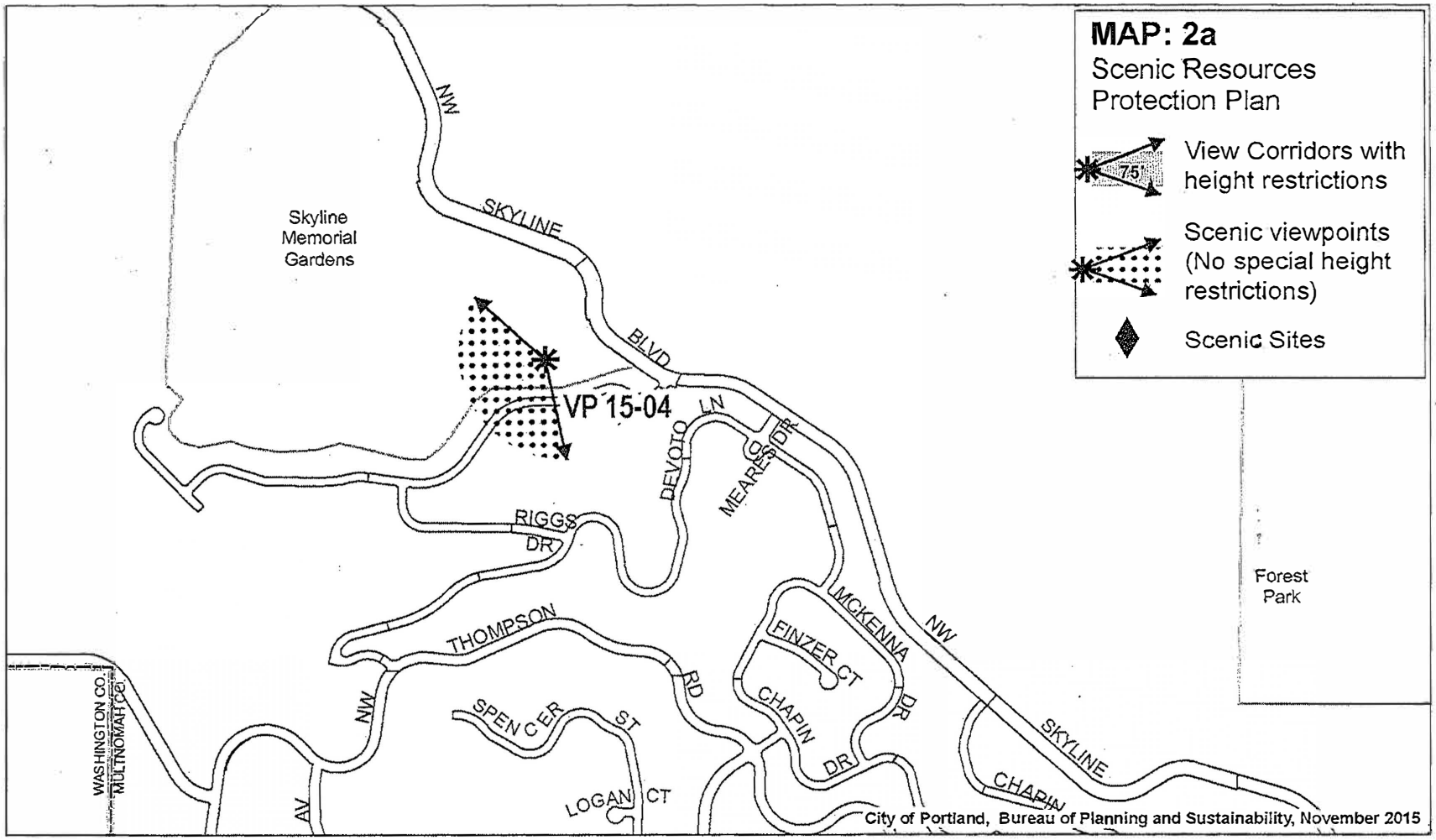
NO DS

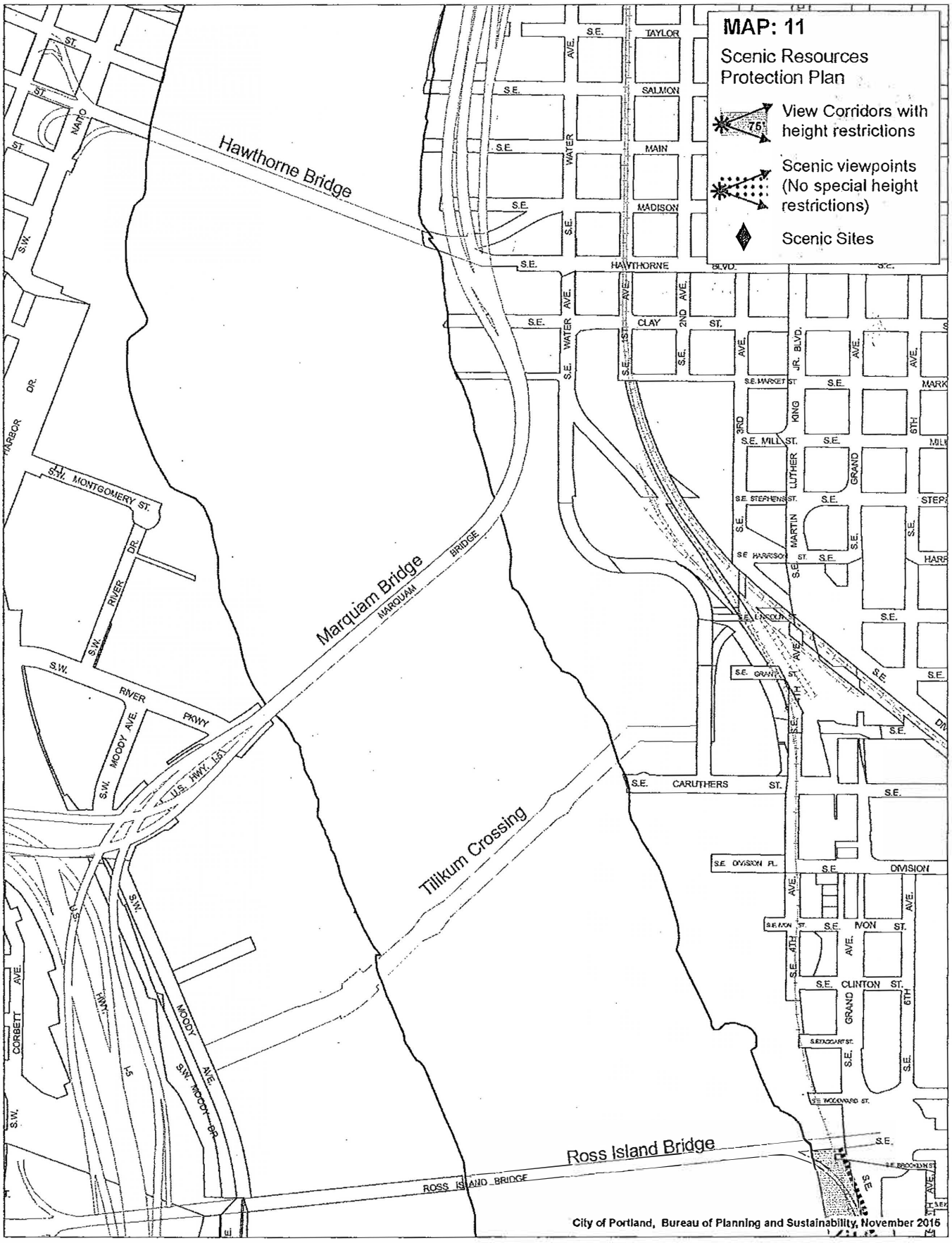

MAP: 16a
Scenic Resources Protection Plan
View Corridors with height restrictions
75'
Scenic viewpoints (No special height restrictions)
Scenic Sites
COLUMBIA RIVER
I-5
U.S. HWY I-5
N. HAYDEN ISLAND DR.
Hayden Island
VP 06-01
JANTZEN DR.
N. HAYDEN BAY DR.
N. TOMAHAWK ISLAND
City of Portland, Bureau of Planning and Sustainability, November 2015

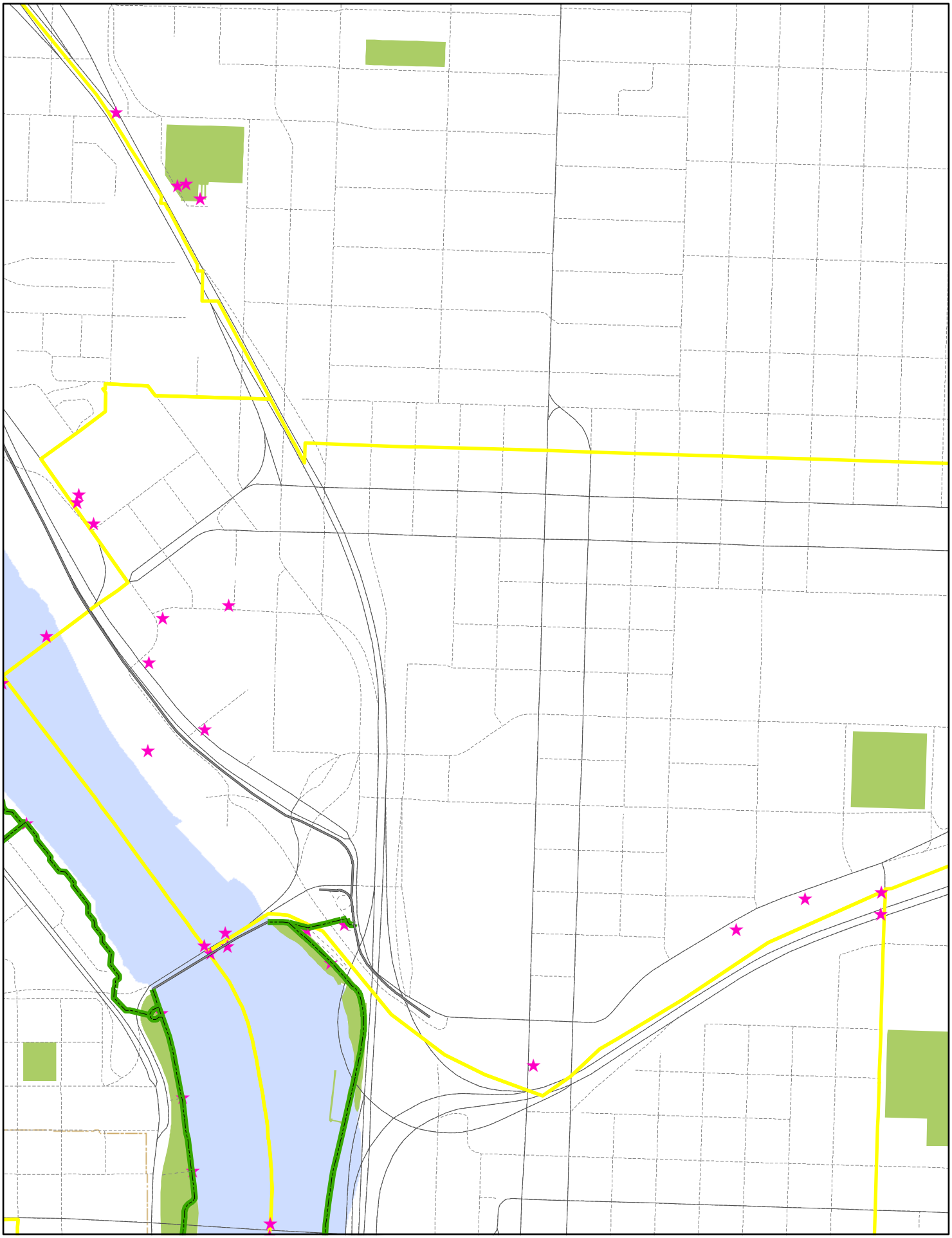
NO Δ's


MAP: 7b
Scenic Resources Protection Plan
View Corridors with height restrictions
75'
Scenic viewpoints (No special height restrictions)
Scenic Sites
Forest Park
VP 23-12
Pittock Mansion
Pittock Acres Park
N.W. MACLEAY BLVD.
N.W. HERMOSA BLVD.
N.W. VERDE VISTA TER.
N.W. MONTE VISTA TER.
N.W. VALLE VISTA TER.
N.W. PIO VISTA TER.
N.W. POWHATAN
N.W. ARIEL TER.
N.W. ALPINE TER.
N.W. CULPEPER
N.W. BEUHLA VISTA TER.
N.W. CALUMET TER.
N.W. IMPERIAL TER.
N.W. SANTANITA TER.
N.W. MILDRED AVE.
N.W. MAYWOOD DR.
BURNSIDE ST.
S.W. TICHNER DR.
S.W. TICHNER ST.
S.W. CHAMPLAIN RD.
S.W. RUTLAND TER.
S.W. MARCONI AVE.
WRIGHT AVE.
City of Portland, Bureau of Planning and Sustainability, November 2015

NO A's


MAP: 2a
Scenic Resources Protection Plan
View Corridors with height restrictions
75'
Scenic viewpoints (No special height restrictions)
Scenic Sites
Skyline Memorial Gardens
VP 15-04
NW SKYLINE BLVD
DEVOTO LN
MEARES DR
RIGGS DR
THOMPSON RD
NW
SPENCER ST
LOGAN CT
FINZER CT
MCKENNA DR
CHAPIN DR
NW SKYLINE CHAPIN
Forest Park
WASHINGTON CO.
MULTNOMAH CO.
AV
City of Portland, Bureau of Planning and Sustainability, November 2015


MAP: 11
Scenic Resources Protection Plan
View Corridors with height restrictions
75'
Scenic viewpoints (No special height restrictions)
Scenic Sites
Hawthorne Bridge
Marquam Bridge
Tilikum Crossing
Ross Island Bridge
S.E. TAYLOR
S.E. SALMON
S.E. MAIN
S.E. MADISON
S.E. HAWTHORNE BLVD.
S.E. CLAY
S.E. MARKET ST.
S.E. MILL ST.
S.E. STEPHENS ST.
S.E. HARRISON ST.
S.E. CARUTHERS ST.
S.E. DIVISION PL.
S.E. DIVISION
S.E. IVON ST.
S.E. CLINTON ST.
S.E. GRANT ST.
S.W. MONTGOMERY ST.
S.W. RIVER PKWY
S.W. MOODY AVE.
S.W. CORBETT AVE.
S.W. RIVER DR.
S.W. HARBOR DR.
U.S. HWY. I-5
I-5
ROSS ISLAND BRIDGE
City of Portland, Bureau of Planning and Sustainability, November 2015



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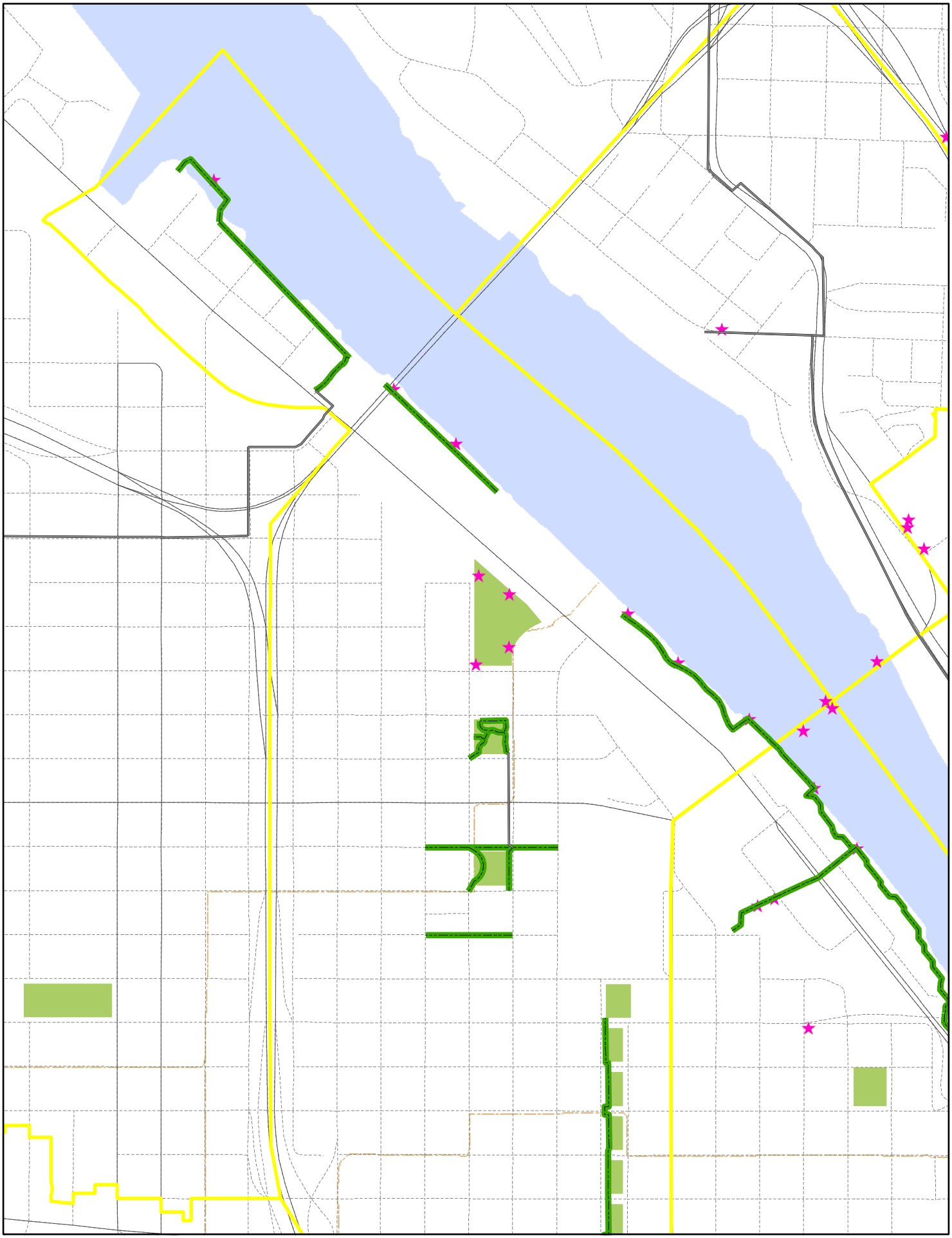
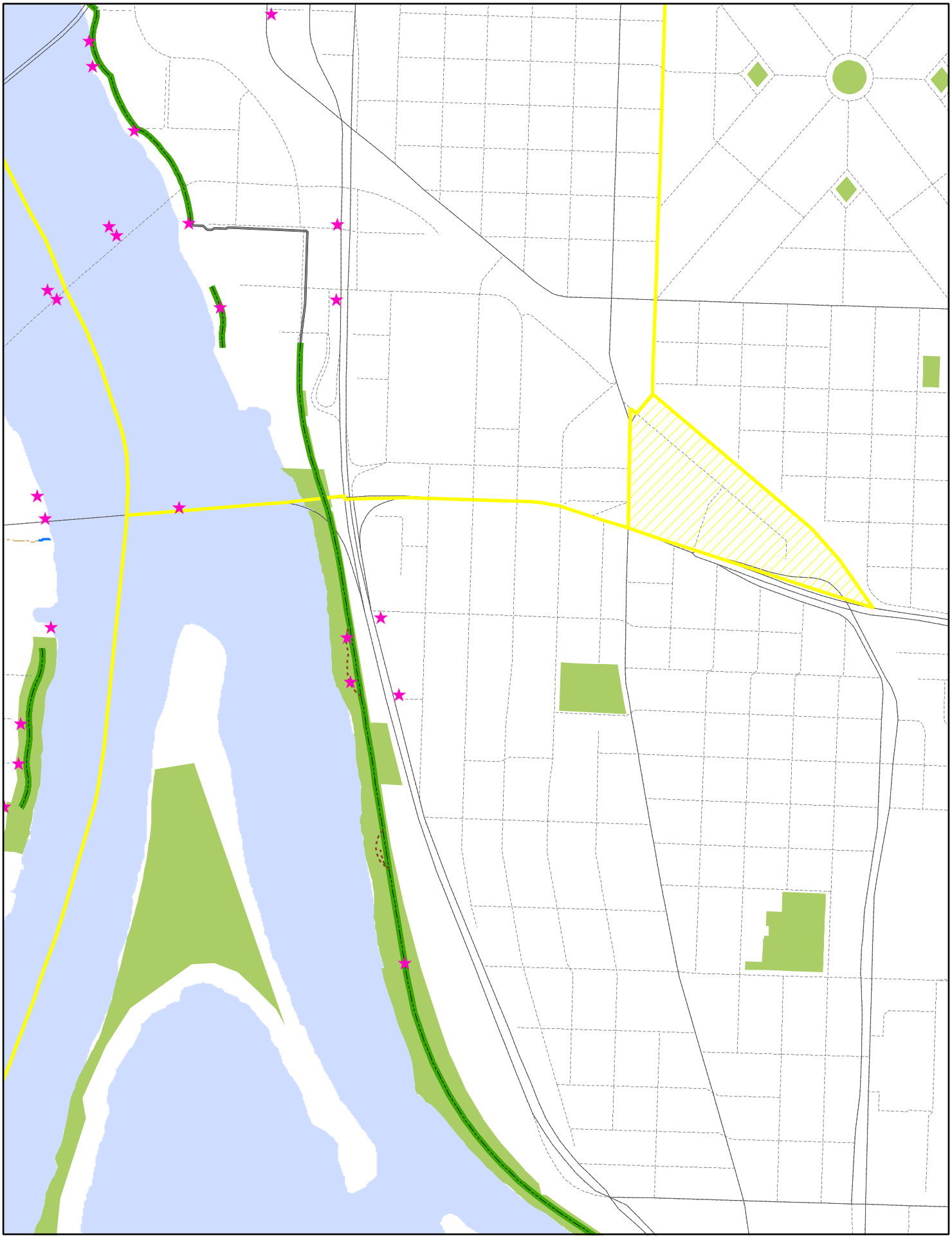


34783


Waterfront Park Trail
Eastbank Esplanade
Hawthorne Bridge
Hawthorne Bridge

34784



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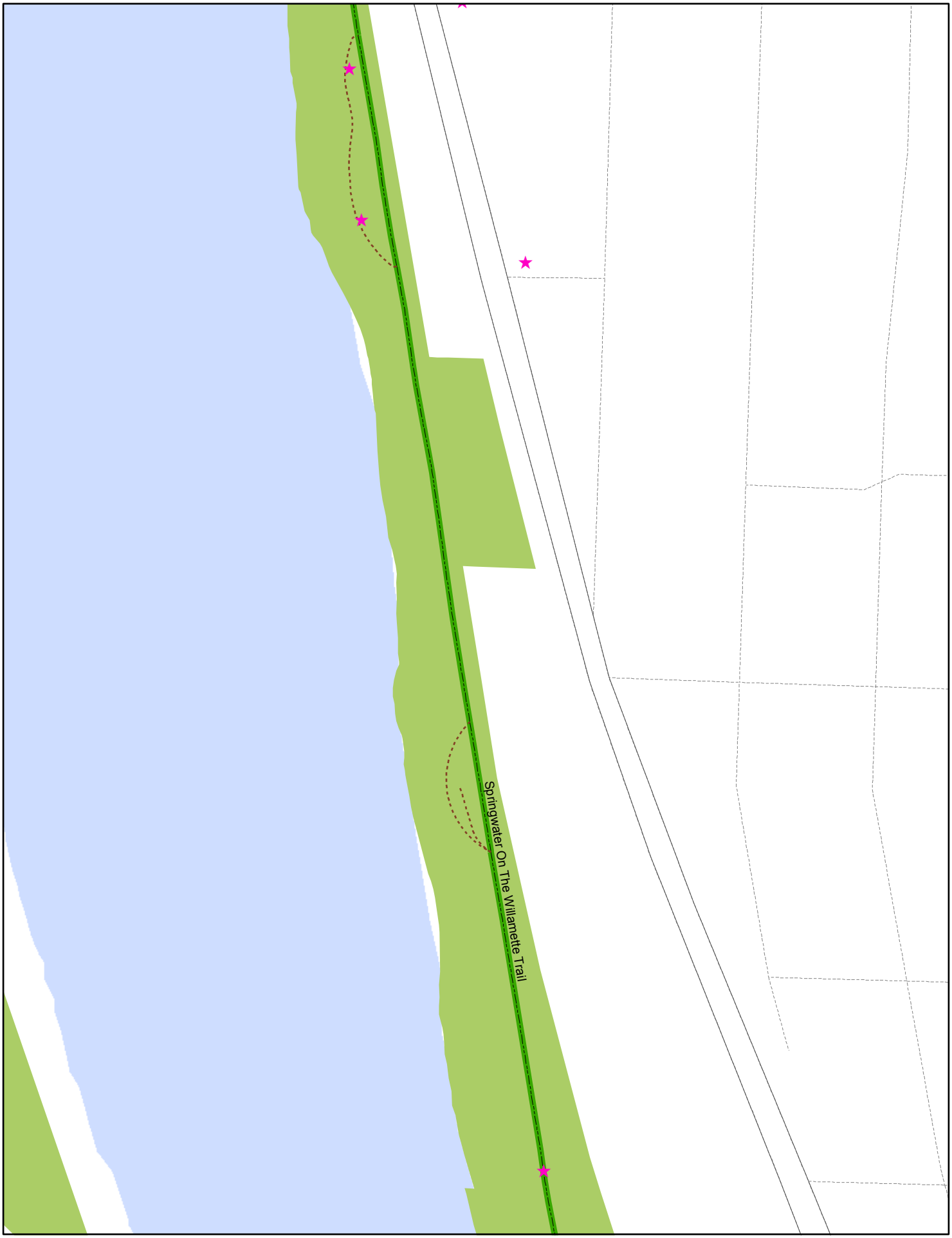
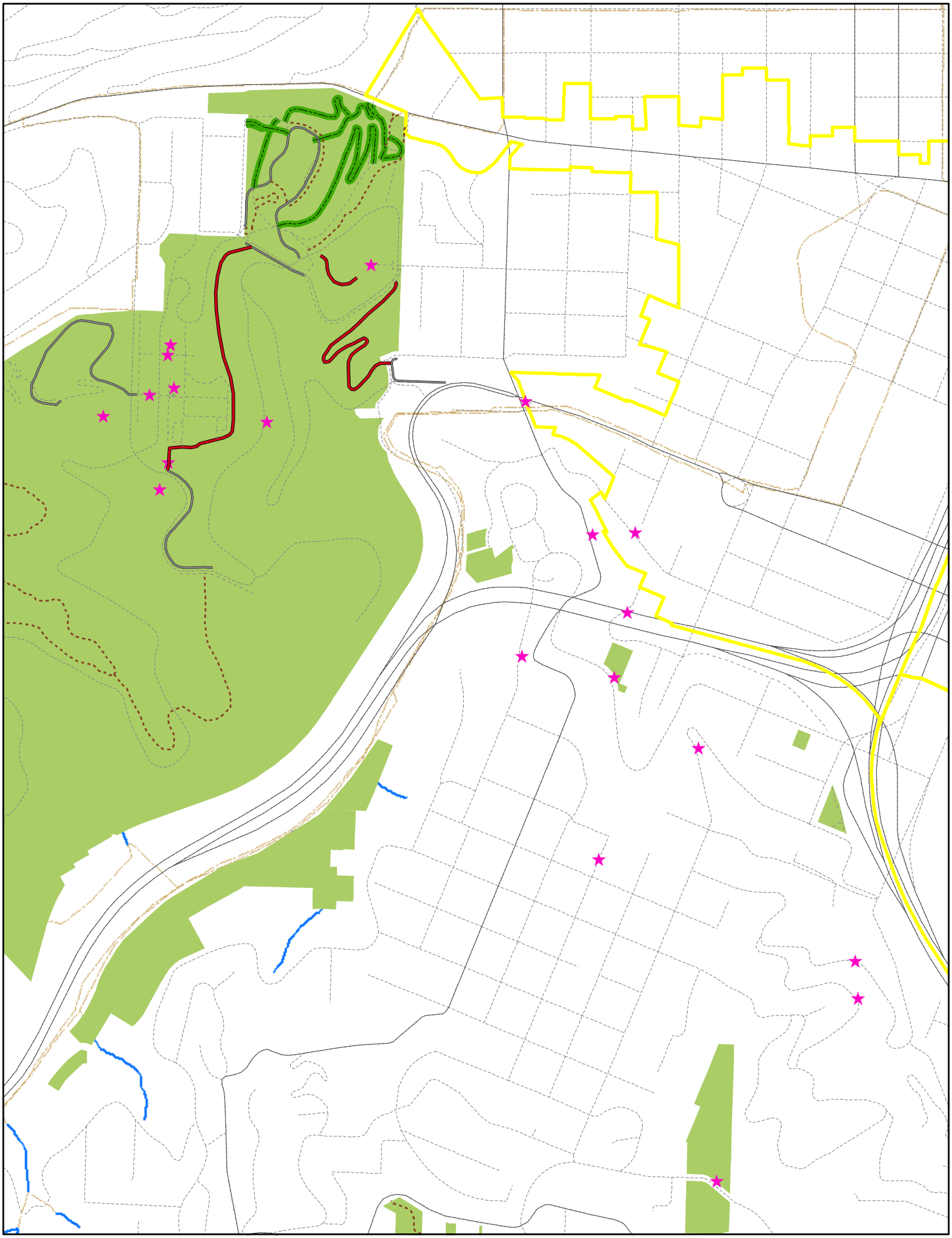

Springwater On The Willamette Trail



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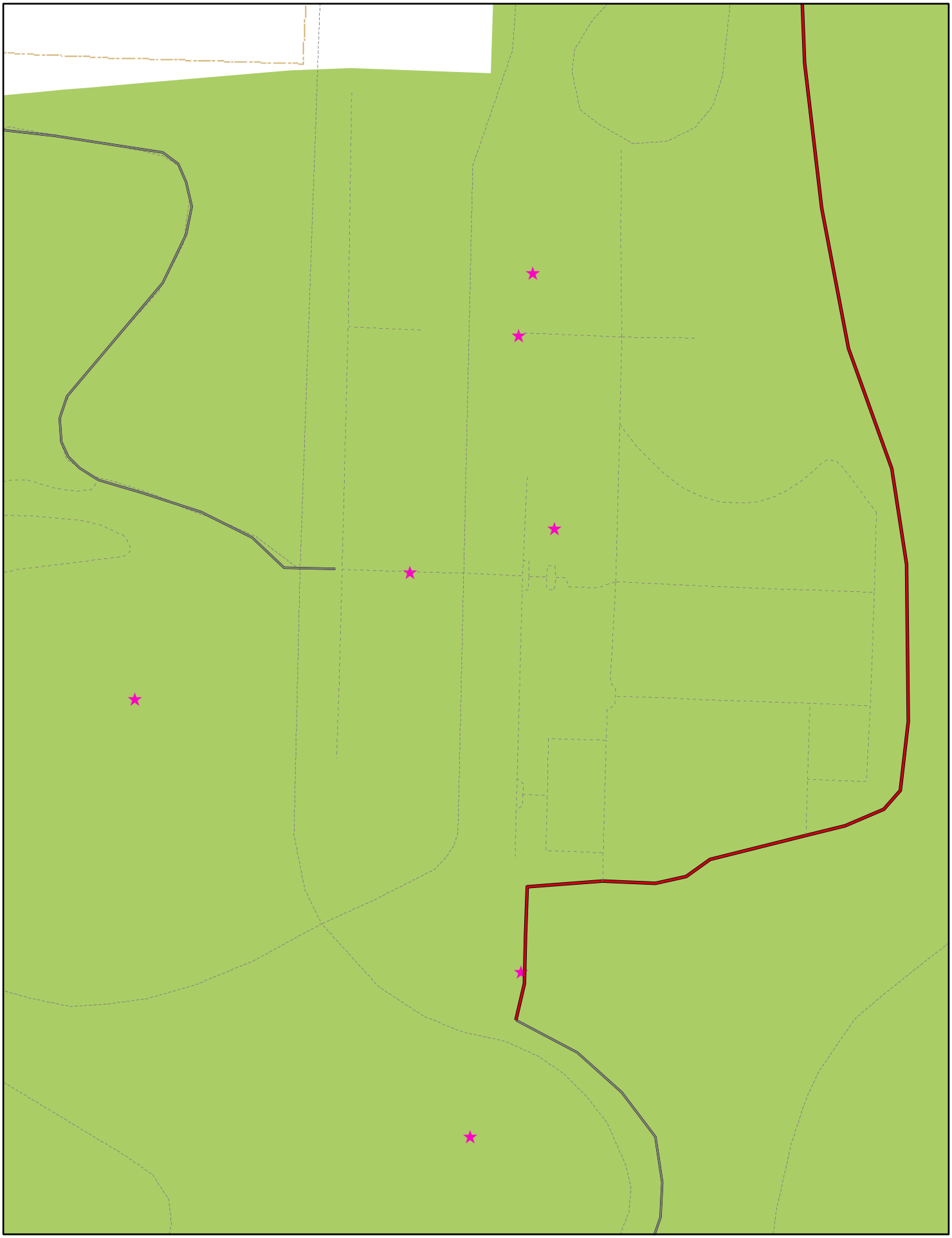

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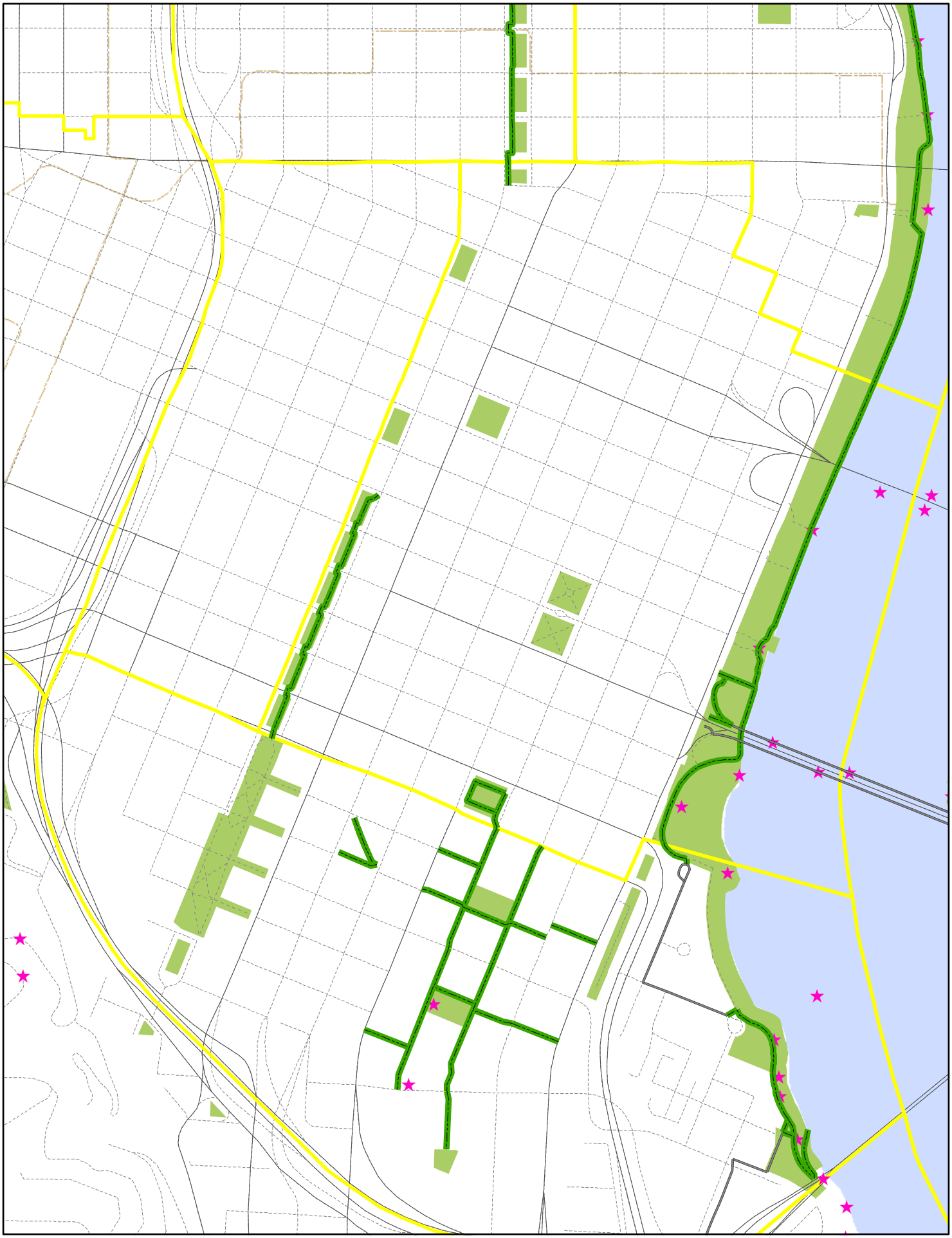

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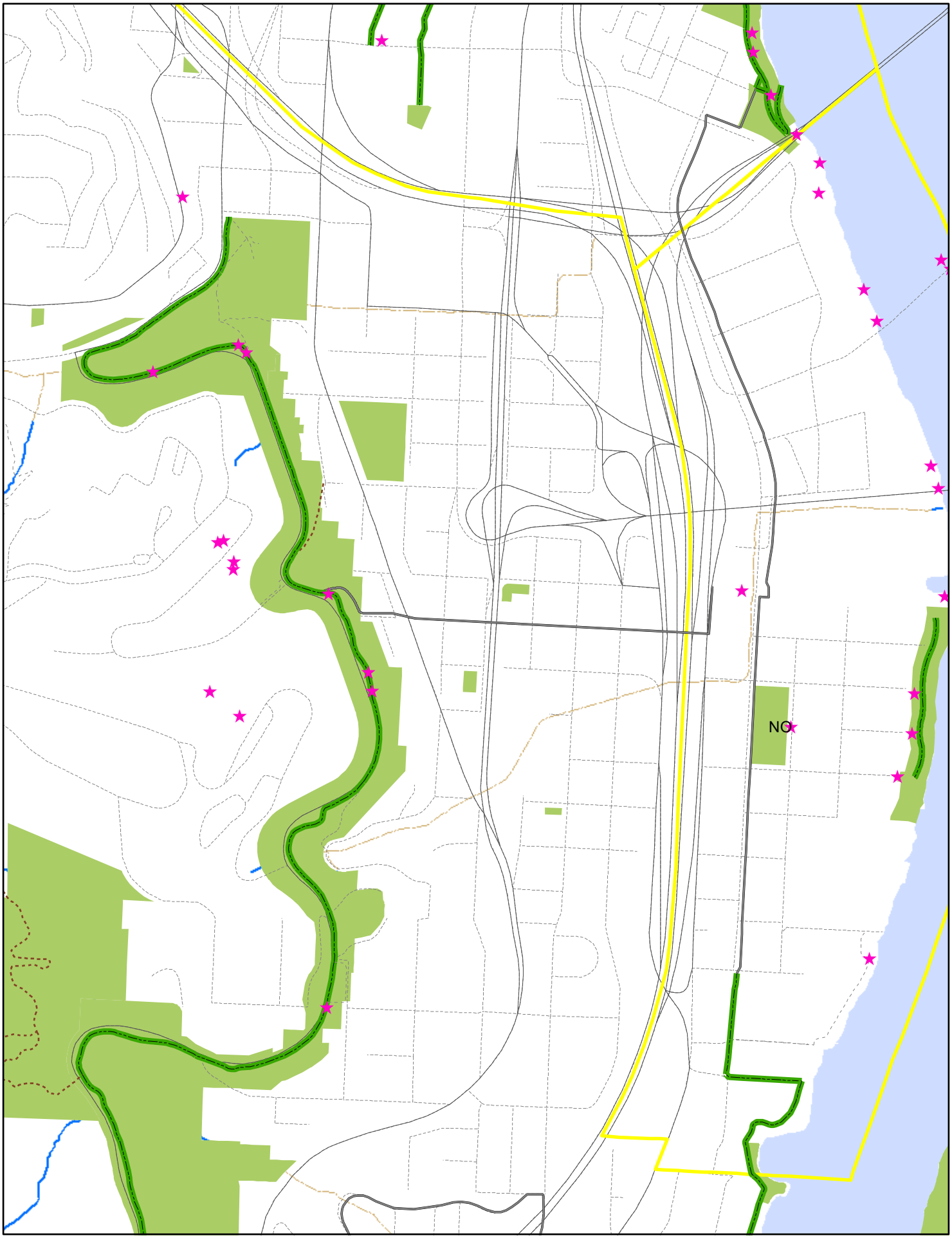

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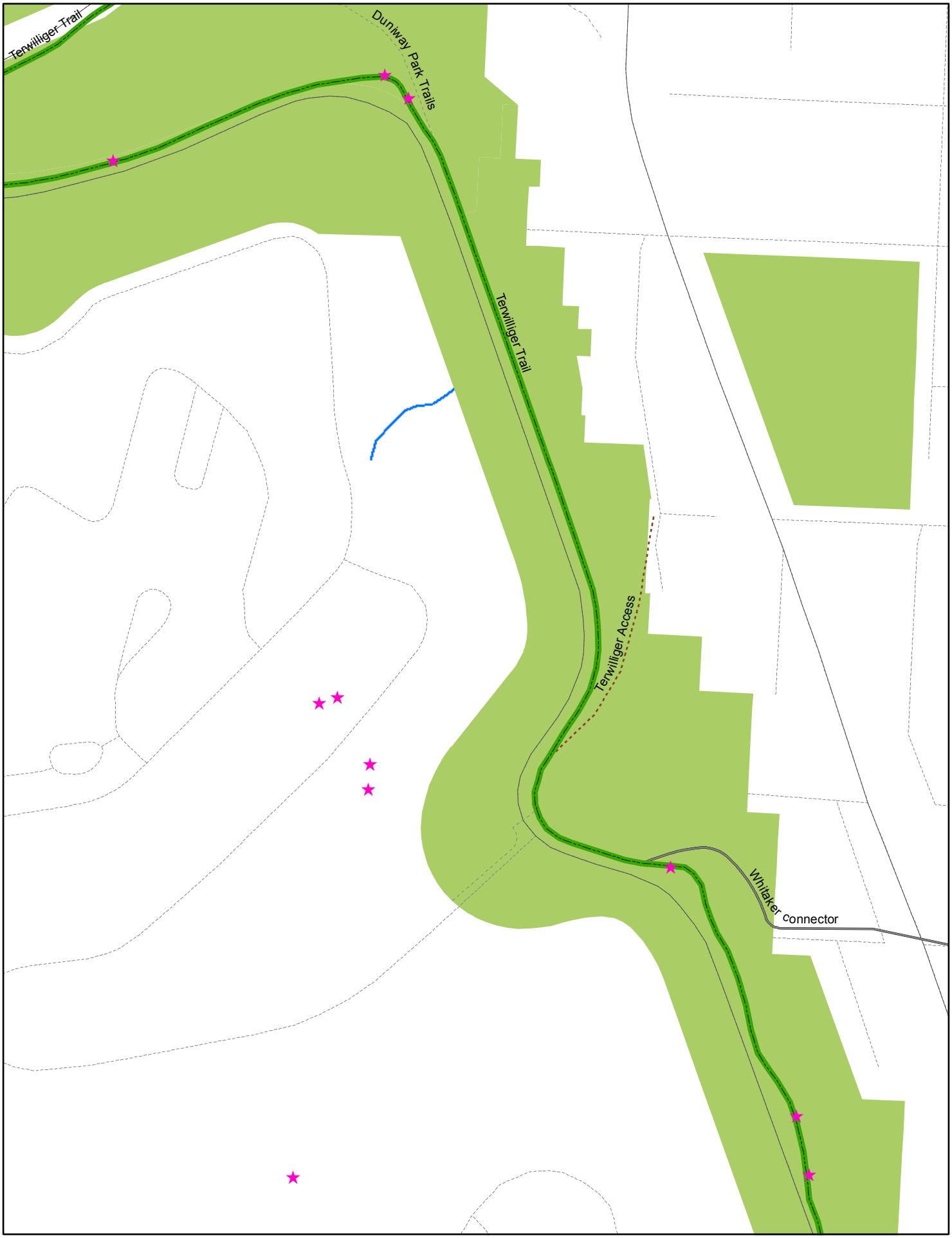
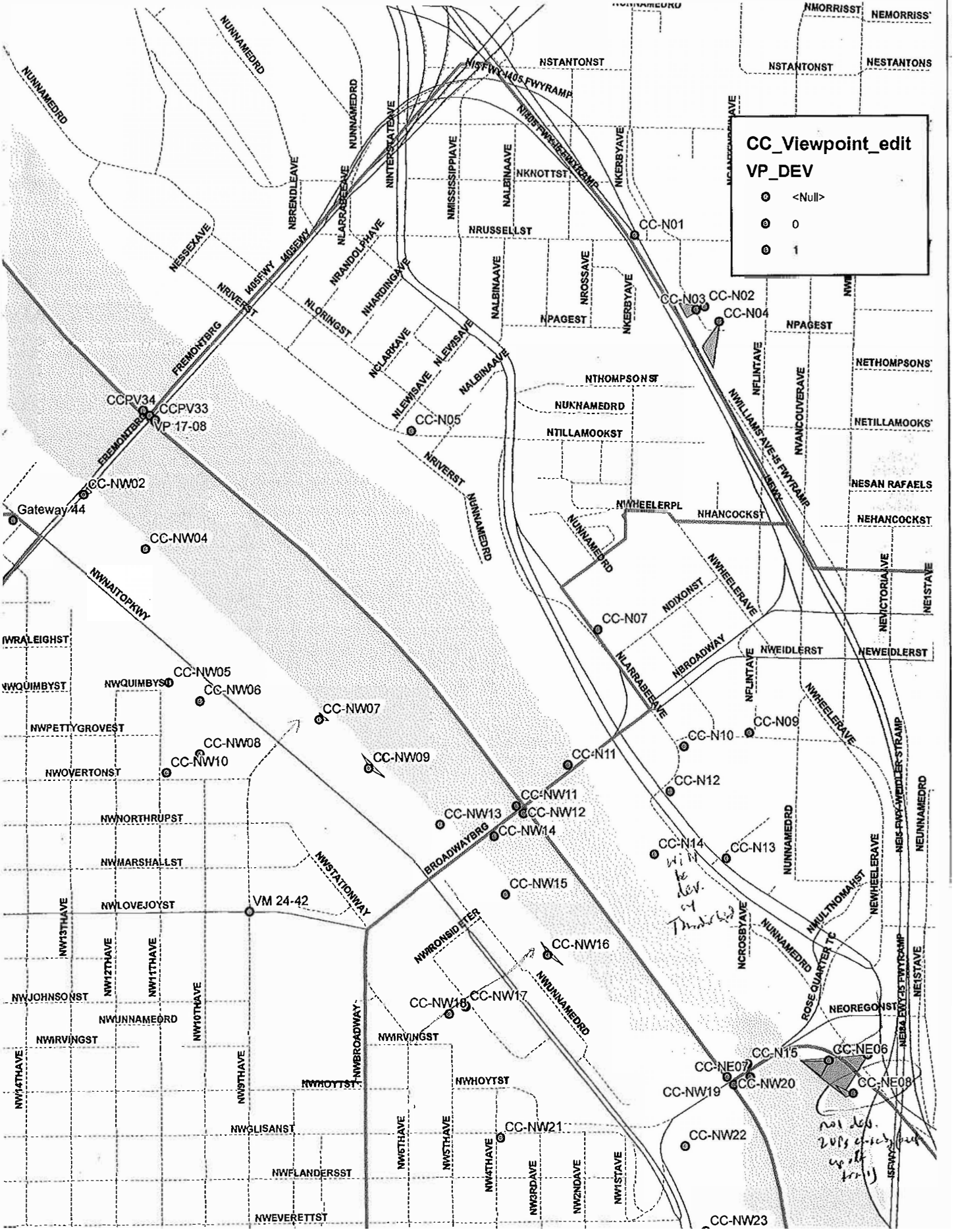

Terwilliger Trail
Dunway Park Trails
Terwilliger Trail
Terwilliger Access
Whitaker connector

34791


Terwilliger - Middle Bumpout
Whitaker connector
Terwilliger Trail
CC_SW61


Terwilliger - North Bumpout
CC_SW50
CC_SW51
CC_SW52
Duniway Park Trails
Terwilliger Trail


Terwilliger - South Bumpout
CC_SW62
Terwilliger Trail
CC_SW65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NRUSSELLST
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NWHEELERPL
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NDIXONST
NBROADWAY
NWNAITOPKWY
NWQUIMBYST
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NWMARSHALLST
NWLOVEJOYST
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NWFLANDERSST
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NWUNNAMEDRD
NEUNNAMEDRD
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NESANRAFAELS
NETILLAMOOKS
NETHOMPSONS
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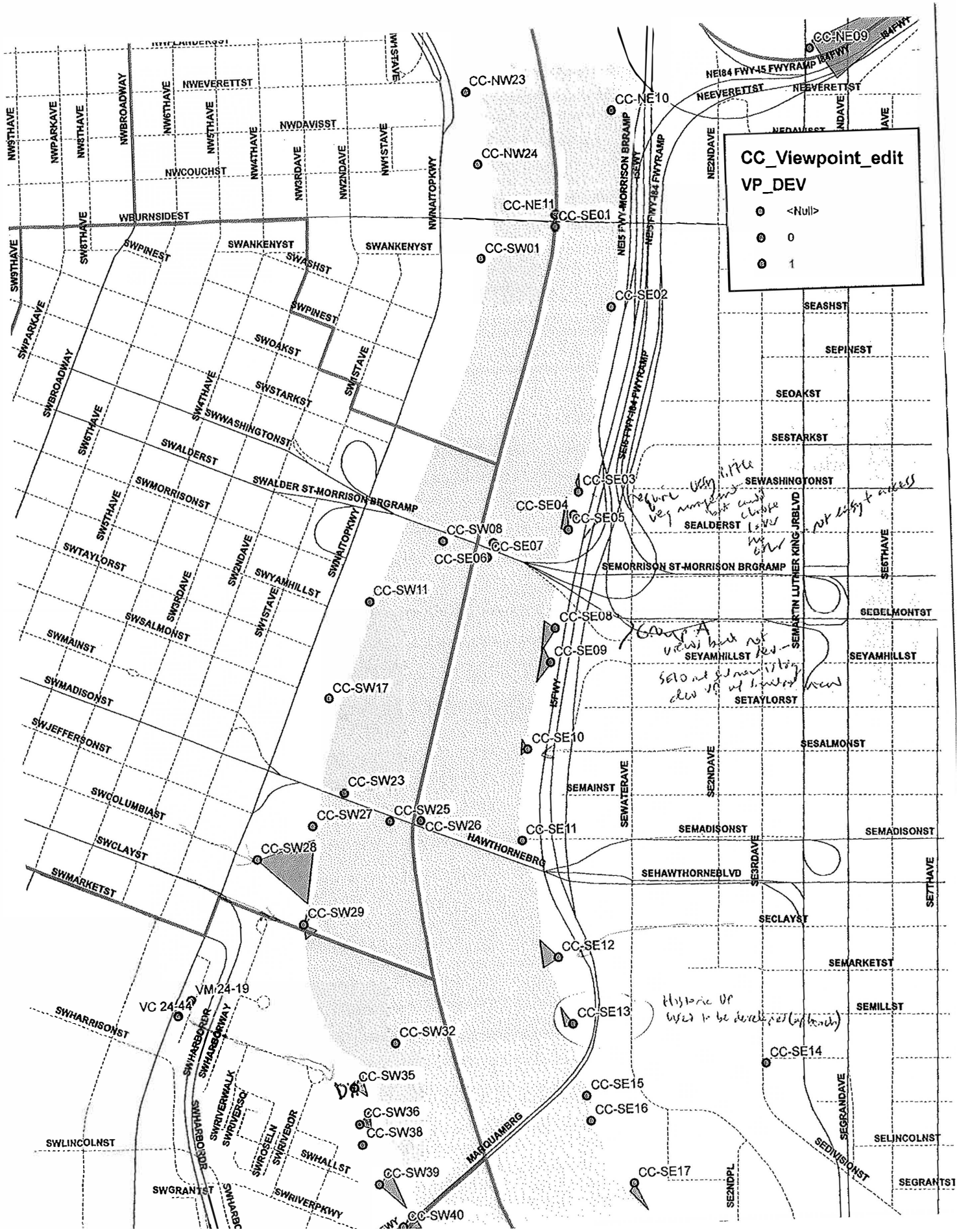
NE84.EWY-I5 FWYRAMP
NE84.EWY-I5 FWYRAMP
NE84.EWY-I5 FWYRAMP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SWALDER ST-MORRISON BRGRAMP
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SWCOLUMBIAST
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SWRIVERDR
MARQUAMBRG
HAWTHORNEBRG
NEEVERETTST
NE2NDAVE
NEI84 FWY-I5 FWYRAMP
NEI5 FWY-MORRISON BRRAMP
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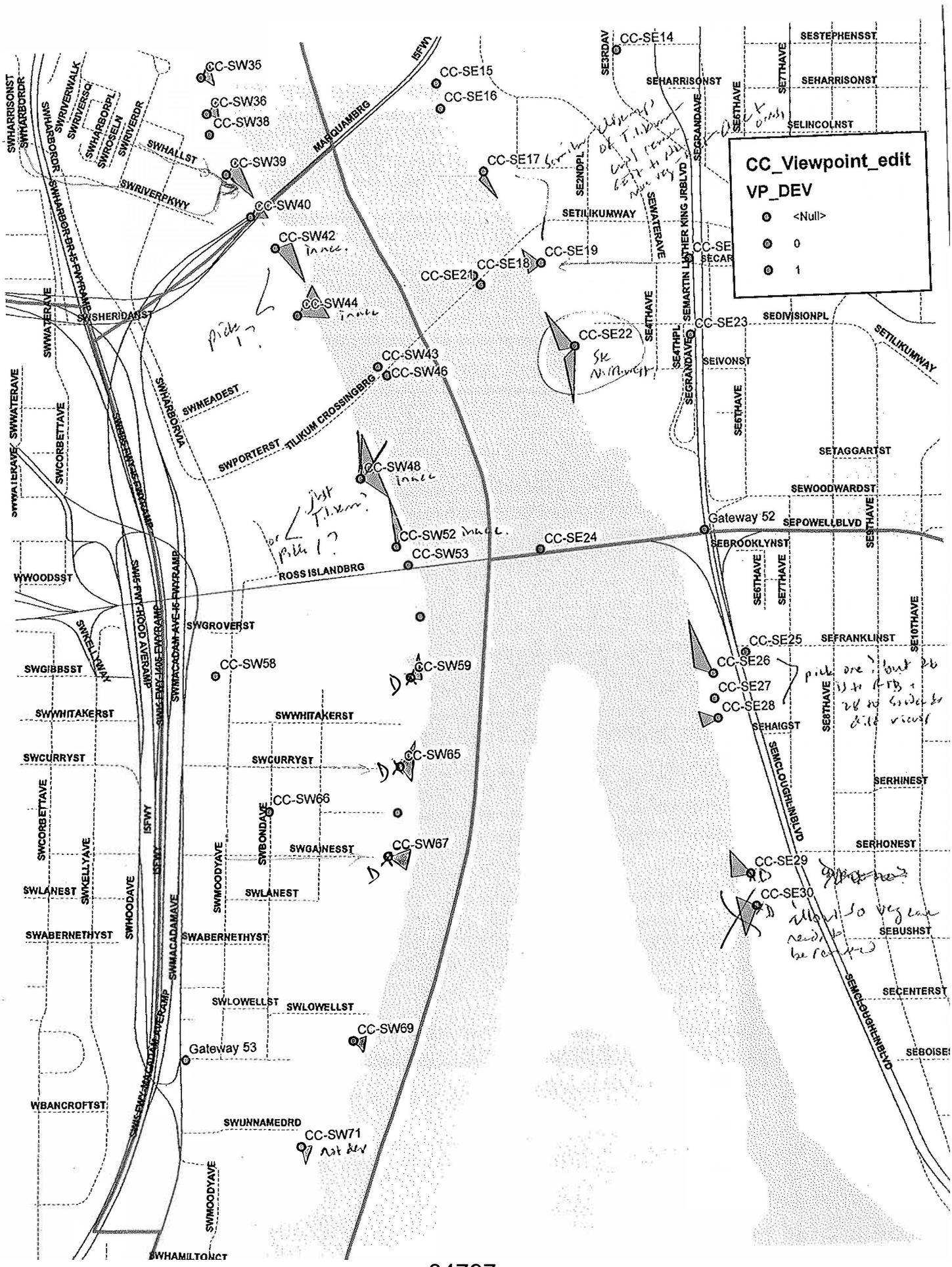
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Gateway 52
Gateway 53
MARQUAMBRG
TILIKUM CROSSINGBRG
ROSS ISLANDBRG
SWHARRISONST
SWHARBORDR
SWRIVERWALK
SWRIVERSQ
SWHARBORPL
SWROSELN
SWRIVERDR
SWHALLST
SWRIVERPKWY
SWHARBOR-DR-I5-FWYRAMP
SWSHERIDANST
SWWATERAVE
SWCORBETTAVE
SWHARBORVIA
SWMEADEST
SWPORTERST
SWWOODSST
SWGROVERST
SWGIBBSST
SWKELLYWAY
SWWHITAKERST
SWCURRYST
SWKELLYAVE
SWHOODAVE
SWMOODYAVE
SWBONDAVE
SWGAINESST
SWLANEST
SWABERNETHYST
SWMACADAMAVE
SWLOWELLST
SWUNNAMEDRD
SWHAMILTONCT
WBANCROFTST
SWI5-FWY-HOOD AVERAMP
SWI5-FWY-I405-FWYRAMP
SWMACADAM-AVE-I5-FWYRAMP
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SE2NDPL
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SEHARRISONST
SELINCOLNST
SEDIVISIONPL
SEIVONST
SETAGGARTST
SEWOODWARDST
SEPOWELLBLVD
SEBROOKLYNST
SEFRANKLINST
SEHAIGST
SEMCLOUGHLINBLVD
SERHINEST
SERHONEST
SEBUSHST
SECENTERST
SEBOISE
pick one? but 26 is to RTB + 28 to Sandy to dite viewpt
all but so veg can need to be removed
not dev

Same VPs + focal features in both tables

based on general rec
only prohibits + Hood from river

Table X. Impact of Views on BLI and non-BLI Sites

Viewpoint	Location	Focal Feature	# of BLI Impacts	# of Non-BLI Impacts
N02	Lillis Albina Park	Fremont Bridge	0	33
N04	Lillis Albina Park	Central City	5	13
NE01	NE 12th Ave/I-84 Overpass	Central City	2	4
NE05	NE Lloyd Blvd west of NE 9th	Central City	6	9
SE07	Morrison Bridge - south side, east	Mt Hood	14	19
SE21	Tillkum Crossing – south side, east	Mt Hood	10	15
SW01	Greenway Trail West - at SW Ankeny	Mt Hood	20	63
SW02	Lewis & Clark Monument	Mt Hood	0	29
SW04	Rose Garden - top of stairs near telescope	Mt Hood	0	2
		Central City	4	31
SW05	Rose Garden – Gazebo	Mt Hood	0	2
SW10	Rose Garden – Garden Store	Mt Hood	0	5
SW11	Greenway Trail	Mt Hood	18	55
~~SW13~~	~~SW Vista Ave~~	~~Central City~~ Helens	5	23
SW15	Vista Bridge	~~Central City~~	~~5~~	~~37~~
		Mt Hood	1	94
SW16	SW Vista Ave	~~Central City~~ Helens	6	27
SW17	Salmon Springs	Mt Hood	22	72
SW21	Frank L Knight Park	Mt Hood	0	14
		Mt St Helens	0	2
SW24	SW Upper Hall	Mt St Helens	0	5
		Mt Hood	0	11
		Mt Adams	0	12
SW26	Hawthorne Bridge	Mt Hood	30	63
SW31	SW Cardinell – top of stairs	Mt St Helens	1	23
		~~Central City~~	~~2~~	~~23~~
SW33	SW Rivington Dr	~~Central City~~	~~2~~	~~13~~
		Mt Hood	2	21
		Mt St Helens	0	6
SW34	Lovejoy Fountain	Mt Hood	22	19
SW36	Greenway Trail	Mt Hood	30	43
SW38	Greenway Trail	Mt Hood	26	43
SW45	SW Broadway Dr.	Mt Hood	0	0
SW46	Tilikum Crossing – south side, west	Mt Hood	23	29
SW47	Duniway Park	Mt Hood	0	0
SW49	SW Terwilliger Blvd – north of SW Campus	~~Central City~~	~~4~~	~~9~~
		Mt St Helens	4	9
SW50	SW Terwilliger Blvd – north of SW Campus	~~Central City~~ Mt Hood	~~4~~	~~9~~
		Mt St Helens	4	8

NW14 Hood from Broadway

03 →

06 →

09 →

12 →

~~Add~~ cc ~~supplies~~?

remove? NO Tier IIs (but ran before it results in EBOE)

?

?

?

SW51? Tier 1 to Hood

SW54 (Oaks lower level) Tier 1 to Helens, Hood, Adams

CCID	FocalPt	Conflict with Buildable Height	# of Conflicts	Conflict with BLI Lot Buildable Height	# of Conflicts (BLI Lots)	Conflict Tax Lots	Conflict Tax Lots (BLI)	Current Height Limit	Recommend Height Limit	Remove height limit?	Rationale
CCN02	Fremont Bridge	Y	33	<Null>	0	1N1E27CA 1100,		<Null>	Y		
CCN04	US Bancorp Tower	Y	30	Y	5	1N1E27DB 7900,	1N1E27CD 400,	Y	Y		
CCN04	KOIN Center	Y	34	Y	7	1S1E03BC 1400,	1N1E27DC 590(	Y	Y		
CCNE01	US Bancorp Tower	Y	6	Y	5	1N1E34AD 100, 1	1N1E34CD 120(	Y	Y		
CCNE01	Park Avenue West Tower	Y	36	Y	6	1N1E34CC 4000,	1N1E34CD 620(	Y	Y		
CCNE05	KOIN Center	Y	12	Y	6	1N1E34DA 2001,	1N1E34DA 280(	<Null>	Y		
CCNE05	Wells Fargo Center	Y	15	Y	6	1S1E03BA 2100,	1N1E34DA 100(	<Null>	Y		
CCSE07	Mt Hood	Y	19	Y	14	1S1E02BA 4100,	1S1E02BB 6100	<Null>			
CCSE21	Mt Hood	Y	15	Y	10	1S1E02CC 7700,	1S1E02CC 7600	<Null>	Y		
CCSW02	Mt Hood	Y	29	<Null>	0	1N1E33DC 4100,		Y	Y		
CCSW03	Mt Hood	<Null>	0	<Null>	0			<Null>			
CCSW04	Mt Hood	Y	2	<Null>	0	1S1E03BC 2000,		<Null>			
CCSW04	US Bancorp Tower	Y	31	Y	4	1N1E33DC 1800,	1N1E34CC 100,	<Null>			
CCSW04	Park Avenue West Tower	Y	31	Y	1	1N1E33CD 9300,	1S1E04AA 100	<Null>			
CCSW05	Mt Hood	Y	2	<Null>	0	1S1E03BC 2000,		<Null>	Y		
CCSW06	Mt Hood	<Null>	0	<Null>	0			<Null>			
CCSW10	Mt Hood	Y	5	<Null>	0	1S1E03BC 2000,		<Null>	Y		
CCSW11	Mt Hood	Y	55	Y	18	1S1E02BD 2500,	1S1E02BB 8200	<Null>			
CCSW12	Mt St Helens	<Null>	0	<Null>	0			<Null>			
CCSW13	US Bancorp Tower	Y	23	Y	5	1N1E33DD 3900,	1N1E34CC 100,	<Null>			
CCSW13	Park Avenue West Tower	Y	16	Y	2	1N1E34CC 9500,	1S1E04AA 200,	<Null>			
CCSW13	Mt St Helens	<Null>	0	<Null>	0			<Null>			
CCSW15	Park Avenue West Tower	Y	26	Y	4	1S1E04BA 1500,	1N1E33DD 490(	<Null>			
CCSW15	Wells Fargo Center	Y	37	Y	5	1S1E04AB 3100,	1S1E04AA 700(	<Null>			
CCSW15	Mt Hood	Y	93	Y	1	1S1E04AA 5300,	1S1E04AB 2400	Y	Y		
CCSW16	Mt St Helens	<Null>	0	<Null>	0			<Null>			
CCSW16	US Bancorp Tower	Y	27	Y	6	1N1E33DD 3900,	1N1E34CC 100,	<Null>			
CCSW17	Mt Hood	Y	72	Y	22	1S1E02BC 2900,	1S1E02BC 4600	<Null>			
CCSW21	Mt Hood	Y	14	<Null>	0	1S1E03BC 2900,		<Null>	Y		
CCSW21	Mt St Helens	Y	2	<Null>	0	1N1E33DC 2601,		<Null>	Y		
CCSW24	Mt St Helens	Y	5	<Null>	0	1N1E33DC 3800,		<Null>	Y		
CCSW24	Mt Hood	Y	11	<Null>	0	1S1E03BC 4000,		Y	Y		
CCSW24	Wells Fargo Center	Y	20	<Null>	0	1S1E03BC 1800,		<Null>			
CCSW26	Mt Hood	Y	63	Y	30	1S1E02BC 6900,	1S1E02CA 1400	<Null>			
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CCSW46	Mt Hood	Y	29	Y	23	1S1E10AA 600, 1	1S1E10AA 500,	<Null>	Y		
CCSW47	Mt Hood	<Null>	0	<Null>	0			<Null>			

CCSW49	Wells Fargo Center	Y	9	Y	4	1S1E03CB 1500,	1S1E03BC 4100	<Null>				
CCSW49	Mt St Helens	Y	9	Y	4	1S1E03BC 3300,	1N1E34AA 3001	<Null>	Y			
CCSW50	Wells Fargo Center	Y	9	Y	4	1S1E03CB 1500,	1S1E03BC 4100	<Null>				
CCSW50	Mt St Helens	Y	8	Y	4	1S1E03BC 3300,	1N1E34AA 3001	<Null>	N			
CCSW50	KOIN Center	Y	7	Y	2	1S1E03BC 3100,	1S1E03CC 800,	<Null>				
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CCSW57	Mt Hood	<Null>	0	<Null>	0			<Null>				
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CCSW60	Mt Hood	<Null>	0	<Null>	0			<Null>				
CCSW61	Mt St Helens	<Null>	0	<Null>	0			<Null>				
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CCSW61	Wells Fargo Center	Y	13	Y	2	1S1E03CB 1500,	1S1E03CC 800,	<Null>				
CCSW61	KOIN Center	Y	9	Y	1	1S1E03BC 3100,	1S1E03CB 400	<Null>				
CCSW62	Mt Hood	<Null>	0	<Null>	0			<Null>				
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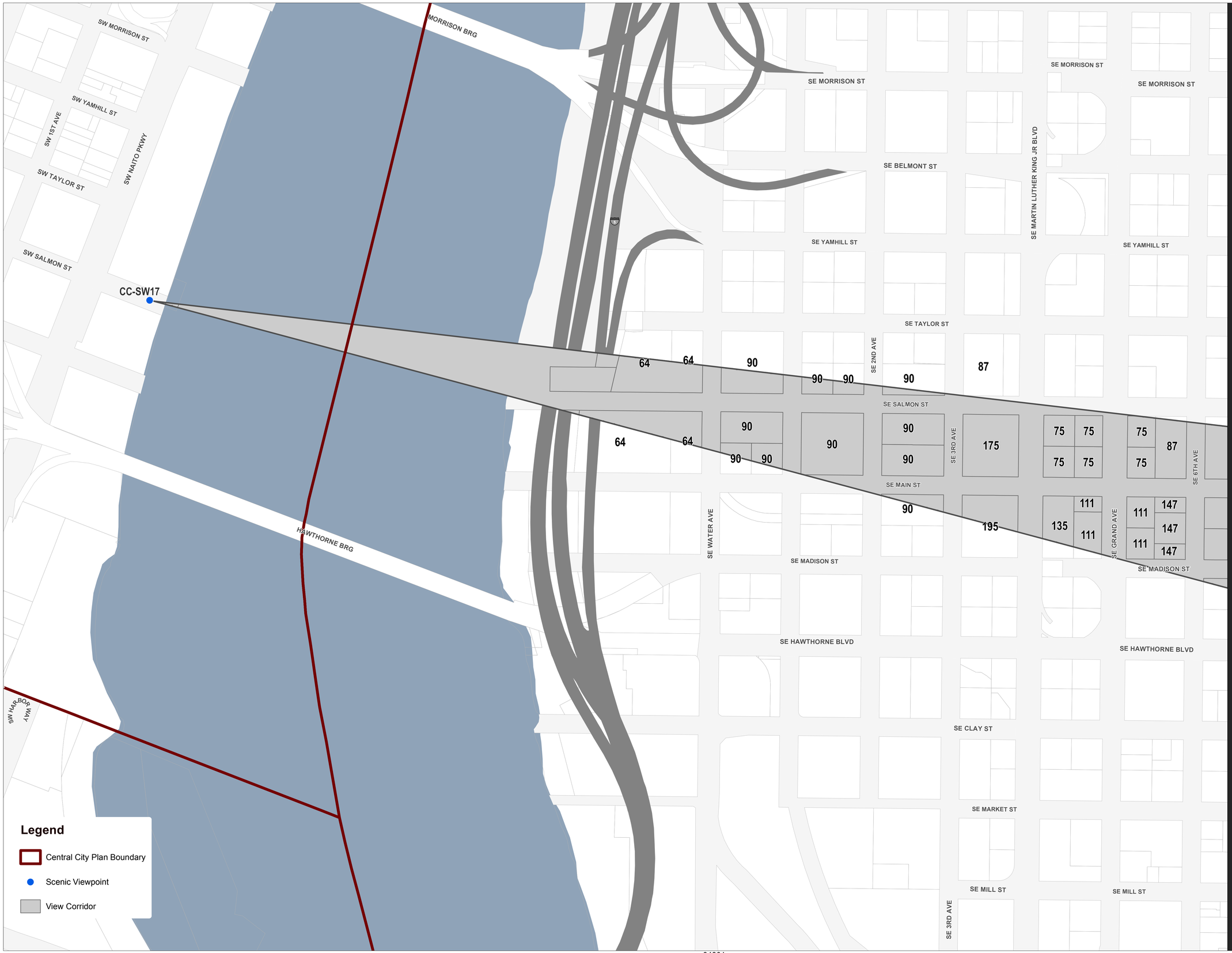
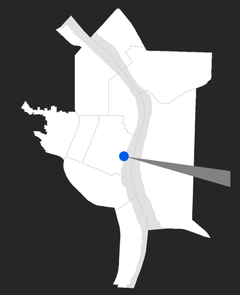


June 30, 2016

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

Central City Scenic Resources

ESEE Analysis



NORTH

0 200 Feet

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34801


Willamette Greenway Plan
Greenway Viewpoints
Greenway View Corridors
Scenic Views
Panoramas
Views of City
Views of Mountains
Views of Bridges
Viewpoints
Scenic Sites
Gateways & Focal Points
Scenic Drives and Corridors
Scenic Drives
View Corridors
Scenic Waterways
NORTH
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Proposed Maximum Heights

Central City Plan District
510-3



Central City Plan District Boundary
Maximum heights area boundary
Maximum building height

Area eligible for height increase

Areas where maximum height is determined by base zone

Proposed right-of-way
Proposed easement(s)

5-20-16

Proposed Maximum Height including Eligible Height Increases

Central City Plan District
510-4



510-4

- an District boundary
- ding height including eligible height increases
- aximum height is determined by base zone
- Areas where a shadow analysis is required
- Proposed right-of-way
- Proposed accessways
- additional height opportunity areas in the North Pearl subarea and South Waterfront subdistrict

NORTH

0 1,000 2,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

May 24, 2016

Existing and Proposed Maximum Heights

Comparison Map

DRAFT

This map is not a zoning map. It is a tool to help stakeholders better understand height changes proposed by the CC2035 Plan and may contain errors. For existing heights, refer to Map 510-3 *Maximum Heights* and for proposed heights, refer to replacement Map 510-3 *Base Heights* and new Map 510-4 *Bonus Heights*.

Legend

- Central City Plan Boundary
- Proposed Shade Analysis Areas
- Existing Shade Analysis Areas

Maximum Heights Comparison

- Increase in Maximum Height
- Decrease in Maximum Height
- No Change in Maximum Height

June 28, 2016

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NORTH

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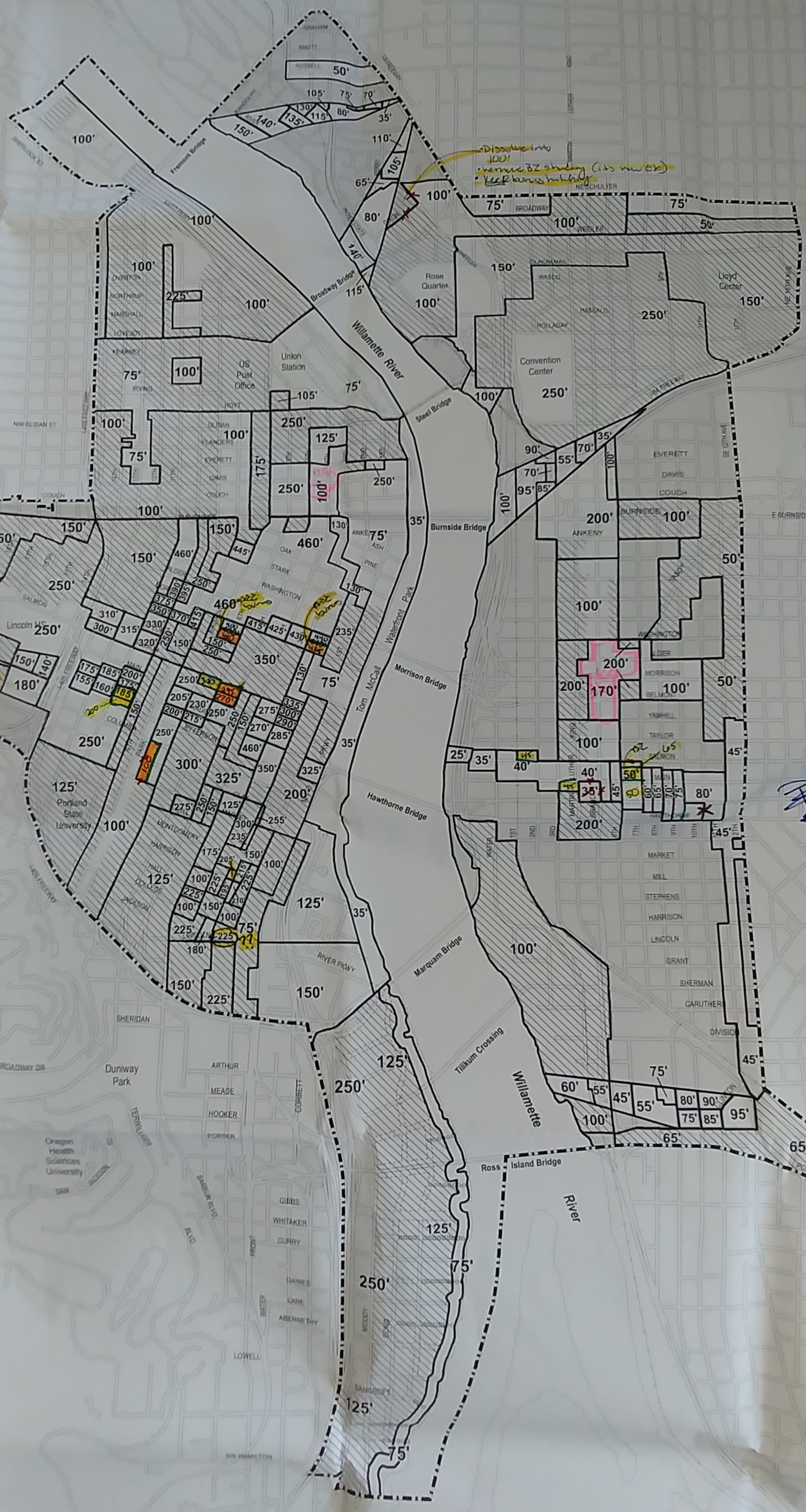
Proposed Maximum Heights

6-1-16

Central City Plan District
510-3



Central City Plan District boundary

Maximum heights area boundary

Maximum building height

Area eligible for height increase

Areas where maximum height is determined by base zone

Proposed right-of-way

Proposed accessways

NORTH

0 1,000 2,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

May 26, 2016

6-1-16

Central City Plan District
510-4

Proposed Maximum Height including Eligible Height Increases



Areas where a shadow analysis is required

Proposed right-of-way

Proposed accessways

Proposed
5/16-4

Central City Scenic Resources Inventory

Scenic Views and Maximum Building Heights

Legend

Line of sight

- Bridge
- Mountain
- Building
- Scenic Viewpoints
- Central City Plan Boundary
- South Waterfront Not Included
- BLI Tax Lots

Impediment of Maximum Building Heights on Views

Difference between View Cone Elevation and Maximum Building Height

- 400+ ft
- 350 to 399 ft
- 300 to 349 ft
- 250 to 299 ft
- 200 to 249 ft
- 150 to 199 ft
- 100 to 149 ft
- 50 to 99 ft
- 0 to 49 ft
- View Cones Clear Maximum Height
- No View Cones Above Tax

October 15, 2015

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NORTH

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Central City Scenic Resources Inventory

Scenic Views and Maximum Building Heights (Vacant and Underutilized Lots)

Legend

Line of sight

- Bridge
- Mountain
- Building
- Scenic Viewpoints
- Central City Plan Boundary
- South Waterfront Not Included

Impediment of Maximum Building Heights on Views

Difference between View Cone Elevation and Maximum Building Height

- 400+ ft
- 350 to 399 ft
- 300 to 349 ft
- 250 to 299 ft
- 200 to 249 ft
- 150 to 199 ft
- 100 to 149 ft
- 50 to 99 ft
- 0 to 49 ft
- View Cones Clear Maximum Height
- No View Cones Above Tax Lot

October 15, 2015

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

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NORTH

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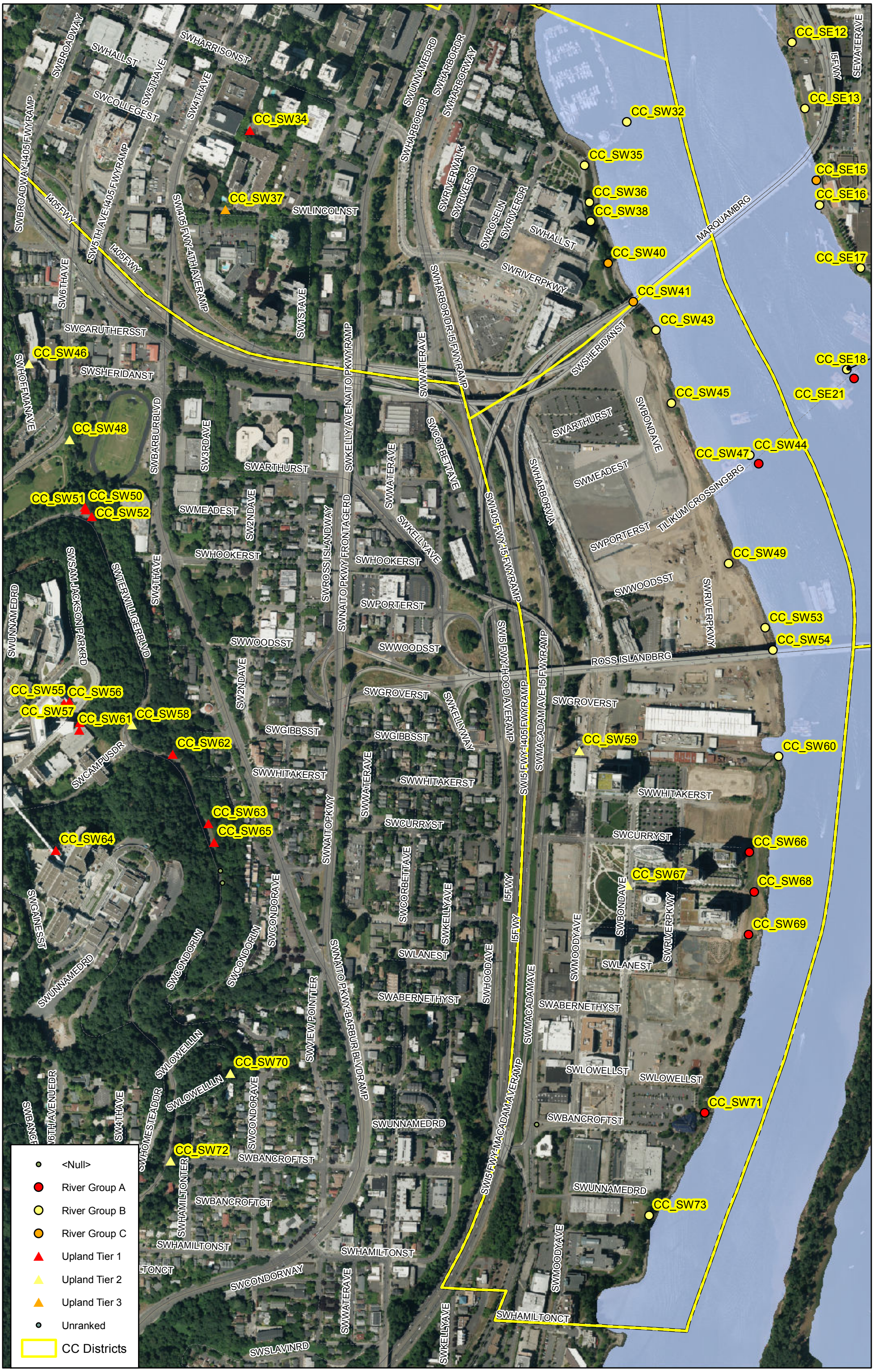
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SWBROADWAY-I405FWYRAMP
SWHALLST
SWBROADWAY
SWHARRISONST
SW5THAVE
SW4THAVE
SWCOLLEGEST
I405FWY
SW5THAVE-I405FWYRAMP
SW405FWY-4THAVERAMP
SWLINCOLNST
SW6THAVE
SW1STAVE
SWCARUTHERSST
SWSHERIDANST
SWHOFFMANAVE
SWBARBURBLVD
SW3RDAVE
SWARTHURST
SWMEADEST
SW2NDAVE
SWHOOKERST
SWPORTERST
SWWOODSST
SWGROVERST
SWGIBBSST
SWWHITAKERST
SWCURRYST
SWCAMPUSDR
SWSAMJACKSONPARKRD
SWTERWILLIGERBLVD
SWUNNAMEDRD
SWCONDORLN
SWLANEST
SWABERNETHYST
SWLOWELLLN
SWHOMESTEADDR
SWBANCROFTST
SWHAMILTONST
SWHAMILTONCT
SWCONDORWAY
SWSLAVINRD
SWHARBORDR
SWUNNAMEDRD
SWHARBORWAY
SWRIVERWALK
SWRIVERSQ
SWROSELIN
SWRIVERDR
SWRIVERPKWY
MARQUAMBRG
SWHARBOR DR-I5 FWYRAMP
SWWATERAVE
SWNAITO PKWYRAMP
SWNAITO PKWY FRONTAGERD
SWKELLY AVE-NAITO PKWYRAMP
SWCORBETTAVE
SWKELLYAVE
SWKELLYWAY
SWROSS ISLANDWAY
SWNAITO PKWY-BARBUR BLVDRAMP
SWSHERIDANST
SWBONDAVE
SWMEADEST
SWPORTERST
TILIKUM CROSSINGBRG
SWWOODSST
SWRIVERPKWY
ROSS ISLANDBRG
SWGROVERST
SWWHITAKERST
SWCURRYST
SWMACADAM AVE-I5 FWYRAMP
SW I5 FWY-HOOD AVERAMP
SWMACADAMAVE
SWMOODYAVE
SWLANEST
SWABERNETHYST
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SWBANCROFTST
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SWSLAVINRD
I5FWY
SEWATERAVE
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River Group B
River Group C
Upland Tier 1
Upland Tier 2
Upland Tier 3
Unranked
CC Districts


SWKELLY AVE-NAITO PKWY RAMP
SWSHERMANST
SWHARBOR DR-I5 FWY RAMP
SWRIVERPKWY
SWI405 FWY-MARQUAM BRG RAMP
SWSHERIDANST
SWCARUTHERSST
SWWATERAVE
SWSHERIDANST
SW I5 FWY-HARBOR DR RAMP
SWI405 FWY-I5 FWY RAMP
SWARTHURST
SWBONDAVE
SWHARBORVIA
SWMEADEST
SWPORTERST
SWCORBETTAVE
SWKELLYAVE
SWHOOKERST
SWWOODSST
SWRIVERPKWY
SWGROVERST
ROSS ISLANDBRG
SWI5 FWY-HOOD AVE RAMP
SWMACADAMAVE-I5 FWY RAMP
SWGIBBSST
SWWHITAKERST
SWCURRYST
SWPENNOYERST
I5 FWY
SWHOODAVE
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SWBARBURBLVD
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SECARUTHERSST
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SE4THAVE
SEIVONST
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View Corridor
View Extended
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River Group A
River Group B
River Group C
Upland Tier 1
Upland Tier 2
Upland Tier 3
Unranked
CC Districts

34811


CC_SW
CC_SW56
CC_SW55
CC_SW57
CC_SW60
CC_SW
CC_SW61
CC_SW62
CC_SW65
CC_SW63
CC_SW
CC_SW
CC_SW71
SW3RDAVE
SW2NDAVE
SWBARBURBLVD
SWGROVERST
SWGROSS ISLAND BRG-NAITO PKWY RAMP
SWGIBBSST
SW1STAVE
SWCAMPUSDR
SWBARBURBLVD FRONTAGERD
SWWHITAKERST
SWUNNAMEDRD
SWNAITO PKWY FRONTAGERD
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SWWATERAVE
SWCURRYST
SWPENNOYERST
SWUS VETERANS HOSPITALRD
SWTERWILLIGERBLVD
SWCONDORLN
SWCONDORAVE
SWLANEST
SWABERNETHYST
SWBARBUR BLVD-NAITO PKWY RAMP
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OFTST
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River Group A
River Group B
River Group C
Upland Tier 1
Upland Tier 2
Upland Tier 3
Unranked
CC Districts

34812

Piekarski, Carmen

From: Brooks, Mindy (Planning)
Sent: Thursday, February 19, 2015 2:07 PM
To: Piekarski, Carmen; Meharg, Emily
Subject: RE: Changes to Viewpoints Maps

The maps are looking really good. Here are our edits:

Overall

1. We only want to show the Viewpoints Boundary on the Viewpoints maps. And reverse the way we depict the boundaries on all of the maps – make the CC2035 Boundary a thick dashed black line on all of the maps and the Viewpoints Boundary a shaded area on just the two Viewpoints maps.
2. We still need a separate Scenic Corridors map, with the corridors identified as street, trail/path, waterway or rail. And a viewpoints map with the existing and retried and relocated viewpoints. See notes below.

Existing Viewpoints Maps

- Add trails

View Streets Map

- Remove Viewpoints Boundary
- See map for additions and edits to the streets
  - Add an orange extent from the NW 11th street to the Freemont Bridge
  - Expand the NW 4th view street to be Flanders to Burnside
  - Add SE Burnside from 12th Ave to Freeway; add orange extent from Freeway to West Hills
  - Add SW 5th Ave from Taylor to Portlandia
  - Expand the SW Salmon view street to be 9th to Salmon Springs
  - Expand the orange extent of the SE Salmon and SE Main to Washington Park

View Streets (Existing and Retired) Map

- Add (Existing and Retired) to the title
- Remove Viewpoints Boundary

Scenic Sites Map

- Add North Park Blocks and South Park Blocks; include the arrows like you did for Willamette River
- Remove Viewpoints Boundary

Visual Focal Points Map

- Add Visual to the title
- Use purple instead of red (make match the all scenic resources map)
- Add Vista Bridge
- Add Willamette River and give it red arrows going up and down stream
- Give Mt. Hood and Mt. St. Helens the same symbols nest to the label

(new) Scenic Corridors Map

- Split the corridors by type: Street, Trail/Path, Waterway and Rail
- For the Greenway Trails, only include the portions of the trails along the Willamette River
- Add the North and South Park Blocks as paths and they are loops around the blocks

All Scenic Resources Map

- Don't include Viewpoints Boundary. We are wavering on this – to include or not to include. Let's take it out and then we'll review with Sallie, Mark Ragget and see what we think.
- Keep the scenic corridors lumps as one symbol on this map
- I think the viwepoints triangles are hard to see – they don't pop. Either make them larger or make white with the black halo or something that makes them stand out.

(new) Retired and Relocated Viewpoints Map

- Include all the existing viewpoints with the same symbol as the All Scenic Resources Map; don't label
- Include the retired and relocated viewpoints with different symbols and label these with Inventory ID Old, Greenway (IN. Some of the retired or relocated will have one but not both of the old ID's.

~~~~~~~~~~

Mindy

From: Piekarski, Carmen
Sent: Wednesday, February 18, 2015 4:21 PM
To: Brooks, Mindy (Planning); Meharg, Emily
Subject: RE: Changes to Viewpoints Maps (with links - duh!)

Here are the maps so far. Ready for some title edits, etc.
Thursday I should be able to finish the quad maps, focal point line of site map, and the map with status (new, relocated, retired).

\\BPSFILE1\Common$\drop\Piekarski_Carmen\Scenic\8x11_CC_Scenic_Viewpts_Boundary_IDs.pdf
\\BPSFILE1\Common$\drop\Piekarski_Carmen\Scenic\8x11_CC_Scenic_Focal_features.pdf
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\\BPSFILE1\Common$\drop\Piekarski_Carmen\Scenic\8x11_CC_Scenic_Viewpts_Boundary.pdf

carmen

From: Brooks, Mindy (Planning)
Sent: Wednesday, February 18, 2015 3:28 PM
To: Piekarski, Carmen; Meharg, Emily
Subject: RE: Changes to Viewpoints Maps

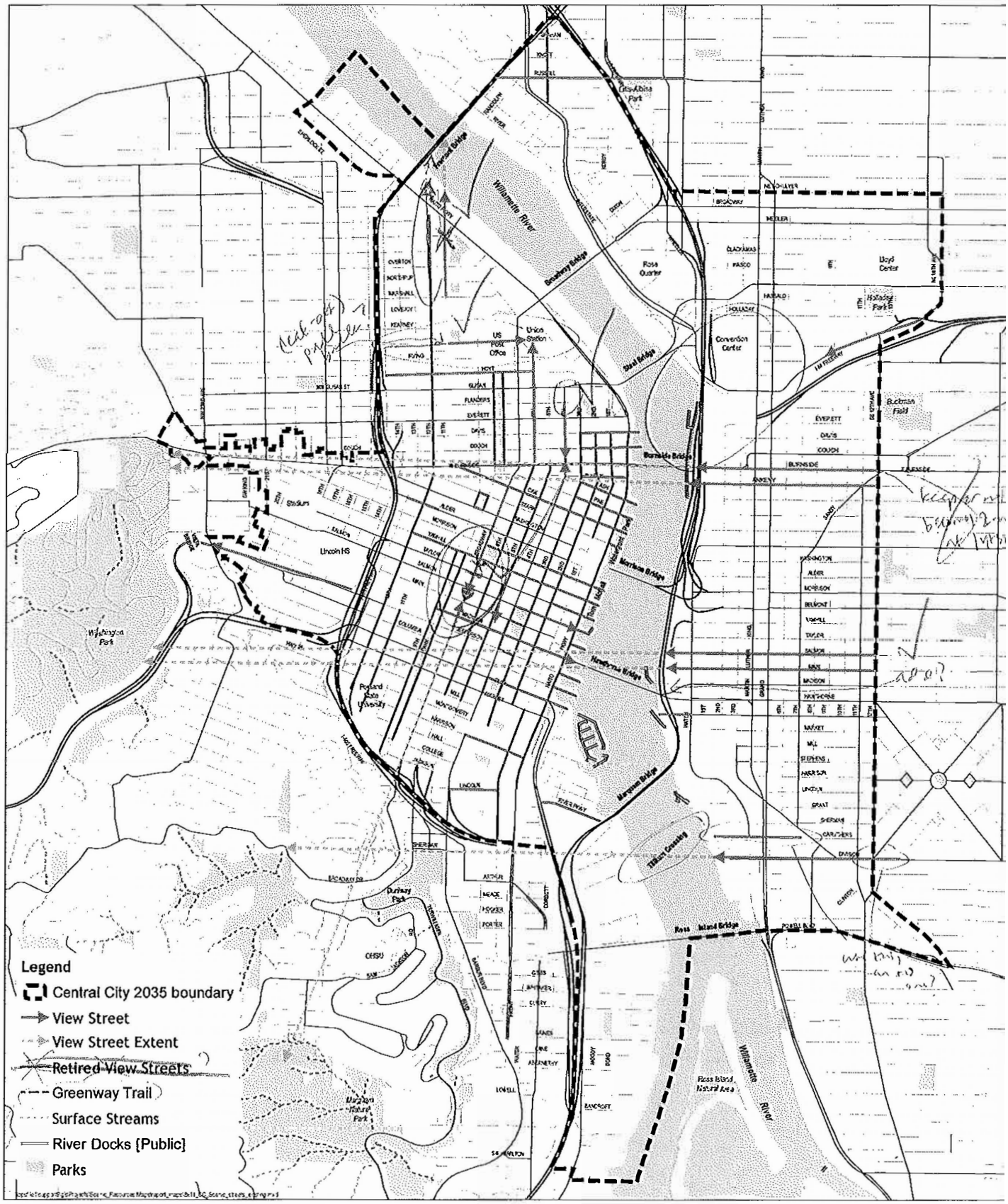
Existing and interim. Maybe by the time we adopt this, we will have an updated Greenway Trail dataset and can include Existing and Proposed.

~~~~~~~~~~

Mindy

From: Piekarski, Carmen
Sent: Wednesday, February 18, 2015 3:27 PM
To: Brooks, Mindy (Planning); Meharg, Emily
Subject: RE: Changes to Viewpoints Maps

Do I use the existing greenway trail?



Central City Scenic Resources - View Streets

March 6, 2015

City of Portland, Oregon
Bureau of Planning & Sustainability
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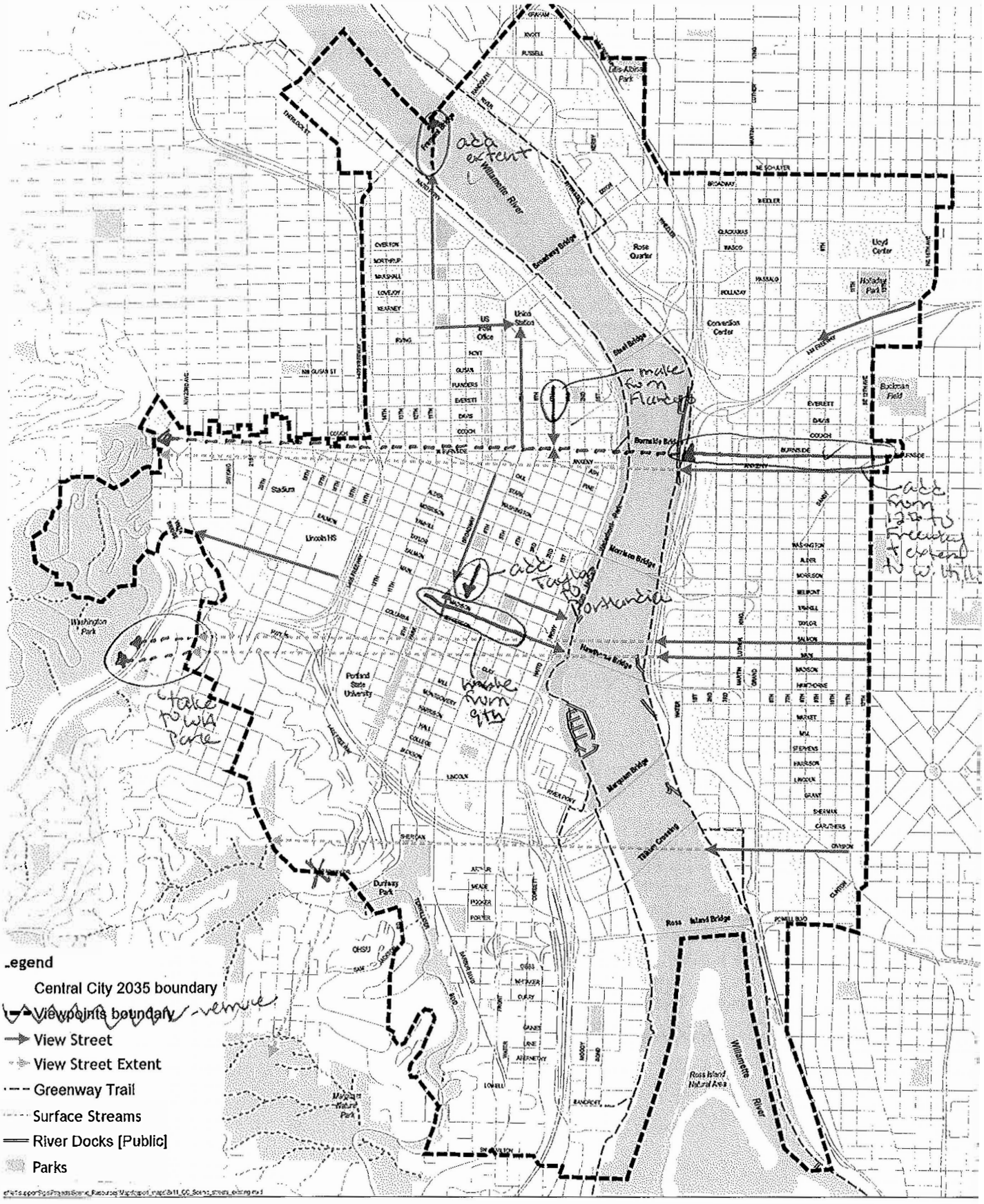
N

0 1,000 2,000 Feet

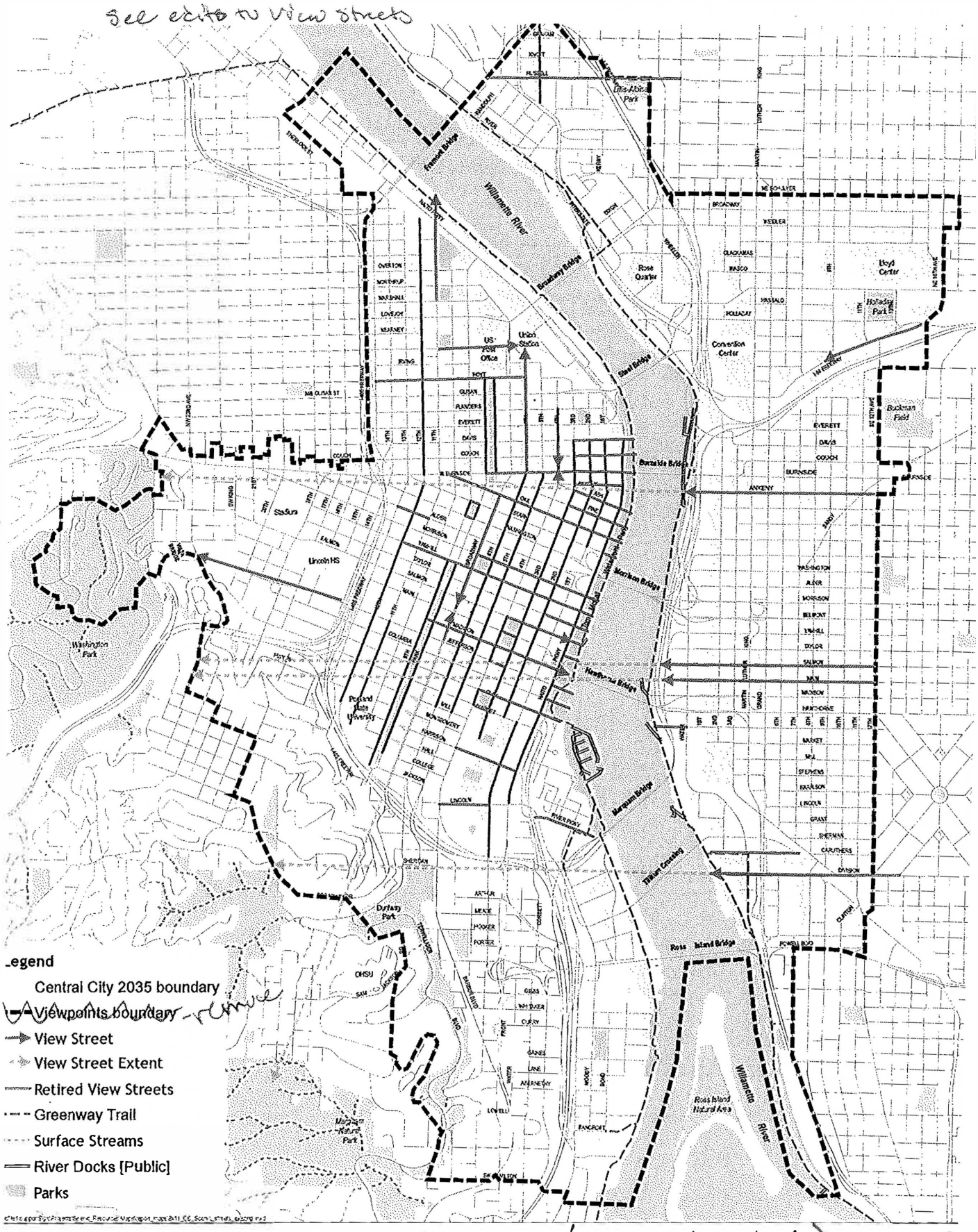
Bureau of Planning and Sustainability



Central City Scenic Resources - View Streets

February 18, 2015

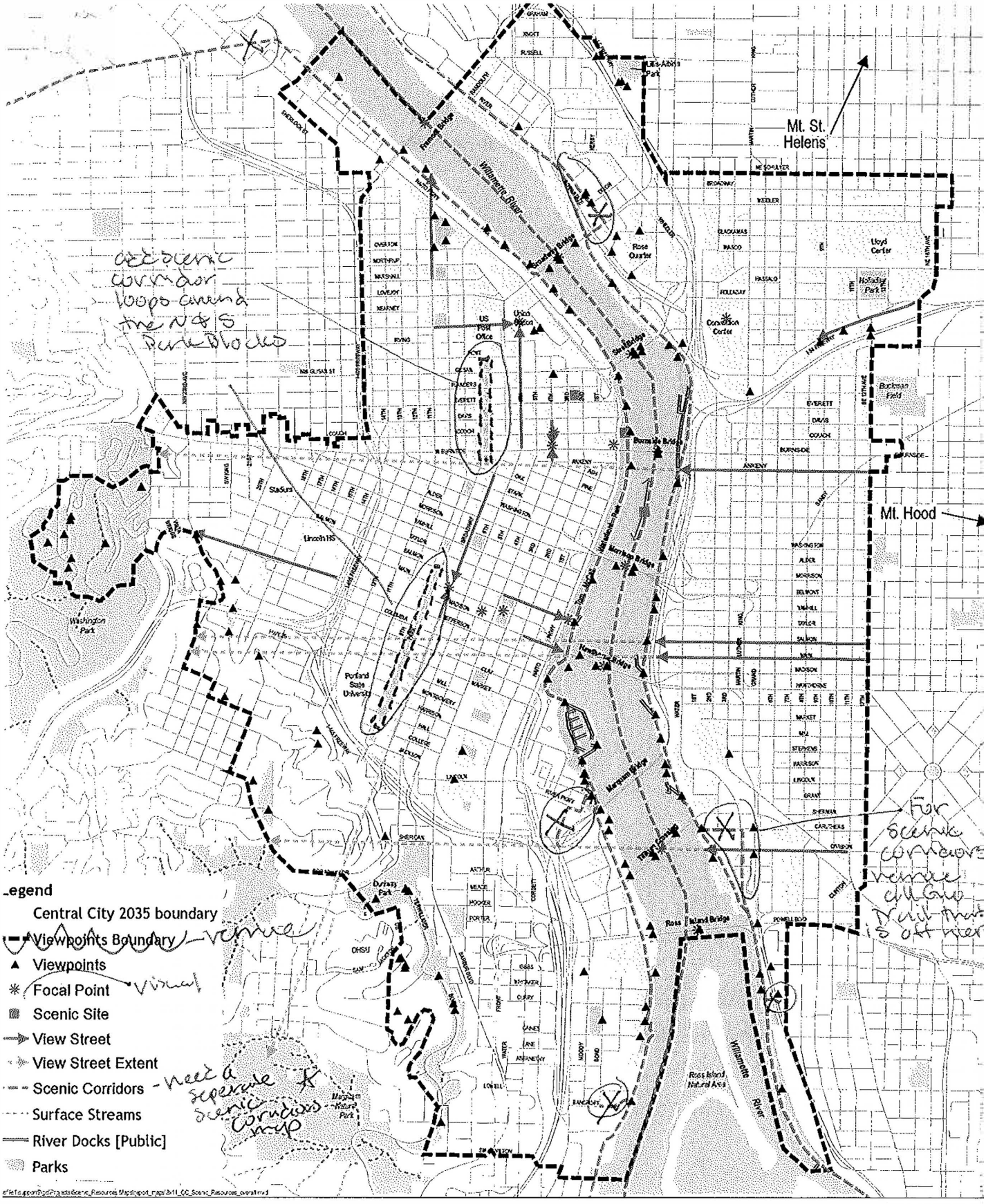
City of Portland, Oregon
Bureau of Planning & Sustainability



Central City Scenic Resources - View Streets (Existing + Retired)

February 18, 2015

City of Portland, Oregon
Bureau of Planning & Sustainability


Mt. St. Helens
Mt. Hood
Willamette River
Legend
Central City 2035 boundary
Viewpoints Boundary
Viewpoints
Focal Point
Scenic Site
View Street
View Street Extent
Scenic Corridors
Surface Streams
River Docks [Public]
Parks
Central City Scenic Resources
February 18, 2015
City of Portland, Oregon
Bureau of Planning & Sustainability
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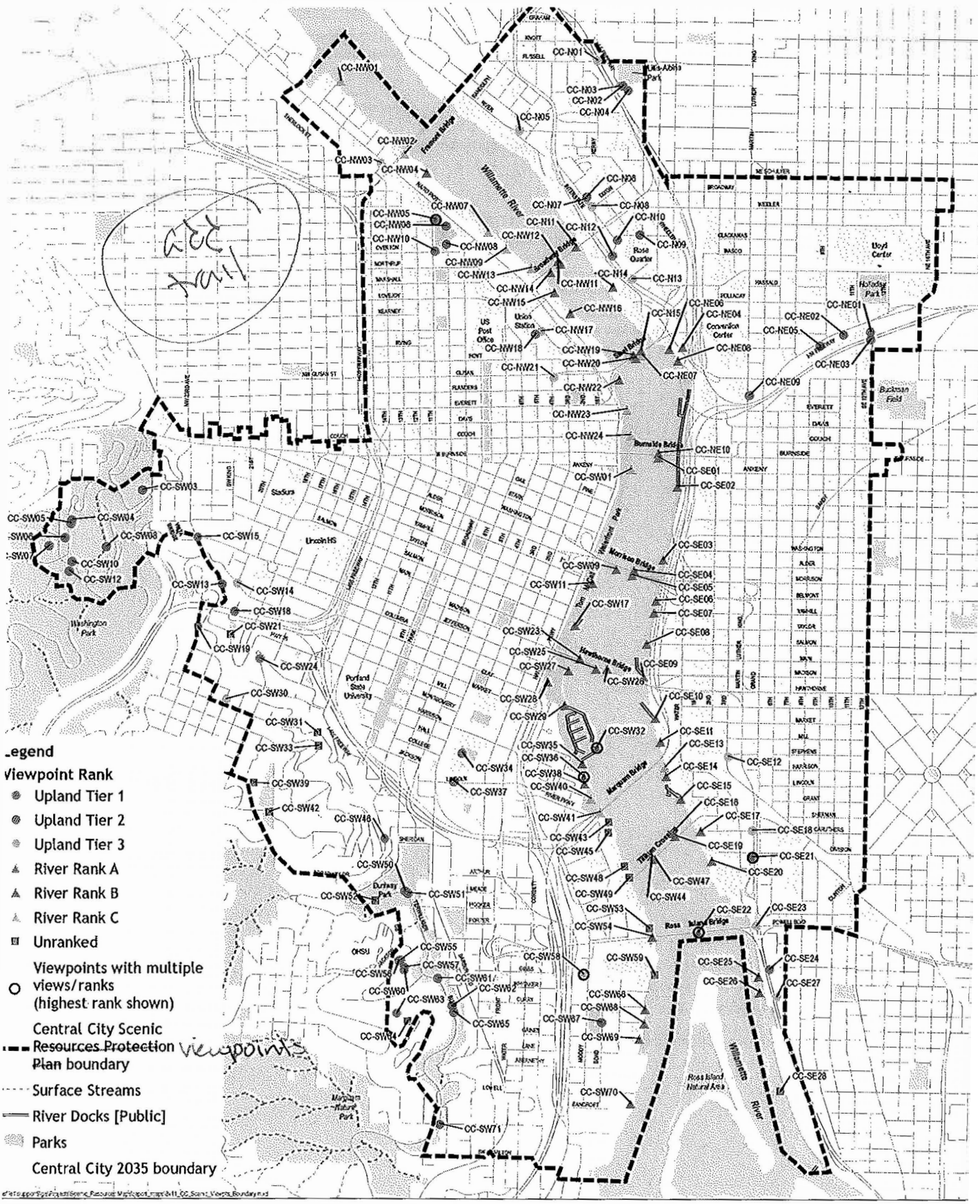

Central City Scenic Resources - Existing Viewpoints

February 18, 2015

City of Portland, Oregon
Bureau of Planning & Sustainability

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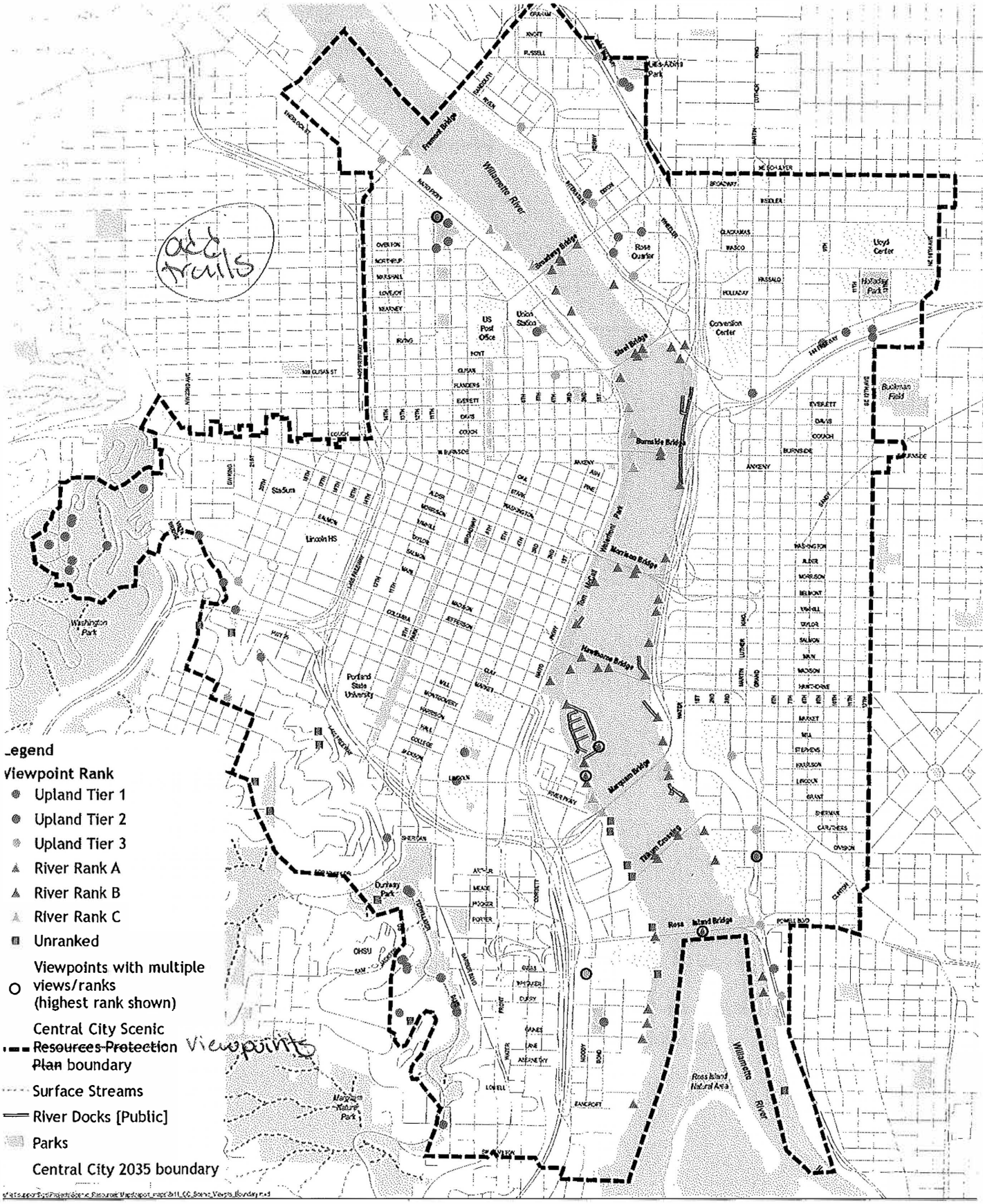

Central City Scenic Resources - Existing Viewpoints

February 18, 2015

City of Portland, Oregon
Bureau of Planning & Sustainability

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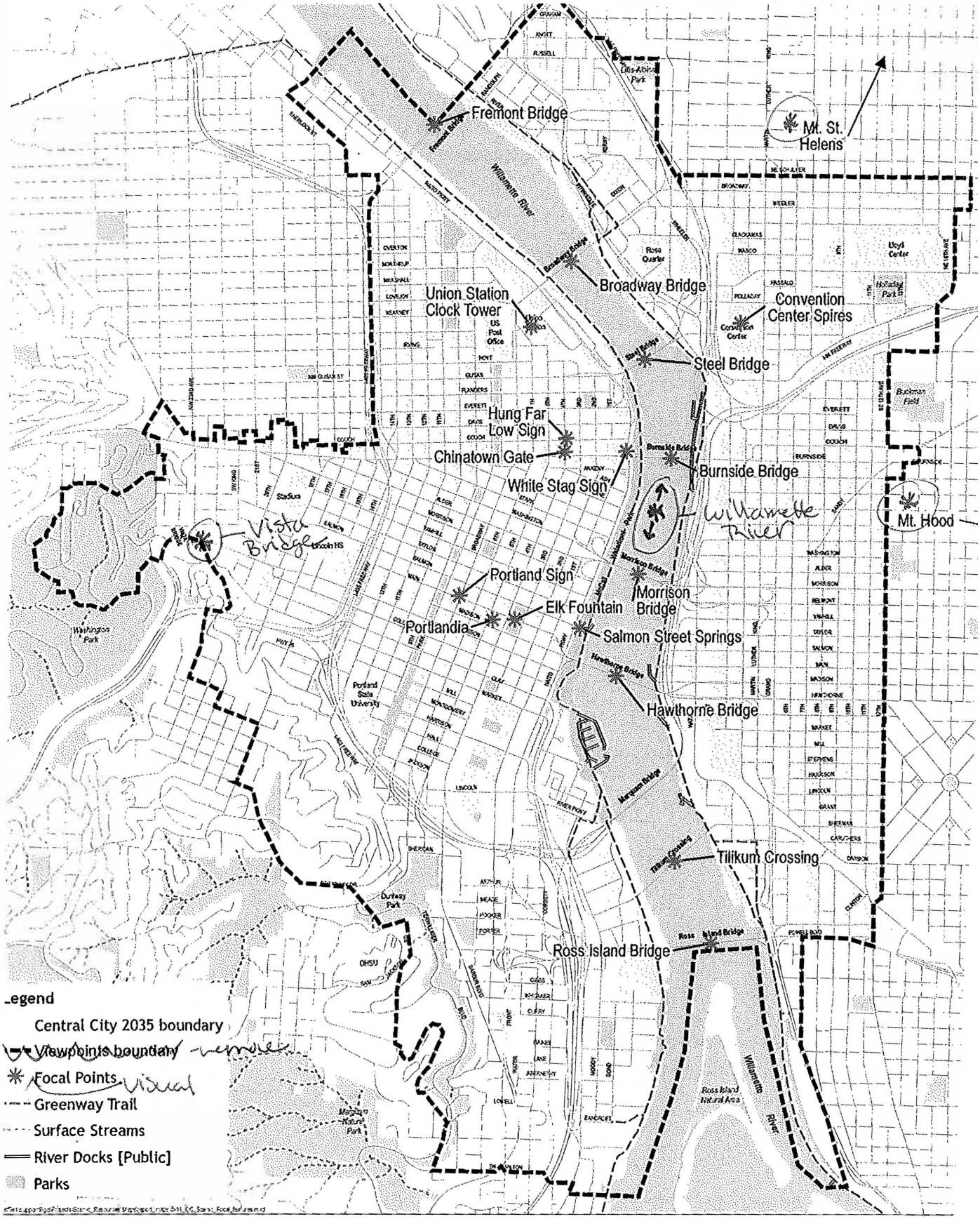
Bureau of Planning and Sustainability

34820


Fremont Bridge
Mt. St. Helens
Broadway Bridge
Union Station Clock Tower
Convention Center Spires
Steel Bridge
Hung Far Low Sign
Chinatown Gate
White Stag Sign
Burnside Bridge
Willamette River
Mt. Hood
Vista Bridge
Portland Sign
Morrison Bridge
Elk Fountain
Portlandia
Salmon Street Springs
Hawthorne Bridge
Tilikum Crossing
Ross Island Bridge
Legend
Central City 2035 boundary
Viewpoints boundary
Focal Points
Greenway Trail
Surface Streams
River Docks [Public]
Parks
Central City Scenic Resources - Focal Points
February 18, 2015
City of Portland, Oregon
Bureau of Planning & Sustainability
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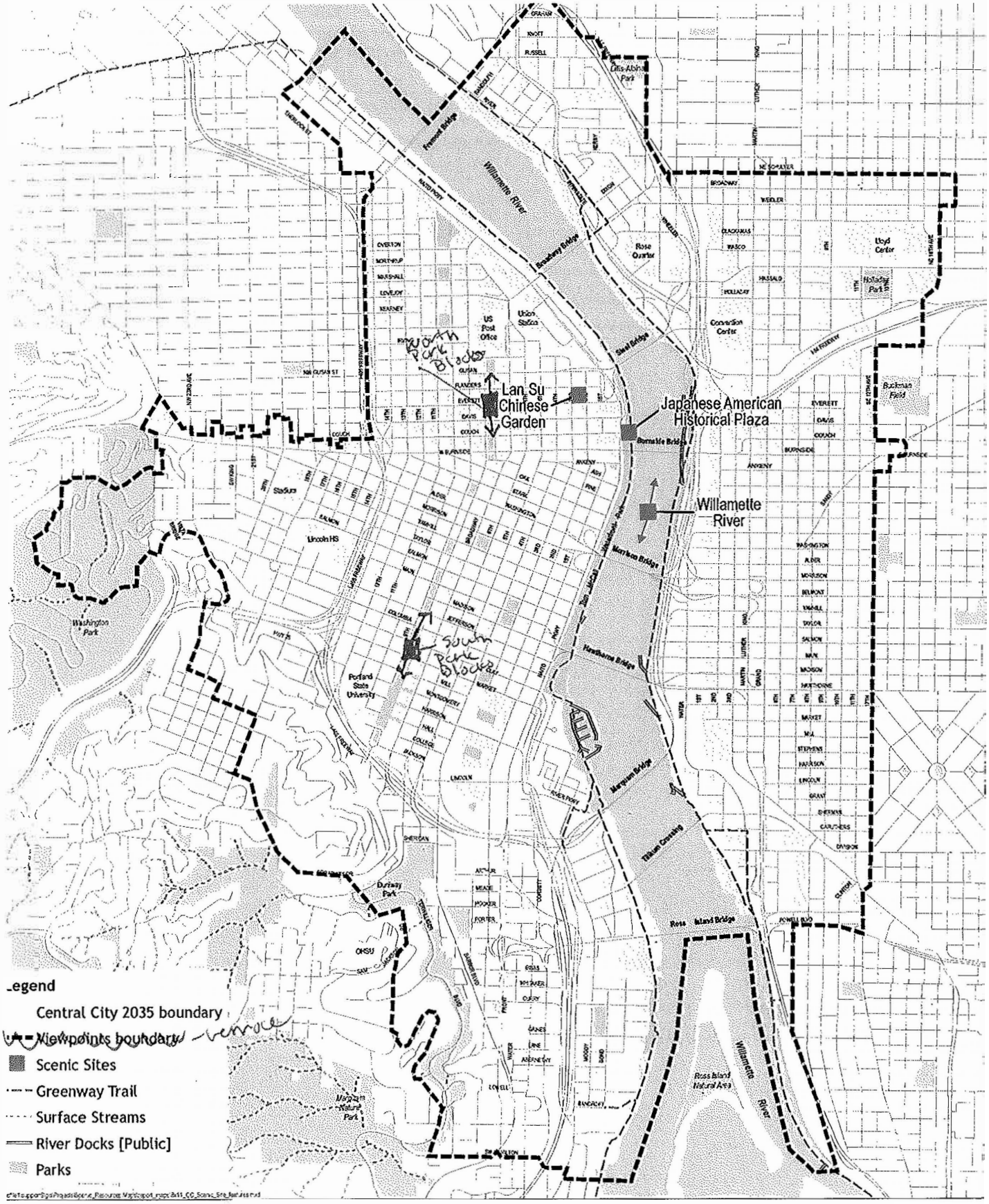
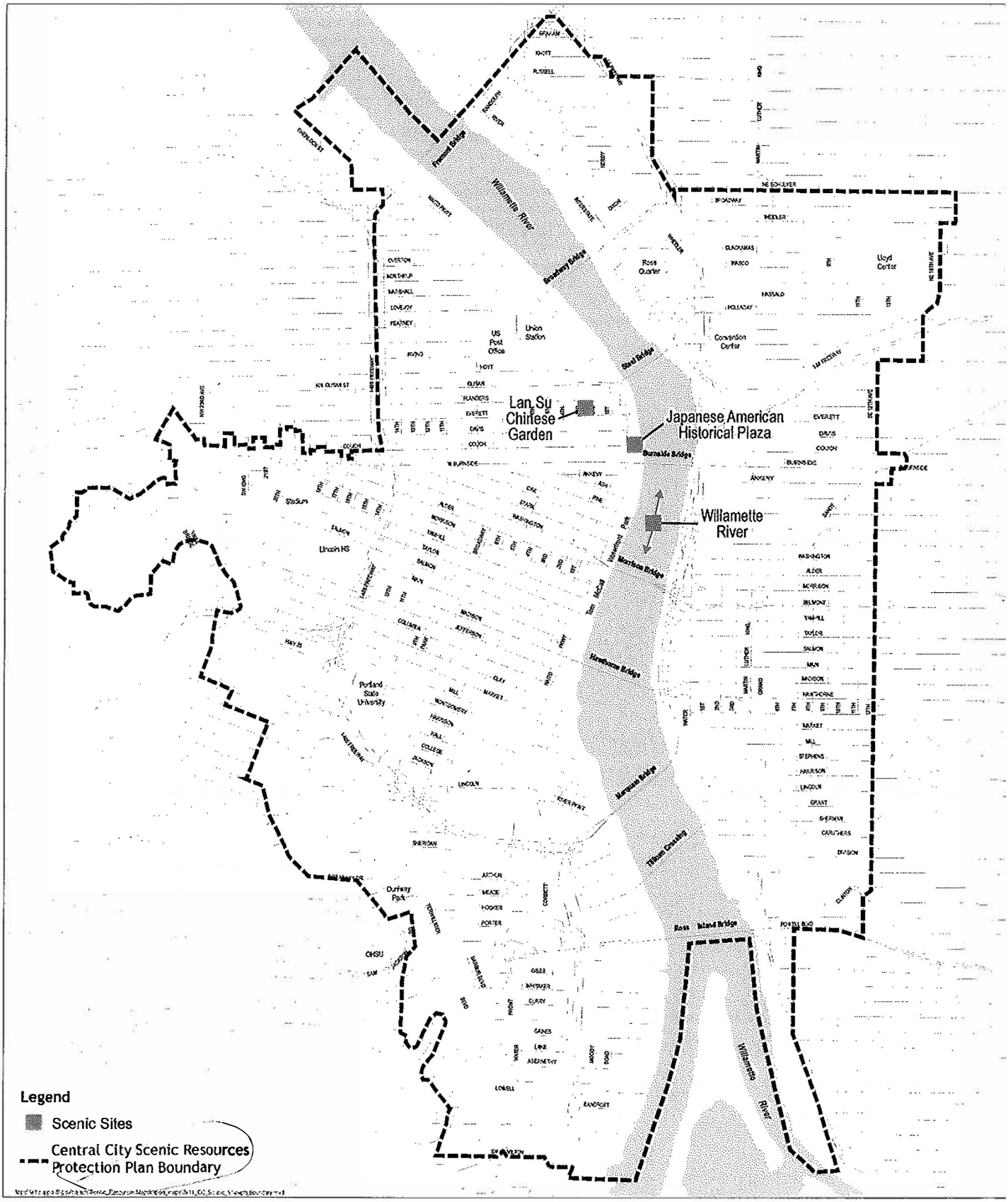


Central City Scenic Resources - Scenic Sites

February 18, 2015

City of Portland, Oregon
Bureau of Planning & Sustainability



Central City Scenic Resources - Scenic Sites

February 13, 2015

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

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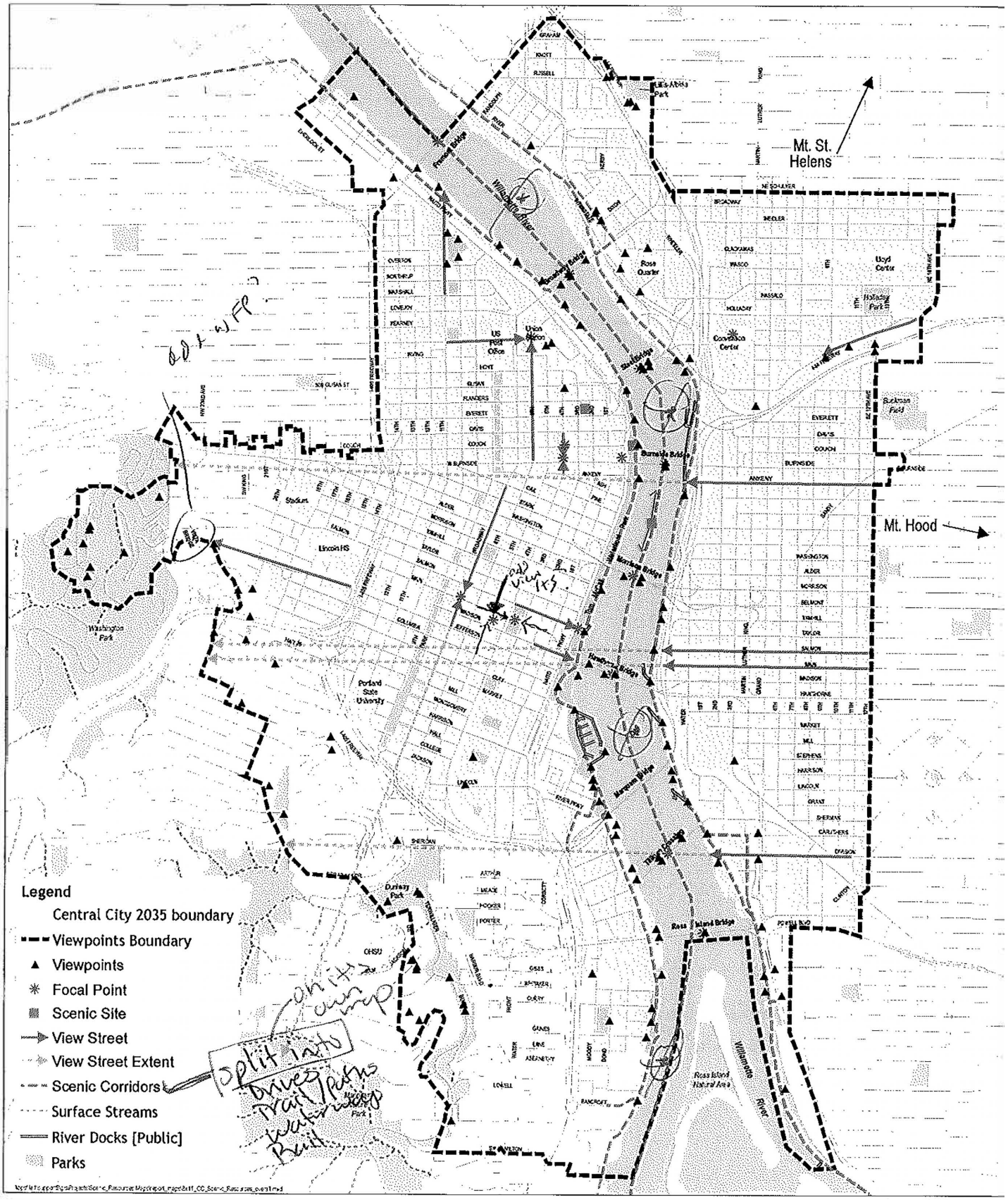
Bureau of Planning and Sustainability



Central City Scenic Resources

February 18, 2015

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

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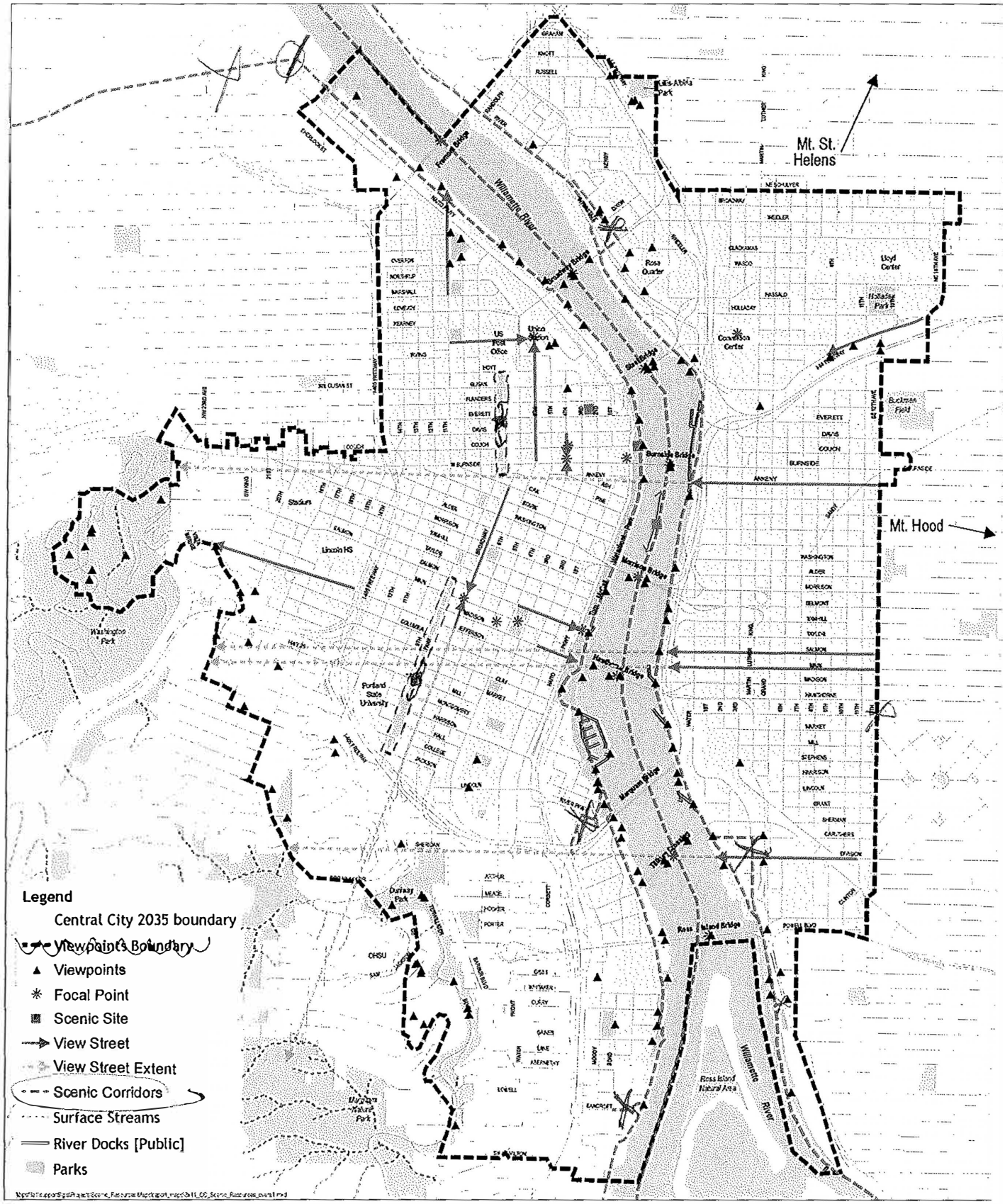

Central City Scenic Resources

February 18, 2015

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

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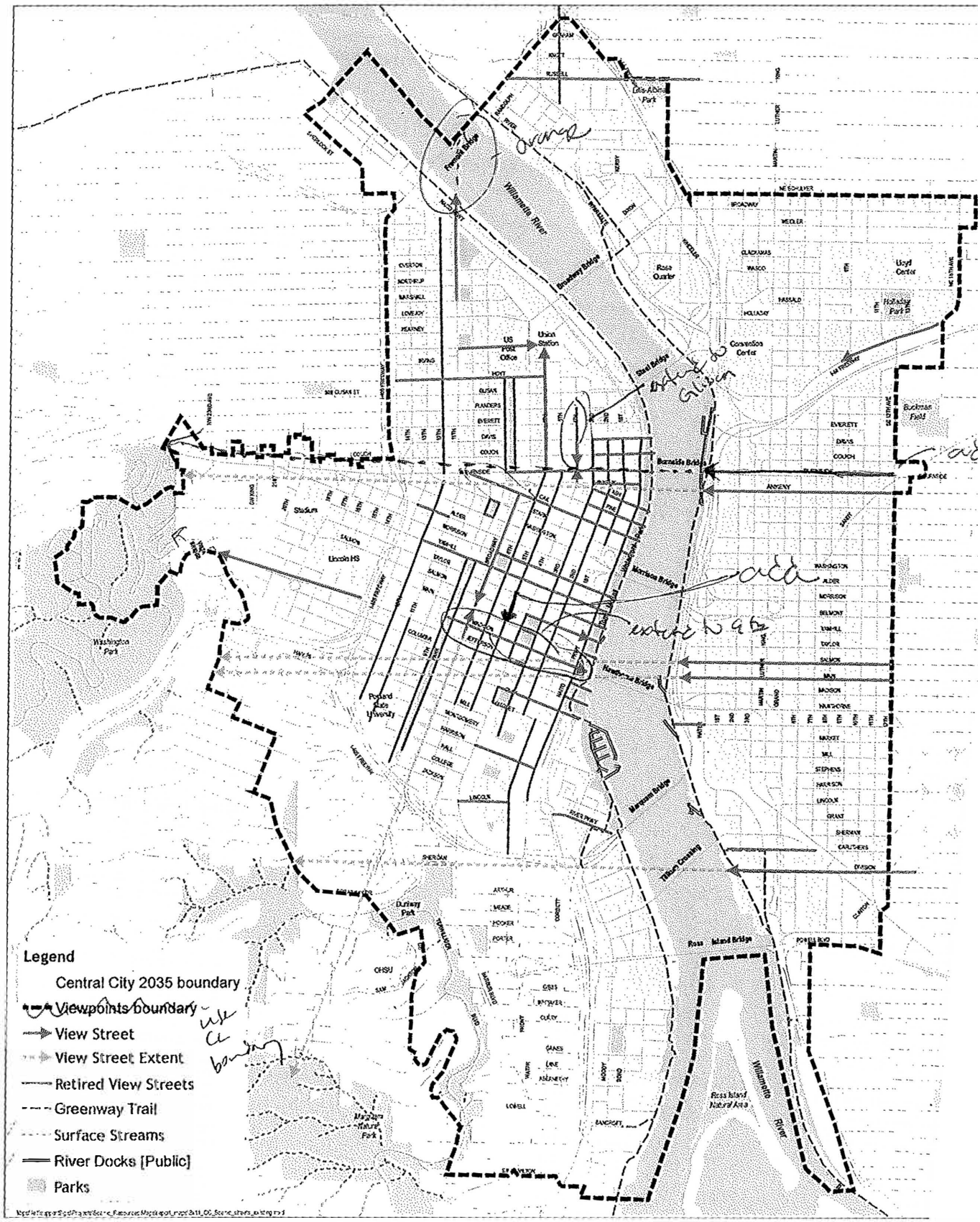

Central City Scenic Resources - View Streets - Existing + Retired

February 18, 2015

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

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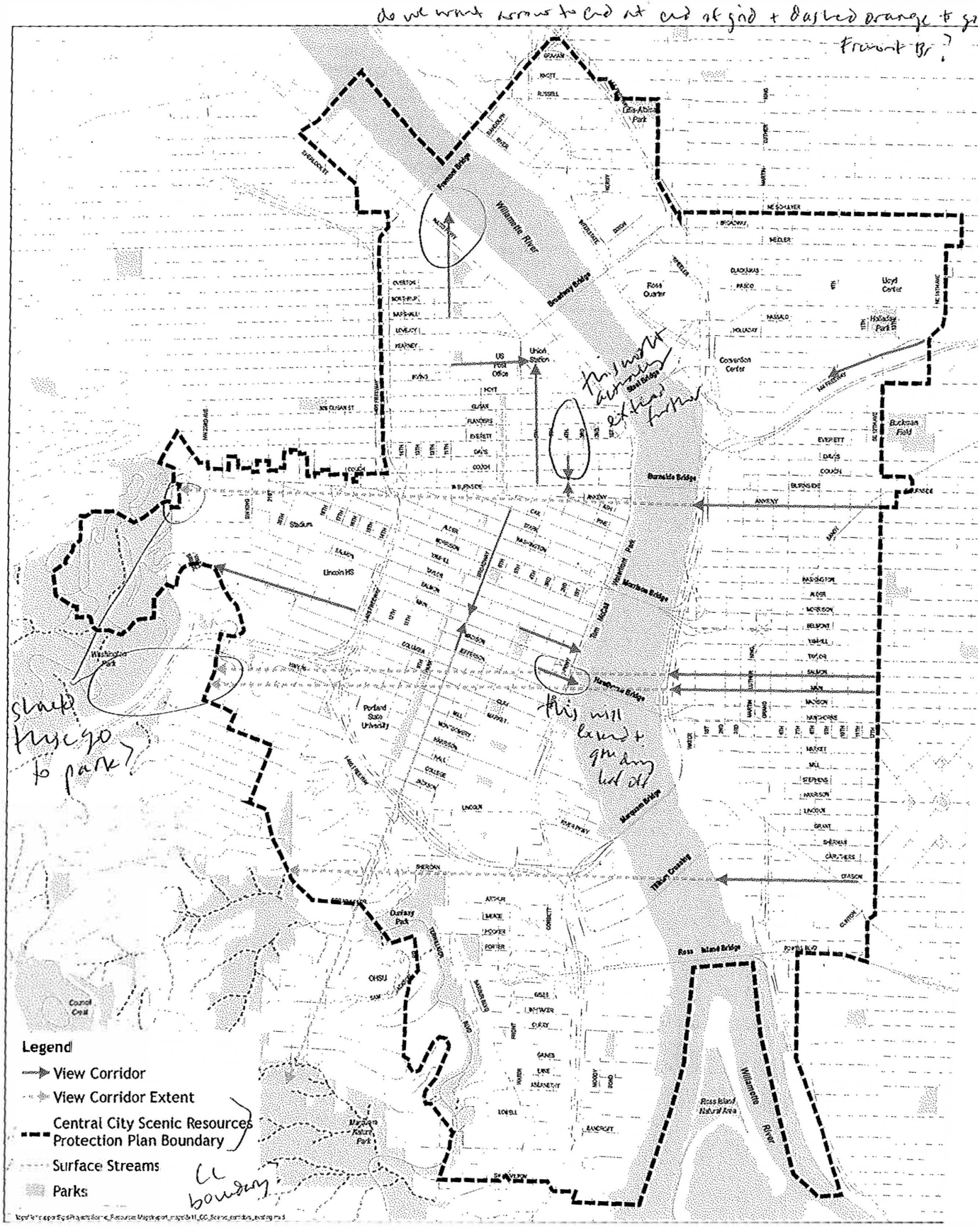


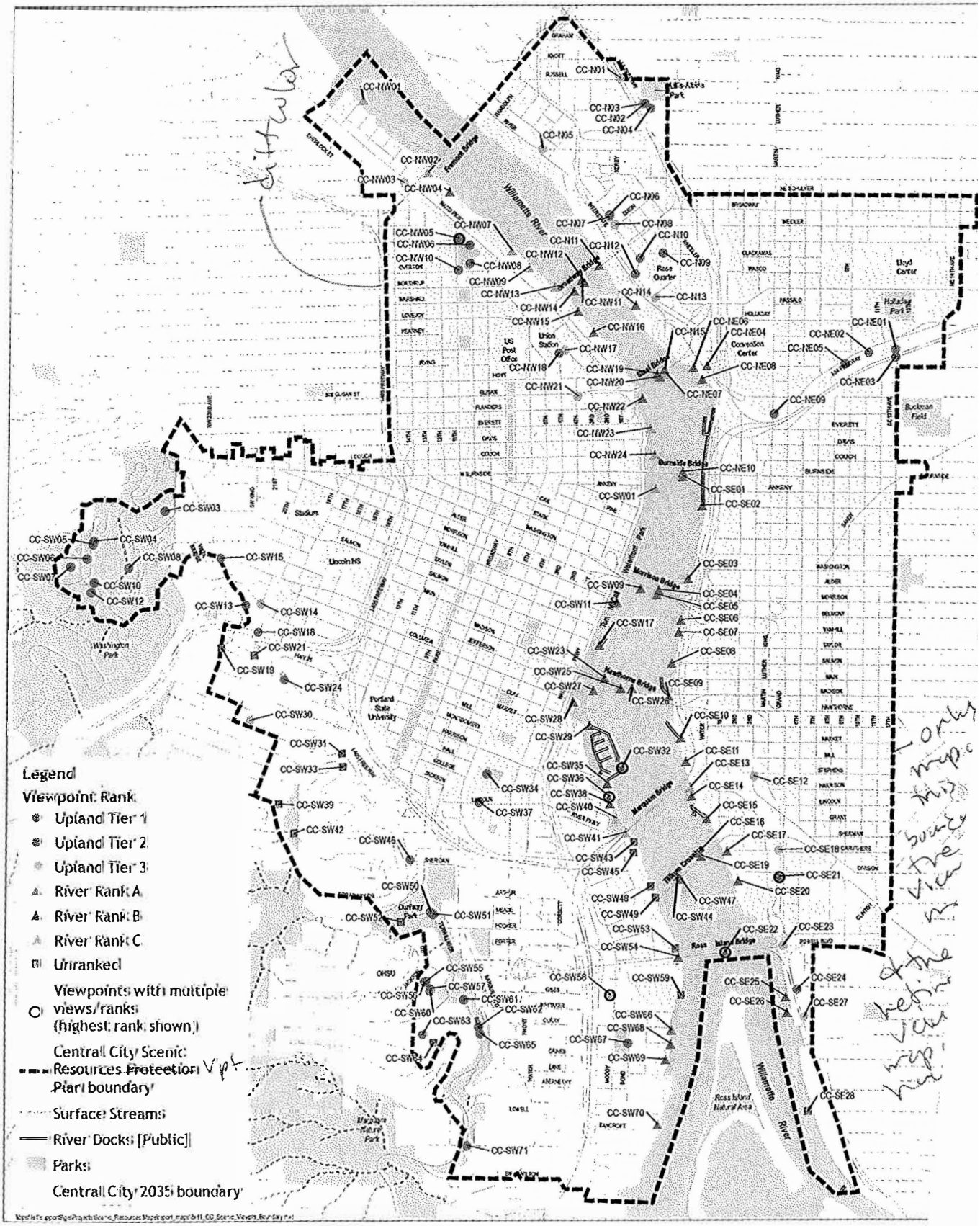
Central City Scenic Resources - View Corridors

February 13, 2015

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

N

0 1,000 2,000 Feet



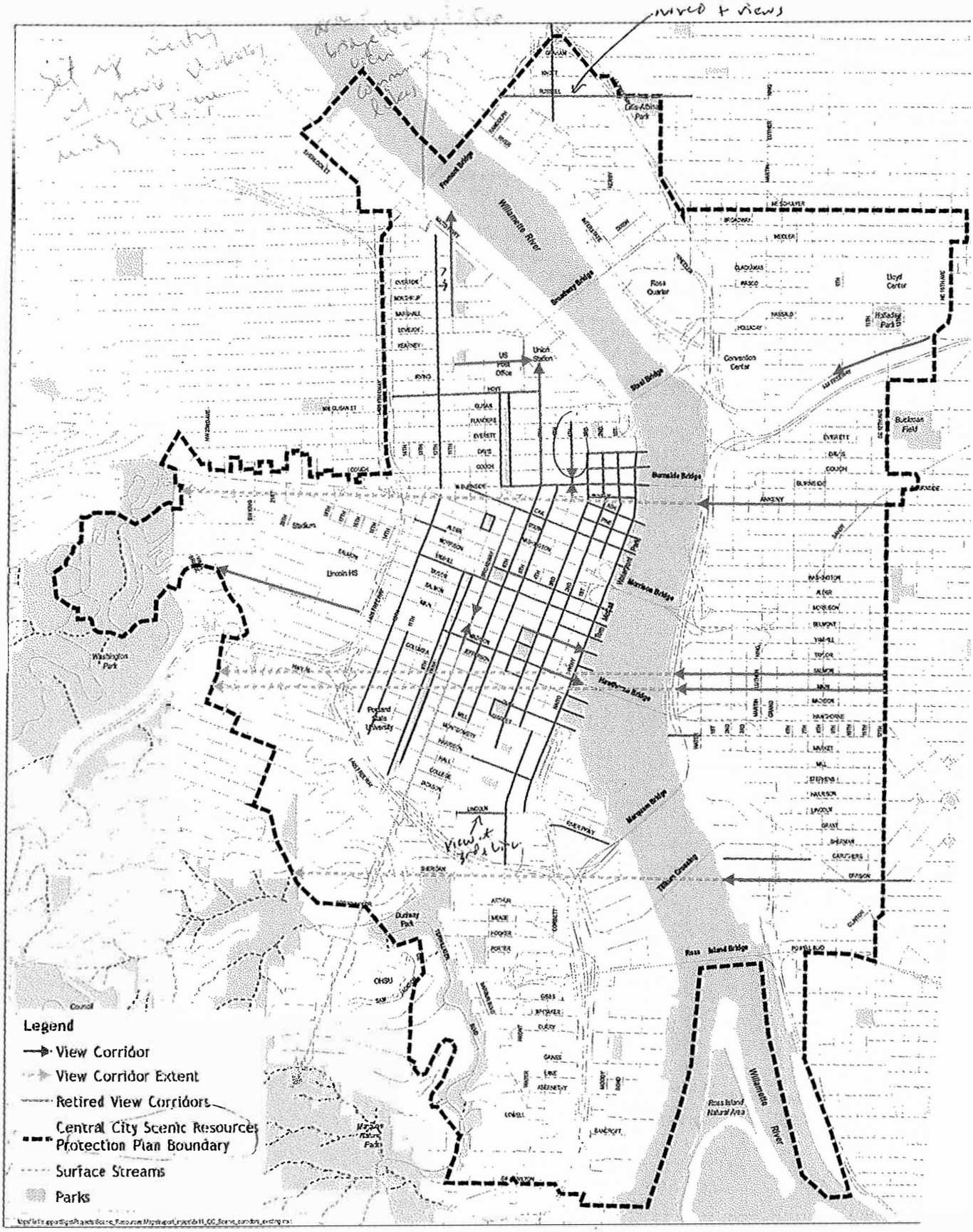
Central City Scenic Resources - Existing Viewpoints

February 18, 2015

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

N

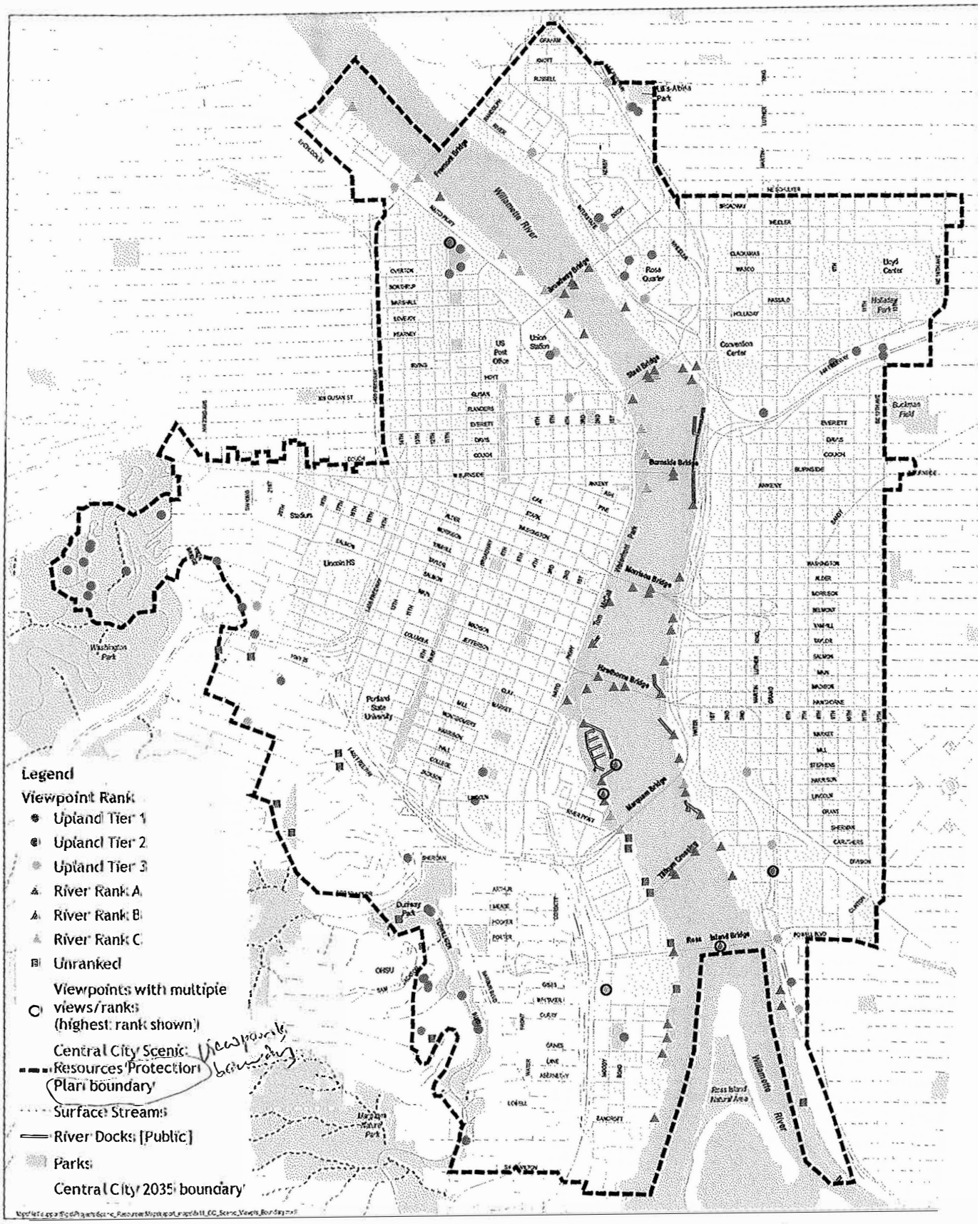
0 1,000 2,000 Feet



Central City Scenic Resources - View Corridors

February 13, 2015

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



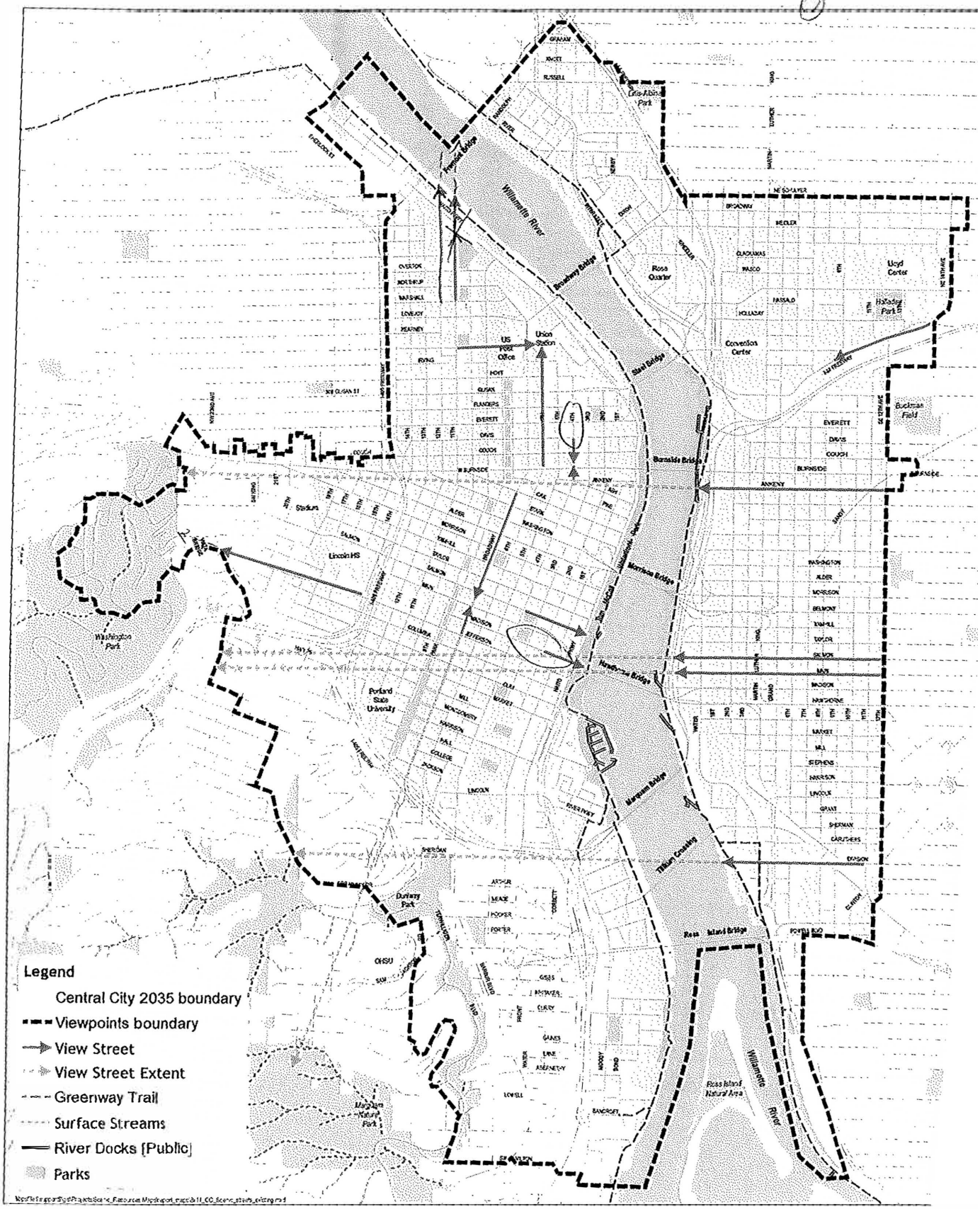
Central City Scenic Resources - Existing Viewpoints

February 18, 2015

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

N

0 1,000 2,000 Feet



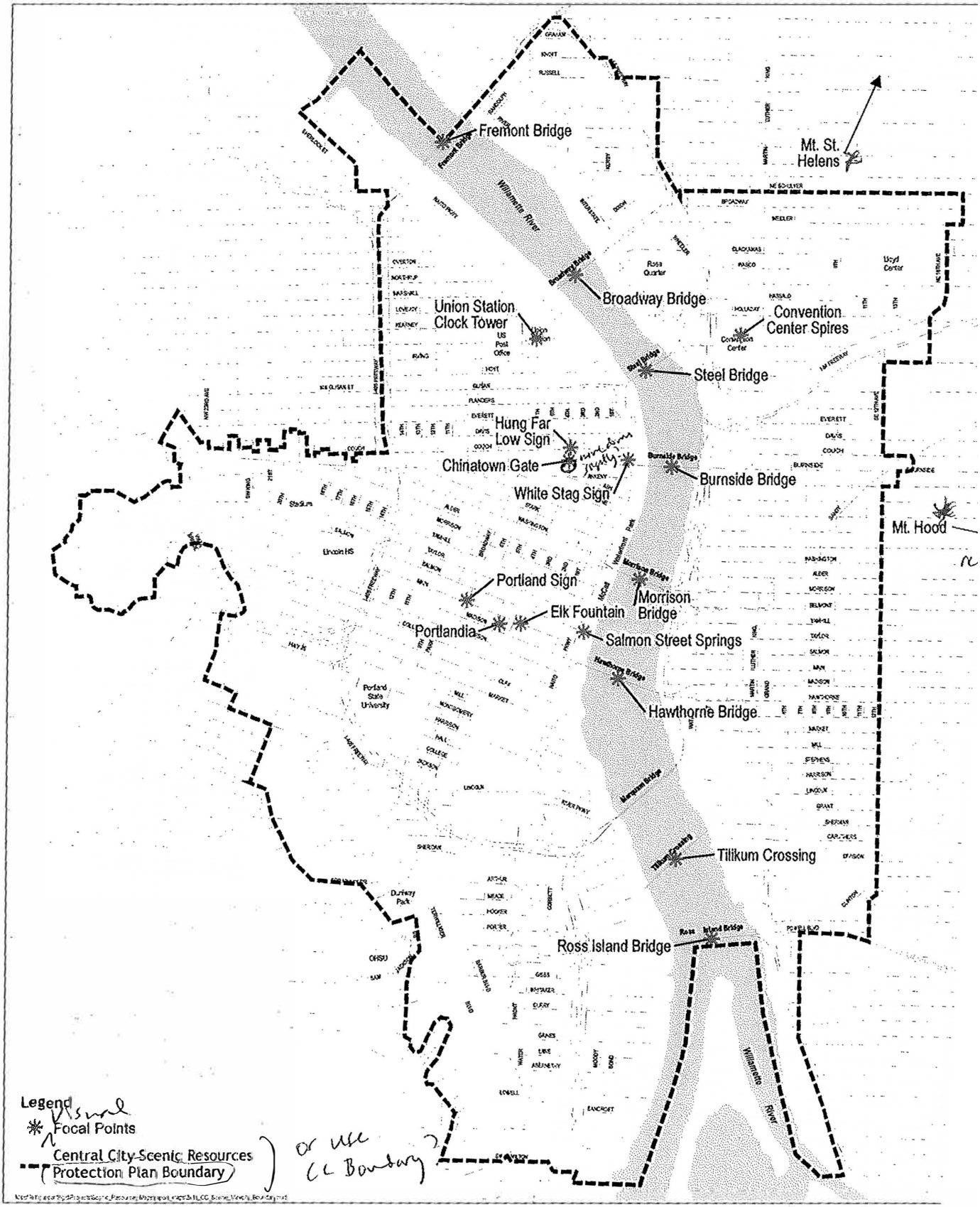
Central City Scenic Resources - View Streets

February 18, 2015

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

N

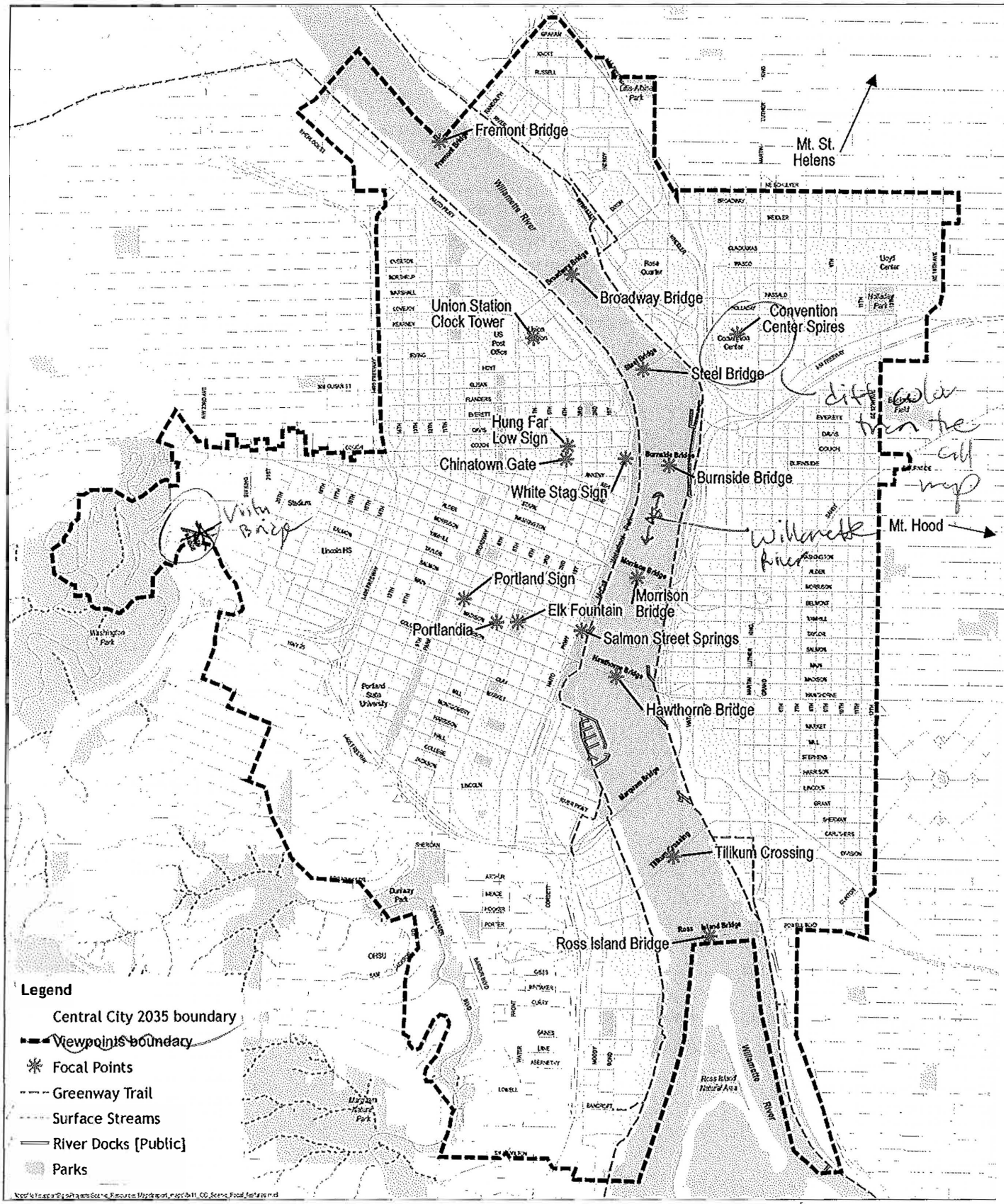
0 1,000 2,000 Feet



Central City Scenic Resources - Focal Points

February 13, 2015

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



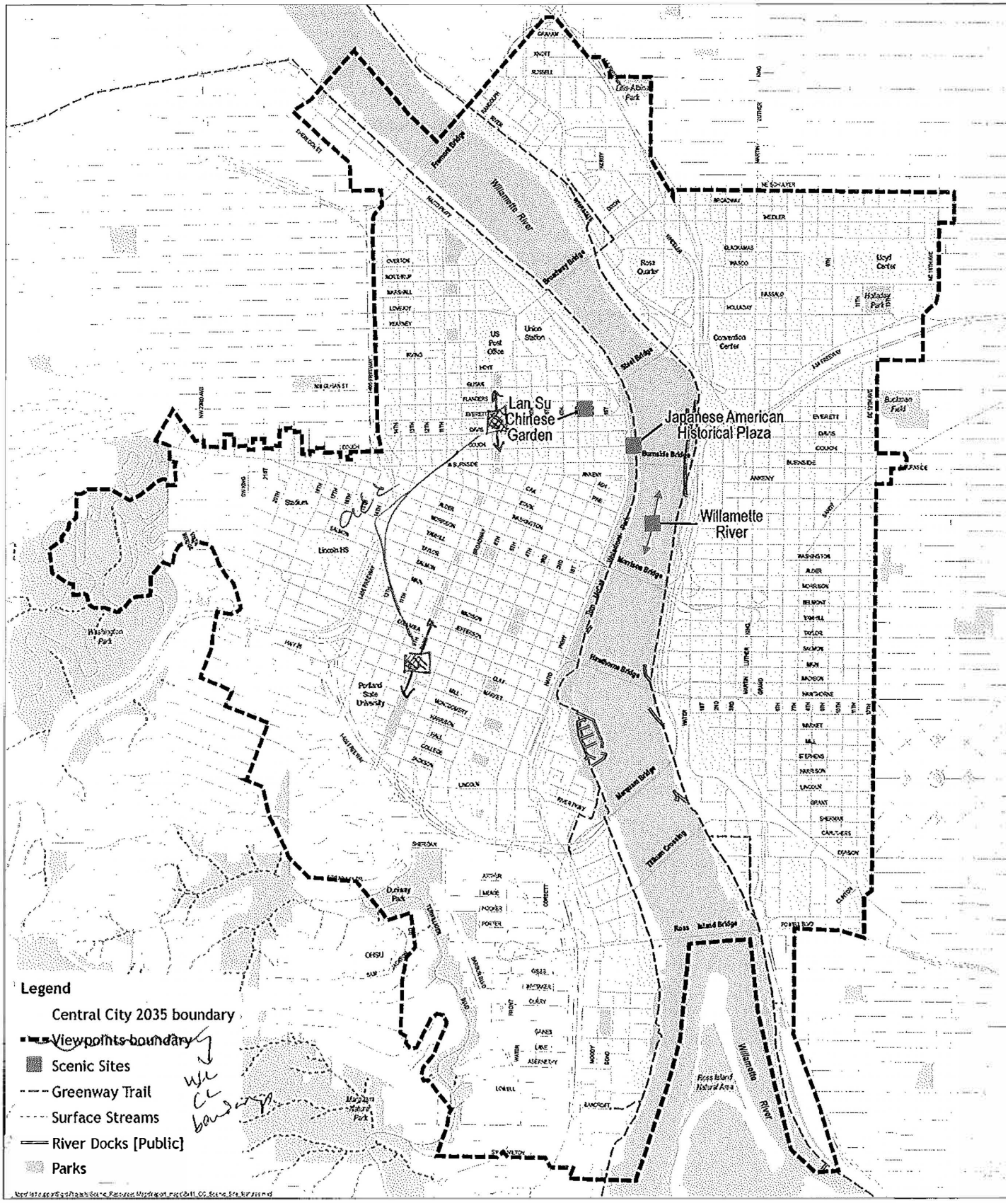
Central City Scenic Resources - Focal Points

February 18, 2015

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

N

0 1,000 2,000 Feet



Central City Scenic Resources - Scenic Sites

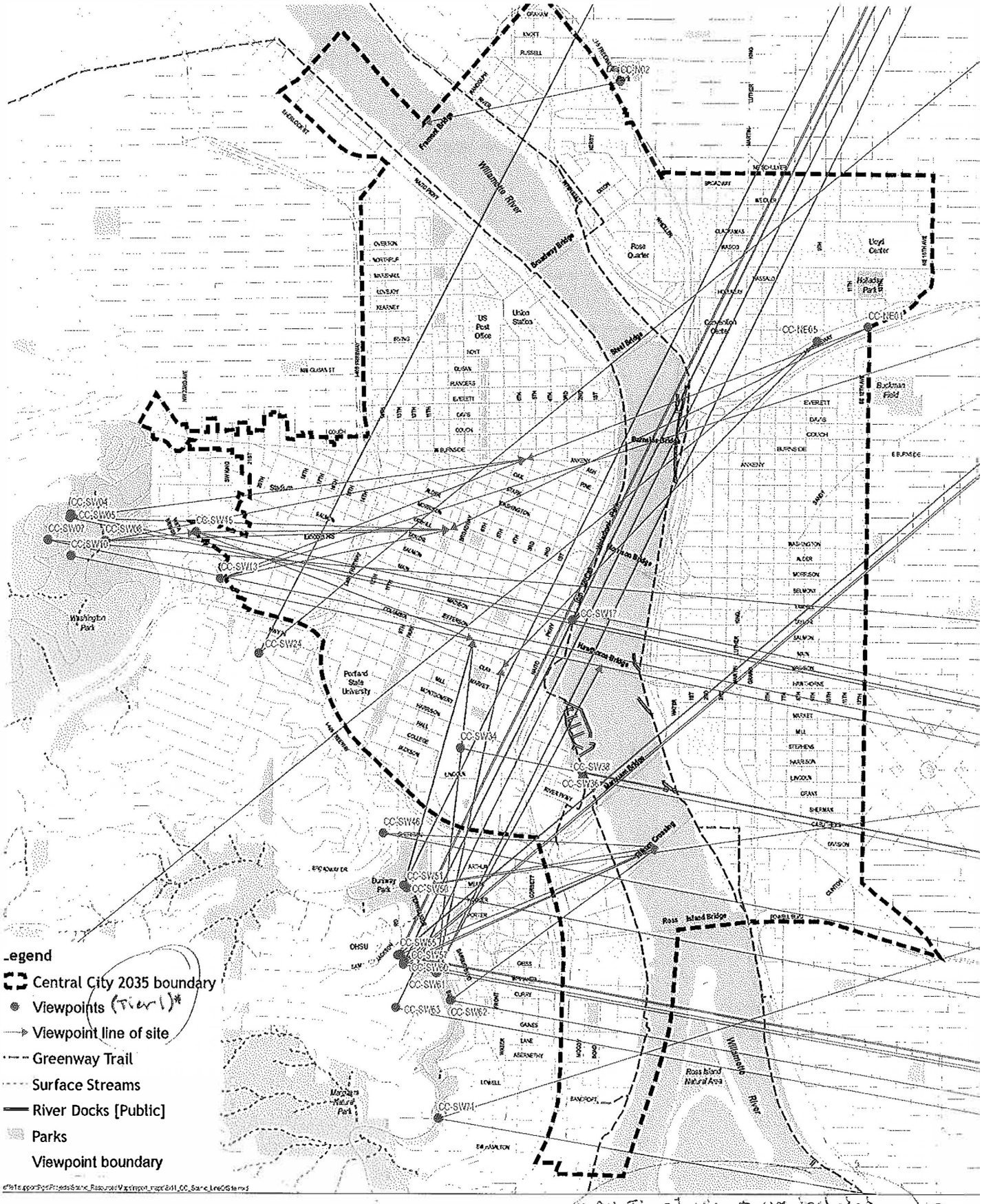
February 18, 2015

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

N

0 1,000 2,000 Feet

Bureau of Planning and Sustainability



Central City Scenic Resources - Line of Site

February 18, 2015

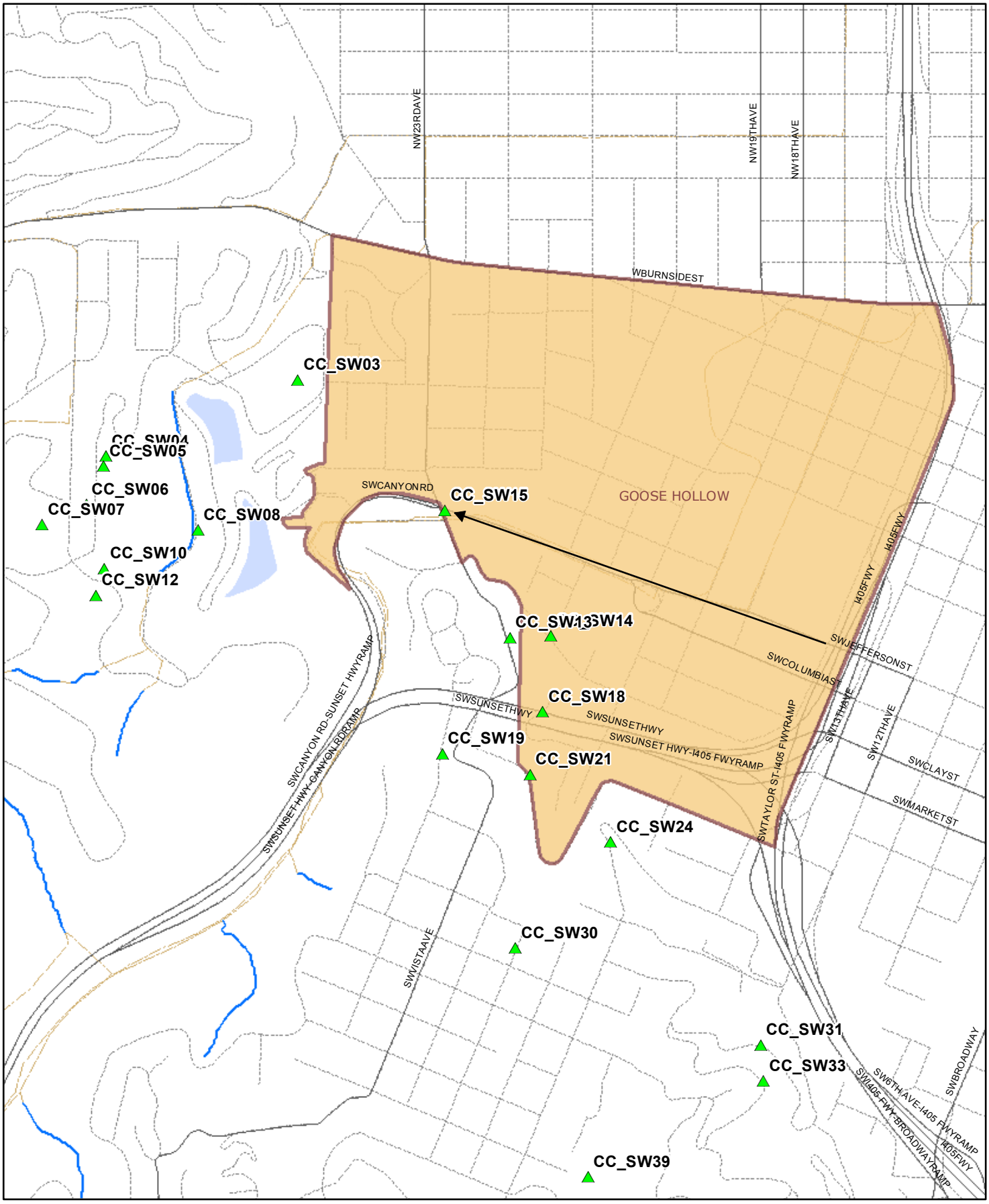
City of Portland, Oregon
Bureau of Planning & Sustainability

N

0 1,000 2,000 Feet

* All Tier 1 views are included plus other views of Mt. Hood & or Mt. St. Helens

Bureau of Planning and Sustainability



Viewpoints and Corridors in/around Goose Hollow

▲ Viewpoints

→ View Corridors

City of Portland
Updated 12-15-14

Central City Scenic Viewpoints & Corridors

July 31, 2014

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

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NORTH

0 1,000 2,000 3,000 Feet

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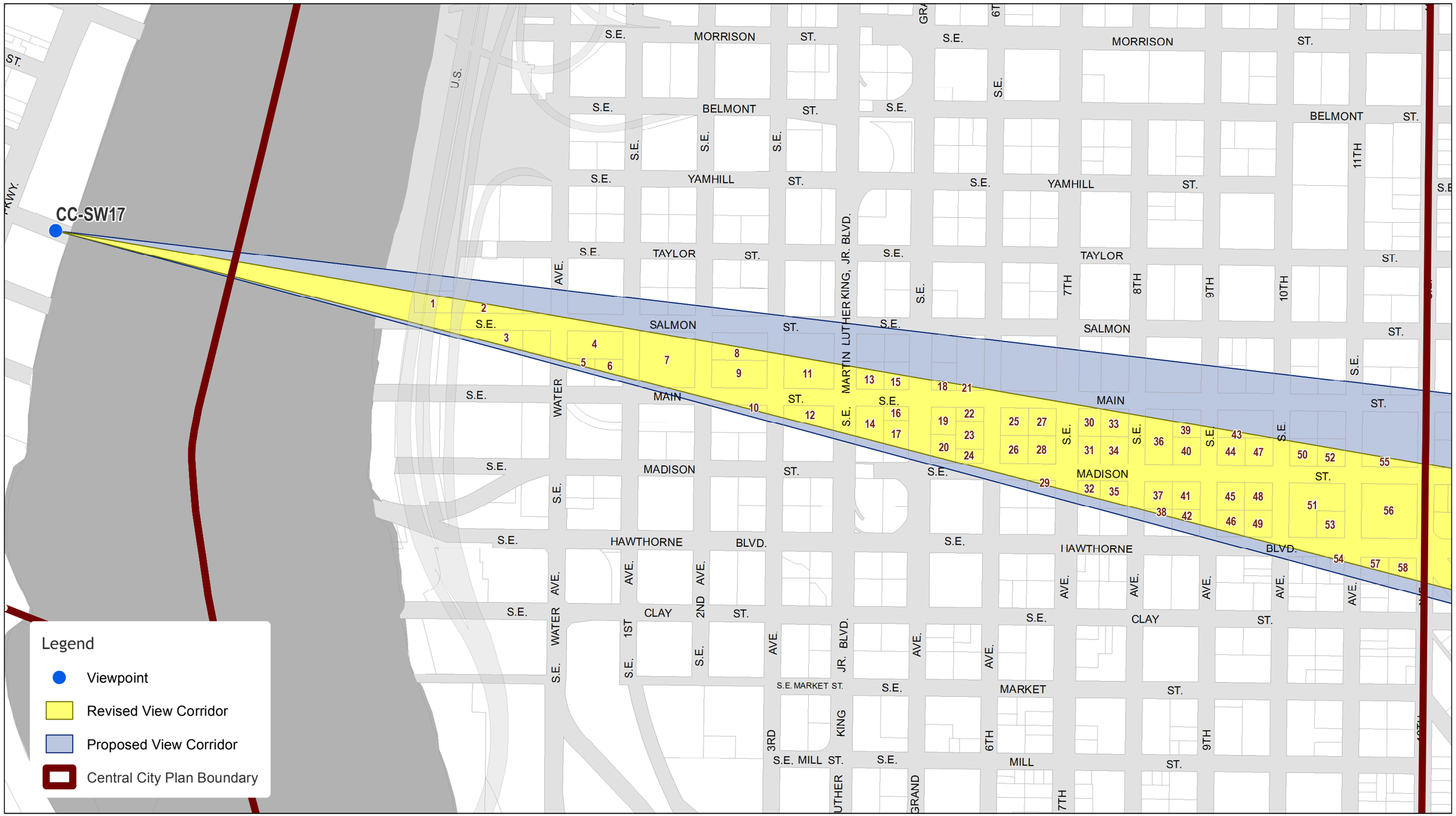
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Legend

- Scenic Viewpoint
- Greenway Scenic Viewpoint
- View Corridor
- Greenway View Corridor
- Building Footprints
- Central City

Salmon Street Springs View Corridor

Proposed and Revised Alignments



April 28, 2016

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

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

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0 Feet 500

NORTH

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Map_ID	Owner	Address	State ID
1	DEPARTMENT OF TRANSPORTATION	SE SALMON ST	1S1E03AD 1600
2	DEPT OF TRANSPORTATION(LEASED	NWC/ WATER & SE SALMON ST	1S1E03AD 1705
3	DEPT OF TRANSPORTATION(LEASED	NWC/ MAIN & SE WATER AVE	1S1E03AD 3602
4	P and L WATER AVENUE LLC	1204-1216 SE WATER AVE	1S1E03AD 3500
5	55 MAIN STREET LLC	55 SE MAIN ST	1S1E03AD 3400
6	NORPAC MAIN LLC	65-75 SE MAIN ST	1S1E03AD 3300
7	KALBERER COMPANY	119-135 SE MAIN ST	1S1E03AD 3200
8	PRATT,MICHAEL and	1201 SE 3RD AVE	1S1E03AD 3000
9	3MB LLC	225 SE MAIN ST	1S1E03AD 3100
10	EAST SIDE PLATING INC	1300 SE 2ND AVE	1S1E03AD 5000
11	BADER FAMILY LLC	330 SE SALMON ST	1S1E03AD 2900
12	EDY MORTON and EDY LLC	1305-1337 SE M L KING BLVD	1S1E03AD 5500
13	PJM BLDG I LLC	1234 SE M L KING BLVD	1S1E02BC 3900
14	CLUB WONG LLC	1302-1310 SE M L KING BLVD	1S1E02BC 4000
15	MUNSON,LYNN K and	1225 SE GRAND AVE	1S1E02BC 3600
16	KAR PARTS SERVICE INC	1301 SE GRAND AVE	1S1E02BC 4300
17	KAR PARTS SERVICE INC	1327 SE GRAND AVE	1S1E02BC 4200
18	KIDD,FRANK E and JOYCE M and	1226 SE GRAND AVE	1S1E02BC 3500
19	KAR PARTS SERVICE INC	1300 SE GRAND AVE	1S1E02BC 4400
20	KAR PARTS SERVICE INC	1338 SE GRAND AVE	1S1E02BC 4500
21	KNEZ REALTY GROUP LLC	520-524 SE SALMON ST	1S1E02BC 3300
22	FRANKLIN,GRIFFITH and	524 SE MAIN ST	1S1E02BC 4800
23	ETON LANE LLC	1323 SE 6TH AVE	1S1E02BC 4700
24	WHITFORD REAL ESTATE LLC	521-535 SE MADISON ST	1S1E02BC 4600
25	WEATHERLY CREAMERY BULDING	SEC/ 6TH & SE MAIN ST	1S1E02BC 4900
26	ZORIN ENTERPRISES LLC	1330-1338 SE 6TH AVE	1S1E02BC 5000
27	WEATHERLY CREAMERY BULDING	1311 SE 7TH AVE	1S1E02BC 5200
28	MENASHE,R BARRY	NWC/ 7TH & SE MADISON ST	1S1E02BC 5100
29	HAWTHORNE BLOCK LLC	632 SE MADISON ST	1S1E02BC 6700
30	SMITH,GUY M	1310-1316 SE 7TH AVE	1S1E02BC 5300
31	SMITH,GUY M	1326 SE 7TH AVE	1S1E02BC 5400
32	MC MILLEN FAMILY LLC	710 SE MADISON ST	1S1E02BC 6600
33	WHITE HORSE LLC	1305 SE 8TH AVE	1S1E02BC 5600
34	1339 LLC	1339 SE 8TH AVE	1S1E02BC 5500
35	STEINMETZ CONDOMINIUMS	1405-1415 SE 8TH AVE	1S1E02BC 90000
36	RICKTON REALTY OREGON LLC	1320-1330 SE 8TH AVE	1S1E02BC 5700
37	BACKYARD LLC	1416 SE 8TH AVE	1S1E02BC 6300
38	801 HAWTHORNE	801-805 SE HAWTHORNE BLVD	1S1E02BC 6200
39	STONE DISTRICT 1 LLC	1315 SE 9TH AVE	1S1E02BC 5800
40	LEONG,MARILYN and	825 SE MADISON ST	1S1E02BC 5900
41	FUNHAD LLC	1417 SE 9TH AVE	1S1E02BC 6000
42	M A K PROPERTIES LLC	835 SE HAWTHORNE BLVD	1S1E02BC 6100
43	STOUDT FAMILY PROPERTIES LLC	1306 SE 9TH AVE	1S1E02BD 6900
44	CUSTOM STAMPING and MFG CO	1340 SE 9TH AVE	1S1E02BD 7000

45	STUMPTOWN HOLDING CO	SEC/ 9TH & SE MADISON ST	1S1E02BD	10900
46	STUMPTOWN HOLDING CO	901-917 SE HAWTHORNE BLVD	1S1E02BD	11000
47	STOUDT FAMILY PROPERTIES LLC	923 SE MADISON ST	1S1E02BD	7100
48	MC MURRAN FAMILY	940 SE MADISON ST	1S1E02BD	10800
49	PLAZA PROPERTIES LLC	923-935 SE HAWTHORNE BLVD	1S1E02BD	10700
50	CUSTOM STAMPING and MFG CO	1001 SE MADISON ST	1S1E02BD	7300
51	LARSON and KING LLC	1001 SE HAWTHORNE BLVD	1S1E02BD	10600
52	MADISON ELEVEN LLC	1031 SE MADISON ST	1S1E02BD	7400
53	GLASGOW,KENNETH R and	1021-1025 SE HAWTHORNE BLVD	1S1E02BD	10500
54	1016-1040 HAWTHORNE LLC	1040 SE HAWTHORNE BLVD	1S1E02CA	16300
55	MACADAM NASE LLC	1120 SE MAIN ST	1S1E02BD	7500
56	T C W LAND CO	1120 SE MADISON ST	1S1E02BD	10400
57	THE HOLLAND INC	1122 WI/ SE HAWTHORNE BLVD	1S1E02CA	15900
58	THE HOLLAND INC	1122 SE HAWTHORNE BLVD	1S1E02CA	15800

New Zone	Existing Zone	Existing Comp Plan	BLI Lot	Existing FAR	Proposed FAR	Full Lot Area	Area of View Cone Intersection w/ Lot
OS	OS	OS	N	BZ	BZ	16,157	8,418
IG1	OS	OS	Y	BZ	BZ	54,502	8,089
IG1	IG1	IS	Y	BZ	BZ	80,545	19,603
IG1	IG1	IS	N	BZ	BZ	20,000	20,000
IG1	IG1	IS	N	BZ	BZ	10,000	2,517
IG1	IG1	IS	N	BZ	BZ	10,000	4,975
IG1	IG1	IS	N	BZ	BZ	40,000	36,323
IG1	IG1	IS	N	BZ	BZ	20,000	9,157
IG1	IG1	IS	N	BZ	BZ	20,000	20,000
IG1	IG1	IS	N	BZ	BZ	20,000	1,811
EX	EX	EX	Y	BZ [6:1]	6:01	36,000	19,058
EX	IG1	EX	N	BZ [9:1]	9:01	36,001	12,009
EX	EX	EX	N	6:01	6:01	10,000	7,078
EX	EX	EX	N	9:01	9:01	20,000	12,076
EX	EX	EX	N	6:01	6:01	9,000	5,002
EX	EX	EX	N	9:01	9:01	4,500	4,500
EX	EX	EX	N	9:01	9:01	13,500	8,475
EX	EX	EX	N	6:01	6:01	9,000	2,566
EX	EX	EX	N	9:01	9:01	9,000	9,000
EX	EX	EX	N	9:01	9:01	9,000	7,737
EX	EX	EX	N	BZ [6:1]	6:01	20,000	1,338
EX	EX	EX	Y	BZ [9:1]	9:01	5,000	5,000
EX	EX	EX	Y	BZ [9:1]	9:01	10,000	10,000
EX	EX	EX	Y	BZ [9:1]	9:01	5,000	4,978
IG1	IG1	IS	Y	BZ	BZ	10,000	10,000
IG1	IG1	IS	N	BZ	BZ	10,000	10,000
IG1	IG1	IS	N	BZ	BZ	10,000	10,000
IG1	IG1	IS	Y	BZ	BZ	10,000	10,000
IG1	IG1	IS	N	BZ	BZ	10,000	1,326
IG1	IG1	IS	N	BZ	BZ	8,000	7,986
IG1	IG1	IS	Y	BZ	BZ	8,000	8,000
IG1	IG1	IS	N	BZ	BZ	15,600	4,403
IG1	IG1	IS	N	BZ	BZ	10,000	9,033
IG1	IG1	IS	N	BZ	BZ	10,000	10,000
IG1	IG1	IS	N	BZ	BZ	10,000	7,703
IG1	IG1	IS	N	BZ	BZ	20,000	16,491
IG1	IG1	IS	N	BZ	BZ	10,000	10,000
IG1	IG1	IS	N	BZ	BZ	9,500	1,641
IG1	IG1	IS	N	BZ	BZ	10,000	4,894
IG1	IG1	IS	N	BZ	BZ	10,000	10,000
IG1	IG1	IS	Y	BZ	BZ	10,000	10,000
IG1	IG1	IS	N	BZ	BZ	9,500	4,099
IG1	IG1	IS	N	BZ	BZ	20,000	3,089
IG1	IG1	IS	N	BZ	BZ	10,000	10,000

IG1	IG1	IS	Y	BZ	BZ		10,000	10,000
IG1	IG1	IS	N	BZ	BZ		9,500	8,032
IG1	IG1	IS	N	BZ	BZ		10,000	9,993
IG1	IG1	IS	N	BZ	BZ		10,000	10,000
IG1	IG1	IS	N	BZ	BZ		9,500	9,487
IG1	IG1	IS	Y	BZ	BZ		10,000	8,200
IG1	IG1	IS	N	BZ	BZ		29,500	29,500
IG1	IG1	IS	Y	BZ	BZ		10,000	6,605
IG1	IG1	IS	N	BZ	BZ		9,500	9,500
EX	EX	EX	N		2:01	2:01	4,750	495
EX	EX	EX	N	BZ		3:01	40,001	6,503
IG1	IG1	IS	N	BZ	BZ		39,000	39,000
EX	EX	EX	Y		2:01	2:01	9,500	4,310
EX	EX	EX	Y		2:01	2:01	19,500	6,771

Existing Height	Proposed Height	Revised Height	Existing Floors (15' grnd fl/12' rest)	Proposed Floors (15' grnd fl/12' rest)	Revised Floors (15' grnd fl/12' rest)	Existing Floors (15' floors)
0	0	0	0	0	0	0
90	37	43	7	2	3	6
90	35	40	7	2	3	6
90	42	50	7	3	3	6
90	44	51	7	3	4	6
90	44	51	7	3	4	6
90	44	53	7	3	4	6
90	44	54	7	3	4	6
90	44	53	7	3	4	6
90	43	55	7	3	4	6
100	43	54	8	3	4	6
195	40	51	16	3	4	13
75	42	53	6	3	4	5
135	39	51	11	3	4	9
75	38	50	6	2	3	5
111	38	50	9	2	3	7
111	37	49	9	2	3	7
75	43	55	6	3	4	5
111	42	55	9	3	4	7
111	42	54	9	3	4	7
87	47	60	7	3	4	5
111	46	59	9	3	4	7
111	45	58	9	3	4	7
111	46	58	9	3	4	7
90	52	65	7	4	5	6
90	49	63	7	3	5	6
90	55	69	7	4	5	6
90	54	68	7	4	5	6
90	54	68	7	4	5	6
90	63	78	7	5	6	6
90	62	76	7	4	6	6
90	61	76	7	4	6	6
90	68	83	7	5	6	6
90	67	82	7	5	6	6
90	67	82	7	5	6	6
90	73	88	7	5	7	6
90	72	87	7	5	7	6
90	70	86	7	5	6	6
90	76	90	7	6	7	6
90	76	90	7	6	7	6
90	75	90	7	6	7	6
90	75	90	7	6	7	6
90	80	90	7	6	7	6
90	80	90	7	6	7	6

90	79	90	7	6	7	6
90	79	90	7	6	7	6
90	81	90	7	6	7	6
90	80	90	7	6	7	6
90	80	90	7	6	7	6
90	83	90	7	6	7	6
90	84	90	7	6	7	6
90	85	90	7	6	7	6
90	85	90	7	6	7	6
27	27	27	2	2	2	1
39	39	39	3	3	3	2
90	87	90	7	7	7	6
27	27	27	2	2	2	1
27	27	27	2	2	2	1

Proposed Floors (15' floors)	Revised Floors (15' floors)	Econ Impact Proposed (Low)	Econ Impact Proposed (High)	Econ Impact Revised (Low)	Econ Impact Revised (High)	Jobs Impact Proposed (Low)
0	0	<Null>	<Null>	<Null>	<Null>	<Null>
2	2	$1,164,816	$1,456,020	$1,164,816	$1,164,816	161
2	2	$2,822,832	$3,528,540	$2,822,832	$2,822,832	392
2	3	$2,304,000	$2,304,000	$1,728,000	$2,304,000	320
2	3	$362,448	$362,448	$271,836	$271,836	50
2	3	$716,400	$716,400	$537,300	$537,300	99
2	3	$4,608,000	$4,608,000	$3,456,000	$3,456,000	640
2	3	$1,318,608	$1,318,608	$988,956	$988,956	183
2	3	$2,304,000	$2,304,000	$1,728,000	$1,728,000	320
2	3	$260,784	$260,784	$195,588	$195,588	36
2	3	$2,332,800	$2,916,000	$1,749,600	$2,332,800	324
2	3	$4,755,564	$5,620,212	$4,323,240	$5,187,888	660
2	3	$764,424	$764,424	$509,616	$509,616	106
2	3	$3,043,152	$3,477,888	$2,608,416	$3,043,152	422
2	3	$540,216	$720,288	$360,144	$540,216	75
2	3	$810,000	$1,134,000	$648,000	$972,000	112
2	3	$1,525,500	$2,135,700	$1,220,400	$1,830,600	211
2	3	$277,128	$277,128	$184,752	$184,752	38
2	3	$1,620,000	$1,944,000	$1,296,000	$1,620,000	225
2	3	$1,392,660	$1,671,192	$1,114,128	$1,392,660	193
3	4	$96,336	$192,672	$48,168	$144,504	13
3	3	$720,000	$1,080,000	$720,000	$900,000	100
3	3	$1,440,000	$2,160,000	$1,440,000	$1,800,000	200
3	3	$716,832	$1,075,248	$716,832	$896,040	99
3	4	$864,000	$864,000	$576,000	$576,000	120
3	4	$864,000	$1,152,000	$576,000	$576,000	120
3	4	$864,000	$864,000	$576,000	$576,000	120
3	4	$864,000	$864,000	$576,000	$576,000	120
3	4	$143,208	$143,208	$95,472	$95,472	19
4	5	$460,800	$460,800	$230,400	$230,400	64
4	5	$460,800	$691,200	$230,400	$230,400	64
4	5	$317,016	$475,524	$158,508	$158,508	44
4	5	$576,000	$576,000	$288,000	$288,000	80
4	5	$576,000	$576,000	$288,000	$288,000	80
4	5	$554,616	$554,616	$277,308	$277,308	77
4	5	$1,152,000	$1,152,000	$576,000	$0	160
4	5	$576,000	$576,000	$288,000	$0	80
4	5	$118,152	$118,152	$59,076	$59,076	16
5	6	$176,184	$176,184	$0	$0	24
5	6	$288,000	$288,000	$0	$0	40
5	6	$288,000	$288,000	$0	$0	40
5	6	$147,564	$147,564	$0	$0	20
5	6	$111,204	$111,204	$0	$0	15
5	6	$288,000	$288,000	$0	$0	40

5	6	$288,000	$288,000	$0	$0	40
5	6	$273,600	$273,600	$0	$0	38
5	6	$288,000	$288,000	$0	$0	40
5	6	$288,000	$288,000	$0	$0	40
5	6	$273,600	$273,600	$0	$0	38
5	6	$288,000	$288,000	$0	$0	40
5	6	$849,600	$849,600	$0	$0	118
5	6	$237,780	$237,780	$0	$0	33
5	6	$273,600	$273,600	$0	$0	38
1	1	$0	$0	$0	$0	0
2	2	$0	$0	$0	$0	0
5	6	$1,123,200	$0	$0	$0	156
1	1	$0	$0	$0	$0	0
1	1	$0	$0	$0	$0	0

Jobs Impact Proposed (High)	Jobs Impact Revised (Low)	Jobs Impact Revised (High)	Lost Sqft per Floor	Tower Sqft	Buildable or Max Height	Reduced Value (High)
<Null>	<Null>	<Null>	<Null>	0	0	<Null>
202	161	161	8,089	43601	175	$1,164,816
490	392	392	19,603	64436	175	$2,822,832
320	240	320	16,000	16000	90	$2,304,000
50	37	37	2,517	8000	90	$271,836
99	74	74	4,975	8000	90	$537,300
640	480	480	32,000	32000	90	$3,456,000
183	137	137	9,157	16000	90	$988,956
320	240	240	16,000	16000	90	$1,728,000
36	27	27	1,811	16000	90	$195,588
405	243	324	16,200	16200	100	$2,332,800
780	600	720	12,009	16200	195	$5,187,888
106	70	70	7,078	10000	75	$509,616
483	362	422	12,076	15000	135	$3,043,152
100	50	75	5,002	9000	75	$540,216
157	90	135	4,500	4500	111	$972,000
296	169	254	8,475	13500	111	$1,830,600
38	25	25	2,566	9000	75	$184,752
270	180	225	9,000	9000	111	$1,620,000
232	154	193	7,737	9000	111	$1,392,660
26	6	20	1,338	15000	87	$144,504
150	100	125	5,000	5000	111	$900,000
300	200	250	10,000	10000	111	$1,800,000
149	99	124	4,978	5000	111	$896,040
120	80	80	8,000	8000	90	$576,000
160	80	80	8,000	8000	90	$576,000
120	80	80	8,000	8000	90	$576,000
120	80	80	8,000	8000	90	$576,000
19	13	13	1,326	8000	90	$95,472
64	32	32	6,400	6400	90	$230,400
96	32	32	6,400	6400	90	$230,400
66	22	22	4,403	12480	90	$158,508
80	40	40	8,000	8000	90	$288,000
80	40	40	8,000	8000	90	$288,000
77	38	38	7,703	8000	90	$277,308
160	80	0	16,000	16000	90	$0
80	40	0	8,000	8000	90	$0
16	8	8	1,641	7600	90	$59,076
24	0	0	4,894	8000	90	$0
40	0	0	8,000	8000	90	$0
40	0	0	8,000	8000	90	$0
20	0	0	4,099	7600	90	$0
15	0	0	3,089	16000	90	$0
40	0	0	8,000	8000	90	$0

40	0	0	8,000	8000	90	$0
38	0	0	7,600	7600	90	$0
40	0	0	8,000	8000	90	$0
40	0	0	8,000	8000	90	$0
38	0	0	7,600	7600	90	$0
40	0	0	8,000	8000	90	$0
118	0	0	23,600	23600	90	$0
33	0	0	6,605	8000	90	$0
38	0	0	7,600	7600	90	$0
0	0	0	495	4750	27	$0
0	0	0	6,503	40000	39	$0
0	0	0	31,200	31200	90	$0
0	0	0	4,310	9500	27	$0
0	0	0	6,771	19500	27	$0

Reduced Value (Low)	2015 Market Value	% Diminution (High)	% Diminution (Low)	Purchase Price	Purchase YR	LID Payment	
<Null>							
$1,164,816	<Null>						
$2,822,832	<Null>						
$1,728,000	<Null>						
$271,836	7,446,000	3.65%	3.65%	1,175,000	2008		
$537,300	1,374,800	39.08%	39.08%	350,000	2004		
$3,456,000	4,748,940	72.77%	72.77%	2,691,250	2013	10,753	
$988,956	2,350,150	42.08%	42.08%	500,000	1989	5,545	
$1,728,000	2,571,920	67.19%	67.19%	870,000	1995	5,651	
$195,588	752,160	26.00%	26.00%			4,020	
$1,749,600	4,233,490	55.10%	41.33%	342,000	1994	26,525	
$4,323,240	5,508,000	94.19%	78.49%	820,000	1989	37,004	
$509,616	1,077,040	47.32%	47.32%			6,748	
$2,608,416	2,150,620	141.50%	121.29%	700,000	1997	13,475	
$360,144	1,780,860	30.33%	20.22%			9,911	
$648,000	558,340	174.09%	116.06%			3,498	
$1,220,400	1,215,030	150.66%	100.44%			8,100	
$184,752	978,530	18.88%	18.88%			5,587	
$1,296,000	1,179,930	137.30%	109.84%			7,487	
$1,114,128	1,304,590	106.75%	85.40%			8,444	
$48,168	1,276,220	11.32%	3.77%	2,100,000	2008	12,000	
$720,000	517,600	173.88%	139.10%	410,000	2005	3,366	
$1,440,000	861,860	208.85%	167.08%			6,000	
$716,832	791,320	113.23%	90.59%			5,122	
$576,000	425,950	135.23%	135.23%	1,437,000	2013	2,010	
$576,000	1,119,080	51.47%	51.47%	870,000	2010	2,348	29
$576,000	1,125,000	51.20%	51.20%	2,562,500	2014	2,362	1,608
$576,000	382,520	150.58%	150.58%			2,010	37,004
$95,472	855,220	11.16%	11.16%			2,010	7,007
$230,400	921,180	25.01%	25.01%	100,000	1998	1,933	203,196
$230,400	266,870	86.33%	86.33%	105,000	2003	1,608	
$158,508	780,270	20.31%	20.31%	80,000	2004	3,135	
$288,000	679,380	42.39%	42.39%	250,000	1998	2,010	
$288,000	1,172,990	24.55%	24.55%	875,000	2007	2,462	
$277,308	<Null>					2,072	
$576,000	2,422,480	0.00%	23.78%	1,243,953	1989		
$288,000	712,340	0.00%	40.43%	705,000	2006		
$59,076	1,313,480	4.50%	4.50%	1,100,000	2006		
$0							
$0							
$0							
$0							
$0							
$0							

$0
$0
$0
$0
$0
$0
$0
$0
$0
$0
$0
$0
$0
$0

count
min
max
ave
total

Salmon Springs Statistics
09-14-16

For every property:

1. Unique ID that corresponds with a number on the map – start numbering at river then north to south headed east
2. Site address
3. Taxlot ID
4. Property owner name
5. BLI site (yes/no)
6. Base Zone
7. Comprehensive Plan Designation
8. Existing FAR (if there is one – IG1 doesn't have FAR)
9. Existing height and number of floors that equates to*
    a. Low and high for floors
10. Proposed Draft height and number of floors that equates to*
    a. Low and high for floors
11. Revised height and number of floors that equates to*
    a. Low and high for floors
12. Economic impacts of proposed and revised height*
    a. Low and high
13. Job impacts of proposed and revised height*
    a. Low and high

*We need to show a range. The low range is based on 15ft floor-to-floor for all floors of the building (our current assumption). The high range is based on 15ft podium and 12ft floor-to-floor or each additional floor (treat like commercial/residential).

Outputs:

1. Table of all the data
2. Map with the Unique ID so Joe can compare the data to the map
    a. Also include on the map:
        i. Proposed view corridor geography
        ii. Revised view corridor geography
3. We will need to decide how to show this to PSC, may need a second map more like what you already produced.

Salmon Springs
BLI Sites Economic Analysis
Updated 09-13-16

Proposed Draft

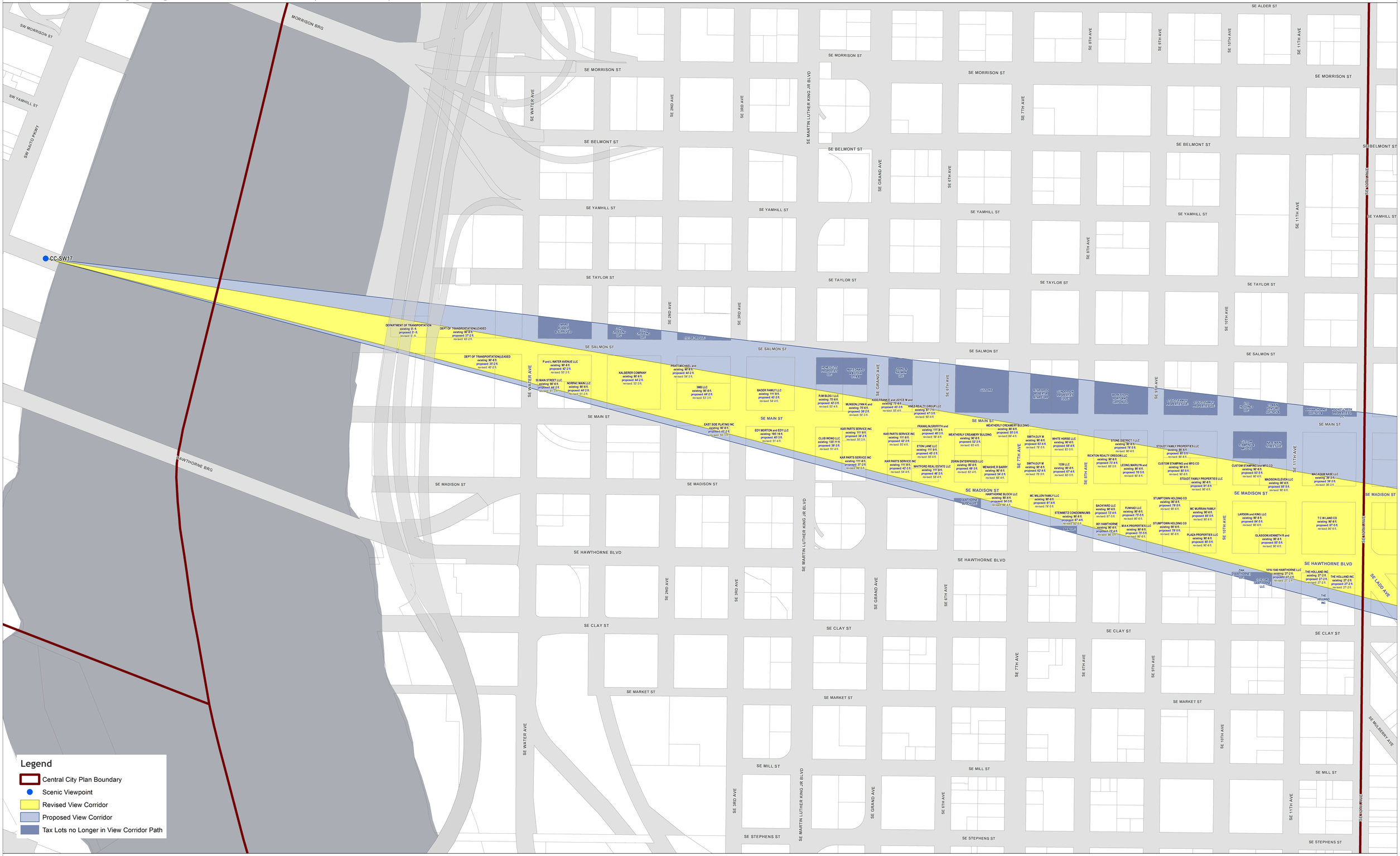
Count BLI Sites w/i Corridor: 15
Lost Develop Potential: $15.6M
Reduced Job Capacity: 2,166

Revised Draft

Count BLI Sites w/i Corridor: 9
Lost Develop Potential: $10.9
Reduced Job Capacity: 1,512

Salmon St. Springs View Corridor (CCSW17)

Existing, Proposed, and Revised Height Limits



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

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

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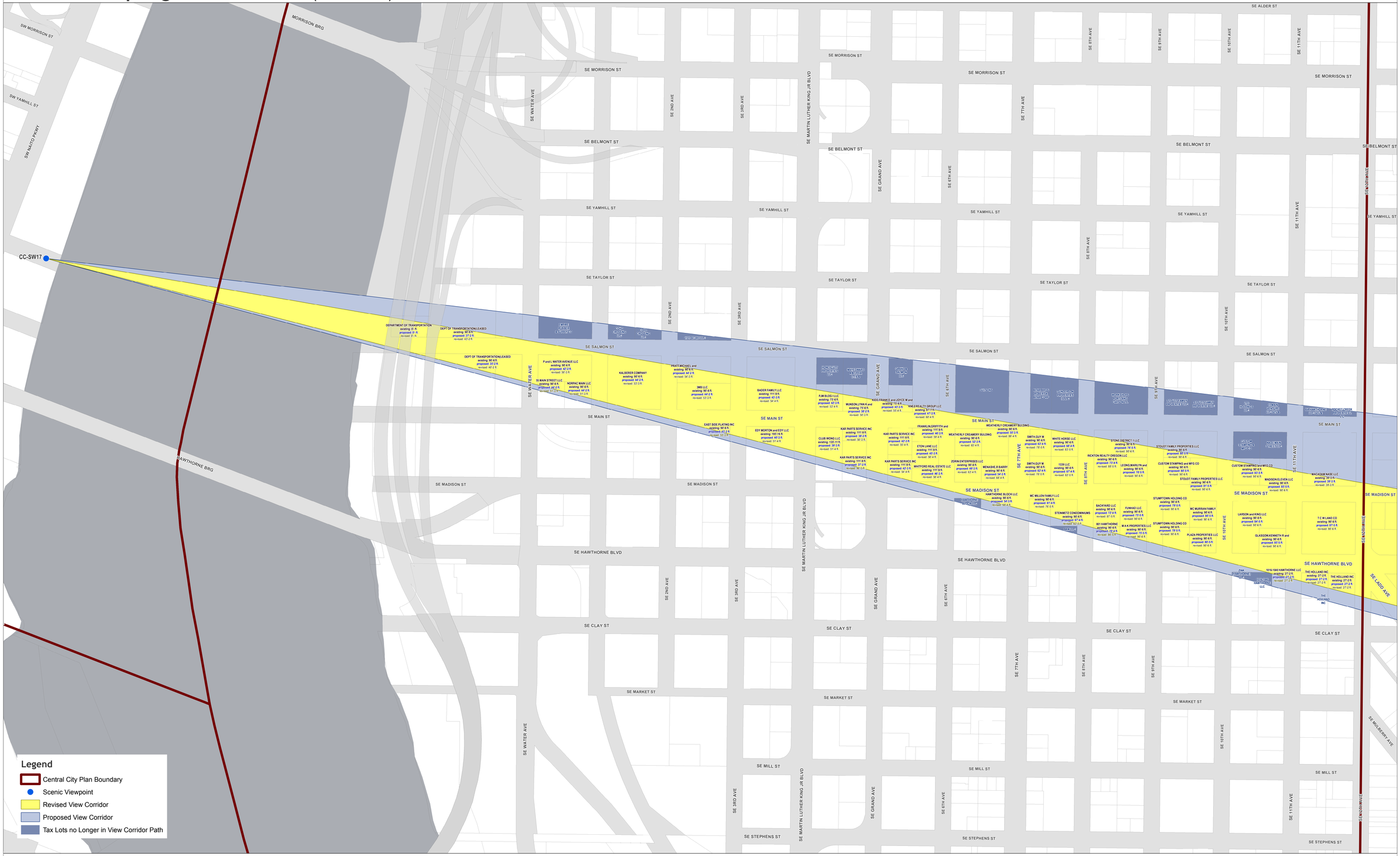
NORTH

0 1,000 Feet

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Salmon St. Springs View Corridor (CCSW17)

Existing, Proposed, and Revised Height Limits



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

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NORTH

0 Feet 1,000

Bureau of Planning and Sustainability
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City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E03AD2900	EX	16,200	36,000	36,000	100	149
1S1E03AD3600	IG1	26,229	26,229	80,545	90	124
1S1E02BC4700	EX	10,000	10,000	10,000	111	171
1S1E03AD1701	IG1	18,214	18,214	54,502	90	123
1S1E02BC4600	EX	5,000	5,000	5,000	111	171
1S1E02BC4800	EX	5,000	5,000	5,000	111	170
1S1E02BC4900	IG1	8,000	8,000	10,000	90	146
1S1E02BC5100	IG1	8,000	8,000	10,000	90	146
1S1E02BC5400	IG1	6,400	6,400	8,000	90	142
Total						

*'revised' view corridor @ 6000 ft elevation

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft (intersecti on)
61	103	-46	46	<Null>	64,800	<Null>	64,800
90	74	-50	50	<Null>	78,369	<Null>	78,368
111	118	-53	53	<Null>	50,000	<Null>	50,000
90	76	-47	47	<Null>	20,671	<Null>	20,670
111	118	-53	53	<Null>	24,912	<Null>	24,912
111	118	-52	52	<Null>	25,000	<Null>	25,000
90	121	-25	25	<Null>	16,000	<Null>	16,000
90	124	-22	22	<Null>	16,000	<Null>	16,000
90	128	-14	14	<Null>	6,400	<Null>	6,400
							302,150

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$2,332,800	324	19,060	Y	52.9%
$2,821,248	392	19,592	Y	24.3%
$1,800,000	250	10,000	Y	100.0%
$744,120	104	5,168	Y	9.5%
$896,832	125	4,983	Y	99.6%
$900,000	125	5,000	Y	100.0%
$576,000	80	10,000	Y	100.0%
$576,000	80	10,000	Y	100.0%
$230,400	32	8,000	Y	100.0%
$10,877,400	**1,512**	**91,803**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation	Tower Height	Elevation of View Corridor
1S1E03AD2	EX	16,200	36,000	36,000	100	149	61	92
1S1E02BC4	EX	10,000	10,000	10,000	111	171	111	105
1S1E03AD3	IG1	26,229	26,229	80,545	64	98	64	69
1S1E02BC4	EX	5,000	5,000	5,000	111	171	111	106
1S1E02BC4	EX	5,000	5,000	5,000	111	170	111	105
1S1E02BC4	IG1	8,000	8,000	10,000	90	146	90	108
1S1E02BC5	IG1	8,000	8,000	10,000	90	146	90	110
1S1E02BC6	IG1	8,000	8,000	10,000	90	136	90	121
1S1E02BC5	IG1	6,400	6,400	8,000	90	142	90	114
1S1E03AD1	IG1	18,214	18,214	54,502	64	97	64	70
1S1E02BD1	IG1	8,000	8,000	10,000	90	135	90	124
1S1E02BD7	IG1	8,000	8,000	10,000	90	135	90	128
1S1E02BD7	IG1	8,000	8,000	10,000	90	135	90	130
Total								

View Corridor elev minus	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft (intersection)	Lost Value	Lost Jobs
-57	57	<Null>	81,000	<Null>	81,000	$2,916,000	405
-66	66	<Null>	60,000	<Null>	60,000	$2,160,000	300
-29	29	<Null>	78,687	<Null>	77,953	$2,806,315	390
-65	65	<Null>	30,000	<Null>	30,000	$1,080,000	150
-65	65	<Null>	30,000	<Null>	30,000	$1,080,000	150
-38	38	<Null>	24,000	<Null>	24,000	$864,000	120
-36	36	<Null>	24,000	<Null>	24,000	$864,000	120
-15	15	<Null>	16,000	<Null>	16,000	$576,000	80
-28	28	<Null>	12,800	<Null>	12,800	$460,800	64
-27	27	<Null>	36,428	<Null>	10,665	$383,927	54
-11	11	<Null>	8,000	<Null>	8,000	$288,000	40
-7	7	<Null>	8,000	<Null>	8,000	$288,000	40
-5	5	<Null>	8,000	<Null>	6,660	$239,773	34
					389,078	**$14,006,815**	**1,947**

Area of Intersection
19,178
10,000
25,984
5,000
5,000
10,000
10,000
10,000
8,000
5,332
10,000
8,256
6,660
133,411

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E27DC5900	EX	10,000	40,000	104,179	147	242

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
108	178	-64	64	<Null>	60,000	<Null>	60,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$2,160,000	300	30,532	Y	29.3%

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1000	EX	8,481	8,481	8,481	111	176
1N1E34DA1100	IG1	2,742	2,742	3,427	90	148
1N1E34DA1101	IG1	386	386	483	90	142
1N1E34DA1200	IG1	14,113	14,113	17,641	90	133
1N1E34DA2602	EX	11,900	11,900	11,900	111	155
1N1E34DA2800	EX	20,528	45,617	45,617	195	236
1N1E34DA800	EX	6,053	6,053	6,053	111	181
1N1E35CB3400	EX	5,855	5,855	5,855	111	183
1N1E35CB500	CX	21,576	28,768	28,768	135	187
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	129	-47	47	<Null>	33,924	<Null>	33,924
90	130	-18	18	<Null>	5,484	<Null>	5,484
90	130	-12	12	<Null>	386	<Null>	386
90	129	-4	4	<Null>	14,113	<Null>	14,113
111	132	-23	23	<Null>	23,800	<Null>	23,800
156	130	-106	106	<Null>	184,752	<Null>	184,752
111	128	-53	53	<Null>	30,265	<Null>	30,265
111	127	-56	56	<Null>	29,275	<Null>	29,275
96	124	-63	63	<Null>	129,456	<Null>	129,456
							451,455

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,221,264	170	7,958	Y	93.8%
$197,424	28	3,427	Y	100.0%
$13,896	2	483	Y	100.0%
$508,068	71	17,641	Y	100.0%
$856,800	119	452	Y	3.8%
$6,651,072	924	33,079	Y	72.5%
$1,089,540	152	4,025	Y	66.5%
$1,053,900	147	201	Y	3.4%
$4,660,416	648	10,914	Y	37.9%
$16,252,380	**2,261**	**78,180**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1000	EX	8,481	8,481	8,481	111	176
1N1E34DA1100	IG1	2,742	2,742	3,427	90	148
1N1E34DA2602	EX	11,900	11,900	11,900	111	155
1N1E34DA2800	EX	20,528	45,617	45,617	195	236
1N1E34DA800	EX	6,053	6,053	6,053	111	181
1N1E34DD600	EX	5,516	5,516	5,516	111	155
1N1E34DD601	EX	5,500	5,500	5,500	111	157
1N1E35CB3100	EX	9,000	9,000	9,000	111	187
1N1E35CB3200	EX	9,000	9,000	9,000	111	186
1N1E35CB3300	EX	12,161	12,161	12,161	111	183
1N1E35CB3400	EX	5,855	5,855	5,855	111	183
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	145	-31	31	<Null>	25,443	<Null>	25,443
90	146	-2	2	<Null>	2,742	<Null>	2,742
111	149	-6	6	<Null>	11,900	<Null>	11,900
156	147	-89	89	<Null>	164,224	<Null>	164,224
111	144	-37	37	<Null>	24,212	<Null>	24,212
111	152	-3	3	<Null>	5,516	<Null>	5,516
111	151	-6	6	<Null>	5,500	<Null>	5,500
111	142	-45	45	<Null>	36,000	<Null>	36,000
111	143	-43	43	<Null>	36,000	<Null>	36,000
111	143	-40	40	<Null>	48,644	<Null>	48,644
111	142	-41	41	<Null>	23,420	<Null>	23,420
							383,601

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$915,948	128	8,481	Y	100.0%
$98,712	14	2,987	Y	87.2%
$428,400	60	11,900	Y	100.0%
$5,912,064	822	43,570	Y	95.5%
$871,632	122	6,053	Y	100.0%
$198,576	28	120	Y	2.2%
$198,000	28	2,042	Y	37.1%
$1,296,000	180	7,107	Y	79.0%
$1,296,000	180	658	Y	7.3%
$1,751,184	244	10,647	Y	87.6%
$843,120	118	5,855	Y	100.0%
$13,809,636	**1,924**	**99,420**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34AA3001	CX	42,521	51,515	59,445	238	353
1N1E34AA3600	CX	7,456	7,456	7,456	147	251
1N1E34AA3800	CX	17,152	38,116	38,116	250	348
1N1E34AB400	<Null>	20,000	50,000	164,223	100	162
1N1E35BC1000	CX	8,700	8,700	8,700	147	265
1N1E35BC1100	CX	8,700	8,700	8,700	147	261
1N1E35BC1201	CX	5,995	5,995	5,995	147	269
1N1E35BC2200	CX	6,600	6,600	6,600	111	232
1N1E35BC2300	CX	15,000	20,000	20,000	135	252
1N1E35BC2400	CX	17,100	38,001	38,001	195	303
1N1E35BC2500	CX	5,850	5,850	5,850	111	214
1N1E35BC2600	CX	8,100	8,100	8,100	111	208
1N1E35BC2700	CX	15,188	20,250	20,250	135	231
1N1E35BC500	CX	12,654	19,000	19,000	195	322
1N1E35BC600	CX	12,654	19,000	19,000	195	317
1N1E35BC700	CX	11,988	18,000	18,000	195	315
1N1E35BC800	CX	11,988	18,000	18,000	195	307
1N1E35BC900	CX	14,974	33,276	33,276	250	358
1N1E35BD1000	IG1	6,000	6,000	7,500	90	208
1N1E35BD900	IG1	4,570	4,570	5,713	90	208
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
196	161	-192	192	<Null>	680,336	<Null>	680,336
147	159	-92	92	<Null>	59,648	<Null>	59,648
211	154	-194	194	<Null>	291,584	<Null>	291,584
66	122	-40	40	<Null>	80,000	<Null>	80,000
147	175	-90	90	<Null>	69,600	<Null>	69,600
147	175	-86	86	<Null>	69,600	<Null>	69,600
147	176	-93	93	<Null>	47,960	<Null>	47,960
111	183	-49	49	<Null>	33,000	<Null>	33,000
96	181	-71	71	<Null>	90,000	<Null>	90,000
156	176	-127	127	<Null>	188,100	<Null>	188,100
111	173	-41	41	<Null>	23,400	<Null>	23,400
111	171	-37	37	<Null>	32,400	<Null>	32,400
96	173	-58	58	<Null>	75,940	<Null>	75,940
156	174	-148	148	<Null>	164,502	<Null>	164,502
156	174	-143	143	<Null>	151,848	<Null>	151,848
156	169	-146	146	<Null>	155,844	<Null>	155,844
156	169	-138	138	<Null>	143,856	<Null>	143,856
211	170	-188	188	<Null>	239,584	<Null>	239,584
90	201	-7	7	<Null>	6,000	<Null>	6,000
90	198	-10	10	<Null>	4,570	<Null>	4,570
							2,607,772

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$24,492,096	3,402	1,693	Y	2.8%
$2,147,328	299	2,875	Y	38.6%
$10,497,024	1,458	10,243	Y	26.9%
$2,880,000	400	68,750	Y	41.9%
$2,505,600	348	8,700	Y	100.0%
$2,505,600	348	8,700	Y	100.0%
$1,726,560	240	5,995	Y	100.0%
$1,188,000	165	6,600	Y	100.0%
$3,240,000	450	20,000	Y	100.0%
$6,771,600	941	29,587	Y	77.9%
$842,400	117	5,841	Y	99.8%
$1,166,400	162	4,367	Y	53.9%
$2,733,840	380	1,062	Y	5.2%
$5,922,072	823	17,343	Y	91.3%
$5,466,528	760	19,000	Y	100.0%
$5,610,384	780	18,000	Y	100.0%
$5,178,816	720	18,000	Y	100.0%
$8,625,024	1,198	33,276	Y	100.0%
$216,000	30	2,275	Y	30.3%
$164,520	23	5,713	Y	100.0%
$93,879,792	**13,044**	**288,021**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB6100	EX	14,611	32,470	32,470	195	243
1S1E02BB7700	EX	5,000	5,000	5,000	111	160
1S1E02BB7900	EX	10,000	10,000	10,000	111	162
1S1E02BB8000	EX	9,000	9,000	9,000	111	164
1S1E02BB8100	EX	9,000	9,000	9,000	111	163
1S1E02BB8200	EX	14,820	14,820	14,820	111	162
1S1E03AA3700	IG1	14,539	14,539	18,174	90	123
1S1E03AA4600	EX	10,000	10,000	10,000	111	147
1S1E03AA4700	EX	10,000	10,000	10,000	111	150
1S1E03AA4800	EX	5,000	5,000	5,000	111	143
1S1E03AA4900	EX	11,000	11,000	11,000	111	151
1S1E03AA5000	EX	9,028	9,028	9,028	111	155
1S1E03AA5100	EX	4,622	4,622	4,622	111	153
1S1E03AA5200	EX	12,787	19,200	19,200	147	190
1S1E03AA6000	IG1	8,804	8,804	11,005	90	125
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
156	139	-104	104	<Null>	131,499	<Null>	131,499
111	143	-17	17	<Null>	10,000	<Null>	10,000
111	142	-20	20	<Null>	20,000	<Null>	20,000
111	140	-24	24	<Null>	27,000	<Null>	27,000
111	140	-23	23	<Null>	18,000	<Null>	18,000
111	136	-26	26	<Null>	44,460	<Null>	44,460
90	111	-12	12	<Null>	14,539	<Null>	14,539
111	129	-18	18	<Null>	20,000	<Null>	20,000
111	129	-21	21	<Null>	20,000	<Null>	20,000
111	131	-12	12	<Null>	10,000	<Null>	10,000
111	131	-20	20	<Null>	22,000	<Null>	22,000
111	132	-23	23	<Null>	18,056	<Null>	18,056
111	130	-23	23	<Null>	9,244	<Null>	9,244
108	130	-60	60	<Null>	63,935	<Null>	63,935
90	110	-15	15	<Null>	8,804	<Null>	8,804
							437,537

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$4,733,964	658	8,060	Y	24.8%
$360,000	50	5,000	Y	100.0%
$720,000	100	10,000	Y	100.0%
$972,000	135	9,000	Y	100.0%
$648,000	90	9,000	Y	100.0%
$1,600,560	223	14,820	Y	100.0%
$523,404	73	9,777	Y	53.8%
$720,000	100	2,967	Y	29.7%
$720,000	100	10,000	Y	100.0%
$360,000	50	1,018	Y	20.4%
$792,000	110	8,467	Y	77.0%
$650,016	91	5,685	Y	63.0%
$332,784	47	4,622	Y	100.0%
$2,301,660	320	7,590	Y	39.5%
$316,944	45	2,414	Y	21.9%
$15,751,332	**2,192**	**108,422**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	<Null>	20,000	20,000	114,096	98	145
1S1E11BA7200	IG1	12,500	40,000	89,364	168	213
1S1E11BB3801	IG1	16,000	16,000	108,949	112	163
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
98	123	-23	23	<Null>	40,000	<Null>	40,000
98	114	-31	31	<Null>	60,000	<Null>	60,000
126	137	-76	76	<Null>	75,000	<Null>	75,000
112	124	-39	39	<Null>	48,000	<Null>	48,000
							223,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,440,000	200	1,168	Y	2.2%
$2,160,000	300	16,794	Y	14.7%
$2,700,000	375	43,123	Y	48.3%
$1,728,000	240	26,375	Y	24.2%
$8,028,000	**1,115**	**87,460**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DD1800	EX	21,000	28,000	28,000	135	184
1N1E34DD2300	EX	15,000	20,000	20,000	87	131
1N1E34DD2700	IG1	12,560	12,560	15,700	90	126
1N1E35CC10200	IG1	2,000	2,000	2,500	90	161
1N1E35CC3800	EX	4,500	4,500	4,500	111	173
1N1E35CC5800	EX	20,000	20,000	20,000	39	117
1N1E35CC6500	IG1	32,014	32,014	40,018	90	157
1N1E35CC6600	EX	5,000	5,000	5,000	75	139
1N1E35CC6700	EX	5,000	5,000	5,000	75	135
1N1E35CC6800	EX	5,009	5,009	5,009	75	134
1N1E35CC6900	EX	5,009	5,009	5,009	75	137
1N1E35CC7000	EX	9,000	9,000	9,000	75	134
1N1E35CC7200	EX	3,250	3,250	3,250	75	126
1N1E35CC7400	EX	4,500	4,500	4,500	75	127
1N1E35CC8500	EX	4,500	4,500	4,500	75	124
1N1E35CC8600	EX	4,500	4,500	4,500	75	127
1N1E35CC8900	EX	10,009	10,009	10,009	75	129
1N1E35CC9000	EX	3,500	3,500	3,500	75	130
1N1E35CC9100	EX	6,509	6,509	6,509	75	132
1N1E35CD11900	IG1	3,680	3,680	4,600	90	174
1N1E35CD12400	IG1	4,000	4,000	5,000	90	169
1N1E35CD8600	EX	4,388	4,388	4,388	39	122
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
96	69	-115	96	19	168,000	56,000	224,000
48	70	-61	48	13	60,000	40,000	100,000
90	65	-61	61	<Null>	62,800	<Null>	62,800
90	93	-68	68	<Null>	10,000	<Null>	10,000
111	80	-93	93	<Null>	36,000	<Null>	36,000
39	97	-20	20	<Null>	40,000	<Null>	40,000
90	85	-72	72	<Null>	160,070	<Null>	160,070
75	83	-56	56	<Null>	25,000	<Null>	25,000
75	83	-52	52	<Null>	25,000	<Null>	25,000
75	82	-52	52	<Null>	25,045	<Null>	25,045
75	82	-55	55	<Null>	25,045	<Null>	25,045
75	80	-54	54	<Null>	45,000	<Null>	45,000
75	78	-48	48	<Null>	16,250	<Null>	16,250
75	77	-50	50	<Null>	22,500	<Null>	22,500
75	78	-46	46	<Null>	18,000	<Null>	18,000
75	81	-46	46	<Null>	18,000	<Null>	18,000
75	84	-45	45	<Null>	40,036	<Null>	40,036
75	83	-47	47	<Null>	14,000	<Null>	14,000
75	83	-49	49	<Null>	32,545	<Null>	32,545
90	108	-66	66	<Null>	18,400	<Null>	18,400
90	104	-65	65	<Null>	20,000	<Null>	20,000
39	102	-20	20	<Null>	8,776	<Null>	8,776
							986,467

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$8,064,000	1,120	11,379	Y	40.6%
$3,600,000	500	17,662	Y	88.3%
$2,260,800	314	15,225	Y	97.0%
$360,000	50	2,500	Y	100.0%
$1,296,000	180	243	Y	5.4%
$1,440,000	200	15,173	Y	75.9%
$5,762,520	801	40,018	Y	100.0%
$900,000	125	5,000	Y	100.0%
$900,000	125	5,000	Y	100.0%
$901,620	126	5,009	Y	100.0%
$901,620	126	5,009	Y	100.0%
$1,620,000	225	9,000	Y	100.0%
$585,000	82	3,250	Y	100.0%
$810,000	113	4,500	Y	100.0%
$648,000	90	2,060	Y	45.8%
$648,000	90	4,500	Y	100.0%
$1,441,296	201	491	Y	4.9%
$504,000	70	3,234	Y	92.4%
$1,171,620	163	6,500	Y	99.9%
$662,400	92	4,600	Y	100.0%
$720,000	100	5,000	Y	100.0%
$315,936	44	4,388	Y	100.0%
$35,512,812	**4,937**	**169,741**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB8200	EX	14,820	14,820	14,820	111	162
1S1E02BC1000	EX	10,000	10,000	10,000	75	127
1S1E02BC1100	EX	10,000	10,000	10,000	75	128
1S1E02BC1400	EX	21,000	28,000	28,000	87	140
1S1E02BC1500	EX	8,689	8,689	8,689	75	123
1S1E02BC1600	EX	15,000	20,000	20,000	87	139
1S1E02BC1900	EX	21,750	29,000	29,000	87	142
1S1E02BC2200	IG1	10,320	10,320	12,900	90	143
1S1E02BC2700	IG1	16,000	16,000	20,000	90	134
1S1E02BD6600	IG1	4,000	4,000	5,000	90	132
1S1E02BD7200	IG1	8,000	8,000	10,000	90	134
1S1E02BD7201	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AA5000	EX	9,028	9,028	9,028	111	155
1S1E03AA5200	EX	12,787	19,200	19,200	147	190
1S1E03AA5700	IG1	15,999	15,999	19,999	90	126
1S1E03AD200	EX	19,200	25,600	25,600	87	131
1S1E03AD600	IG1	8,000	8,000	10,000	90	127
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	96	-66	66	<Null>	88,920	<Null>	88,920
75	101	-26	26	<Null>	30,000	<Null>	30,000
75	101	-27	27	<Null>	30,000	<Null>	30,000
48	94	-46	46	<Null>	84,000	<Null>	84,000
75	94	-29	29	<Null>	26,067	<Null>	26,067
48	95	-44	44	<Null>	60,000	<Null>	60,000
48	100	-42	42	<Null>	87,000	<Null>	87,000
90	105	-38	38	<Null>	30,960	<Null>	30,960
90	115	-19	19	<Null>	32,000	<Null>	32,000
90	122	-10	10	<Null>	4,000	<Null>	4,000
90	126	-8	8	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	129	-6	6	<Null>	8,000	<Null>	8,000
111	91	-64	64	<Null>	54,168	<Null>	54,168
108	89	-101	101	<Null>	115,083	<Null>	115,083
90	74	-52	52	<Null>	63,996	<Null>	63,996
48	89	-42	42	<Null>	76,800	<Null>	76,800
90	81	-46	46	<Null>	32,000	<Null>	32,000
							838,994

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$3,201,120	445	281	Y	1.9%
$1,080,000	150	10,000	Y	100.0%
$1,080,000	150	10,000	Y	100.0%
$3,024,000	420	28,000	Y	100.0%
$938,412	131	8,689	Y	100.0%
$2,160,000	300	13,346	Y	66.7%
$3,132,000	435	29,000	Y	100.0%
$1,114,560	155	12,900	Y	100.0%
$1,152,000	160	20,000	Y	100.0%
$144,000	20	5,000	Y	100.0%
$288,000	40	7,369	Y	73.7%
$288,000	40	9,775	Y	97.7%
$288,000	40	557	Y	5.6%
$1,950,048	271	1,787	Y	19.8%
$4,142,988	576	5,802	Y	30.2%
$2,303,856	320	6,933	Y	34.7%
$2,764,800	384	25,600	Y	100.0%
$1,152,000	160	10,000	Y	100.0%
$30,203,784	**4,197**	**205,039**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BC4600	EX	5,000	5,000	5,000	111	171
1S1E02BC4700	EX	10,000	10,000	10,000	111	171
1S1E02BC4800	EX	5,000	5,000	5,000	111	170
1S1E02BC4900	IG1	8,000	8,000	10,000	90	146
1S1E02BC5100	IG1	8,000	8,000	10,000	90	146
1S1E02BC5400	IG1	6,400	6,400	8,000	90	142
1S1E02BC6000	IG1	8,000	8,000	10,000	90	136
1S1E02BD10900	IG1	8,000	8,000	10,000	90	135
1S1E02BD7200	IG1	8,000	8,000	10,000	90	134
1S1E02BD7201	IG1	8,000	8,000	10,000	90	135
1S1E02BD7300	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AD1701	IG1	18,214	18,214	54,502	64	97
1S1E03AD2900	EX	16,200	36,000	36,000	100	149
1S1E03AD3600	IG1	26,229	26,229	80,545	64	98
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	106	-65	65	<Null>	30,000	<Null>	30,000
111	105	-66	66	<Null>	60,000	<Null>	60,000
111	105	-65	65	<Null>	30,000	<Null>	30,000
90	108	-38	38	<Null>	24,000	<Null>	24,000
90	110	-36	36	<Null>	24,000	<Null>	24,000
90	114	-28	28	<Null>	12,800	<Null>	12,800
90	121	-15	15	<Null>	16,000	<Null>	16,000
90	124	-11	11	<Null>	8,000	<Null>	8,000
90	128	-6	6	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
64	70	-27	27	<Null>	36,428	<Null>	36,428
61	92	-57	57	<Null>	81,000	<Null>	81,000
64	69	-29	29	<Null>	78,687	<Null>	78,687
							432,915

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,080,000	150	5,000	Y	100.0%
$2,160,000	300	10,000	Y	100.0%
$1,080,000	150	5,000	Y	100.0%
$864,000	120	10,000	Y	100.0%
$864,000	120	10,000	Y	100.0%
$460,800	64	8,000	Y	100.0%
$576,000	80	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$1,311,408	183	29,358	Y	53.9%
$2,916,000	405	36,000	Y	100.0%
$2,832,732	394	25,984	Y	32.3%
$15,584,940	**2,166**	**199,343**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BC4600	EX	5,000	5,000	5,000	111	171
1S1E02BC4700	EX	10,000	10,000	10,000	111	171
1S1E02BC4800	EX	5,000	5,000	5,000	111	170
1S1E02BC4900	IG1	8,000	8,000	10,000	90	146
1S1E02BC5100	IG1	8,000	8,000	10,000	90	146
1S1E02BC5400	IG1	6,400	6,400	8,000	90	142
1S1E02BC6000	IG1	8,000	8,000	10,000	90	136
1S1E02BD10900	IG1	8,000	8,000	10,000	90	135
1S1E02BD7300	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AD1701	IG1	18,214	18,214	54,502	64	97
1S1E03AD2900	EX	16,200	36,000	36,000	100	149
1S1E03AD3600	IG1	26,229	26,229	80,545	64	98
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	106	-65	65	<Null>	30,000	<Null>	30,000
111	105	-66	66	<Null>	60,000	<Null>	60,000
111	105	-65	65	<Null>	30,000	<Null>	30,000
90	108	-38	38	<Null>	24,000	<Null>	24,000
90	110	-36	36	<Null>	24,000	<Null>	24,000
90	114	-28	28	<Null>	12,800	<Null>	12,800
90	121	-15	15	<Null>	16,000	<Null>	16,000
90	124	-11	11	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
64	70	-27	27	<Null>	36,428	<Null>	36,428
61	92	-57	57	<Null>	81,000	<Null>	81,000
64	69	-29	29	<Null>	78,687	<Null>	78,687
							416,915

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,080,000	150	5,000	Y	100.0%
$2,160,000	300	10,000	Y	100.0%
$1,080,000	150	5,000	Y	100.0%
$864,000	120	10,000	Y	100.0%
$864,000	120	10,000	Y	100.0%
$460,800	64	8,000	Y	100.0%
$576,000	80	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$1,311,408	183	29,358	Y	53.9%
$2,916,000	405	36,000	Y	100.0%
$2,832,732	394	25,984	Y	32.3%
$15,008,940	**2,086**	**179,343**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BC4600	EX	5,000	5,000	5,000	111	171
1S1E02BC4700	EX	10,000	10,000	10,000	111	171
1S1E02BC4800	EX	5,000	5,000	5,000	111	170
1S1E02BC4900	IG1	8,000	8,000	10,000	90	146
1S1E02BC5100	IG1	8,000	8,000	10,000	90	146
1S1E02BC5400	IG1	6,400	6,400	8,000	90	142
1S1E03AD1701	IG1	18,214	18,214	54,502	64	97
1S1E03AD2900	EX	16,200	36,000	36,000	100	149
1S1E03AD3600	IG1	26,229	26,229	80,545	64	98
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	118	-53	53	<Null>	25,000	<Null>	25,000
111	118	-53	53	<Null>	50,000	<Null>	50,000
111	118	-52	52	<Null>	25,000	<Null>	25,000
90	121	-25	25	<Null>	16,000	<Null>	16,000
90	124	-22	22	<Null>	16,000	<Null>	16,000
90	128	-14	14	<Null>	6,400	<Null>	6,400
64	76	-21	21	<Null>	36,428	<Null>	36,428
61	103	-46	46	<Null>	64,800	<Null>	64,800
64	74	-24	24	<Null>	52,458	<Null>	52,458
							292,086

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$900,000	125	5,000	Y	100.0%
$1,800,000	250	10,000	Y	100.0%
$900,000	125	5,000	Y	100.0%
$576,000	80	10,000	Y	100.0%
$576,000	80	10,000	Y	100.0%
$230,400	32	8,000	Y	100.0%
$1,311,408	183	5,168	Y	9.5%
$2,332,800	324	19,060	Y	52.9%
$1,888,488	263	25,984	Y	32.3%
$10,515,096	**1,462**	**98,213**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BC4600	EX	5,000	5,000	5,000	111	171
1S1E02BC4700	EX	10,000	10,000	10,000	111	171
1S1E02BC4800	EX	5,000	5,000	5,000	111	170
1S1E03AD1701	IG1	18,214	18,214	54,502	64	97
1S1E03AD2900	EX	16,200	36,000	36,000	100	149
1S1E03AD3600	IG1	26,229	26,229	80,545	64	98
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	146	-25	25	<Null>	15,000	<Null>	15,000
111	145	-26	26	<Null>	30,000	<Null>	30,000
111	145	-25	25	<Null>	15,000	<Null>	15,000
64	89	-8	8	<Null>	18,214	<Null>	18,214
61	125	-24	24	<Null>	48,600	<Null>	48,600
64	86	-12	12	<Null>	26,229	<Null>	26,229
							153,043

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$540,000	75	5,000	Y	100.0%
$1,080,000	150	10,000	Y	100.0%
$540,000	75	5,000	Y	100.0%
$655,704	92	5,168	Y	9.5%
$1,749,600	243	19,060	Y	52.9%
$944,244	132	25,984	Y	32.3%
$5,509,548	**767**	**70,213**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BC4600	EX	5,000	5,000	5,000	111	171
1S1E02BC4700	EX	10,000	10,000	10,000	111	171
1S1E02BC4800	EX	5,000	5,000	5,000	111	170
1S1E02BC4900	IG1	8,000	8,000	10,000	90	146
1S1E02BC5100	IG1	8,000	8,000	10,000	90	146
1S1E02BC5400	IG1	6,400	6,400	8,000	90	142
1S1E03AD1701	IG1	18,214	18,214	54,502	64	97
1S1E03AD2900	EX	16,200	36,000	36,000	100	149
1S1E03AD3600	IG1	26,229	26,229	80,545	64	98
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	118	-53	53	<Null>	25,000	<Null>	25,000
111	118	-53	53	<Null>	50,000	<Null>	50,000
111	118	-52	52	<Null>	25,000	<Null>	25,000
90	121	-25	25	<Null>	16,000	<Null>	16,000
90	124	-22	22	<Null>	16,000	<Null>	16,000
90	128	-14	14	<Null>	6,400	<Null>	6,400
64	76	-21	21	<Null>	10,335	<Null>	10,335
61	103	-46	46	<Null>	64,800	<Null>	64,800
64	74	-24	24	<Null>	51,969	<Null>	51,969
							265,504

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$900,000	125	5,000	Y	100.0%
$1,800,000	250	10,000	Y	100.0%
$900,000	125	5,000	Y	100.0%
$576,000	80	10,000	Y	100.0%
$576,000	80	10,000	Y	100.0%
$230,400	32	8,000	Y	100.0%
$372,075	52	5,168	Y	9.5%
$2,332,800	324	19,060	Y	52.9%
$1,870,879	260	25,984	Y	32.3%
$9,558,154	**1,328**	**98,213**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BC4600	EX	5,000	5,000	5,000	111	171
1S1E02BC4700	EX	10,000	10,000	10,000	111	171
1S1E02BC4800	EX	5,000	5,000	5,000	111	170
1S1E03AD1701	IG1	18,214	18,214	54,502	64	97
1S1E03AD2900	EX	16,200	36,000	36,000	100	149
1S1E03AD3600	IG1	26,229	26,229	80,545	64	98
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	146	-25	25	<Null>	15,000	<Null>	15,000
111	145	-26	26	<Null>	30,000	<Null>	30,000
111	145	-25	25	<Null>	15,000	<Null>	15,000
64	89	-8	8	<Null>	5,168	<Null>	5,168
61	125	-24	24	<Null>	48,600	<Null>	48,600
64	86	-12	12	<Null>	25,984	<Null>	25,984
							139,752

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$540,000	75	5,000	Y	100.0%
$1,080,000	150	10,000	Y	100.0%
$540,000	75	5,000	Y	100.0%
$186,037	26	5,168	Y	9.5%
$1,749,600	243	19,060	Y	52.9%
$935,439	130	25,984	Y	32.3%
$5,031,076	**699**	**70,213**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CA14000	IG1	2,200	2,200	2,750	90	138
1S1E02CA17100	IG1	2,000	2,000	2,500	90	136
1S1E02CA17300	IG1	3,600	3,600	4,500	90	136
1S1E02CB2700	IG1	22,400	22,400	28,000	90	149
1S1E02CB2900	IG1	2,000	2,000	2,500	90	146
1S1E02CB3400	IG1	4,940	4,940	6,175	90	142
1S1E02CB3900	IG1	7,600	7,600	9,500	90	151
1S1E02CB4400	IG1	8,000	8,000	10,000	90	154
1S1E02CB500	IG1	8,000	8,000	10,000	90	140
1S1E02CB8700	IG1	4,000	4,000	5,000	90	162
1S1E02CB8800	IG1	4,000	4,000	5,000	90	161
1S1E02CB9000	EX	8,551	8,551	8,551	111	178
1S1E02CB9100	EX	9,500	9,500	9,500	111	175
1S1E02CB9200	EX	10,000	10,000	10,000	111	180
1S1E02CB9300	EX	8,999	8,999	8,999	111	181
1S1E02CB9400	IG1	8,000	8,000	10,000	90	160
1S1E03AD6100	IG1	7,600	7,600	9,500	90	133
1S1E03AD7100	IG1	10,719	10,719	13,399	90	125
1S1E03DA100	EX	7,600	7,600	7,600	111	172
1S1E03DA1000	IG1	554	554	692	90	127
1S1E03DA1100	IG1	5,319	5,319	6,649	90	127
1S1E03DA200	EX	10,000	10,000	3,876	111	180
1S1E03DA300	EX	4,124	4,124	4,124	111	176
1S1E03DA400	EX	10,000	10,000	10,000	111	172
1S1E03DA500	EX	5,270	5,270	5,270	111	169
1S1E03DA600	EX	4,230	4,230	4,230	111	167
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	136	-2	2	<Null>	2,200	<Null>	2,200
90	136	0	0	<Null>	2,000	<Null>	2,000
90	136	0	0	<Null>	3,600	<Null>	3,600
90	128	-21	21	<Null>	44,800	<Null>	44,800
90	128	-18	18	<Null>	4,000	<Null>	4,000
90	127	-15	15	<Null>	4,940	<Null>	4,940
90	119	-32	32	<Null>	22,800	<Null>	22,800
90	120	-34	34	<Null>	24,000	<Null>	24,000
90	133	-7	7	<Null>	8,000	<Null>	8,000
90	116	-46	46	<Null>	16,000	<Null>	16,000
90	115	-46	46	<Null>	16,000	<Null>	16,000
111	111	-67	67	<Null>	51,306	<Null>	51,306
111	110	-65	65	<Null>	57,000	<Null>	57,000
111	110	-70	70	<Null>	60,000	<Null>	60,000
111	112	-69	69	<Null>	53,994	<Null>	53,994
90	112	-48	48	<Null>	32,000	<Null>	32,000
90	101	-32	32	<Null>	22,800	<Null>	22,800
90	80	-45	45	<Null>	42,876	<Null>	42,876
111	107	-65	65	<Null>	45,600	<Null>	45,600
90	92	-35	35	<Null>	1,662	<Null>	1,662
90	93	-34	34	<Null>	15,957	<Null>	15,957
111	107	-73	73	<Null>	70,000	<Null>	70,000
111	107	-69	69	<Null>	24,744	<Null>	24,744
111	105	-67	67	<Null>	60,000	<Null>	60,000
111	105	-64	64	<Null>	31,620	<Null>	31,620
111	105	-62	62	<Null>	25,380	<Null>	25,380
							743,279

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$79,200	11	2,750	Y	100.0%
$72,000	10	2,500	Y	100.0%
$129,600	18	1,316	Y	29.3%
$1,612,800	224	1,840	Y	6.6%
$144,000	20	2,500	Y	100.0%
$177,840	25	6,175	Y	100.0%
$820,800	114	9,500	Y	100.0%
$864,000	120	10,000	Y	100.0%
$288,000	40	9,192	Y	91.9%
$576,000	80	4,642	Y	92.8%
$576,000	80	5,000	Y	100.0%
$1,847,016	257	8,551	Y	100.0%
$2,052,000	285	9,500	Y	100.0%
$2,160,000	300	10,000	Y	100.0%
$1,943,784	270	8,999	Y	100.0%
$1,152,000	160	5,427	Y	54.3%
$820,800	114	9,500	Y	100.0%
$1,543,536	215	13,399	Y	100.0%
$1,641,600	228	7,600	Y	100.0%
$59,832	9	660	Y	95.3%
$574,452	80	400	Y	6.0%
$2,520,000	350	3,876	Y	100.0%
$890,784	124	4,124	Y	100.0%
$2,160,000	300	9,978	Y	99.8%
$1,138,320	159	5,270	Y	100.0%
$913,680	127	4,230	Y	100.0%
$26,758,044	**3,720**	**156,928**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E03CB200	CX	19,365	43,034	43,034	63	156
1S1E03CB400	CX	20,000	40,000	34,240	63	186
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
24	154	-2	2	<Null>	19,365	<Null>	19,365
24	148	-38	24	14	40,000	80,000	120,000
							139,365

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$697,140	97	14,257	Y	33.1%
$4,320,000	600	2,666	Y	7.8%
$5,017,140	**697**	**16,923**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC4800	IG1	9,724	9,724	12,155	90	158
1S1E02CC5000	IG1	1,226	1,226	1,532	90	157
1S1E02CC5100	IG1	4,047	4,047	5,059	90	157
1S1E02CC6800	IG1	2,400	2,400	3,000	90	156
1S1E02CC7100	IG1	4,000	4,000	5,000	90	155
1S1E02CC7200	IG1	1,800	1,800	2,250	90	153
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	<Null>	20,000	20,000	114,096	98	145
1S1E02CD10000	IG1	3,193	3,193	3,991	90	149
1S1E02CD10100	IG1	665	665	831	90	147
1S1E02CD10200	IG1	7,065	7,065	8,832	90	149
1S1E02CD14200	IG1	8,000	8,000	10,000	90	144
1S1E02CD9600	IG1	5,334	5,334	6,667	90	151
1S1E02CD9700	IG1	2,666	2,666	3,333	90	151
1S1E02CD9900	IG1	2,332	2,332	2,915	90	147
1S1E03D300	<Null>	45,000	45,000	305,148	100	138
1S1E03DD200	<Null>	53,000	53,000	122,697	84	124
1S1E03DD300	<Null>	13,500	53,500	55,243	100	147
1S1E03DD500	<Null>	14,000	25,900	44,682	100	136
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	113	-45	45	<Null>	38,896	<Null>	38,896
90	111	-46	46	<Null>	4,904	<Null>	4,904
90	111	-46	46	<Null>	16,188	<Null>	16,188
90	118	-38	38	<Null>	7,200	<Null>	7,200
90	119	-36	36	<Null>	12,000	<Null>	12,000
90	119	-34	34	<Null>	5,400	<Null>	5,400
98	112	-34	34	<Null>	60,000	<Null>	60,000
98	109	-36	36	<Null>	80,000	<Null>	80,000
90	125	-24	24	<Null>	6,386	<Null>	6,386
90	124	-23	23	<Null>	1,330	<Null>	1,330
90	123	-26	26	<Null>	14,130	<Null>	14,130
90	126	-18	18	<Null>	16,000	<Null>	16,000
90	128	-23	23	<Null>	10,668	<Null>	10,668
90	128	-23	23	<Null>	5,332	<Null>	5,332
90	126	-21	21	<Null>	4,664	<Null>	4,664
100	74	-64	64	<Null>	270,000	<Null>	270,000
84	74	-50	50	<Null>	265,000	<Null>	265,000
58	88	-59	58	1	54,000	53,500	107,500
58	93	-43	43	<Null>	56,000	<Null>	56,000
							981,598

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,400,256	195	12,155	Y	100.0%
$176,544	25	1,532	Y	100.0%
$582,768	81	5,059	Y	100.0%
$259,200	36	3,000	Y	100.0%
$432,000	60	5,000	Y	100.0%
$194,400	27	2,250	Y	100.0%
$2,160,000	300	10,590	Y	20.3%
$2,880,000	400	1,500	Y	1.3%
$229,896	32	3,362	Y	84.2%
$47,880	7	599	Y	72.1%
$508,680	71	8,832	Y	100.0%
$576,000	80	5,226	Y	52.3%
$384,048	54	6,667	Y	100.0%
$191,952	27	3,333	Y	100.0%
$167,904	24	163	Y	5.6%
$9,720,000	1,350	91,581	Y	30.0%
$9,540,000	1,325	101,314	Y	82.6%
$3,870,000	538	53,730	Y	97.3%
$2,016,000	280	1,613	Y	3.6%
$35,337,528	**4,912**	**317,508**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC4800	IG1	9,724	9,724	12,155	90	158
1S1E02CC5000	IG1	1,226	1,226	1,532	90	157
1S1E02CC5100	IG1	4,047	4,047	5,059	90	157
1S1E02CC6000	IG1	47,100	47,100	74,713	56	102
1S1E02CC6800	IG1	2,400	2,400	3,000	90	156
1S1E02CC7100	IG1	4,000	4,000	5,000	90	155
1S1E02CC7200	IG1	1,800	1,800	2,250	90	153
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	<Null>	20,000	20,000	114,096	98	145
1S1E02CD10000	IG1	3,193	3,193	3,991	90	149
1S1E02CD10100	IG1	665	665	831	90	147
1S1E02CD10200	IG1	7,065	7,065	8,832	90	149
1S1E02CD9600	IG1	5,334	5,334	6,667	90	151
1S1E02CD9700	IG1	2,666	2,666	3,333	90	151
1S1E02CD9900	IG1	2,332	2,332	2,915	90	147
1S1E03D300	<Null>	45,000	45,000	305,148	100	138
1S1E03DD200	<Null>	53,000	53,000	122,697	84	124
1S1E03DD300	<Null>	13,500	53,500	55,243	100	147
1S1E03DD500	<Null>	14,000	25,900	44,682	100	136
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	110	-48	48	<Null>	38,896	<Null>	38,896
90	108	-49	49	<Null>	4,904	<Null>	4,904
90	109	-48	48	<Null>	16,188	<Null>	16,188
56	99	-3	3	<Null>	47,100	<Null>	47,100
90	115	-41	41	<Null>	7,200	<Null>	7,200
90	116	-39	39	<Null>	12,000	<Null>	12,000
90	116	-37	37	<Null>	5,400	<Null>	5,400
98	109	-37	37	<Null>	60,000	<Null>	60,000
98	100	-45	45	<Null>	80,000	<Null>	80,000
90	122	-27	27	<Null>	6,386	<Null>	6,386
90	121	-26	26	<Null>	1,330	<Null>	1,330
90	120	-29	29	<Null>	14,130	<Null>	14,130
90	125	-26	26	<Null>	10,668	<Null>	10,668
90	125	-26	26	<Null>	5,332	<Null>	5,332
90	122	-25	25	<Null>	4,664	<Null>	4,664
100	72	-66	66	<Null>	270,000	<Null>	270,000
84	71	-53	53	<Null>	265,000	<Null>	265,000
58	85	-62	58	4	54,000	53,500	107,500
58	86	-50	50	<Null>	70,000	<Null>	70,000
							1,026,698

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,400,256	195	8,773	Y	72.2%
$176,544	25	1,532	Y	100.0%
$582,768	81	5,059	Y	100.0%
$1,695,600	236	74,713	Y	100.0%
$259,200	36	3,000	Y	100.0%
$432,000	60	5,000	Y	100.0%
$194,400	27	2,250	Y	100.0%
$2,160,000	300	31,781	Y	60.8%
$2,880,000	400	31,965	Y	28.0%
$229,896	32	3,991	Y	100.0%
$47,880	7	831	Y	100.0%
$508,680	71	8,832	Y	100.0%
$384,048	54	6,667	Y	100.0%
$191,952	27	3,333	Y	100.0%
$167,904	24	2,915	Y	100.0%
$9,720,000	1,350	21,003	Y	6.9%
$9,540,000	1,325	120,398	Y	98.1%
$3,870,000	538	41,463	Y	75.1%
$2,520,000	350	30,198	Y	67.6%
$36,961,128	**5,138**	**403,702**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E10AA500	EX	11,000	21,101	124,096	100	140
1S1E11BA7200	IG1	12,500	40,000	89,364	168	213
1S1E11BB3801	IG1	16,000	16,000	108,949	112	163
1S1E11BB4900	IG1	13,520	13,520	16,900	60	127
1S1E11BB5200	IG1	28,446	28,446	35,557	60	136
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
16	104	-36	16	20	11,000	42,202	53,202
126	142	-71	71	<Null>	75,000	<Null>	75,000
112	129	-34	34	<Null>	48,000	<Null>	48,000
60	120	-7	7	<Null>	13,520	<Null>	13,520
60	121	-15	15	<Null>	28,446	<Null>	28,446
							218,168

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,915,272	267	70,018	Y	56.4%
$2,700,000	375	17,927	Y	20.1%
$1,728,000	240	34,670	Y	31.8%
$486,720	68	16,900	Y	100.0%
$1,024,056	143	9,679	Y	27.2%
$7,854,048	**1,093**	**149,193**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E04BA5100	CX	17,084	17,084	17,084	50	236
1N1E33CD7200	CX	10,253	10,253	10,253	50	223
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
50	206	-30	30	<Null>	51,252	<Null>	51,252
50	204	-19	19	<Null>	20,506	<Null>	20,506
							71,758

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,845,072	257	5,190	Y	30.4%
$738,216	103	376	Y	3.7%
$2,583,288	**360**	**5,566**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E04BA5100	CX	17,084	17,084	17,084	50	236
1N1E33CD7200	CX	10,253	10,253	10,253	50	223
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
50	206	-30	30	<Null>	51,252	<Null>	51,252
50	204	-19	19	<Null>	20,506	<Null>	20,506
							71,758

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,845,072	257	5,190	Y	30.4%
$738,216	103	376	Y	3.7%
$2,583,288	**360**	**5,566**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E27DC5900	EX	10,000	40,000	104,179	147	242

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
108	178	-64	64	<Null>	60,000	<Null>	60,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$2,160,000	300	30,532	Y	29.3%

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1000	EX	8,481	8,481	8,481	111	176
1N1E34DA1100	IG1	2,742	2,742	3,427	90	148
1N1E34DA1101	IG1	386	386	483	90	142
1N1E34DA1200	IG1	14,113	14,113	17,641	90	133
1N1E34DA2602	EX	11,900	11,900	11,900	111	155
1N1E34DA2800	EX	20,528	45,617	45,617	195	236
1N1E34DA800	EX	6,053	6,053	6,053	111	181
1N1E35CB3400	EX	5,855	5,855	5,855	111	183
1N1E35CB500	CX	21,576	28,768	28,768	135	187
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	129	-47	47	<Null>	33,924	<Null>	33,924
90	130	-18	18	<Null>	5,484	<Null>	5,484
90	130	-12	12	<Null>	386	<Null>	386
90	129	-4	4	<Null>	14,113	<Null>	14,113
111	132	-23	23	<Null>	23,800	<Null>	23,800
156	130	-106	106	<Null>	184,752	<Null>	184,752
111	128	-53	53	<Null>	30,265	<Null>	30,265
111	127	-56	56	<Null>	29,275	<Null>	29,275
96	124	-63	63	<Null>	129,456	<Null>	129,456
							451,455

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,221,264	170	7,958	Y	93.8%
$197,424	28	3,427	Y	100.0%
$13,896	2	483	Y	100.0%
$508,068	71	17,641	Y	100.0%
$856,800	119	452	Y	3.8%
$6,651,072	924	33,079	Y	72.5%
$1,089,540	152	4,025	Y	66.5%
$1,053,900	147	201	Y	3.4%
$4,660,416	648	10,914	Y	37.9%
$16,252,380	**2,261**	**78,180**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1000	EX	8,481	8,481	8,481	111	176
1N1E34DA1100	IG1	2,742	2,742	3,427	90	148
1N1E34DA2602	EX	11,900	11,900	11,900	111	155
1N1E34DA2800	EX	20,528	45,617	45,617	195	236
1N1E34DA800	EX	6,053	6,053	6,053	111	181
1N1E34DD600	EX	5,516	5,516	5,516	111	155
1N1E34DD601	EX	5,500	5,500	5,500	111	157
1N1E35CB3100	EX	9,000	9,000	9,000	111	187
1N1E35CB3200	EX	9,000	9,000	9,000	111	186
1N1E35CB3300	EX	12,161	12,161	12,161	111	183
1N1E35CB3400	EX	5,855	5,855	5,855	111	183
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	145	-31	31	<Null>	25,443	<Null>	25,443
90	146	-2	2	<Null>	2,742	<Null>	2,742
111	149	-6	6	<Null>	11,900	<Null>	11,900
156	147	-89	89	<Null>	164,224	<Null>	164,224
111	144	-37	37	<Null>	24,212	<Null>	24,212
111	152	-3	3	<Null>	5,516	<Null>	5,516
111	151	-6	6	<Null>	5,500	<Null>	5,500
111	142	-45	45	<Null>	36,000	<Null>	36,000
111	143	-43	43	<Null>	36,000	<Null>	36,000
111	143	-40	40	<Null>	48,644	<Null>	48,644
111	142	-41	41	<Null>	23,420	<Null>	23,420
							383,601

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$915,948	128	8,481	Y	100.0%
$98,712	14	2,987	Y	87.2%
$428,400	60	11,900	Y	100.0%
$5,912,064	822	43,570	Y	95.5%
$871,632	122	6,053	Y	100.0%
$198,576	28	120	Y	2.2%
$198,000	28	2,042	Y	37.1%
$1,296,000	180	7,107	Y	79.0%
$1,296,000	180	658	Y	7.3%
$1,751,184	244	10,647	Y	87.6%
$843,120	118	5,855	Y	100.0%
$13,809,636	**1,924**	**99,420**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34AA3001	CX	42,521	51,515	59,445	238	353
1N1E34AA3600	CX	7,456	7,456	7,456	147	251
1N1E34AA3800	CX	17,152	38,116	38,116	250	348
1N1E34AB400	<Null>	20,000	50,000	164,223	100	162
1N1E35BC1000	CX	8,700	8,700	8,700	147	265
1N1E35BC1100	CX	8,700	8,700	8,700	147	261
1N1E35BC1201	CX	5,995	5,995	5,995	147	269
1N1E35BC2200	CX	6,600	6,600	6,600	111	232
1N1E35BC2300	CX	15,000	20,000	20,000	135	252
1N1E35BC2400	CX	17,100	38,001	38,001	195	303
1N1E35BC2500	CX	5,850	5,850	5,850	111	214
1N1E35BC2600	CX	8,100	8,100	8,100	111	208
1N1E35BC2700	CX	15,188	20,250	20,250	135	231
1N1E35BC500	CX	12,654	19,000	19,000	195	322
1N1E35BC600	CX	12,654	19,000	19,000	195	317
1N1E35BC700	CX	11,988	18,000	18,000	195	315
1N1E35BC800	CX	11,988	18,000	18,000	195	307
1N1E35BC900	CX	14,974	33,276	33,276	250	358
1N1E35BD1000	IG1	6,000	6,000	7,500	90	208
1N1E35BD900	IG1	4,570	4,570	5,713	90	208
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
196	161	-192	192	<Null>	680,336	<Null>	680,336
147	159	-92	92	<Null>	59,648	<Null>	59,648
211	154	-194	194	<Null>	291,584	<Null>	291,584
66	122	-40	40	<Null>	80,000	<Null>	80,000
147	175	-90	90	<Null>	69,600	<Null>	69,600
147	175	-86	86	<Null>	69,600	<Null>	69,600
147	176	-93	93	<Null>	47,960	<Null>	47,960
111	183	-49	49	<Null>	33,000	<Null>	33,000
96	181	-71	71	<Null>	90,000	<Null>	90,000
156	176	-127	127	<Null>	188,100	<Null>	188,100
111	173	-41	41	<Null>	23,400	<Null>	23,400
111	171	-37	37	<Null>	32,400	<Null>	32,400
96	173	-58	58	<Null>	75,940	<Null>	75,940
156	174	-148	148	<Null>	164,502	<Null>	164,502
156	174	-143	143	<Null>	151,848	<Null>	151,848
156	169	-146	146	<Null>	155,844	<Null>	155,844
156	169	-138	138	<Null>	143,856	<Null>	143,856
211	170	-188	188	<Null>	239,584	<Null>	239,584
90	201	-7	7	<Null>	6,000	<Null>	6,000
90	198	-10	10	<Null>	4,570	<Null>	4,570
							2,607,772

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$24,492,096	3,402	1,693	Y	2.8%
$2,147,328	299	2,875	Y	38.6%
$10,497,024	1,458	10,243	Y	26.9%
$2,880,000	400	68,750	Y	41.9%
$2,505,600	348	8,700	Y	100.0%
$2,505,600	348	8,700	Y	100.0%
$1,726,560	240	5,995	Y	100.0%
$1,188,000	165	6,600	Y	100.0%
$3,240,000	450	20,000	Y	100.0%
$6,771,600	941	29,587	Y	77.9%
$842,400	117	5,841	Y	99.8%
$1,166,400	162	4,367	Y	53.9%
$2,733,840	380	1,062	Y	5.2%
$5,922,072	823	17,343	Y	91.3%
$5,466,528	760	19,000	Y	100.0%
$5,610,384	780	18,000	Y	100.0%
$5,178,816	720	18,000	Y	100.0%
$8,625,024	1,198	33,276	Y	100.0%
$216,000	30	2,275	Y	30.3%
$164,520	23	5,713	Y	100.0%
$93,879,792	**13,044**	**288,021**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB6100	EX	14,611	32,470	32,470	195	243
1S1E02BB7700	EX	5,000	5,000	5,000	111	160
1S1E02BB7900	EX	10,000	10,000	10,000	111	162
1S1E02BB8000	EX	9,000	9,000	9,000	111	164
1S1E02BB8100	EX	9,000	9,000	9,000	111	163
1S1E02BB8200	EX	14,820	14,820	14,820	111	162
1S1E03AA3700	IG1	14,539	14,539	18,174	90	123
1S1E03AA4600	EX	10,000	10,000	10,000	111	147
1S1E03AA4700	EX	10,000	10,000	10,000	111	150
1S1E03AA4800	EX	5,000	5,000	5,000	111	143
1S1E03AA4900	EX	11,000	11,000	11,000	111	151
1S1E03AA5000	EX	9,028	9,028	9,028	111	155
1S1E03AA5100	EX	4,622	4,622	4,622	111	153
1S1E03AA5200	EX	12,787	19,200	19,200	147	190
1S1E03AA6000	IG1	8,804	8,804	11,005	90	125
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
156	139	-104	104	<Null>	131,499	<Null>	131,499
111	143	-17	17	<Null>	10,000	<Null>	10,000
111	142	-20	20	<Null>	20,000	<Null>	20,000
111	140	-24	24	<Null>	27,000	<Null>	27,000
111	140	-23	23	<Null>	18,000	<Null>	18,000
111	136	-26	26	<Null>	44,460	<Null>	44,460
90	111	-12	12	<Null>	14,539	<Null>	14,539
111	129	-18	18	<Null>	20,000	<Null>	20,000
111	129	-21	21	<Null>	20,000	<Null>	20,000
111	131	-12	12	<Null>	10,000	<Null>	10,000
111	131	-20	20	<Null>	22,000	<Null>	22,000
111	132	-23	23	<Null>	18,056	<Null>	18,056
111	130	-23	23	<Null>	9,244	<Null>	9,244
108	130	-60	60	<Null>	63,935	<Null>	63,935
90	110	-15	15	<Null>	8,804	<Null>	8,804
							437,537

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$4,733,964	658	8,060	Y	24.8%
$360,000	50	5,000	Y	100.0%
$720,000	100	10,000	Y	100.0%
$972,000	135	9,000	Y	100.0%
$648,000	90	9,000	Y	100.0%
$1,600,560	223	14,820	Y	100.0%
$523,404	73	9,777	Y	53.8%
$720,000	100	2,967	Y	29.7%
$720,000	100	10,000	Y	100.0%
$360,000	50	1,018	Y	20.4%
$792,000	110	8,467	Y	77.0%
$650,016	91	5,685	Y	63.0%
$332,784	47	4,622	Y	100.0%
$2,301,660	320	7,590	Y	39.5%
$316,944	45	2,414	Y	21.9%
$15,751,332	**2,192**	**108,422**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	<Null>	20,000	20,000	114,096	98	145
1S1E11BA7200	IG1	12,500	40,000	89,364	168	213
1S1E11BB3801	IG1	16,000	16,000	108,949	112	163
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
98	123	-23	23	<Null>	40,000	<Null>	40,000
98	114	-31	31	<Null>	60,000	<Null>	60,000
126	137	-76	76	<Null>	75,000	<Null>	75,000
112	124	-39	39	<Null>	48,000	<Null>	48,000
							223,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,440,000	200	1,168	Y	2.2%
$2,160,000	300	16,794	Y	14.7%
$2,700,000	375	43,123	Y	48.3%
$1,728,000	240	26,375	Y	24.2%
$8,028,000	**1,115**	**87,460**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DD1800	EX	21,000	28,000	28,000	135	184
1N1E34DD2300	EX	15,000	20,000	20,000	87	131
1N1E34DD2700	IG1	12,560	12,560	15,700	90	126
1N1E35CC10200	IG1	2,000	2,000	2,500	90	161
1N1E35CC3800	EX	4,500	4,500	4,500	111	173
1N1E35CC5800	EX	20,000	20,000	20,000	39	117
1N1E35CC6500	IG1	32,014	32,014	40,018	90	157
1N1E35CC6600	EX	5,000	5,000	5,000	75	139
1N1E35CC6700	EX	5,000	5,000	5,000	75	135
1N1E35CC6800	EX	5,009	5,009	5,009	75	134
1N1E35CC6900	EX	5,009	5,009	5,009	75	137
1N1E35CC7000	EX	9,000	9,000	9,000	75	134
1N1E35CC7200	EX	3,250	3,250	3,250	75	126
1N1E35CC7400	EX	4,500	4,500	4,500	75	127
1N1E35CC8500	EX	4,500	4,500	4,500	75	124
1N1E35CC8600	EX	4,500	4,500	4,500	75	127
1N1E35CC8900	EX	10,009	10,009	10,009	75	129
1N1E35CC9000	EX	3,500	3,500	3,500	75	130
1N1E35CC9100	EX	6,509	6,509	6,509	75	132
1N1E35CD11900	IG1	3,680	3,680	4,600	90	174
1N1E35CD12400	IG1	4,000	4,000	5,000	90	169
1N1E35CD8600	EX	4,388	4,388	4,388	39	122
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
96	69	-115	96	19	168,000	56,000	224,000
48	70	-61	48	13	60,000	40,000	100,000
90	65	-61	61	<Null>	62,800	<Null>	62,800
90	93	-68	68	<Null>	10,000	<Null>	10,000
111	80	-93	93	<Null>	36,000	<Null>	36,000
39	97	-20	20	<Null>	40,000	<Null>	40,000
90	85	-72	72	<Null>	160,070	<Null>	160,070
75	83	-56	56	<Null>	25,000	<Null>	25,000
75	83	-52	52	<Null>	25,000	<Null>	25,000
75	82	-52	52	<Null>	25,045	<Null>	25,045
75	82	-55	55	<Null>	25,045	<Null>	25,045
75	80	-54	54	<Null>	45,000	<Null>	45,000
75	78	-48	48	<Null>	16,250	<Null>	16,250
75	77	-50	50	<Null>	22,500	<Null>	22,500
75	78	-46	46	<Null>	18,000	<Null>	18,000
75	81	-46	46	<Null>	18,000	<Null>	18,000
75	84	-45	45	<Null>	40,036	<Null>	40,036
75	83	-47	47	<Null>	14,000	<Null>	14,000
75	83	-49	49	<Null>	32,545	<Null>	32,545
90	108	-66	66	<Null>	18,400	<Null>	18,400
90	104	-65	65	<Null>	20,000	<Null>	20,000
39	102	-20	20	<Null>	8,776	<Null>	8,776
							986,467

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$8,064,000	1,120	11,379	Y	40.6%
$3,600,000	500	17,662	Y	88.3%
$2,260,800	314	15,225	Y	97.0%
$360,000	50	2,500	Y	100.0%
$1,296,000	180	243	Y	5.4%
$1,440,000	200	15,173	Y	75.9%
$5,762,520	801	40,018	Y	100.0%
$900,000	125	5,000	Y	100.0%
$900,000	125	5,000	Y	100.0%
$901,620	126	5,009	Y	100.0%
$901,620	126	5,009	Y	100.0%
$1,620,000	225	9,000	Y	100.0%
$585,000	82	3,250	Y	100.0%
$810,000	113	4,500	Y	100.0%
$648,000	90	2,060	Y	45.8%
$648,000	90	4,500	Y	100.0%
$1,441,296	201	491	Y	4.9%
$504,000	70	3,234	Y	92.4%
$1,171,620	163	6,500	Y	99.9%
$662,400	92	4,600	Y	100.0%
$720,000	100	5,000	Y	100.0%
$315,936	44	4,388	Y	100.0%
$35,512,812	**4,937**	**169,741**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB8200	EX	14,820	14,820	14,820	111	162
1S1E02BC1000	EX	10,000	10,000	10,000	75	127
1S1E02BC1100	EX	10,000	10,000	10,000	75	128
1S1E02BC1400	EX	21,000	28,000	28,000	87	140
1S1E02BC1500	EX	8,689	8,689	8,689	75	123
1S1E02BC1600	EX	15,000	20,000	20,000	87	139
1S1E02BC1900	EX	21,750	29,000	29,000	87	142
1S1E02BC2200	IG1	10,320	10,320	12,900	90	143
1S1E02BC2700	IG1	16,000	16,000	20,000	90	134
1S1E02BD6600	IG1	4,000	4,000	5,000	90	132
1S1E02BD7200	IG1	8,000	8,000	10,000	90	134
1S1E02BD7201	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AA5000	EX	9,028	9,028	9,028	111	155
1S1E03AA5200	EX	12,787	19,200	19,200	147	190
1S1E03AA5700	IG1	15,999	15,999	19,999	90	126
1S1E03AD200	EX	19,200	25,600	25,600	87	131
1S1E03AD600	IG1	8,000	8,000	10,000	90	127
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	96	-66	66	<Null>	88,920	<Null>	88,920
75	101	-26	26	<Null>	30,000	<Null>	30,000
75	101	-27	27	<Null>	30,000	<Null>	30,000
48	94	-46	46	<Null>	84,000	<Null>	84,000
75	94	-29	29	<Null>	26,067	<Null>	26,067
48	95	-44	44	<Null>	60,000	<Null>	60,000
48	100	-42	42	<Null>	87,000	<Null>	87,000
90	105	-38	38	<Null>	30,960	<Null>	30,960
90	115	-19	19	<Null>	32,000	<Null>	32,000
90	122	-10	10	<Null>	4,000	<Null>	4,000
90	126	-8	8	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	129	-6	6	<Null>	8,000	<Null>	8,000
111	91	-64	64	<Null>	54,168	<Null>	54,168
108	89	-101	101	<Null>	115,083	<Null>	115,083
90	74	-52	52	<Null>	63,996	<Null>	63,996
48	89	-42	42	<Null>	76,800	<Null>	76,800
90	81	-46	46	<Null>	32,000	<Null>	32,000
							838,994

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$3,201,120	445	281	Y	1.9%
$1,080,000	150	10,000	Y	100.0%
$1,080,000	150	10,000	Y	100.0%
$3,024,000	420	28,000	Y	100.0%
$938,412	131	8,689	Y	100.0%
$2,160,000	300	13,346	Y	66.7%
$3,132,000	435	29,000	Y	100.0%
$1,114,560	155	12,900	Y	100.0%
$1,152,000	160	20,000	Y	100.0%
$144,000	20	5,000	Y	100.0%
$288,000	40	7,369	Y	73.7%
$288,000	40	9,775	Y	97.7%
$288,000	40	557	Y	5.6%
$1,950,048	271	1,787	Y	19.8%
$4,142,988	576	5,802	Y	30.2%
$2,303,856	320	6,933	Y	34.7%
$2,764,800	384	25,600	Y	100.0%
$1,152,000	160	10,000	Y	100.0%
$30,203,784	**4,197**	**205,039**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BC4600	EX	5,000	5,000	5,000	111	171
1S1E02BC4700	EX	10,000	10,000	10,000	111	171
1S1E02BC4800	EX	5,000	5,000	5,000	111	170
1S1E02BC4900	IG1	8,000	8,000	10,000	90	146
1S1E02BC5100	IG1	8,000	8,000	10,000	90	146
1S1E02BC5400	IG1	6,400	6,400	8,000	90	142
1S1E02BC6000	IG1	8,000	8,000	10,000	90	136
1S1E02BD10900	IG1	8,000	8,000	10,000	90	135
1S1E02BD7200	IG1	8,000	8,000	10,000	90	134
1S1E02BD7201	IG1	8,000	8,000	10,000	90	135
1S1E02BD7300	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AD1701	IG1	18,214	18,214	54,502	64	97
1S1E03AD2900	EX	16,200	36,000	36,000	100	149
1S1E03AD3600	IG1	26,229	26,229	80,545	64	98
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	106	-65	65	<Null>	30,000	<Null>	30,000
111	105	-66	66	<Null>	60,000	<Null>	60,000
111	105	-65	65	<Null>	30,000	<Null>	30,000
90	108	-38	38	<Null>	24,000	<Null>	24,000
90	110	-36	36	<Null>	24,000	<Null>	24,000
90	114	-28	28	<Null>	12,800	<Null>	12,800
90	121	-15	15	<Null>	16,000	<Null>	16,000
90	124	-11	11	<Null>	8,000	<Null>	8,000
90	128	-6	6	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
64	70	-27	27	<Null>	36,428	<Null>	36,428
61	92	-57	57	<Null>	81,000	<Null>	81,000
64	69	-29	29	<Null>	78,687	<Null>	78,687
							432,915

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,080,000	150	5,000	Y	100.0%
$2,160,000	300	10,000	Y	100.0%
$1,080,000	150	5,000	Y	100.0%
$864,000	120	10,000	Y	100.0%
$864,000	120	10,000	Y	100.0%
$460,800	64	8,000	Y	100.0%
$576,000	80	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$1,311,408	183	29,358	Y	53.9%
$2,916,000	405	36,000	Y	100.0%
$2,832,732	394	25,984	Y	32.3%
$15,584,940	**2,166**	**199,343**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CA14000	IG1	2,200	2,200	2,750	90	138
1S1E02CA17100	IG1	2,000	2,000	2,500	90	136
1S1E02CA17300	IG1	3,600	3,600	4,500	90	136
1S1E02CB2700	IG1	22,400	22,400	28,000	90	149
1S1E02CB2900	IG1	2,000	2,000	2,500	90	146
1S1E02CB3400	IG1	4,940	4,940	6,175	90	142
1S1E02CB3900	IG1	7,600	7,600	9,500	90	151
1S1E02CB4400	IG1	8,000	8,000	10,000	90	154
1S1E02CB500	IG1	8,000	8,000	10,000	90	140
1S1E02CB8700	IG1	4,000	4,000	5,000	90	162
1S1E02CB8800	IG1	4,000	4,000	5,000	90	161
1S1E02CB9000	EX	8,551	8,551	8,551	111	178
1S1E02CB9100	EX	9,500	9,500	9,500	111	175
1S1E02CB9200	EX	10,000	10,000	10,000	111	180
1S1E02CB9300	EX	8,999	8,999	8,999	111	181
1S1E02CB9400	IG1	8,000	8,000	10,000	90	160
1S1E03AD6100	IG1	7,600	7,600	9,500	90	133
1S1E03AD7100	IG1	10,719	10,719	13,399	90	125
1S1E03DA100	EX	7,600	7,600	7,600	111	172
1S1E03DA1000	IG1	554	554	692	90	127
1S1E03DA1100	IG1	5,319	5,319	6,649	90	127
1S1E03DA200	EX	10,000	10,000	3,876	111	180
1S1E03DA300	EX	4,124	4,124	4,124	111	176
1S1E03DA400	EX	10,000	10,000	10,000	111	172
1S1E03DA500	EX	5,270	5,270	5,270	111	169
1S1E03DA600	EX	4,230	4,230	4,230	111	167
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	136	-2	2	<Null>	2,200	<Null>	2,200
90	136	0	0	<Null>	2,000	<Null>	2,000
90	136	0	0	<Null>	3,600	<Null>	3,600
90	128	-21	21	<Null>	44,800	<Null>	44,800
90	128	-18	18	<Null>	4,000	<Null>	4,000
90	127	-15	15	<Null>	4,940	<Null>	4,940
90	119	-32	32	<Null>	22,800	<Null>	22,800
90	120	-34	34	<Null>	24,000	<Null>	24,000
90	133	-7	7	<Null>	8,000	<Null>	8,000
90	116	-46	46	<Null>	16,000	<Null>	16,000
90	115	-46	46	<Null>	16,000	<Null>	16,000
111	111	-67	67	<Null>	51,306	<Null>	51,306
111	110	-65	65	<Null>	57,000	<Null>	57,000
111	110	-70	70	<Null>	60,000	<Null>	60,000
111	112	-69	69	<Null>	53,994	<Null>	53,994
90	112	-48	48	<Null>	32,000	<Null>	32,000
90	101	-32	32	<Null>	22,800	<Null>	22,800
90	80	-45	45	<Null>	42,876	<Null>	42,876
111	107	-65	65	<Null>	45,600	<Null>	45,600
90	92	-35	35	<Null>	1,662	<Null>	1,662
90	93	-34	34	<Null>	15,957	<Null>	15,957
111	107	-73	73	<Null>	70,000	<Null>	70,000
111	107	-69	69	<Null>	24,744	<Null>	24,744
111	105	-67	67	<Null>	60,000	<Null>	60,000
111	105	-64	64	<Null>	31,620	<Null>	31,620
111	105	-62	62	<Null>	25,380	<Null>	25,380
							743,279

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$79,200	11	2,750	Y	100.0%
$72,000	10	2,500	Y	100.0%
$129,600	18	1,316	Y	29.3%
$1,612,800	224	1,840	Y	6.6%
$144,000	20	2,500	Y	100.0%
$177,840	25	6,175	Y	100.0%
$820,800	114	9,500	Y	100.0%
$864,000	120	10,000	Y	100.0%
$288,000	40	9,192	Y	91.9%
$576,000	80	4,642	Y	92.8%
$576,000	80	5,000	Y	100.0%
$1,847,016	257	8,551	Y	100.0%
$2,052,000	285	9,500	Y	100.0%
$2,160,000	300	10,000	Y	100.0%
$1,943,784	270	8,999	Y	100.0%
$1,152,000	160	5,427	Y	54.3%
$820,800	114	9,500	Y	100.0%
$1,543,536	215	13,399	Y	100.0%
$1,641,600	228	7,600	Y	100.0%
$59,832	9	660	Y	95.3%
$574,452	80	400	Y	6.0%
$2,520,000	350	3,876	Y	100.0%
$890,784	124	4,124	Y	100.0%
$2,160,000	300	9,978	Y	99.8%
$1,138,320	159	5,270	Y	100.0%
$913,680	127	4,230	Y	100.0%
$26,758,044	**3,720**	**156,928**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E03CB200	CX	19,365	43,034	43,034	63	156
1S1E03CB400	CX	20,000	40,000	34,240	63	186
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
24	154	-2	2	<Null>	19,365	<Null>	19,365
24	148	-38	24	14	40,000	80,000	120,000
							139,365

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$697,140	97	14,257	Y	33.1%
$4,320,000	600	2,666	Y	7.8%
$5,017,140	**697**	**16,923**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC4800	IG1	9,724	9,724	12,155	90	158
1S1E02CC5000	IG1	1,226	1,226	1,532	90	157
1S1E02CC5100	IG1	4,047	4,047	5,059	90	157
1S1E02CC6800	IG1	2,400	2,400	3,000	90	156
1S1E02CC7100	IG1	4,000	4,000	5,000	90	155
1S1E02CC7200	IG1	1,800	1,800	2,250	90	153
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	<Null>	20,000	20,000	114,096	98	145
1S1E02CD10000	IG1	3,193	3,193	3,991	90	149
1S1E02CD10100	IG1	665	665	831	90	147
1S1E02CD10200	IG1	7,065	7,065	8,832	90	149
1S1E02CD14200	IG1	8,000	8,000	10,000	90	144
1S1E02CD9600	IG1	5,334	5,334	6,667	90	151
1S1E02CD9700	IG1	2,666	2,666	3,333	90	151
1S1E02CD9900	IG1	2,332	2,332	2,915	90	147
1S1E03D300	<Null>	45,000	45,000	305,148	100	138
1S1E03DD200	<Null>	53,000	53,000	122,697	84	124
1S1E03DD300	<Null>	13,500	53,500	55,243	100	147
1S1E03DD500	<Null>	14,000	25,900	44,682	100	136
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	113	-45	45	<Null>	38,896	<Null>	38,896
90	111	-46	46	<Null>	4,904	<Null>	4,904
90	111	-46	46	<Null>	16,188	<Null>	16,188
90	118	-38	38	<Null>	7,200	<Null>	7,200
90	119	-36	36	<Null>	12,000	<Null>	12,000
90	119	-34	34	<Null>	5,400	<Null>	5,400
98	112	-34	34	<Null>	60,000	<Null>	60,000
98	109	-36	36	<Null>	80,000	<Null>	80,000
90	125	-24	24	<Null>	6,386	<Null>	6,386
90	124	-23	23	<Null>	1,330	<Null>	1,330
90	123	-26	26	<Null>	14,130	<Null>	14,130
90	126	-18	18	<Null>	16,000	<Null>	16,000
90	128	-23	23	<Null>	10,668	<Null>	10,668
90	128	-23	23	<Null>	5,332	<Null>	5,332
90	126	-21	21	<Null>	4,664	<Null>	4,664
100	74	-64	64	<Null>	270,000	<Null>	270,000
84	74	-50	50	<Null>	265,000	<Null>	265,000
58	88	-59	58	1	54,000	53,500	107,500
58	93	-43	43	<Null>	56,000	<Null>	56,000
							981,598

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,400,256	195	12,155	Y	100.0%
$176,544	25	1,532	Y	100.0%
$582,768	81	5,059	Y	100.0%
$259,200	36	3,000	Y	100.0%
$432,000	60	5,000	Y	100.0%
$194,400	27	2,250	Y	100.0%
$2,160,000	300	10,590	Y	20.3%
$2,880,000	400	1,500	Y	1.3%
$229,896	32	3,362	Y	84.2%
$47,880	7	599	Y	72.1%
$508,680	71	8,832	Y	100.0%
$576,000	80	5,226	Y	52.3%
$384,048	54	6,667	Y	100.0%
$191,952	27	3,333	Y	100.0%
$167,904	24	163	Y	5.6%
$9,720,000	1,350	91,581	Y	30.0%
$9,540,000	1,325	101,314	Y	82.6%
$3,870,000	538	53,730	Y	97.3%
$2,016,000	280	1,613	Y	3.6%
$35,337,528	**4,912**	**317,508**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC4800	IG1	9,724	9,724	12,155	90	158
1S1E02CC5000	IG1	1,226	1,226	1,532	90	157
1S1E02CC5100	IG1	4,047	4,047	5,059	90	157
1S1E02CC6000	IG1	47,100	47,100	74,713	56	102
1S1E02CC6800	IG1	2,400	2,400	3,000	90	156
1S1E02CC7100	IG1	4,000	4,000	5,000	90	155
1S1E02CC7200	IG1	1,800	1,800	2,250	90	153
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	<Null>	20,000	20,000	114,096	98	145
1S1E02CD10000	IG1	3,193	3,193	3,991	90	149
1S1E02CD10100	IG1	665	665	831	90	147
1S1E02CD10200	IG1	7,065	7,065	8,832	90	149
1S1E02CD9600	IG1	5,334	5,334	6,667	90	151
1S1E02CD9700	IG1	2,666	2,666	3,333	90	151
1S1E02CD9900	IG1	2,332	2,332	2,915	90	147
1S1E03D300	<Null>	45,000	45,000	305,148	100	138
1S1E03DD200	<Null>	53,000	53,000	122,697	84	124
1S1E03DD300	<Null>	13,500	53,500	55,243	100	147
1S1E03DD500	<Null>	14,000	25,900	44,682	100	136
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	110	-48	48	<Null>	38,896	<Null>	38,896
90	108	-49	49	<Null>	4,904	<Null>	4,904
90	109	-48	48	<Null>	16,188	<Null>	16,188
56	99	-3	3	<Null>	47,100	<Null>	47,100
90	115	-41	41	<Null>	7,200	<Null>	7,200
90	116	-39	39	<Null>	12,000	<Null>	12,000
90	116	-37	37	<Null>	5,400	<Null>	5,400
98	109	-37	37	<Null>	60,000	<Null>	60,000
98	100	-45	45	<Null>	80,000	<Null>	80,000
90	122	-27	27	<Null>	6,386	<Null>	6,386
90	121	-26	26	<Null>	1,330	<Null>	1,330
90	120	-29	29	<Null>	14,130	<Null>	14,130
90	125	-26	26	<Null>	10,668	<Null>	10,668
90	125	-26	26	<Null>	5,332	<Null>	5,332
90	122	-25	25	<Null>	4,664	<Null>	4,664
100	72	-66	66	<Null>	270,000	<Null>	270,000
84	71	-53	53	<Null>	265,000	<Null>	265,000
58	85	-62	58	4	54,000	53,500	107,500
58	86	-50	50	<Null>	70,000	<Null>	70,000
							1,026,698

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,400,256	195	8,773	Y	72.2%
$176,544	25	1,532	Y	100.0%
$582,768	81	5,059	Y	100.0%
$1,695,600	236	74,713	Y	100.0%
$259,200	36	3,000	Y	100.0%
$432,000	60	5,000	Y	100.0%
$194,400	27	2,250	Y	100.0%
$2,160,000	300	31,781	Y	60.8%
$2,880,000	400	31,965	Y	28.0%
$229,896	32	3,991	Y	100.0%
$47,880	7	831	Y	100.0%
$508,680	71	8,832	Y	100.0%
$384,048	54	6,667	Y	100.0%
$191,952	27	3,333	Y	100.0%
$167,904	24	2,915	Y	100.0%
$9,720,000	1,350	21,003	Y	6.9%
$9,540,000	1,325	120,398	Y	98.1%
$3,870,000	538	41,463	Y	75.1%
$2,520,000	350	30,198	Y	67.6%
$36,961,128	**5,138**	**403,702**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E10AA500	EX	11,000	21,101	124,096	100	140
1S1E11BA7200	IG1	12,500	40,000	89,364	168	213
1S1E11BB3801	IG1	16,000	16,000	108,949	112	163
1S1E11BB4900	IG1	13,520	13,520	16,900	60	127
1S1E11BB5200	IG1	28,446	28,446	35,557	60	136
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
16	104	-36	16	20	11,000	42,202	53,202
126	142	-71	71	<Null>	75,000	<Null>	75,000
112	129	-34	34	<Null>	48,000	<Null>	48,000
60	120	-7	7	<Null>	13,520	<Null>	13,520
60	121	-15	15	<Null>	28,446	<Null>	28,446
							218,168

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,915,272	267	70,018	Y	56.4%
$2,700,000	375	17,927	Y	20.1%
$1,728,000	240	34,670	Y	31.8%
$486,720	68	16,900	Y	100.0%
$1,024,056	143	9,679	Y	27.2%
$7,854,048	**1,093**	**149,193**		

Scenic Resources ESEE - Economic Analysis Results (updated 06-01-16)

			Existing Heights (base + FAR-restricted heights)			Proposed Heights (base + FAR-restricted heights)			
VP	**Location**	**Focal Features**	**Square Feet of Conflict with View Corridor [1]**	**Lost Value with View Corridord [2]**	**Lost Jobs within View Corridor [2]**	**Square Feet of Conflict with View Corridor [1]**	**Lost Value with View Corridord [2]**	**Lost Jobs within View Corridor [2]**	**Notes**
Views Proposed for Protection									
N04	*Lillis Albina Park*	*Central City*				60,000	$2,160,000	300	The proposed heights are taller than existing. The proposed heights are compared against not continuing to protect the view.
NE01c	*I-84 Overpass (bike/ped)*	*Central City*				451,455	$16,252,380	2,261	The proposed heights are taller than existing. The proposed heights are compared against not continuing to protect the view.
SW02	*Washington Park - Lewis and Clark Monument*	*Mt Hood*							No BLI conflicts with base height [4]
SW04	*Rose Garden - Telescopes*	*Mt Hood*							No BLI conflicts with base height [4]
View Street	*Jefferson St Overpass*	*Vista Bridge*				20,846	$750,445	105	The proposed heights are taller than existing. The proposed heights are compared against not continuing to protect the view.
SW15	*Vista Bridge*	*Mt Hood*							No BLI conflicts with base height [4]
SW16	*SW Vista Ave*	*Mt St Helens*							No BLI conflicts with base height [4]
SW17a	Salmon Springs	Mt Hood	416,715	$15,001,740	2,085	432,915	$15,584,940	2,166	Has not been adjusted based on changes to the Historic District
SW24	*Upper Hall*	Mt St Helens Mt Adams							No BLI conflicts with base height [4] While this is an existing viewpoint, the height limits would updated.
SW31	*SW Cardinell*	*Mt St Helens*							No BLI conflicts with base height [4]
SW46	**Tilikum Crossing - West**	**Mt Hood**				218,168	$7,854,048	1,093	BLI conflicts are with IG1 sites and one site that went from IG1 to EX.
SW49	*SW Terwilliger Blvd*	*Mt St Helens*							No BLI conflicts with base height [4]
SW50	*SW Terwilliger Blvd*	*Mt St Helens*							No BLI conflicts with base height [4]
SW55	*OHSU Viewing Platform*	*Mt Hood Mt St Helens*							No BLI conflicts with base height [4]
SW56	**OHSU Tram - North**	**Mt Hood Mt St Helens**							No BLI conflicts with base height [4]
SW61	**OHSU Tram - South**	**Mt Hood Mt St Helens**							No BLI conflicts with base height [4]
SW64	*SW Terwilliger Blvd*	*Mt St Helens*							No BLI conflicts with base height [4]
Views Evaluated for Comparison (NOT proposed for protection)									
NW14	Broadway Bridge	Mt Hood	2,607,772	$93,879,792	13,044	2,607,772	$93,879,792	13,044	
SE07	**Morrison Bridge**	**Mt Hood**	437,537	$15,751,332	2,192	437,537	$15,751,332	2,192	
SE21	**Tilikum Crossing - East**	**Mt Hood**				223,000	$8,028,000	1,115	BLI conflicts are only with IG1 sites.
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	
SW13	*SW Vista Ave*	*Mt St Helens*							No BLI conflicts with base height [4]
SW26	Hawthorne Bridge	Mt Hood	700,441	$25,214,796	3,506	743,279	$26,758,044	3,720	
SW34	**Lovejoy Fountain**	**Mt Hood**	174,000	$6,264,000	870	174,000	$6,264,000	870	
SW33	*SW Rivington Dr*	*Mt Hood*							No BLI conflicts with base height [4]
SW36	**Greenway Trail - Montgomery St Gardents**	**Mt Hood**	1,141,098	$41,079,528	5,709	981,598	$35,337,528	4,912	View does not cross IG1(EX) sites. View in Southern Triangle that is BZ is set at 200ft. In the Proposed Draft, an area that was BZ now has a 100ft base height limit.
SW38	Greenway Trail - Pedestrian Trail	Mt Hood	1,192,198	$42,919,128	5,965	1,026,698	$36,961,128	5,138	View does not cross IG1(EX) sites. View in Southern Triangle that is BZ is set at 200ft. In the Proposed Draft, an area that was BZ now has a 100ft base height limit.

BOLD = New view and viewpoint
Italicized = Existing view with existing protections in the form of 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 economic analysis is based on comparing BLI sites with height on existing 510-3 and proposed 510-3 maps and the view corridors. There may be views with BLI conflicts based on the 510-4 map, which is why they are proposed for protection.

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation	Tower Height
1N1E33CD	CX	10,253	10,253	10,253	50	223	50
1S1E04BA4	CX	8,031	8,031	8,031	50	218	50
1S1E04BA5	CX	17,084	17,084	17,084	50	236	50
Total							

Elevation of View Corridor	View Corridor elev minus bldbl Ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total	Lost Value
204	-19	19	<Null>	20,506	<Null>	20,506	$738,216
208	-10	10	<Null>	8,031	<Null>	8,031	$289,116
206	-30	30	<Null>	51,252	<Null>	51,252	$1,845,072
						79,789	**$2,872,404**

Lost Jobs	Area of Intersection	conflict	% area of intersection
103	376	Y	3.7%
41	4,524	Y	56.3%
257	5,190	Y	30.4%
401	**10,090**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1000	EX	8481	8,481	8,481	65	130
1N1E34DA1100	IG1	2742	2,742	3,427	90	148
1N1E34DA1101	IG1	386	386	483	90	142
1N1E34DA1200	IG1	14113	14,113	17,641	90	133
1N1E34DA2602	EX	11900	11,900	11,900	111	155
1N1E34DA2800	EX	20528	45,617	45,617	195	236
1N1E34DA800	EX	6053	6,053	6,053	111	181
1N1E35CB3400	EX	5855	5,855	5,855	111	183
1N1E35CB500	CX	21576	28,768	28,768	135	187
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
65	129	-1	1	<Null>	8,481	<Null>	8,481
90	130	-18	18	<Null>	5,484	<Null>	5,484
90	130	-12	12	<Null>	386	<Null>	386
90	129	-4	4	<Null>	14,113	<Null>	14,113
111	132	-23	23	<Null>	23,800	<Null>	23,800
156	130	-106	106	<Null>	184,752	<Null>	184,752
111	128	-53	53	<Null>	30,265	<Null>	30,265
111	127	-56	56	<Null>	29,275	<Null>	29,275
96	124	-63	63	<Null>	129,456	<Null>	129,456
							426,012

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$305,316	43	7,958	Y	93.8%
$197,424	28	3,427	Y	100.0%
$13,896	2	483	Y	100.0%
$508,068	71	17,641	Y	100.0%
$856,800	119	452	Y	3.8%
$6,651,072	924	33,079	Y	72.5%
$1,089,540	152	4,025	Y	66.5%
$1,053,900	147	201	Y	3.4%
$4,660,416	648	10,914	Y	37.9%
$15,336,432	**2,134**	**78,180**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1100	IG1	2742	2,742	3,427	90	148
1N1E34DA2602	EX	11900	11,900	11,900	111	155
1N1E34DA2800	EX	20528	45,617	45,617	195	236
1N1E34DA800	EX	6053	6,053	6,053	111	181
1N1E34DD600	IG1	5516	5,516	5,516	111	155
1N1E34DD601	EX	5500	5,500	5,500	111	157
1N1E35CB3100	EX	9000	9,000	9,000	111	187
1N1E35CB3200	EX	9000	9,000	9,000	111	186
1N1E35CB3300	EX	12161	12,161	12,161	111	183
1N1E35CB3400	EX	5855	5,855	5,855	111	183
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	146	-2	2	<Null>	2,742	<Null>	2,742
111	149	-6	6	<Null>	11,900	<Null>	11,900
156	147	-89	89	<Null>	164,224	<Null>	164,224
111	144	-37	37	<Null>	24,212	<Null>	24,212
111	152	-3	3	<Null>	5,516	<Null>	5,516
111	151	-6	6	<Null>	5,500	<Null>	5,500
111	142	-45	45	<Null>	36,000	<Null>	36,000
111	143	-43	43	<Null>	36,000	<Null>	36,000
111	143	-40	40	<Null>	48,644	<Null>	48,644
111	142	-41	41	<Null>	23,420	<Null>	23,420
							358,158

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$98,712	14	2,987	Y	87.2%
$428,400	60	11,900	Y	100.0%
$5,912,064	822	43,570	Y	95.5%
$871,632	122	6,053	Y	100.0%
$198,576	28	120	Y	2.2%
$198,000	28	2,042	Y	37.1%
$1,296,000	180	7,107	Y	79.0%
$1,296,000	180	658	Y	7.3%
$1,751,184	244	10,647	Y	87.6%
$843,120	118	5,855	Y	100.0%
$12,893,688	**1,796**	**90,939**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34AA3001	CX	42,521	51,515	59,445	238	353
1N1E34AA3600	CX	7,456	7,456	7,456	147	251
1N1E34AA3800	CX	17,152	38,116	38,116	250	348
1N1E34AB400	CX	20,000	50,000	164,223	100	162
1N1E35BC1000	CX	8,700	8,700	8,700	147	265
1N1E35BC1100	CX	8,700	8,700	8,700	147	261
1N1E35BC1201	CX	5,995	5,995	5,995	147	269
1N1E35BC2200	CX	6,600	6,600	6,600	111	232
1N1E35BC2300	CX	15,000	20,000	20,000	135	252
1N1E35BC2400	CX	17,100	38,001	38,001	195	303
1N1E35BC2500	CX	5,850	5,850	5,850	111	214
1N1E35BC2600	CX	8,100	8,100	8,100	111	208
1N1E35BC2700	CX	15,188	20,250	20,250	135	231
1N1E35BC500	CX	12,654	19,000	19,000	195	322
1N1E35BC600	CX	12,654	19,000	19,000	195	317
1N1E35BC700	CX	11,988	18,000	18,000	195	315
1N1E35BC800	CX	11,988	18,000	18,000	195	307
1N1E35BC900	CX	14,974	33,276	33,276	250	358
1N1E35BD1000	IG1	6,000	6,000	7,500	90	208
1N1E35BD900	IG1	4,570	4,570	5,713	90	208
Totals						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
196	161	-192	192	<Null>	680,336	<Null>	680,336
147	159	-92	92	<Null>	59,648	<Null>	59,648
211	154	-194	194	<Null>	291,584	<Null>	291,584
61	122	-40	40	<Null>	80,000	<Null>	80,000
147	175	-90	90	<Null>	69,600	<Null>	69,600
147	175	-86	86	<Null>	69,600	<Null>	69,600
147	176	-93	93	<Null>	47,960	<Null>	47,960
111	183	-49	49	<Null>	33,000	<Null>	33,000
96	181	-71	71	<Null>	90,000	<Null>	90,000
156	176	-127	127	<Null>	188,100	<Null>	188,100
111	173	-41	41	<Null>	23,400	<Null>	23,400
111	171	-37	37	<Null>	32,400	<Null>	32,400
96	173	-58	58	<Null>	75,940	<Null>	75,940
156	174	-148	148	<Null>	164,502	<Null>	164,502
156	174	-143	143	<Null>	151,848	<Null>	151,848
156	169	-146	146	<Null>	155,844	<Null>	155,844
156	169	-138	138	<Null>	143,856	<Null>	143,856
211	170	-188	188	<Null>	239,584	<Null>	239,584
90	201	-7	7	<Null>	6,000	<Null>	6,000
90	198	-10	10	<Null>	4,570	<Null>	4,570
							2,607,772

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$24,492,096	3,402	1,693	Y	2.8%
$2,147,328	299	2,875	Y	38.6%
$10,497,024	1,458	10,243	Y	26.9%
$2,880,000	400	68,750	Y	41.9%
$2,505,600	348	8,700	Y	100.0%
$2,505,600	348	8,700	Y	100.0%
$1,726,560	240	5,995	Y	100.0%
$1,188,000	165	6,600	Y	100.0%
$3,240,000	450	20,000	Y	100.0%
$6,771,600	941	29,587	Y	77.9%
$842,400	117	5,841	Y	99.8%
$1,166,400	162	4,367	Y	53.9%
$2,733,840	380	1,062	Y	5.2%
$5,922,072	823	17,343	Y	91.3%
$5,466,528	760	19,000	Y	100.0%
$5,610,384	780	18,000	Y	100.0%
$5,178,816	720	18,000	Y	100.0%
$8,625,024	1,198	33,276	Y	100.0%
$216,000	30	2,275	Y	30.3%
$164,520	23	5,713	Y	100.0%
$93,879,792	**13,044**	**288,021**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB6100	EX	14,611	32,470	32,470	195	243
1S1E02BB7700	EX	5,000	5,000	5,000	111	160
1S1E02BB7900	EX	10,000	10,000	10,000	111	162
1S1E02BB8000	EX	9,000	9,000	9,000	111	164
1S1E02BB8100	EX	9,000	9,000	9,000	111	163
1S1E02BB8200	OS	14,820	14,820	14,820	111	162
1S1E03AA3700	IG1	14,539	14,539	18,174	90	123
1S1E03AA4600	EX	10,000	10,000	10,000	111	147
1S1E03AA4700	EX	10,000	10,000	10,000	111	150
1S1E03AA4800	EX	5,000	5,000	5,000	111	143
1S1E03AA4900	EX	11,000	11,000	11,000	111	151
1S1E03AA5000	EX	9,028	9,028	9,028	111	155
1S1E03AA5100	EX	4,622	4,622	4,622	111	153
1S1E03AA5200	EX	12,787	19,200	19,200	147	190
1S1E03AA6000	IG1	8,804	8,804	11,005	90	125
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
156	139	-104	104	<Null>	131,499	<Null>	131,499
111	143	-17	17	<Null>	10,000	<Null>	10,000
111	142	-20	20	<Null>	20,000	<Null>	20,000
111	140	-24	24	<Null>	27,000	<Null>	27,000
111	140	-23	23	<Null>	18,000	<Null>	18,000
111	136	-26	26	<Null>	44,460	<Null>	44,460
90	111	-12	12	<Null>	14,539	<Null>	14,539
111	129	-18	18	<Null>	20,000	<Null>	20,000
111	129	-21	21	<Null>	20,000	<Null>	20,000
111	131	-12	12	<Null>	10,000	<Null>	10,000
111	131	-20	20	<Null>	22,000	<Null>	22,000
111	132	-23	23	<Null>	18,056	<Null>	18,056
111	130	-23	23	<Null>	9,244	<Null>	9,244
108	130	-60	60	<Null>	63,935	<Null>	63,935
90	110	-15	15	<Null>	8,804	<Null>	8,804
							437,537

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$4,733,964	658	8,060	Y	24.8%
$360,000	50	5,000	Y	100.0%
$720,000	100	10,000	Y	100.0%
$972,000	135	9,000	Y	100.0%
$648,000	90	9,000	Y	100.0%
$1,600,560	223	14,820	Y	100.0%
$523,404	73	9,777	Y	53.8%
$720,000	100	2,967	Y	29.7%
$720,000	100	10,000	Y	100.0%
$360,000	50	1,018	Y	20.4%
$792,000	110	8,467	Y	77.0%
$650,016	91	5,685	Y	63.0%
$332,784	47	4,622	Y	100.0%
$2,301,660	320	7,590	Y	39.5%
$316,944	45	2,414	Y	21.9%
$15,751,332	**2,192**	**108,422**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	IG1	20,000	20,000	114,096	98	145
1S1E11BA7200	IG1	12,500	40,000	89,364	168	213
1S1E11BB3801	IG1	16,000	16,000	108,949	112	163
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
98	123	-23	23	<Null>	40,000	<Null>	40,000
98	114	-31	31	<Null>	60,000	<Null>	60,000
126	137	-76	76	<Null>	75,000	<Null>	75,000
112	124	-39	39	<Null>	48,000	<Null>	48,000
							223,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,440,000	200	1,168	Y	2.2%
$2,160,000	300	16,794	Y	14.7%
$2,700,000	375	43,123	Y	48.3%
$1,728,000	240	26,375	Y	24.2%
$8,028,000	**1,115**	**87,460**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DD1800	EX	21,000	28,000	28,000	135	184
1N1E34DD2300	EX	20,000	20,000	20,000	65	109
1N1E34DD2700	IG1	12,560	12,560	15,700	90	126
1N1E35CC10200	IG1	2,000	2,000	2,500	90	161
1N1E35CC3800	EX	4,500	4,500	4,500	111	173
1N1E35CC5800	EX	20,000	20,000	20,000	39	117
1N1E35CC6500	IG1	32,014	32,014	40,018	90	157
1N1E35CC6600	EX	5,000	5,000	5,000	75	139
1N1E35CC6700	EX	5,000	5,000	5,000	75	135
1N1E35CC6800	EX	5,009	5,009	5,009	75	134
1N1E35CC6900	EX	5,009	5,009	5,009	75	137
1N1E35CC7000	EX	9,000	9,000	9,000	75	134
1N1E35CC7200	EX	3,250	3,250	3,250	75	126
1N1E35CC7400	EX	4,500	4,500	4,500	75	127
1N1E35CC8500	EX	4,500	4,500	4,500	75	124
1N1E35CC8600	EX	4,500	4,500	4,500	75	127
1N1E35CC8900	EX	10,009	10,009	10,009	75	129
1N1E35CC9000	EX	3,500	3,500	3,500	75	130
1N1E35CC9100	EX	6,509	6,509	6,509	75	132
1N1E35CD11900	IG1	3,680	3,680	4,600	90	174
1N1E35CD12400	IG1	4,000	4,000	5,000	90	169
1N1E35CD8600	EX	4,388	4,388	4,388	39	122
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
96	69	-115	96	19	168,000	56,000	224,000
65	70	-39	39	<Null>	80,000	<Null>	80,000
90	65	-61	61	<Null>	62,800	<Null>	62,800
90	93	-68	68	<Null>	10,000	<Null>	10,000
111	80	-93	93	<Null>	36,000	<Null>	36,000
39	97	-20	20	<Null>	40,000	<Null>	40,000
90	85	-72	72	<Null>	160,070	<Null>	160,070
75	83	-56	56	<Null>	25,000	<Null>	25,000
75	83	-52	52	<Null>	25,000	<Null>	25,000
75	82	-52	52	<Null>	25,045	<Null>	25,045
75	82	-55	55	<Null>	25,045	<Null>	25,045
75	80	-54	54	<Null>	45,000	<Null>	45,000
75	78	-48	48	<Null>	16,250	<Null>	16,250
75	77	-50	50	<Null>	22,500	<Null>	22,500
75	78	-46	46	<Null>	18,000	<Null>	18,000
75	81	-46	46	<Null>	18,000	<Null>	18,000
75	84	-45	45	<Null>	40,036	<Null>	40,036
75	83	-47	47	<Null>	14,000	<Null>	14,000
75	83	-49	49	<Null>	32,545	<Null>	32,545
90	108	-66	66	<Null>	18,400	<Null>	18,400
90	104	-65	65	<Null>	20,000	<Null>	20,000
39	102	-20	20	<Null>	8,776	<Null>	8,776
							966,467

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$8,064,000	1,120	11,379	Y	40.6%
$2,880,000	400	17,662	Y	88.3%
$2,260,800	314	15,225	Y	97.0%
$360,000	50	2,500	Y	100.0%
$1,296,000	180	243	Y	5.4%
$1,440,000	200	15,173	Y	75.9%
$5,762,520	801	40,018	Y	100.0%
$900,000	125	5,000	Y	100.0%
$900,000	125	5,000	Y	100.0%
$901,620	126	5,009	Y	100.0%
$901,620	126	5,009	Y	100.0%
$1,620,000	225	9,000	Y	100.0%
$585,000	82	3,250	Y	100.0%
$810,000	113	4,500	Y	100.0%
$648,000	90	2,060	Y	45.8%
$648,000	90	4,500	Y	100.0%
$1,441,296	201	491	Y	4.9%
$504,000	70	3,234	Y	92.4%
$1,171,620	163	6,500	Y	99.9%
$662,400	92	4,600	Y	100.0%
$720,000	100	5,000	Y	100.0%
$315,936	44	4,388	Y	100.0%
$34,792,812	**4,837**	**169,741**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB8200	OS	14,820	14,820	14,820	111	162
1S1E02BC1000	EX	10,000	10,000	10,000	75	127
1S1E02BC1100	EX	10,000	10,000	10,000	75	128
1S1E02BC1400	EX	21,000	28,000	28,000	87	140
1S1E02BC1500	EX	8,689	8,689	8,689	75	123
1S1E02BC1600	EX	15,000	20,000	20,000	87	139
1S1E02BC1900	EX	6,750	9,000	9,000	87	142
1S1E02BC1900	EX	21,750	29,000	20,000	87	142
1S1E02BC2200	IG1	10,320	10,320	12,900	90	143
1S1E02BC2700	IG1	16,000	16,000	20,000	90	134
1S1E02BD6600	IG1	4,000	4,000	5,000	90	132
1S1E02BD7200	IG1	8,000	8,000	10,000	90	134
1S1E02BD7201	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AA5000	EX	9,028	9,028	9,028	111	155
1S1E03AA5200	EX	12,787	19,200	19,200	147	190
1S1E03AA5700	IG1	15,999	15,999	19,999	90	126
1S1E03AD200	EX	19,200	25,600	16,400	87	131
1S1E03AD200	IG1	6,900	9,200	9,200	87	131
1S1E03AD600	IG1	8,000	8,000	10,000	90	127
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	96	-66	66	<Null>	88,920	<Null>	88,920
75	101	-26	26	<Null>	30,000	<Null>	30,000
75	101	-27	27	<Null>	30,000	<Null>	30,000
48	94	-46	46	<Null>	84,000	<Null>	84,000
75	94	-29	29	<Null>	26,067	<Null>	26,067
48	95	-44	44	<Null>	60,000	<Null>	60,000
48	100	-42	42	<Null>	27,000	<Null>	27,000
48	102	-40	40	<Null>	87,000	<Null>	87,000
90	105	-38	38	<Null>	30,960	<Null>	30,960
90	115	-19	19	<Null>	32,000	<Null>	32,000
90	122	-10	10	<Null>	4,000	<Null>	4,000
90	126	-8	8	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	129	-6	6	<Null>	8,000	<Null>	8,000
111	91	-64	64	<Null>	54,168	<Null>	54,168
108	89	-101	101	<Null>	115,083	<Null>	115,083
90	74	-52	52	<Null>	63,996	<Null>	63,996
48	89	-42	42	<Null>	76,800	<Null>	76,800
48	91	-40	40	<Null>	20,700	<Null>	20,700
90	81	-46	46	<Null>	32,000	<Null>	32,000
							886,694

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$3,201,120	445	281	Y	1.9%
$1,080,000	150	10,000	Y	100.0%
$1,080,000	150	10,000	Y	100.0%
$3,024,000	420	28,000	Y	100.0%
$938,412	131	8,689	Y	100.0%
$2,160,000	300	13,346	Y	66.7%
$972,000	135	9,000	Y	100.0%
$3,132,000	435	20,000	Y	100.0%
$1,114,560	155	12,900	Y	100.0%
$1,152,000	160	20,000	Y	100.0%
$144,000	20	5,000	Y	100.0%
$288,000	40	7,369	Y	73.7%
$288,000	40	9,775	Y	97.7%
$288,000	40	557	Y	5.6%
$1,950,048	271	1,787	Y	19.8%
$4,142,988	576	5,802	Y	30.2%
$2,303,856	320	6,933	Y	34.7%
$2,764,800	384	16,400	Y	100.0%
$745,200	104	9,200	Y	100.0%
$1,152,000	160	10,000	Y	100.0%
$31,920,984	**4,436**	**205,039**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BC4600	EX	5,000	5,000	5,000	111	171
1S1E02BC4700	EX	10,000	10,000	10,000	111	171
1S1E02BC4800	EX	5,000	5,000	5,000	111	170
1S1E02BC4900	IG1	8,000	8,000	10,000	90	146
1S1E02BC5100	IG1	8,000	8,000	10,000	90	146
1S1E02BC5400	IG1	6,400	6,400	8,000	90	142
1S1E02BC6000	IG1	8,000	8,000	10,000	90	136
1S1E02BD10900	IG1	8,000	8,000	10,000	90	135
1S1E02BD7200	IG1	8,000	8,000	10,000	90	134
1S1E02BD7201	IG1	8,000	8,000	10,000	90	135
1S1E02BD7300	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AD1701	IG1	18,214	18,214	54,502	64	97
1S1E03AD2900	EX	16,200	36,000	16,903	87	136
1S1E03AD3600	IG1	26,229	26,229	80,545	64	98
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	106	-65	65	<Null>	30,000	<Null>	30,000
111	105	-66	66	<Null>	60,000	<Null>	60,000
111	105	-65	65	<Null>	30,000	<Null>	30,000
90	108	-38	38	<Null>	24,000	<Null>	24,000
90	110	-36	36	<Null>	24,000	<Null>	24,000
90	114	-28	28	<Null>	12,800	<Null>	12,800
90	121	-15	15	<Null>	16,000	<Null>	16,000
90	124	-11	11	<Null>	8,000	<Null>	8,000
90	128	-6	6	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
64	70	-27	27	<Null>	36,428	<Null>	36,428
48	92	-44	44	<Null>	64,800	<Null>	64,800
64	69	-29	29	<Null>	78,687	<Null>	78,687
							416,715

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,080,000	150	5,000	Y	100.0%
$2,160,000	300	10,000	Y	100.0%
$1,080,000	150	5,000	Y	100.0%
$864,000	120	10,000	Y	100.0%
$864,000	120	10,000	Y	100.0%
$460,800	64	8,000	Y	100.0%
$576,000	80	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$1,311,408	183	29,358	Y	53.9%
$2,332,800	324	16,903	Y	100.0%
$2,832,732	394	25,984	Y	32.3%
$15,001,740	**2,085**	**180,246**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CA14000	IG1	2,200	2,200	2,750	90	138
1S1E02CA17100	IG1	2,000	2,000	2,500	90	136
1S1E02CA17300	IG1	3,600	3,600	4,500	90	136
1S1E02CB2700	IG1	22,400	22,400	28,000	90	149
1S1E02CB2900	IG1	2,000	2,000	2,500	90	146
1S1E02CB3400	IG1	4,940	4,940	6,175	90	142
1S1E02CB3900	IG1	7,600	7,600	9,500	90	151
1S1E02CB4400	IG1	8,000	8,000	10,000	90	154
1S1E02CB500	IG1	8,000	8,000	10,000	90	140
1S1E02CB8700	IG1	4,000	4,000	5,000	90	162
1S1E02CB8800	IG1	4,000	4,000	5,000	90	161
1S1E02CB9000	EX	8,551	8,551	8,551	111	178
1S1E02CB9100	EX	9,500	9,500	9,500	111	175
1S1E02CB9200	EX	10,000	10,000	10,000	111	180
1S1E02CB9300	EX	8,999	8,999	8,999	111	181
1S1E02CB9400	IG1	8,000	8,000	10,000	90	160
1S1E03AD6100	IG1	7,600	7,600	9,500	90	133
1S1E03AD7100	IG1	10,719	10,719	13,399	90	125
1S1E03DA100	EX	7,600	7,600	7,600	111	172
1S1E03DA1000	IG1	554	554	692	90	127
1S1E03DA1100	IG1	5,319	5,319	6,649	90	127
1S1E03DA200	EX	3,876	3,876	3,876	111	180
1S1E03DA300	EX	4,124	4,124	4,124	111	176
1S1E03DA400	EX	10,000	10,000	10,000	111	172
1S1E03DA500	EX	5,270	5,270	5,270	111	169
1S1E03DA600	EX	4,230	4,230	4,230	111	167
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	136	-2	2	<Null>	2,200	<Null>	2,200
90	136	0	0	<Null>	2,000	<Null>	2,000
90	136	0	0	<Null>	3,600	<Null>	3,600
90	128	-21	21	<Null>	44,800	<Null>	44,800
90	128	-18	18	<Null>	4,000	<Null>	4,000
90	127	-15	15	<Null>	4,940	<Null>	4,940
90	119	-32	32	<Null>	22,800	<Null>	22,800
90	120	-34	34	<Null>	24,000	<Null>	24,000
90	133	-7	7	<Null>	8,000	<Null>	8,000
90	116	-46	46	<Null>	16,000	<Null>	16,000
90	115	-46	46	<Null>	16,000	<Null>	16,000
111	111	-67	67	<Null>	51,306	<Null>	51,306
111	110	-65	65	<Null>	57,000	<Null>	57,000
111	110	-70	70	<Null>	60,000	<Null>	60,000
111	112	-69	69	<Null>	53,994	<Null>	53,994
90	112	-48	48	<Null>	32,000	<Null>	32,000
90	101	-32	32	<Null>	22,800	<Null>	22,800
90	80	-45	45	<Null>	42,876	<Null>	42,876
111	107	-65	65	<Null>	45,600	<Null>	45,600
90	92	-35	35	<Null>	1,662	<Null>	1,662
90	93	-34	34	<Null>	15,957	<Null>	15,957
111	107	-73	73	<Null>	27,132	<Null>	27,132
111	107	-69	69	<Null>	24,744	<Null>	24,744
111	105	-67	67	<Null>	60,000	<Null>	60,000
111	105	-64	64	<Null>	31,620	<Null>	31,620
111	105	-62	62	<Null>	25,380	<Null>	25,380
							700,411

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$79,200	11	2,750	Y	100.0%
$72,000	10	2,500	Y	100.0%
$129,600	18	1,316	Y	29.3%
$1,612,800	224	1,840	Y	6.6%
$144,000	20	2,500	Y	100.0%
$177,840	25	6,175	Y	100.0%
$820,800	114	9,500	Y	100.0%
$864,000	120	10,000	Y	100.0%
$288,000	40	9,192	Y	91.9%
$576,000	80	4,642	Y	92.8%
$576,000	80	5,000	Y	100.0%
$1,847,016	257	8,551	Y	100.0%
$2,052,000	285	9,500	Y	100.0%
$2,160,000	300	10,000	Y	100.0%
$1,943,784	270	8,999	Y	100.0%
$1,152,000	160	5,427	Y	54.3%
$820,800	114	9,500	Y	100.0%
$1,543,536	215	13,399	Y	100.0%
$1,641,600	228	7,600	Y	100.0%
$59,832	9	660	Y	95.3%
$574,452	80	400	Y	6.0%
$976,752	136	3,876	Y	100.0%
$890,784	124	4,124	Y	100.0%
$2,160,000	300	9,978	Y	99.8%
$1,138,320	159	5,270	Y	100.0%
$913,680	127	4,230	Y	100.0%
$25,214,796	**3,506**	**156,928**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E03CB400	CX	20,000	40,000	34,240	63	186
1S1E03DD300	IG1	13,500	53,500	55,243	224	271
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
24	148	-38	24	14	40,000	80,000	120,000
182	227	-44	44	<Null>	54,000	<Null>	54,000
							174,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$4,320,000	600	2,666	Y	7.8%
$1,944,000	270	55,243	Y	100.0%
$6,264,000	**870**	**57,909**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC4800	IG1	9,724	9,724	12,155	90	158
1S1E02CC5000	IG1	1,226	1,226	1,532	90	157
1S1E02CC5100	IG1	4,047	4,047	5,059	90	157
1S1E02CC6800	IG1	2,400	2,400	3,000	90	156
1S1E02CC7100	IG1	4,000	4,000	5,000	90	155
1S1E02CC7200	IG1	1,800	1,800	2,250	90	153
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	IG1	20,000	20,000	114,096	98	145
1S1E02CD10000	IG1	3,193	3,193	3,991	90	149
1S1E02CD10100	IG1	665	665	831	90	147
1S1E02CD10200	IG1	7,065	7,065	8,832	90	149
1S1E02CD14200	IG1	8,000	8,000	10,000	90	144
1S1E02CD9600	IG1	5,334	5,334	6,667	90	151
1S1E02CD9700	IG1	2,666	2,666	3,333	90	151
1S1E02CD9900	IG1	2,332	2,332	2,915	90	147
1S1E03D300	IG1	45,000	45,000	305,148	112	150
1S1E03DD200	EG2	53,000	53,000	122,697	84	124
1S1E03DD300	IG1	13,500	53,500	55,243	224	271
1S1E03DD500	EG2	14,000	25,900	44,682	182	218
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	113	-45	45	<Null>	38,896	<Null>	38,896
90	111	-46	46	<Null>	4,904	<Null>	4,904
90	111	-46	46	<Null>	16,188	<Null>	16,188
90	118	-38	38	<Null>	7,200	<Null>	7,200
90	119	-36	36	<Null>	12,000	<Null>	12,000
90	119	-34	34	<Null>	5,400	<Null>	5,400
98	112	-34	34	<Null>	60,000	<Null>	60,000
98	109	-36	36	<Null>	60,000	<Null>	60,000
90	125	-24	24	<Null>	6,386	<Null>	6,386
90	124	-23	23	<Null>	1,330	<Null>	1,330
90	123	-26	26	<Null>	14,130	<Null>	14,130
90	126	-18	18	<Null>	16,000	<Null>	16,000
90	128	-23	23	<Null>	10,668	<Null>	10,668
90	128	-23	23	<Null>	5,332	<Null>	5,332
90	126	-21	21	<Null>	4,664	<Null>	4,664
112	74	-76	76	<Null>	270,000	<Null>	270,000
84	74	-50	50	<Null>	265,000	<Null>	265,000
182	88	-183	183	<Null>	189,000	<Null>	189,000
140	93	-125	125	<Null>	154,000	<Null>	154,000
							1,141,098

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,400,256	195	12,155	Y	100.0%
$176,544	25	1,532	Y	100.0%
$582,768	81	5,059	Y	100.0%
$259,200	36	3,000	Y	100.0%
$432,000	60	5,000	Y	100.0%
$194,400	27	2,250	Y	100.0%
$2,160,000	300	10,590	Y	20.3%
$2,160,000	300	1,500	Y	1.3%
$229,896	32	3,362	Y	84.2%
$47,880	7	599	Y	72.1%
$508,680	71	8,832	Y	100.0%
$576,000	80	5,226	Y	52.3%
$384,048	54	6,667	Y	100.0%
$191,952	27	3,333	Y	100.0%
$167,904	24	163	Y	5.6%
$9,720,000	1,350	91,581	Y	30.0%
$9,540,000	1,325	101,314	Y	82.6%
$6,804,000	945	53,730	Y	97.3%
$5,544,000	770	1,613	Y	3.6%
$41,079,528	**5,709**	**317,508**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation	Tower Height
1S1E02CC4	IG1	9,724	9,724	12,155	90	158	90
1S1E02CC5	IG1	1,226	1,226	1,532	90	157	90
1S1E02CC5	IG1	4,047	4,047	5,059	90	157	90
1S1E02CC6	IG1	47,100	47,100	74,713	56	102	56
1S1E02CC6	IG1	2,400	2,400	3,000	90	156	90
1S1E02CC7	IG1	4,000	4,000	5,000	90	155	90
1S1E02CC7	IG1	1,800	1,800	2,250	90	153	90
1S1E02CC7	IG1	20,000	20,000	52,236	98	146	98
1S1E02CC7	IG1	20,000	20,000	114,096	98	145	98
1S1E02CD1	IG1	3,193	3,193	3,991	90	149	90
1S1E02CD1	IG1	665	665	831	90	147	90
1S1E02CD1	IG1	7,065	7,065	8,832	90	149	90
1S1E02CD9	IG1	5,334	5,334	6,667	90	151	90
1S1E02CD9	IG1	2,666	2,666	3,333	90	151	90
1S1E02CD9	IG1	2,332	2,332	2,915	90	147	90
1S1E03D3C	IG1	45,000	45,000	305,148	112	150	112
1S1E03DD2	EG2	53,000	53,000	122,697	84	124	84
1S1E03DD3	IG1	13,500	53,500	55,243	224	271	182
1S1E03DD5	EG2	14,000	25,900	44,682	182	218	140
Total							

Elevation of View Corridor	View Corridor elev minus bldbl El	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total	Lost Value
110	-48	48	<Null>	38,896	<Null>	38,896	$1,400,256
108	-49	49	<Null>	4,904	<Null>	4,904	$176,544
109	-48	48	<Null>	16,188	<Null>	16,188	$582,768
99	-3	3	<Null>	47,100	<Null>	47,100	$1,695,600
115	-41	41	<Null>	7,200	<Null>	7,200	$259,200
116	-39	39	<Null>	12,000	<Null>	12,000	$432,000
116	-37	37	<Null>	5,400	<Null>	5,400	$194,400
109	-37	37	<Null>	60,000	<Null>	60,000	$2,160,000
100	-45	45	<Null>	80,000	<Null>	80,000	$2,880,000
122	-27	27	<Null>	6,386	<Null>	6,386	$229,896
121	-26	26	<Null>	1,330	<Null>	1,330	$47,880
120	-29	29	<Null>	14,130	<Null>	14,130	$508,680
125	-26	26	<Null>	10,668	<Null>	10,668	$384,048
125	-26	26	<Null>	5,332	<Null>	5,332	$191,952
122	-25	25	<Null>	4,664	<Null>	4,664	$167,904
72	-78	78	<Null>	270,000	<Null>	270,000	$9,720,000
71	-53	53	<Null>	265,000	<Null>	265,000	$9,540,000
85	-186	186	<Null>	189,000	<Null>	189,000	$6,804,000
86	-132	132	<Null>	154,000	<Null>	154,000	$5,544,000
						1,192,198	**$42,919,128**

Lost Jobs	Area of Intersection	conflict	% area of intersection
195	8,773	Y	72.2%
25	1,532	Y	100.0%
81	5,059	Y	100.0%
236	74,713	Y	100.0%
36	3,000	Y	100.0%
60	5,000	Y	100.0%
27	2,250	Y	100.0%
300	31,781	Y	60.8%
400	31,965	Y	28.0%
32	3,991	Y	100.0%
7	831	Y	100.0%
71	8,832	Y	100.0%
54	6,667	Y	100.0%
27	3,333	Y	100.0%
24	2,915	Y	100.0%
1,350	21,003	Y	6.9%
1,325	120,398	Y	98.1%
945	41,463	Y	75.1%
770	30,198	Y	67.6%
5,965	**403,702**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E10AA500	84	11,000	21,101	124,096	168	208
1S1E11BA7200	126	12,500	40,000	89,364	168	213
1S1E11BB3801	112	16,000	16,000	108,949	112	163
1S1E11BB4900	60	13,520	13,520	16,900	60	127
1S1E11BB5200	60	28,446	28,446	35,557	60	136
1S1E11BB5700	90	13,954	13,954	17,443	90	147
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
IH	104	-104	104	<Null>	88,000	<Null>	88,000
IG1	142	-71	71	<Null>	75,000	<Null>	75,000
IG1	129	-34	34	<Null>	48,000	<Null>	48,000
IG1	120	-7	7	<Null>	13,520	<Null>	13,520
IG1	121	-15	15	<Null>	28,446	<Null>	28,446
IH	114	-33	33	<Null>	41,862	<Null>	41,862
							294,828

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$3,168,000	440	70,018	Y	56.4%
$2,700,000	375	17,927	Y	20.1%
$1,728,000	240	34,670	Y	31.8%
$486,720	68	16,900	Y	100.0%
$1,024,056	143	9,679	Y	27.2%
$1,507,032	210	2,185	Y	12.5%
$10,613,808	**1,476**	**151,378**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1000	EX	8481	8,481	8,481	65	130
1N1E34DA1100	IG1	2742	2,742	3,427	90	148
1N1E34DA1101	IG1	386	386	483	90	142
1N1E34DA1200	IG1	14113	14,113	17,641	90	133
1N1E34DA2602	EX	11900	11,900	11,900	111	155
1N1E34DA2800	EX	20528	45,617	45,617	195	236
1N1E34DA800	EX	6053	6,053	6,053	111	181
1N1E35CB3400	EX	5855	5,855	5,855	111	183
1N1E35CB500	CX	21576	28,768	28,768	135	187
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
65	129	-1	1	<Null>	8,481	<Null>	8,481
90	130	-18	18	<Null>	5,484	<Null>	5,484
90	130	-12	12	<Null>	386	<Null>	386
90	129	-4	4	<Null>	14,113	<Null>	14,113
111	132	-23	23	<Null>	23,800	<Null>	23,800
156	130	-106	106	<Null>	184,752	<Null>	184,752
111	128	-53	53	<Null>	30,265	<Null>	30,265
111	127	-56	56	<Null>	29,275	<Null>	29,275
96	124	-63	63	<Null>	129,456	<Null>	129,456
							426,012

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$305,316	43	7,958	Y	93.8%
$197,424	28	3,427	Y	100.0%
$13,896	2	483	Y	100.0%
$508,068	71	17,641	Y	100.0%
$856,800	119	452	Y	3.8%
$6,651,072	924	33,079	Y	72.5%
$1,089,540	152	4,025	Y	66.5%
$1,053,900	147	201	Y	3.4%
$4,660,416	648	10,914	Y	37.9%
$15,336,432	**2,134**	**78,180**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1100	IG1	2742	2,742	3,427	90	148
1N1E34DA2602	EX	11900	11,900	11,900	111	155
1N1E34DA2800	EX	20528	45,617	45,617	195	236
1N1E34DA800	EX	6053	6,053	6,053	111	181
1N1E34DD601	EX	5500	5,500	5,500	111	157
1N1E35CB3100	EX	9000	9,000	9,000	111	187
1N1E35CB3200	EX	9000	9,000	9,000	111	186
1N1E35CB3300	EX	12161	12,161	12,161	111	183
1N1E35CB3400	EX	5855	5,855	5,855	111	183
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	146	-2	2	<Null>	2,742	<Null>	2,742
111	149	-6	6	<Null>	11,900	<Null>	11,900
156	147	-89	89	<Null>	164,224	<Null>	164,224
111	144	-37	37	<Null>	24,212	<Null>	24,212
111	151	-6	6	<Null>	5,500	<Null>	5,500
111	142	-45	45	<Null>	36,000	<Null>	36,000
111	143	-43	43	<Null>	36,000	<Null>	36,000
111	143	-40	40	<Null>	48,644	<Null>	48,644
111	142	-41	41	<Null>	23,420	<Null>	23,420
							352,642

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$98,712	14	2,987	Y	87.2%
$428,400	60	11,900	Y	100.0%
$5,912,064	822	43,570	Y	95.5%
$871,632	122	6,053	Y	100.0%
$198,000	28	2,042	Y	37.1%
$1,296,000	180	7,107	Y	79.0%
$1,296,000	180	658	Y	7.3%
$1,751,184	244	10,647	Y	87.6%
$843,120	118	5,855	Y	100.0%
$12,695,112	**1,768**	**90,819**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34AA3001	CX	42521	51,515	59,445	238	353
1N1E34AA3600	CX	7456	7,456	7,456	147	251
1N1E34AA3800	CX	17152	38,116	38,116	250	348
1N1E34AB400	CX	20000	50,000	164,223	100	162
1N1E35BC1000	CX	8700	8,700	8,700	147	265
1N1E35BC1100	CX	8700	8,700	8,700	147	261
1N1E35BC1201	CX	5995	5,995	5,995	147	269
1N1E35BC2200	CX	6600	6,600	6,600	111	232
1N1E35BC2300	CX	15000	20,000	20,000	135	252
1N1E35BC2400	CX	17100	38,001	38,001	195	303
1N1E35BC2500	CX	5,850	5,850	5,850	111	214
1N1E35BC2600	CX	8,100	8,100	8,100	111	208
1N1E35BC2700	CX	15,188	20,250	20,250	135	231
1N1E35BC500	CX	12,654	19,000	19,000	195	322
1N1E35BC600	CX	12,654	19,000	19,000	195	317
1N1E35BC700	CX	11,988	18,000	18,000	195	315
1N1E35BC800	CX	11,988	18,000	18,000	195	307
1N1E35BC900	CX	14,974	33,276	33,276	250	358
1N1E35BD1000	IG1	6,000	6,000	7,500	90	208
1N1E35BD900	IG1	4,570	4,570	5,713	90	208
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
196	161	-192	192	<Null>	680,336	<Null>	680,336
147	159	-92	92	<Null>	59,648	<Null>	59,648
211	154	-194	194	<Null>	291,584	<Null>	291,584
61	122	-40	40	<Null>	80,000	<Null>	80,000
147	175	-90	90	<Null>	69,600	<Null>	69,600
147	175	-86	86	<Null>	69,600	<Null>	69,600
147	176	-93	93	<Null>	47,960	<Null>	47,960
111	183	-49	49	<Null>	33,000	<Null>	33,000
96	181	-71	71	<Null>	90,000	<Null>	90,000
156	176	-127	127	<Null>	188,100	<Null>	188,100
111	173	-41	41	<Null>	23,400	<Null>	23,400
111	171	-37	37	<Null>	32,400	<Null>	32,400
96	173	-58	58	<Null>	75,940	<Null>	75,940
156	174	-148	148	<Null>	164,502	<Null>	164,502
156	174	-143	143	<Null>	151,848	<Null>	151,848
156	169	-146	146	<Null>	155,844	<Null>	155,844
156	169	-138	138	<Null>	143,856	<Null>	143,856
211	170	-188	188	<Null>	239,584	<Null>	239,584
90	201	-7	7	<Null>	6,000	<Null>	6,000
90	198	-10	10	<Null>	4,570	<Null>	4,570
							2,607,772

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$24,492,096	3,402	1,693	Y	2.8%
$2,147,328	299	2,875	Y	38.6%
$10,497,024	1,458	10,243	Y	26.9%
$2,880,000	400	68,750	Y	41.9%
$2,505,600	348	8,700	Y	100.0%
$2,505,600	348	8,700	Y	100.0%
$1,726,560	240	5,995	Y	100.0%
$1,188,000	165	6,600	Y	100.0%
$3,240,000	450	20,000	Y	100.0%
$6,771,600	941	29,587	Y	77.9%
$842,400	117	5,841	Y	99.8%
$1,166,400	162	4,367	Y	53.9%
$2,733,840	380	1,062	Y	5.2%
$5,922,072	823	17,343	Y	91.3%
$5,466,528	760	19,000	Y	100.0%
$5,610,384	780	18,000	Y	100.0%
$5,178,816	720	18,000	Y	100.0%
$8,625,024	1,198	33,276	Y	100.0%
$216,000	30	2,275	Y	30.3%
$164,520	23	5,713	Y	100.0%
$93,879,792	**13,044**	**288,021**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB6100	EX	14611	32,470	32,470	195	243
1S1E02BB8000	EX	9000	9,000	9,000	111	164
1S1E02BB8100	EX	9000	9,000	9,000	111	163
1S1E02BB8200	OS	14820	14,820	14,820	111	162
1S1E03AA3700	IG1	14539	14,539	18,174	90	123
1S1E03AA4700	IG1	8000	8,000	10,000	90	129
1S1E03AA5000	IG1	7222	7,222	9,028	90	134
1S1E03AA5100	IG1	3698	3,698	4,622	90	132
1S1E03AA5200	IG1	15360	15,360	19,200	90	133
1S1E03AA6000	IG1	8804	8,804	11,005	90	125
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
156	139	-104	104	<Null>	131,499	<Null>	131,499
111	140	-24	24	<Null>	27,000	<Null>	27,000
111	140	-23	23	<Null>	18,000	<Null>	18,000
111	136	-26	26	<Null>	44,460	<Null>	44,460
90	111	-12	12	<Null>	14,539	<Null>	14,539
90	129	0	0	<Null>	8,000	<Null>	8,000
90	132	-2	2	<Null>	7,222	<Null>	7,222
90	130	-2	2	<Null>	3,698	<Null>	3,698
90	130	-3	3	<Null>	15,360	<Null>	15,360
90	110	-15	15	<Null>	8,804	<Null>	8,804
							278,582

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$4,733,964	658	8,060	Y	24.8%
$972,000	135	9,000	Y	100.0%
$648,000	90	9,000	Y	100.0%
$1,600,560	223	14,820	Y	100.0%
$523,404	73	9,777	Y	53.8%
$288,000	40	10,000	Y	100.0%
$259,992	37	5,685	Y	63.0%
$133,128	19	4,622	Y	100.0%
$552,960	77	7,590	Y	39.5%
$316,944	45	2,414	Y	21.9%
$10,028,952	**1,397**	**80,970**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC7600	IG1	20000	20,000	52,236	98	146
1S1E02CC7700	IG1	20000	20,000	114,096	98	145
1S1E11BA7200	IG1	12500	40,000	89,364	168	213
1S1E11BB3801	IG1	16000	16,000	108,949	112	163
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
98	123	-23	23	<Null>	40,000	<Null>	40,000
98	114	-31	31	<Null>	60,000	<Null>	60,000
126	137	-76	76	<Null>	75,000	<Null>	75,000
112	124	-39	39	<Null>	48,000	<Null>	48,000
							223,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,440,000	200	1,168	Y	2.2%
$2,160,000	300	16,794	Y	14.7%
$2,700,000	375	43,123	Y	48.3%
$1,728,000	240	26,375	Y	24.2%
$8,028,000	**1,115**	**87,460**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DD1800	EX	21000	28,000	28,000	135	184
1N1E34DD2300	EX	20000	20,000	20,000	65	109
1N1E34DD2700	IG1	12560	12,560	15,700	90	126
1N1E35CC10200	IG1	2000	2,000	2,500	90	161
1N1E35CC3800	EX	4500	4,500	4,500	111	173
1N1E35CC5800	EX	20000	20,000	20,000	39	117
1N1E35CC6500	IG1	32014	32,014	40,018	90	157
1N1E35CC6800	EX	5009	5,009	5,009	75	134
1N1E35CC6900	IG1	4007	4,007	5,009	90	152
1N1E35CC7000	EX	9000	9,000	9,000	75	134
1N1E35CC7200	EX	3,250	3,250	3,250	75	126
1N1E35CC7400	EX	4,500	4,500	4,500	75	127
1N1E35CC8500	EX	4,500	4,500	4,500	75	124
1N1E35CC8600	EX	4,500	4,500	4,500	75	127
1N1E35CC8900	IG1	8,007	8,007	10,009	90	144
1N1E35CC9000	IG1	2,800	2,800	3,500	90	145
1N1E35CC9100	IG1	5,207	5,207	6,509	90	147
1N1E35CD11900	IG1	3,680	3,680	4,600	90	174
1N1E35CD12400	IG1	4,000	4,000	5,000	90	169
1N1E35CD8600	EX	4,388	4,388	4,388	39	122
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
96	69	-115	96	19	168,000	56,000	224,000
65	70	-39	39	<Null>	80,000	<Null>	80,000
90	65	-61	61	<Null>	62,800	<Null>	62,800
90	93	-68	68	<Null>	10,000	<Null>	10,000
111	80	-93	93	<Null>	36,000	<Null>	36,000
39	97	-20	20	<Null>	40,000	<Null>	40,000
90	85	-72	72	<Null>	160,070	<Null>	160,070
75	82	-52	52	<Null>	25,045	<Null>	25,045
90	82	-70	70	<Null>	20,035	<Null>	20,035
75	80	-54	54	<Null>	45,000	<Null>	45,000
75	78	-48	48	<Null>	16,250	<Null>	16,250
75	77	-50	50	<Null>	22,500	<Null>	22,500
75	78	-46	46	<Null>	18,000	<Null>	18,000
75	81	-46	46	<Null>	18,000	<Null>	18,000
90	84	-60	60	<Null>	32,028	<Null>	32,028
90	83	-62	62	<Null>	14,000	<Null>	14,000
90	83	-64	64	<Null>	26,035	<Null>	26,035
90	108	-66	66	<Null>	18,400	<Null>	18,400
90	104	-65	65	<Null>	20,000	<Null>	20,000
39	102	-20	20	<Null>	8,776	<Null>	8,776
							896,939

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$8,064,000	1,120	11,379	Y	40.6%
$2,880,000	400	17,662	Y	88.3%
$2,260,800	314	15,225	Y	97.0%
$360,000	50	2,500	Y	100.0%
$1,296,000	180	243	Y	5.4%
$1,440,000	200	15,173	Y	75.9%
$5,762,520	801	40,018	Y	100.0%
$901,620	126	5,009	Y	100.0%
$721,260	101	5,009	Y	100.0%
$1,620,000	225	9,000	Y	100.0%
$585,000	82	3,250	Y	100.0%
$810,000	113	4,500	Y	100.0%
$648,000	90	2,060	Y	45.8%
$648,000	90	4,500	Y	100.0%
$1,153,008	161	491	Y	4.9%
$504,000	70	3,234	Y	92.4%
$937,260	131	6,500	Y	99.9%
$662,400	92	4,600	Y	100.0%
$720,000	100	5,000	Y	100.0%
$315,936	44	4,388	Y	100.0%
$32,289,804	**4,490**	**159,741**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB8200	OS	14820	14,820	14,820	111	162
1S1E02BC1000	IG1	8000	8,000	10,000	90	142
1S1E02BC1400	EX	21000	28,000	28,000	87	140
1S1E02BC1500	EX	8689	8,689	8,689	75	123
1S1E02BC1600	EX	15000	20,000	20,000	87	139
1S1E02BC1900	EX	9000	9,000	9,000	75	130
1S1E02BC1900	IG1	16000	16,000	20,000	90	145
1S1E02BC2200	IG1	10320	10,320	12,900	90	143
1S1E02BC2700	IG1	16000	16,000	20,000	90	134
1S1E02BD6600	IG1	4000	4,000	5,000	90	132
1S1E02BD7200	IG1	8,000	8,000	10,000	90	134
1S1E02BD7201	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AA5000	IG1	7,222	7,222	9,028	90	134
1S1E03AA5200	IG1	15,360	15,360	19,200	90	133
1S1E03AA5700	IG1	15,999	15,999	19,999	90	126
1S1E03AD200	IG1	7,360	7,360	9,200	90	134
1S1E03AD200	IG1	13,120	13,120	16,400	90	134
1S1E03AD600	IG1	8,000	8,000	10,000	90	127
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	96	-66	66	<Null>	88,920	<Null>	88,920
90	101	-41	41	<Null>	24,000	<Null>	24,000
48	94	-46	46	<Null>	84,000	<Null>	84,000
75	94	-29	29	<Null>	26,067	<Null>	26,067
48	95	-44	44	<Null>	60,000	<Null>	60,000
75	100	-30	30	<Null>	27,000	<Null>	27,000
90	102	-43	43	<Null>	48,000	<Null>	48,000
90	105	-38	38	<Null>	30,960	<Null>	30,960
90	115	-19	19	<Null>	32,000	<Null>	32,000
90	122	-10	10	<Null>	4,000	<Null>	4,000
90	126	-8	8	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	129	-6	6	<Null>	8,000	<Null>	8,000
90	91	-43	43	<Null>	21,666	<Null>	21,666
90	89	-44	44	<Null>	46,080	<Null>	46,080
90	74	-52	52	<Null>	63,996	<Null>	63,996
90	91	-43	43	<Null>	22,080	<Null>	22,080
90	89	-45	45	<Null>	52,480	<Null>	52,480
90	81	-46	46	<Null>	32,000	<Null>	32,000
							687,249

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$3,201,120	445	281	Y	1.9%
$864,000	120	10,000	Y	100.0%
$3,024,000	420	28,000	Y	100.0%
$938,412	131	8,689	Y	100.0%
$2,160,000	300	13,346	Y	66.7%
$972,000	135	9,000	Y	100.0%
$1,728,000	240	20,000	Y	100.0%
$1,114,560	155	12,900	Y	100.0%
$1,152,000	160	20,000	Y	100.0%
$144,000	20	5,000	Y	100.0%
$288,000	40	7,369	Y	73.7%
$288,000	40	9,775	Y	97.7%
$288,000	40	557	Y	5.6%
$779,976	109	1,787	Y	19.8%
$1,658,880	231	5,802	Y	30.2%
$2,303,856	320	6,933	Y	34.7%
$794,880	111	9,200	Y	100.0%
$1,889,280	263	16,400	Y	100.0%
$1,152,000	160	10,000	Y	100.0%
$24,740,964	**3,440**	**195,039**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BC4600	IG1	4000	4,000	5,000	90	150
1S1E02BC4700	IG1	8000	8,000	10,000	90	150
1S1E02BC4800	IG1	4000	4,000	5,000	90	149
1S1E02BC4900	IG1	8000	8,000	10,000	90	146
1S1E02BC5100	IG1	8000	8,000	10,000	90	146
1S1E02BC5400	IG1	6400	6,400	8,000	90	142
1S1E02BC6000	IG1	8000	8,000	10,000	90	136
1S1E02BD10900	IG1	8000	8,000	10,000	90	135
1S1E02BD7200	IG1	8000	8,000	10,000	90	134
1S1E02BD7201	IG1	8000	8,000	10,000	90	135
1S1E02BD7300	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AD1701	IG1	18,214	18,214	54,502	64	97
1S1E03AD2900	IG1	13,522	13,522	16,903	90	139
1S1E03AD3600	IG1	26,229	26,229	80,545	64	98
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	106	-44	44	<Null>	12,000	<Null>	12,000
90	105	-45	45	<Null>	24,000	<Null>	24,000
90	105	-44	44	<Null>	12,000	<Null>	12,000
90	108	-38	38	<Null>	24,000	<Null>	24,000
90	110	-36	36	<Null>	24,000	<Null>	24,000
90	114	-28	28	<Null>	12,800	<Null>	12,800
90	121	-15	15	<Null>	16,000	<Null>	16,000
90	124	-11	11	<Null>	8,000	<Null>	8,000
90	128	-6	6	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
64	70	-27	27	<Null>	36,428	<Null>	36,428
90	92	-47	47	<Null>	54,088	<Null>	54,088
64	69	-29	29	<Null>	78,687	<Null>	78,687
							334,003

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$432,000	60	5,000	Y	100.0%
$864,000	120	10,000	Y	100.0%
$432,000	60	5,000	Y	100.0%
$864,000	120	10,000	Y	100.0%
$864,000	120	10,000	Y	100.0%
$460,800	64	8,000	Y	100.0%
$576,000	80	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$1,311,408	183	29,358	Y	53.9%
$1,947,168	271	16,903	Y	100.0%
$2,832,732	394	25,984	Y	32.3%
$12,024,108	**1,672**	**180,246**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CA14000	IG1	2200	2,200	2,750	90	138
1S1E02CA17100	IG1	2000	2,000	2,500	90	136
1S1E02CA17300	IG1	3600	3,600	4,500	90	136
1S1E02CB2700	IG1	22400	22,400	28,000	90	149
1S1E02CB2900	IG1	2000	2,000	2,500	90	146
1S1E02CB3400	IG1	4940	4,940	6,175	90	142
1S1E02CB3900	IG1	7600	7,600	9,500	90	151
1S1E02CB4400	IG1	8000	8,000	10,000	90	154
1S1E02CB500	IG1	8000	8,000	10,000	90	140
1S1E02CB8700	IG1	4000	4,000	5,000	90	162
1S1E02CB8800	IG1	4,000	4,000	5,000	90	161
1S1E02CB9000	EX	8,551	8,551	8,551	111	178
1S1E02CB9100	EX	9,500	9,500	9,500	111	175
1S1E02CB9200	EX	10,000	10,000	10,000	111	180
1S1E02CB9300	EX	8,999	8,999	8,999	111	181
1S1E02CB9400	IG1	8,000	8,000	10,000	90	160
1S1E03AD6100	IG1	7,600	7,600	9,500	90	133
1S1E03AD7100	IG1	10,719	10,719	13,399	90	125
1S1E03DA100	IG1	6,080	6,080	7,600	90	151
1S1E03DA1000	IG1	554	554	692	90	127
1S1E03DA1100	IG1	5,319	5,319	6,649	90	127
1S1E03DA200	IG1	3,101	3,101	3,876	90	159
1S1E03DA300	IG1	3,299	3,299	4,124	90	155
1S1E03DA400	IG1	8,000	8,000	10,000	90	151
1S1E03DA500	IG1	4,216	4,216	5,270	90	148
1S1E03DA600	IG1	3,384	3,384	4,230	90	146
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	136	-2	2	<Null>	2,200	<Null>	2,200
90	136	0	0	<Null>	2,000	<Null>	2,000
90	136	0	0	<Null>	3,600	<Null>	3,600
90	128	-21	21	<Null>	44,800	<Null>	44,800
90	128	-18	18	<Null>	4,000	<Null>	4,000
90	127	-15	15	<Null>	4,940	<Null>	4,940
90	119	-32	32	<Null>	22,800	<Null>	22,800
90	120	-34	34	<Null>	24,000	<Null>	24,000
90	133	-7	7	<Null>	8,000	<Null>	8,000
90	116	-46	46	<Null>	16,000	<Null>	16,000
90	115	-46	46	<Null>	16,000	<Null>	16,000
111	111	-67	67	<Null>	51,306	<Null>	51,306
111	110	-65	65	<Null>	57,000	<Null>	57,000
111	110	-70	70	<Null>	60,000	<Null>	60,000
111	112	-69	69	<Null>	53,994	<Null>	53,994
90	112	-48	48	<Null>	32,000	<Null>	32,000
90	101	-32	32	<Null>	22,800	<Null>	22,800
90	80	-45	45	<Null>	42,876	<Null>	42,876
90	107	-44	44	<Null>	18,240	<Null>	18,240
90	92	-35	35	<Null>	1,662	<Null>	1,662
90	93	-34	34	<Null>	15,957	<Null>	15,957
90	107	-52	52	<Null>	12,404	<Null>	12,404
90	107	-48	48	<Null>	13,196	<Null>	13,196
90	105	-46	46	<Null>	32,000	<Null>	32,000
90	105	-43	43	<Null>	12,648	<Null>	12,648
90	105	-41	41	<Null>	10,152	<Null>	10,152
							584,575

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$79,200	11	2,750	Y	100.0%
$72,000	10	2,500	Y	100.0%
$129,600	18	1,316	Y	29.3%
$1,612,800	224	1,840	Y	6.6%
$144,000	20	2,500	Y	100.0%
$177,840	25	6,175	Y	100.0%
$820,800	114	9,500	Y	100.0%
$864,000	120	10,000	Y	100.0%
$288,000	40	9,192	Y	91.9%
$576,000	80	4,642	Y	92.8%
$576,000	80	5,000	Y	100.0%
$1,847,016	257	8,551	Y	100.0%
$2,052,000	285	9,500	Y	100.0%
$2,160,000	300	10,000	Y	100.0%
$1,943,784	270	8,999	Y	100.0%
$1,152,000	160	5,427	Y	54.3%
$820,800	114	9,500	Y	100.0%
$1,543,536	215	13,399	Y	100.0%
$656,640	92	7,600	Y	100.0%
$59,832	9	660	Y	95.3%
$574,452	80	400	Y	6.0%
$446,544	63	3,876	Y	100.0%
$475,056	66	4,124	Y	100.0%
$1,152,000	160	9,978	Y	99.8%
$455,328	64	5,270	Y	100.0%
$365,472	51	4,230	Y	100.0%
$21,044,700	**2,928**	**156,928**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E03CB400	CX	20000	40,000	34,240	63	186
1S1E03DD300	IG1	13500	53,500	55,243	224	271
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
24	148	-38	24	14	40,000	80,000	120,000
182	227	-44	44	<Null>	54,000	<Null>	54,000
							174,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$4,320,000	600	2,666	Y	7.8%
$1,944,000	270	55,243	Y	100.0%
$6,264,000	**870**	**57,909**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC4800	IG1	9724	9,724	12,155	90	158
1S1E02CC5000	IG1	1226	1,226	1,532	90	157
1S1E02CC5100	IG1	4047	4,047	5,059	90	157
1S1E02CC6800	IG1	2400	2,400	3,000	90	156
1S1E02CC7100	IG1	4000	4,000	5,000	90	155
1S1E02CC7200	IG1	1800	1,800	2,250	90	153
1S1E02CC7600	IG1	20000	20,000	52,236	98	146
1S1E02CC7700	IG1	20000	20,000	114,096	98	145
1S1E02CD10000	IG1	3193	3,193	3,991	90	149
1S1E02CD10100	IG1	665	665	831	90	147
1S1E02CD10200	IG1	7,065	7,065	8,832	90	149
1S1E02CD14200	IG1	8,000	8,000	10,000	90	144
1S1E02CD9600	IG1	5,334	5,334	6,667	90	151
1S1E02CD9700	IG1	2,666	2,666	3,333	90	151
1S1E02CD9900	IG1	2,332	2,332	2,915	90	147
1S1E03D300	IG1	45,000	45,000	305,148	112	150
1S1E03DD200	EG2	53,000	53,000	122,697	84	124
1S1E03DD300	IG1	13,500	53,500	55,243	224	271
1S1E03DD500	EG2	14,000	25,900	44,682	182	218
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	113	-45	45	<Null>	38,896	<Null>	38,896
90	111	-46	46	<Null>	4,904	<Null>	4,904
90	111	-46	46	<Null>	16,188	<Null>	16,188
90	118	-38	38	<Null>	7,200	<Null>	7,200
90	119	-36	36	<Null>	12,000	<Null>	12,000
90	119	-34	34	<Null>	5,400	<Null>	5,400
98	112	-34	34	<Null>	60,000	<Null>	60,000
98	109	-36	36	<Null>	60,000	<Null>	60,000
90	125	-24	24	<Null>	6,386	<Null>	6,386
90	124	-23	23	<Null>	1,330	<Null>	1,330
90	123	-26	26	<Null>	14,130	<Null>	14,130
90	126	-18	18	<Null>	16,000	<Null>	16,000
90	128	-23	23	<Null>	10,668	<Null>	10,668
90	128	-23	23	<Null>	5,332	<Null>	5,332
90	126	-21	21	<Null>	4,664	<Null>	4,664
112	74	-76	76	<Null>	270,000	<Null>	270,000
84	74	-50	50	<Null>	265,000	<Null>	265,000
182	88	-183	183	<Null>	189,000	<Null>	189,000
140	93	-125	125	<Null>	154,000	<Null>	154,000
							1,141,098

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,400,256	195	12,155	Y	100.0%
$176,544	25	1,532	Y	100.0%
$582,768	81	5,059	Y	100.0%
$259,200	36	3,000	Y	100.0%
$432,000	60	5,000	Y	100.0%
$194,400	27	2,250	Y	100.0%
$2,160,000	300	10,590	Y	20.3%
$2,160,000	300	1,500	Y	1.3%
$229,896	32	3,362	Y	84.2%
$47,880	7	599	Y	72.1%
$508,680	71	8,832	Y	100.0%
$576,000	80	5,226	Y	52.3%
$384,048	54	6,667	Y	100.0%
$191,952	27	3,333	Y	100.0%
$167,904	24	163	Y	5.6%
$9,720,000	1,350	91,581	Y	30.0%
$9,540,000	1,325	101,314	Y	82.6%
$6,804,000	945	53,730	Y	97.3%
$5,544,000	770	1,613	Y	3.6%
$41,079,528	**5,709**	**317,508**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC4800	IG1	9724	9,724	12,155	90	158
1S1E02CC5000	IG1	1226	1,226	1,532	90	157
1S1E02CC5100	IG1	4047	4,047	5,059	90	157
1S1E02CC6000	IG1	47100	47,100	74,713	56	102
1S1E02CC6800	IG1	2400	2,400	3,000	90	156
1S1E02CC7100	IG1	4000	4,000	5,000	90	155
1S1E02CC7200	IG1	1800	1,800	2,250	90	153
1S1E02CC7600	IG1	20000	20,000	52,236	98	146
1S1E02CC7700	IG1	20000	20,000	114,096	98	145
1S1E02CD10000	IG1	3193	3,193	3,991	90	149
1S1E02CD10100	IG1	665	665	831	90	147
1S1E02CD10200	IG1	7,065	7,065	8,832	90	149
1S1E02CD9600	IG1	5,334	5,334	6,667	90	151
1S1E02CD9700	IG1	2,666	2,666	3,333	90	151
1S1E02CD9900	IG1	2,332	2,332	2,915	90	147
1S1E03D300	IG1	45,000	45,000	305,148	112	150
1S1E03DD200	EG2	53,000	53,000	122,697	84	124
1S1E03DD300	IG1	13,500	53,500	55,243	224	271
1S1E03DD500	EG2	14,000	25,900	44,682	182	218
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	110	-48	48	<Null>	38,896	<Null>	38,896
90	108	-49	49	<Null>	4,904	<Null>	4,904
90	109	-48	48	<Null>	16,188	<Null>	16,188
56	99	-3	3	<Null>	47,100	<Null>	47,100
90	115	-41	41	<Null>	7,200	<Null>	7,200
90	116	-39	39	<Null>	12,000	<Null>	12,000
90	116	-37	37	<Null>	5,400	<Null>	5,400
98	109	-37	37	<Null>	60,000	<Null>	60,000
98	100	-45	45	<Null>	80,000	<Null>	80,000
90	122	-27	27	<Null>	6,386	<Null>	6,386
90	121	-26	26	<Null>	1,330	<Null>	1,330
90	120	-29	29	<Null>	14,130	<Null>	14,130
90	125	-26	26	<Null>	10,668	<Null>	10,668
90	125	-26	26	<Null>	5,332	<Null>	5,332
90	122	-25	25	<Null>	4,664	<Null>	4,664
112	72	-78	78	<Null>	270,000	<Null>	270,000
84	71	-53	53	<Null>	265,000	<Null>	265,000
182	85	-186	186	<Null>	189,000	<Null>	189,000
140	86	-132	132	<Null>	154,000	<Null>	154,000
							1,192,198

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,400,256	195	8,773	Y	72.2%
$176,544	25	1,532	Y	100.0%
$582,768	81	5,059	Y	100.0%
$1,695,600	236	74,713	Y	100.0%
$259,200	36	3,000	Y	100.0%
$432,000	60	5,000	Y	100.0%
$194,400	27	2,250	Y	100.0%
$2,160,000	300	31,781	Y	60.8%
$2,880,000	400	31,965	Y	28.0%
$229,896	32	3,991	Y	100.0%
$47,880	7	831	Y	100.0%
$508,680	71	8,832	Y	100.0%
$384,048	54	6,667	Y	100.0%
$191,952	27	3,333	Y	100.0%
$167,904	24	2,915	Y	100.0%
$9,720,000	1,350	21,003	Y	6.9%
$9,540,000	1,325	120,398	Y	98.1%
$6,804,000	945	41,463	Y	75.1%
$5,544,000	770	30,198	Y	67.6%
$42,919,128	**5,965**	**403,702**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E10AA500	IH	11000	21,101	124,096	168	208
1S1E11BA7200	IG1	12500	40,000	89,364	168	213
1S1E11BB3801	IG1	16000	16,000	108,949	112	163
1S1E11BB4900	IG1	13520	13,520	16,900	60	127
1S1E11BB5200	IG1	28446	28,446	35,557	60	136
1S1E11BB5700	IH	13954	13,954	17,443	90	147
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
84	104	-104	104	<Null>	88,000	<Null>	88,000
126	142	-71	71	<Null>	75,000	<Null>	75,000
112	129	-34	34	<Null>	48,000	<Null>	48,000
60	120	-7	7	<Null>	13,520	<Null>	13,520
60	121	-15	15	<Null>	28,446	<Null>	28,446
90	114	-33	33	<Null>	41,862	<Null>	41,862
							294,828

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$3,168,000	440	70,018	Y	56.4%
$2,700,000	375	17,927	Y	20.1%
$1,728,000	240	34,670	Y	31.8%
$486,720	68	16,900	Y	100.0%
$1,024,056	143	9,679	Y	27.2%
$1,507,032	210	2,185	Y	12.5%
$10,613,808	**1,476**	**151,378**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation	Tower Height
1N1E33CD	CX	10,253	10,253	10,253	50	223	$50
1S1E04BA4	CX	8,031	8,031	8,031	50	218	$50
1S1E04BA5	CX	17,084	17,084	17,084	50	236	$50
Total							

Elevation of View Corridor	View Corridor elev minus bldbl El	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total	Lost Value
204	-19	18.80924	<Null>	20,506	<Null>	20,506	738,216
208	-10	10.00103	<Null>	8,031	<Null>	8,031	289,116
206	-30	30.24341	<Null>	51,252	<Null>	51,252	1,845,072
						79,789	**$2,872,404**

Lost Jobs	Area of Intersection	conflict	% area of intersection
103	376	Y	3.7%
41	4,524	Y	56.3%
257	5,190	Y	30.4%
401	**10,090**		

ESEE Economic Analysis – Scenarios Assumptions Updated 06-02-16

Purpose of this analysis:

1. Determine what height limits would need to be set at to fully protect any given view
2. Evaluate the economic impact of protecting any given view

Overarching Assumptions

The economic analysis is using BLI sites. It is also run using entitled height, not bonusable height. When there is a BLI that has a view corridor that crosses the site and the view corridor is lower than the entitle height, then there is a conflict and the economic analysis is run to determine the amount of conflict.

The economic analysis does not consider non-BLI site that may redevelop by 2035. It also does not consider that sites that can bonus have a lost economic potential if the bonus option is removed to protect the view.

When a view crosses a portion of a BLI site, but not the full site, the economic analysis is run as if the entire site were in the view corridor. It is not possible to determine how a developer will build on a site that is partially within a view corridor. It is assumed that if part of the site is in a view corridor, the entire site will be built to the height that protects the view.

Scenario 1a: Existing Entitled Height and Existing Zoning

Compare the view corridor elevation against the existing 510-3 map of heights and existing FAR.

In Central Eastside where there is no maximum height, IG1 is set at 90 feet of height - 4:1 FAR, 15ft floors and 80% lot coverage.

Scenario 1b: Existing Entitled Height and Comprehensive Plan Designations

Compare the view corridor elevation against the existing 510-3 map of heights and existing FAR.

In Central Eastside where there is no maximum height, IG1 is set at 90 feet of height - 4:1 FAR, 15ft floors and 80% lot coverage – except IG1 **with** EX Comp Plan Designations:

1. All EX Comp Plan sites are treated as BLI sites in Option B
2. See existing map 510-3, heights range 100ft-200ft

Scenario 2: EOA

Compare the view corridor elevation against the EOA as amended using Southeast Quad Plan scenario.

Heights are based on the proposed 510-3 map without updates to view corridors (pre Discussion Draft) and proposed FAR without bonuses. FARs adjust the maximum height based on typologies for different sized lots

In Central Eastside where there is no maximum height

1. Site rezoned from IG1 to EX are treated like BLI sites
2. IG1 is set at 90ft except in the Southern Triangle set height at 200ft (3:1 FAR, 15ft floors and 80% lot coverage with custom typologies)

3. Not addressing underutilized IG1 sites in the modeling. Will include a qualitative description in the ESEE.

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB8200	EX	14,820	14,820	14,820	111	162
1S1E02BC1000	EX	10,000	10,000	10,000	75	127
1S1E02BC1100	EX	10,000	10,000	10,000	75	128
1S1E02BC1400	EX	21,000	28,000	28,000	87	140
1S1E02BC1500	EX	8,689	8,689	8,689	75	123
1S1E02BC1600	EX	15,000	20,000	20,000	87	139
1S1E02BC1900	EX	21,750	29,000	29,000	87	142
1S1E02BC2200	IG1	10,320	10,320	12,900	90	143
1S1E02BC2700	IG1	16,000	16,000	20,000	90	134
1S1E02BD6600	IG1	4,000	4,000	5,000	90	132
1S1E02BD7200	IG1	8,000	8,000	10,000	90	134
1S1E02BD7201	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AA5000	EX	9,028	9,028	9,028	111	155
1S1E03AA5200	EX	12,787	19,200	19,200	147	190
1S1E03AA5700	IG1	15,999	15,999	19,999	90	126
1S1E03AD200	EX	19,200	25,600	25,600	87	131
1S1E03AD600	IG1	8,000	8,000	10,000	90	127
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	96	-66	66	<Null>	88,920	<Null>	88,920
75	101	-26	26	<Null>	30,000	<Null>	30,000
75	101	-27	27	<Null>	30,000	<Null>	30,000
48	94	-46	46	<Null>	84,000	<Null>	84,000
75	94	-29	29	<Null>	26,067	<Null>	26,067
48	95	-44	44	<Null>	60,000	<Null>	60,000
48	100	-42	42	<Null>	87,000	<Null>	87,000
90	105	-38	38	<Null>	30,960	<Null>	30,960
90	115	-19	19	<Null>	32,000	<Null>	32,000
90	122	-10	10	<Null>	4,000	<Null>	4,000
90	126	-8	8	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	129	-6	6	<Null>	8,000	<Null>	8,000
111	91	-64	64	<Null>	54,168	<Null>	54,168
108	89	-101	101	<Null>	115,083	<Null>	115,083
90	74	-52	52	<Null>	63,996	<Null>	63,996
48	89	-42	42	<Null>	76,800	<Null>	76,800
90	81	-46	46	<Null>	32,000	<Null>	32,000
							838,994

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$3,201,120	445	281	Y	1.9%
$1,080,000	150	10,000	Y	100.0%
$1,080,000	150	10,000	Y	100.0%
$3,024,000	420	28,000	Y	100.0%
$938,412	131	8,689	Y	100.0%
$2,160,000	300	13,346	Y	66.7%
$3,132,000	435	29,000	Y	100.0%
$1,114,560	155	12,900	Y	100.0%
$1,152,000	160	20,000	Y	100.0%
$144,000	20	5,000	Y	100.0%
$288,000	40	7,369	Y	73.7%
$288,000	40	9,775	Y	97.7%
$288,000	40	557	Y	5.6%
$1,950,048	271	1,787	Y	19.8%
$4,142,988	576	5,802	Y	30.2%
$2,303,856	320	6,933	Y	34.7%
$2,764,800	384	25,600	Y	100.0%
$1,152,000	160	10,000	Y	100.0%
$30,203,784	**4,197**	**205,039**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E27DC5900	EX	10,000	40,000	104,179	147	242

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
108	178	-64	64	<Null>	60,000	<Null>	60,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$2,160,000	300	30,532	Y	29.3%

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1000	EX	8,481	8,481	8,481	111	176
1N1E34DA1100	IG1	2,742	2,742	3,427	90	148
1N1E34DA1101	IG1	386	386	483	90	142
1N1E34DA1200	IG1	14,113	14,113	17,641	90	133
1N1E34DA2602	EX	11,900	11,900	11,900	111	155
1N1E34DA2800	EX	20,528	45,617	45,617	195	236
1N1E34DA800	EX	6,053	6,053	6,053	111	181
1N1E35CB3400	EX	5,855	5,855	5,855	111	183
1N1E35CB500	CX	21,576	28,768	28,768	135	187
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	129	-47	47	<Null>	33,924	<Null>	33,924
90	130	-18	18	<Null>	5,484	<Null>	5,484
90	130	-12	12	<Null>	386	<Null>	386
90	129	-4	4	<Null>	14,113	<Null>	14,113
111	132	-23	23	<Null>	23,800	<Null>	23,800
156	130	-106	106	<Null>	184,752	<Null>	184,752
111	128	-53	53	<Null>	30,265	<Null>	30,265
111	127	-56	56	<Null>	29,275	<Null>	29,275
96	124	-63	63	<Null>	129,456	<Null>	129,456
							451,455

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,221,264	170	7,958	Y	93.8%
$197,424	28	3,427	Y	100.0%
$13,896	2	483	Y	100.0%
$508,068	71	17,641	Y	100.0%
$856,800	119	452	Y	3.8%
$6,651,072	924	33,079	Y	72.5%
$1,089,540	152	4,025	Y	66.5%
$1,053,900	147	201	Y	3.4%
$4,660,416	648	10,914	Y	37.9%
$16,252,380	**2,261**	**78,180**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1000	EX	8,481	8,481	8,481	111	176
1N1E34DA1100	IG1	2,742	2,742	3,427	90	148
1N1E34DA2602	EX	11,900	11,900	11,900	111	155
1N1E34DA2800	EX	20,528	45,617	45,617	195	236
1N1E34DA800	EX	6,053	6,053	6,053	111	181
1N1E34DD600	EX	5,516	5,516	5,516	111	155
1N1E34DD601	EX	5,500	5,500	5,500	111	157
1N1E35CB3100	EX	9,000	9,000	9,000	111	187
1N1E35CB3200	EX	9,000	9,000	9,000	111	186
1N1E35CB3300	EX	12,161	12,161	12,161	111	183
1N1E35CB3400	EX	5,855	5,855	5,855	111	183
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	145	-31	31	<Null>	25,443	<Null>	25,443
90	146	-2	2	<Null>	2,742	<Null>	2,742
111	149	-6	6	<Null>	11,900	<Null>	11,900
156	147	-89	89	<Null>	164,224	<Null>	164,224
111	144	-37	37	<Null>	24,212	<Null>	24,212
111	152	-3	3	<Null>	5,516	<Null>	5,516
111	151	-6	6	<Null>	5,500	<Null>	5,500
111	142	-45	45	<Null>	36,000	<Null>	36,000
111	143	-43	43	<Null>	36,000	<Null>	36,000
111	143	-40	40	<Null>	48,644	<Null>	48,644
111	142	-41	41	<Null>	23,420	<Null>	23,420
							383,601

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$915,948	128	8,481	Y	100.0%
$98,712	14	2,987	Y	87.2%
$428,400	60	11,900	Y	100.0%
$5,912,064	822	43,570	Y	95.5%
$871,632	122	6,053	Y	100.0%
$198,576	28	120	Y	2.2%
$198,000	28	2,042	Y	37.1%
$1,296,000	180	7,107	Y	79.0%
$1,296,000	180	658	Y	7.3%
$1,751,184	244	10,647	Y	87.6%
$843,120	118	5,855	Y	100.0%
$13,809,636	**1,924**	**99,420**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34AA3001	CX	42,521	51,515	59,445	238	353
1N1E34AA3600	CX	7,456	7,456	7,456	147	251
1N1E34AA3800	CX	17,152	38,116	38,116	250	348
1N1E34AB400	<Null>	20,000	50,000	164,223	100	162
1N1E35BC1000	CX	8,700	8,700	8,700	147	265
1N1E35BC1100	CX	8,700	8,700	8,700	147	261
1N1E35BC1201	CX	5,995	5,995	5,995	147	269
1N1E35BC2200	CX	6,600	6,600	6,600	111	232
1N1E35BC2300	CX	15,000	20,000	20,000	135	252
1N1E35BC2400	CX	17,100	38,001	38,001	195	303
1N1E35BC2500	CX	5,850	5,850	5,850	111	214
1N1E35BC2600	CX	8,100	8,100	8,100	111	208
1N1E35BC2700	CX	15,188	20,250	20,250	135	231
1N1E35BC500	CX	12,654	19,000	19,000	195	322
1N1E35BC600	CX	12,654	19,000	19,000	195	317
1N1E35BC700	CX	11,988	18,000	18,000	195	315
1N1E35BC800	CX	11,988	18,000	18,000	195	307
1N1E35BC900	CX	14,974	33,276	33,276	250	358
1N1E35BD1000	IG1	6,000	6,000	7,500	90	208
1N1E35BD900	IG1	4,570	4,570	5,713	90	208
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
196	161	-192	192	<Null>	680,336	<Null>	680,336
147	159	-92	92	<Null>	59,648	<Null>	59,648
211	154	-194	194	<Null>	291,584	<Null>	291,584
66	122	-40	40	<Null>	80,000	<Null>	80,000
147	175	-90	90	<Null>	69,600	<Null>	69,600
147	175	-86	86	<Null>	69,600	<Null>	69,600
147	176	-93	93	<Null>	47,960	<Null>	47,960
111	183	-49	49	<Null>	33,000	<Null>	33,000
96	181	-71	71	<Null>	90,000	<Null>	90,000
156	176	-127	127	<Null>	188,100	<Null>	188,100
111	173	-41	41	<Null>	23,400	<Null>	23,400
111	171	-37	37	<Null>	32,400	<Null>	32,400
96	173	-58	58	<Null>	75,940	<Null>	75,940
156	174	-148	148	<Null>	164,502	<Null>	164,502
156	174	-143	143	<Null>	151,848	<Null>	151,848
156	169	-146	146	<Null>	155,844	<Null>	155,844
156	169	-138	138	<Null>	143,856	<Null>	143,856
211	170	-188	188	<Null>	239,584	<Null>	239,584
90	201	-7	7	<Null>	6,000	<Null>	6,000
90	198	-10	10	<Null>	4,570	<Null>	4,570
							2,607,772

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$24,492,096	3,402	1,693	Y	2.8%
$2,147,328	299	2,875	Y	38.6%
$10,497,024	1,458	10,243	Y	26.9%
$2,880,000	400	68,750	Y	41.9%
$2,505,600	348	8,700	Y	100.0%
$2,505,600	348	8,700	Y	100.0%
$1,726,560	240	5,995	Y	100.0%
$1,188,000	165	6,600	Y	100.0%
$3,240,000	450	20,000	Y	100.0%
$6,771,600	941	29,587	Y	77.9%
$842,400	117	5,841	Y	99.8%
$1,166,400	162	4,367	Y	53.9%
$2,733,840	380	1,062	Y	5.2%
$5,922,072	823	17,343	Y	91.3%
$5,466,528	760	19,000	Y	100.0%
$5,610,384	780	18,000	Y	100.0%
$5,178,816	720	18,000	Y	100.0%
$8,625,024	1,198	33,276	Y	100.0%
$216,000	30	2,275	Y	30.3%
$164,520	23	5,713	Y	100.0%
$93,879,792	**13,044**	**288,021**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB6100	EX	14,611	32,470	32,470	195	243
1S1E02BB7700	EX	5,000	5,000	5,000	111	160
1S1E02BB7900	EX	10,000	10,000	10,000	111	162
1S1E02BB8000	EX	9,000	9,000	9,000	111	164
1S1E02BB8100	EX	9,000	9,000	9,000	111	163
1S1E02BB8200	EX	14,820	14,820	14,820	111	162
1S1E03AA3700	IG1	14,539	14,539	18,174	90	123
1S1E03AA4600	EX	10,000	10,000	10,000	111	147
1S1E03AA4700	EX	10,000	10,000	10,000	111	150
1S1E03AA4800	EX	5,000	5,000	5,000	111	143
1S1E03AA4900	EX	11,000	11,000	11,000	111	151
1S1E03AA5000	EX	9,028	9,028	9,028	111	155
1S1E03AA5100	EX	4,622	4,622	4,622	111	153
1S1E03AA5200	EX	12,787	19,200	19,200	147	190
1S1E03AA6000	IG1	8,804	8,804	11,005	90	125
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
156	139	-104	104	<Null>	131,499	<Null>	131,499
111	143	-17	17	<Null>	10,000	<Null>	10,000
111	142	-20	20	<Null>	20,000	<Null>	20,000
111	140	-24	24	<Null>	27,000	<Null>	27,000
111	140	-23	23	<Null>	18,000	<Null>	18,000
111	136	-26	26	<Null>	44,460	<Null>	44,460
90	111	-12	12	<Null>	14,539	<Null>	14,539
111	129	-18	18	<Null>	20,000	<Null>	20,000
111	129	-21	21	<Null>	20,000	<Null>	20,000
111	131	-12	12	<Null>	10,000	<Null>	10,000
111	131	-20	20	<Null>	22,000	<Null>	22,000
111	132	-23	23	<Null>	18,056	<Null>	18,056
111	130	-23	23	<Null>	9,244	<Null>	9,244
108	130	-60	60	<Null>	63,935	<Null>	63,935
90	110	-15	15	<Null>	8,804	<Null>	8,804
							437,537

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$4,733,964	658	8,060	Y	24.8%
$360,000	50	5,000	Y	100.0%
$720,000	100	10,000	Y	100.0%
$972,000	135	9,000	Y	100.0%
$648,000	90	9,000	Y	100.0%
$1,600,560	223	14,820	Y	100.0%
$523,404	73	9,777	Y	53.8%
$720,000	100	2,967	Y	29.7%
$720,000	100	10,000	Y	100.0%
$360,000	50	1,018	Y	20.4%
$792,000	110	8,467	Y	77.0%
$650,016	91	5,685	Y	63.0%
$332,784	47	4,622	Y	100.0%
$2,301,660	320	7,590	Y	39.5%
$316,944	45	2,414	Y	21.9%
$15,751,332	**2,192**	**108,422**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	<Null>	20,000	20,000	114,096	98	145
1S1E11BA7200	IG1	12,500	40,000	89,364	168	213
1S1E11BB3801	IG1	16,000	16,000	108,949	112	163
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
98	123	-23	23	<Null>	40,000	<Null>	40,000
98	114	-31	31	<Null>	60,000	<Null>	60,000
126	137	-76	76	<Null>	75,000	<Null>	75,000
112	124	-39	39	<Null>	48,000	<Null>	48,000
							223,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,440,000	200	1,168	Y	2.2%
$2,160,000	300	16,794	Y	14.7%
$2,700,000	375	43,123	Y	48.3%
$1,728,000	240	26,375	Y	24.2%
$8,028,000	**1,115**	**87,460**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DD1800	EX	21,000	28,000	28,000	135	184
1N1E34DD2300	EX	15,000	20,000	20,000	87	131
1N1E34DD2700	IG1	12,560	12,560	15,700	90	126
1N1E35CC10200	IG1	2,000	2,000	2,500	90	161
1N1E35CC3800	EX	4,500	4,500	4,500	111	173
1N1E35CC5800	EX	20,000	20,000	20,000	39	117
1N1E35CC6500	IG1	32,014	32,014	40,018	90	157
1N1E35CC6600	EX	5,000	5,000	5,000	75	139
1N1E35CC6700	EX	5,000	5,000	5,000	75	135
1N1E35CC6800	EX	5,009	5,009	5,009	75	134
1N1E35CC6900	EX	5,009	5,009	5,009	75	137
1N1E35CC7000	EX	9,000	9,000	9,000	75	134
1N1E35CC7200	EX	3,250	3,250	3,250	75	126
1N1E35CC7400	EX	4,500	4,500	4,500	75	127
1N1E35CC8500	EX	4,500	4,500	4,500	75	124
1N1E35CC8600	EX	4,500	4,500	4,500	75	127
1N1E35CC8900	EX	10,009	10,009	10,009	75	129
1N1E35CC9000	EX	3,500	3,500	3,500	75	130
1N1E35CC9100	EX	6,509	6,509	6,509	75	132
1N1E35CD11900	IG1	3,680	3,680	4,600	90	174
1N1E35CD12400	IG1	4,000	4,000	5,000	90	169
1N1E35CD8600	EX	4,388	4,388	4,388	39	122
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
96	69	-115	96	19	168,000	56,000	224,000
48	70	-61	48	13	60,000	40,000	100,000
90	65	-61	61	<Null>	62,800	<Null>	62,800
90	93	-68	68	<Null>	10,000	<Null>	10,000
111	80	-93	93	<Null>	36,000	<Null>	36,000
39	97	-20	20	<Null>	40,000	<Null>	40,000
90	85	-72	72	<Null>	160,070	<Null>	160,070
75	83	-56	56	<Null>	25,000	<Null>	25,000
75	83	-52	52	<Null>	25,000	<Null>	25,000
75	82	-52	52	<Null>	25,045	<Null>	25,045
75	82	-55	55	<Null>	25,045	<Null>	25,045
75	80	-54	54	<Null>	45,000	<Null>	45,000
75	78	-48	48	<Null>	16,250	<Null>	16,250
75	77	-50	50	<Null>	22,500	<Null>	22,500
75	78	-46	46	<Null>	18,000	<Null>	18,000
75	81	-46	46	<Null>	18,000	<Null>	18,000
75	84	-45	45	<Null>	40,036	<Null>	40,036
75	83	-47	47	<Null>	14,000	<Null>	14,000
75	83	-49	49	<Null>	32,545	<Null>	32,545
90	108	-66	66	<Null>	18,400	<Null>	18,400
90	104	-65	65	<Null>	20,000	<Null>	20,000
39	102	-20	20	<Null>	8,776	<Null>	8,776
							986,467

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$8,064,000	1,120	11,379	Y	40.6%
$3,600,000	500	17,662	Y	88.3%
$2,260,800	314	15,225	Y	97.0%
$360,000	50	2,500	Y	100.0%
$1,296,000	180	243	Y	5.4%
$1,440,000	200	15,173	Y	75.9%
$5,762,520	801	40,018	Y	100.0%
$900,000	125	5,000	Y	100.0%
$900,000	125	5,000	Y	100.0%
$901,620	126	5,009	Y	100.0%
$901,620	126	5,009	Y	100.0%
$1,620,000	225	9,000	Y	100.0%
$585,000	82	3,250	Y	100.0%
$810,000	113	4,500	Y	100.0%
$648,000	90	2,060	Y	45.8%
$648,000	90	4,500	Y	100.0%
$1,441,296	201	491	Y	4.9%
$504,000	70	3,234	Y	92.4%
$1,171,620	163	6,500	Y	99.9%
$662,400	92	4,600	Y	100.0%
$720,000	100	5,000	Y	100.0%
$315,936	44	4,388	Y	100.0%
$35,512,812	**4,937**	**169,741**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BC4600	EX	5,000	5,000	5,000	111	171
1S1E02BC4700	EX	10,000	10,000	10,000	111	171
1S1E02BC4800	EX	5,000	5,000	5,000	111	170
1S1E02BC4900	IG1	8,000	8,000	10,000	90	146
1S1E02BC5100	IG1	8,000	8,000	10,000	90	146
1S1E02BC5400	IG1	6,400	6,400	8,000	90	142
1S1E02BC6000	IG1	8,000	8,000	10,000	90	136
1S1E02BD10900	IG1	8,000	8,000	10,000	90	135
1S1E02BD7200	IG1	8,000	8,000	10,000	90	134
1S1E02BD7201	IG1	8,000	8,000	10,000	90	135
1S1E02BD7300	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AD1701	IG1	18,214	18,214	54,502	64	97
1S1E03AD2900	EX	16,200	36,000	36,000	100	149
1S1E03AD3600	IG1	26,229	26,229	80,545	64	98
1S1E03AD5500	EX	16,200	36,000	36,001	195	248
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	106	-65	65	<Null>	30,000	<Null>	30,000
111	105	-66	66	<Null>	60,000	<Null>	60,000
111	105	-65	65	<Null>	30,000	<Null>	30,000
90	108	-38	38	<Null>	24,000	<Null>	24,000
90	110	-36	36	<Null>	24,000	<Null>	24,000
90	114	-28	28	<Null>	12,800	<Null>	12,800
90	121	-15	15	<Null>	16,000	<Null>	16,000
90	124	-11	11	<Null>	8,000	<Null>	8,000
90	128	-6	6	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
64	70	-27	27	<Null>	36,428	<Null>	36,428
61	92	-57	57	<Null>	81,000	<Null>	81,000
64	69	-29	29	<Null>	78,687	<Null>	78,687
156	93	-155	155	<Null>	210,600	<Null>	210,600
							643,515

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,080,000	150	5,000	Y	100.0%
$2,160,000	300	10,000	Y	100.0%
$1,080,000	150	5,000	Y	100.0%
$864,000	120	10,000	Y	100.0%
$864,000	120	10,000	Y	100.0%
$460,800	64	8,000	Y	100.0%
$576,000	80	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$1,311,408	183	29,358	Y	53.9%
$2,916,000	405	36,000	Y	100.0%
$2,832,732	394	25,984	Y	32.3%
$7,581,600	1,053	16,996	Y	47.2%
$23,166,540	**3,219**	**216,339**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CA14000	IG1	2,200	2,200	2,750	90	138
1S1E02CA17100	IG1	2,000	2,000	2,500	90	136
1S1E02CA17300	IG1	3,600	3,600	4,500	90	136
1S1E02CB2700	IG1	22,400	22,400	28,000	90	149
1S1E02CB2900	IG1	2,000	2,000	2,500	90	146
1S1E02CB3400	IG1	4,940	4,940	6,175	90	142
1S1E02CB3900	IG1	7,600	7,600	9,500	90	151
1S1E02CB4400	IG1	8,000	8,000	10,000	90	154
1S1E02CB500	IG1	8,000	8,000	10,000	90	140
1S1E02CB8700	IG1	4,000	4,000	5,000	90	162
1S1E02CB8800	IG1	4,000	4,000	5,000	90	161
1S1E02CB9000	EX	8,551	8,551	8,551	111	178
1S1E02CB9100	EX	9,500	9,500	9,500	111	175
1S1E02CB9200	EX	10,000	10,000	10,000	111	180
1S1E02CB9300	EX	8,999	8,999	8,999	111	181
1S1E02CB9400	IG1	8,000	8,000	10,000	90	160
1S1E03AD6100	IG1	7,600	7,600	9,500	90	133
1S1E03AD7100	IG1	10,719	10,719	13,399	90	125
1S1E03DA100	EX	7,600	7,600	7,600	111	172
1S1E03DA1000	IG1	554	554	692	90	127
1S1E03DA1100	IG1	5,319	5,319	6,649	90	127
1S1E03DA200	EX	10,000	10,000	3,876	111	180
1S1E03DA300	EX	4,124	4,124	4,124	111	176
1S1E03DA400	EX	10,000	10,000	10,000	111	172
1S1E03DA500	EX	5,270	5,270	5,270	111	169
1S1E03DA600	EX	4,230	4,230	4,230	111	167
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	136	-2	2	<Null>	2,200	<Null>	2,200
90	136	0	0	<Null>	2,000	<Null>	2,000
90	136	0	0	<Null>	3,600	<Null>	3,600
90	128	-21	21	<Null>	44,800	<Null>	44,800
90	128	-18	18	<Null>	4,000	<Null>	4,000
90	127	-15	15	<Null>	4,940	<Null>	4,940
90	119	-32	32	<Null>	22,800	<Null>	22,800
90	120	-34	34	<Null>	24,000	<Null>	24,000
90	133	-7	7	<Null>	8,000	<Null>	8,000
90	116	-46	46	<Null>	16,000	<Null>	16,000
90	115	-46	46	<Null>	16,000	<Null>	16,000
111	111	-67	67	<Null>	51,306	<Null>	51,306
111	110	-65	65	<Null>	57,000	<Null>	57,000
111	110	-70	70	<Null>	60,000	<Null>	60,000
111	112	-69	69	<Null>	53,994	<Null>	53,994
90	112	-48	48	<Null>	32,000	<Null>	32,000
90	101	-32	32	<Null>	22,800	<Null>	22,800
90	80	-45	45	<Null>	42,876	<Null>	42,876
111	107	-65	65	<Null>	45,600	<Null>	45,600
90	92	-35	35	<Null>	1,662	<Null>	1,662
90	93	-34	34	<Null>	15,957	<Null>	15,957
111	107	-73	73	<Null>	70,000	<Null>	70,000
111	107	-69	69	<Null>	24,744	<Null>	24,744
111	105	-67	67	<Null>	60,000	<Null>	60,000
111	105	-64	64	<Null>	31,620	<Null>	31,620
111	105	-62	62	<Null>	25,380	<Null>	25,380
							743,279

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$79,200	11	2,750	Y	100.0%
$72,000	10	2,500	Y	100.0%
$129,600	18	1,316	Y	29.3%
$1,612,800	224	1,840	Y	6.6%
$144,000	20	2,500	Y	100.0%
$177,840	25	6,175	Y	100.0%
$820,800	114	9,500	Y	100.0%
$864,000	120	10,000	Y	100.0%
$288,000	40	9,192	Y	91.9%
$576,000	80	4,642	Y	92.8%
$576,000	80	5,000	Y	100.0%
$1,847,016	257	8,551	Y	100.0%
$2,052,000	285	9,500	Y	100.0%
$2,160,000	300	10,000	Y	100.0%
$1,943,784	270	8,999	Y	100.0%
$1,152,000	160	5,427	Y	54.3%
$820,800	114	9,500	Y	100.0%
$1,543,536	215	13,399	Y	100.0%
$1,641,600	228	7,600	Y	100.0%
$59,832	9	660	Y	95.3%
$574,452	80	400	Y	6.0%
$2,520,000	350	3,876	Y	100.0%
$890,784	124	4,124	Y	100.0%
$2,160,000	300	9,978	Y	99.8%
$1,138,320	159	5,270	Y	100.0%
$913,680	127	4,230	Y	100.0%
$26,758,044	**3,720**	**156,928**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E03CB200	CX	19,365	43,034	43,034	63	156
1S1E03CB400	CX	20,000	40,000	34,240	63	186
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
24	154	-2	2	<Null>	19,365	<Null>	19,365
24	148	-38	24	14	40,000	80,000	120,000
							139,365

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$697,140	97	14,257	Y	33.1%
$4,320,000	600	2,666	Y	7.8%
$5,017,140	**697**	**16,923**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC4800	IG1	9,724	9,724	12,155	90	158
1S1E02CC5000	IG1	1,226	1,226	1,532	90	157
1S1E02CC5100	IG1	4,047	4,047	5,059	90	157
1S1E02CC6800	IG1	2,400	2,400	3,000	90	156
1S1E02CC7100	IG1	4,000	4,000	5,000	90	155
1S1E02CC7200	IG1	1,800	1,800	2,250	90	153
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	<Null>	20,000	20,000	114,096	98	145
1S1E02CD10000	IG1	3,193	3,193	3,991	90	149
1S1E02CD10100	IG1	665	665	831	90	147
1S1E02CD10200	IG1	7,065	7,065	8,832	90	149
1S1E02CD14200	IG1	8,000	8,000	10,000	90	144
1S1E02CD9600	IG1	5,334	5,334	6,667	90	151
1S1E02CD9700	IG1	2,666	2,666	3,333	90	151
1S1E02CD9900	IG1	2,332	2,332	2,915	90	147
1S1E03D300	<Null>	45,000	45,000	305,148	100	138
1S1E03DD200	<Null>	53,000	53,000	122,697	84	124
1S1E03DD300	<Null>	13,500	53,500	55,243	100	147
1S1E03DD500	<Null>	14,000	25,900	44,682	100	136
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	113	-45	45	<Null>	38,896	<Null>	38,896
90	111	-46	46	<Null>	4,904	<Null>	4,904
90	111	-46	46	<Null>	16,188	<Null>	16,188
90	118	-38	38	<Null>	7,200	<Null>	7,200
90	119	-36	36	<Null>	12,000	<Null>	12,000
90	119	-34	34	<Null>	5,400	<Null>	5,400
98	112	-34	34	<Null>	60,000	<Null>	60,000
98	109	-36	36	<Null>	80,000	<Null>	80,000
90	125	-24	24	<Null>	6,386	<Null>	6,386
90	124	-23	23	<Null>	1,330	<Null>	1,330
90	123	-26	26	<Null>	14,130	<Null>	14,130
90	126	-18	18	<Null>	16,000	<Null>	16,000
90	128	-23	23	<Null>	10,668	<Null>	10,668
90	128	-23	23	<Null>	5,332	<Null>	5,332
90	126	-21	21	<Null>	4,664	<Null>	4,664
100	74	-64	64	<Null>	270,000	<Null>	270,000
84	74	-50	50	<Null>	265,000	<Null>	265,000
58	88	-59	58	1	54,000	53,500	107,500
58	93	-43	43	<Null>	56,000	<Null>	56,000
							981,598

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,400,256	195	12,155	Y	100.0%
$176,544	25	1,532	Y	100.0%
$582,768	81	5,059	Y	100.0%
$259,200	36	3,000	Y	100.0%
$432,000	60	5,000	Y	100.0%
$194,400	27	2,250	Y	100.0%
$2,160,000	300	10,590	Y	20.3%
$2,880,000	400	1,500	Y	1.3%
$229,896	32	3,362	Y	84.2%
$47,880	7	599	Y	72.1%
$508,680	71	8,832	Y	100.0%
$576,000	80	5,226	Y	52.3%
$384,048	54	6,667	Y	100.0%
$191,952	27	3,333	Y	100.0%
$167,904	24	163	Y	5.6%
$9,720,000	1,350	91,581	Y	30.0%
$9,540,000	1,325	101,314	Y	82.6%
$3,870,000	538	53,730	Y	97.3%
$2,016,000	280	1,613	Y	3.6%
$35,337,528	**4,912**	**317,508**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC4800	IG1	9,724	9,724	12,155	90	158
1S1E02CC5000	IG1	1,226	1,226	1,532	90	157
1S1E02CC5100	IG1	4,047	4,047	5,059	90	157
1S1E02CC6000	IG1	47,100	47,100	74,713	56	102
1S1E02CC6800	IG1	2,400	2,400	3,000	90	156
1S1E02CC7100	IG1	4,000	4,000	5,000	90	155
1S1E02CC7200	IG1	1,800	1,800	2,250	90	153
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	<Null>	20,000	20,000	114,096	98	145
1S1E02CD10000	IG1	3,193	3,193	3,991	90	149
1S1E02CD10100	IG1	665	665	831	90	147
1S1E02CD10200	IG1	7,065	7,065	8,832	90	149
1S1E02CD9600	IG1	5,334	5,334	6,667	90	151
1S1E02CD9700	IG1	2,666	2,666	3,333	90	151
1S1E02CD9900	IG1	2,332	2,332	2,915	90	147
1S1E03D300	<Null>	45,000	45,000	305,148	100	138
1S1E03DD200	<Null>	53,000	53,000	122,697	84	124
1S1E03DD300	<Null>	13,500	53,500	55,243	100	147
1S1E03DD500	<Null>	14,000	25,900	44,682	100	136
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	110	-48	48	<Null>	38,896	<Null>	38,896
90	108	-49	49	<Null>	4,904	<Null>	4,904
90	109	-48	48	<Null>	16,188	<Null>	16,188
56	99	-3	3	<Null>	47,100	<Null>	47,100
90	115	-41	41	<Null>	7,200	<Null>	7,200
90	116	-39	39	<Null>	12,000	<Null>	12,000
90	116	-37	37	<Null>	5,400	<Null>	5,400
98	109	-37	37	<Null>	60,000	<Null>	60,000
98	100	-45	45	<Null>	80,000	<Null>	80,000
90	122	-27	27	<Null>	6,386	<Null>	6,386
90	121	-26	26	<Null>	1,330	<Null>	1,330
90	120	-29	29	<Null>	14,130	<Null>	14,130
90	125	-26	26	<Null>	10,668	<Null>	10,668
90	125	-26	26	<Null>	5,332	<Null>	5,332
90	122	-25	25	<Null>	4,664	<Null>	4,664
100	72	-66	66	<Null>	270,000	<Null>	270,000
84	71	-53	53	<Null>	265,000	<Null>	265,000
58	85	-62	58	4	54,000	53,500	107,500
58	86	-50	50	<Null>	70,000	<Null>	70,000
							1,026,698

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,400,256	195	8,773	Y	72.2%
$176,544	25	1,532	Y	100.0%
$582,768	81	5,059	Y	100.0%
$1,695,600	236	74,713	Y	100.0%
$259,200	36	3,000	Y	100.0%
$432,000	60	5,000	Y	100.0%
$194,400	27	2,250	Y	100.0%
$2,160,000	300	31,781	Y	60.8%
$2,880,000	400	31,965	Y	28.0%
$229,896	32	3,991	Y	100.0%
$47,880	7	831	Y	100.0%
$508,680	71	8,832	Y	100.0%
$384,048	54	6,667	Y	100.0%
$191,952	27	3,333	Y	100.0%
$167,904	24	2,915	Y	100.0%
$9,720,000	1,350	21,003	Y	6.9%
$9,540,000	1,325	120,398	Y	98.1%
$3,870,000	538	41,463	Y	75.1%
$2,520,000	350	30,198	Y	67.6%
$36,961,128	**5,138**	**403,702**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E10AA500	EX	11,000	21,101	124,096	100	140
1S1E11BA7200	IG1	12,500	40,000	89,364	168	213
1S1E11BB3801	IG1	16,000	16,000	108,949	112	163
1S1E11BB4900	IG1	13,520	13,520	16,900	60	127
1S1E11BB5200	IG1	28,446	28,446	35,557	60	136
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
16	104	-36	16	20	11,000	42,202	53,202
126	142	-71	71	<Null>	75,000	<Null>	75,000
112	129	-34	34	<Null>	48,000	<Null>	48,000
60	120	-7	7	<Null>	13,520	<Null>	13,520
60	121	-15	15	<Null>	28,446	<Null>	28,446
							218,168

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,915,272	267	70,018	Y	56.4%
$2,700,000	375	17,927	Y	20.1%
$1,728,000	240	34,670	Y	31.8%
$486,720	68	16,900	Y	100.0%
$1,024,056	143	9,679	Y	27.2%
$7,854,048	**1,093**	**149,193**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E04BA5100	CX	17,084	17,084	17,084	50	236
1N1E33CD7200	CX	10,253	10,253	10,253	50	223
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
50	206	-30	30	<Null>	51,252	<Null>	51,252
50	204	-19	19	<Null>	20,506	<Null>	20,506
							71,758

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,845,072	257	5,190	Y	30.4%
$738,216	103	376	Y	3.7%
$2,583,288	**360**	**5,566**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1000	EX	8481	8,481	8,481	65	130
1N1E34DA1100	IG1	2742	2,742	3,427	90	148
1N1E34DA1101	IG1	386	386	483	90	142
1N1E34DA1200	IG1	14113	14,113	17,641	90	133
1N1E34DA2602	EX	11900	11,900	11,900	111	155
1N1E34DA2800	EX	20528	45,617	45,617	195	236
1N1E34DA800	EX	6053	6,053	6,053	111	181
1N1E35CB3400	EX	5855	5,855	5,855	111	183
1N1E35CB500	CX	21576	28,768	28,768	135	187
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
65	129	-1	1	<Null>	8,481	<Null>	8,481
90	130	-18	18	<Null>	5,484	<Null>	5,484
90	130	-12	12	<Null>	386	<Null>	386
90	129	-4	4	<Null>	14,113	<Null>	14,113
111	132	-23	23	<Null>	23,800	<Null>	23,800
156	130	-106	106	<Null>	184,752	<Null>	184,752
111	128	-53	53	<Null>	30,265	<Null>	30,265
111	127	-56	56	<Null>	29,275	<Null>	29,275
96	124	-63	63	<Null>	129,456	<Null>	129,456
							426,012

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$305,316	43	7,958	Y	93.8%
$197,424	28	3,427	Y	100.0%
$13,896	2	483	Y	100.0%
$508,068	71	17,641	Y	100.0%
$856,800	119	452	Y	3.8%
$6,651,072	924	33,079	Y	72.5%
$1,089,540	152	4,025	Y	66.5%
$1,053,900	147	201	Y	3.4%
$4,660,416	648	10,914	Y	37.9%
$15,336,432	**2,134**	**78,180**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1100	IG1	2742	2,742	3,427	90	148
1N1E34DA2602	EX	11900	11,900	11,900	111	155
1N1E34DA2800	EX	20528	45,617	45,617	195	236
1N1E34DA800	EX	6053	6,053	6,053	111	181
1N1E34DD600	IG1	5516	5,516	5,516	111	155
1N1E34DD601	EX	5500	5,500	5,500	111	157
1N1E35CB3100	EX	9000	9,000	9,000	111	187
1N1E35CB3200	EX	9000	9,000	9,000	111	186
1N1E35CB3300	EX	12161	12,161	12,161	111	183
1N1E35CB3400	EX	5855	5,855	5,855	111	183
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	146	-2	2	<Null>	2,742	<Null>	2,742
111	149	-6	6	<Null>	11,900	<Null>	11,900
156	147	-89	89	<Null>	164,224	<Null>	164,224
111	144	-37	37	<Null>	24,212	<Null>	24,212
111	152	-3	3	<Null>	5,516	<Null>	5,516
111	151	-6	6	<Null>	5,500	<Null>	5,500
111	142	-45	45	<Null>	36,000	<Null>	36,000
111	143	-43	43	<Null>	36,000	<Null>	36,000
111	143	-40	40	<Null>	48,644	<Null>	48,644
111	142	-41	41	<Null>	23,420	<Null>	23,420
							358,158

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$98,712	14	2,987	Y	87.2%
$428,400	60	11,900	Y	100.0%
$5,912,064	822	43,570	Y	95.5%
$871,632	122	6,053	Y	100.0%
$198,576	28	120	Y	2.2%
$198,000	28	2,042	Y	37.1%
$1,296,000	180	7,107	Y	79.0%
$1,296,000	180	658	Y	7.3%
$1,751,184	244	10,647	Y	87.6%
$843,120	118	5,855	Y	100.0%
$12,893,688	**1,796**	**90,939**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34AA3001	CX	42,521	51,515	59,445	238	353
1N1E34AA3600	CX	7,456	7,456	7,456	147	251
1N1E34AA3800	CX	17,152	38,116	38,116	279	377
1N1E34AB400	CX	20,000	50,000	164,223	100	162
1N1E35BC1000	CX	8,700	8,700	8,700	147	265
1N1E35BC1100	CX	8,700	8,700	8,700	147	261
1N1E35BC1201	CX	5,995	5,995	5,995	147	269
1N1E35BC2200	CX	6,600	6,600	6,600	111	232
1N1E35BC2300	CX	15,000	20,000	20,000	135	252
1N1E35BC2400	CX	17,100	38,001	38,001	195	303
1N1E35BC2500	CX	5,850	5,850	5,850	111	214
1N1E35BC2600	CX	8,100	8,100	8,100	111	208
1N1E35BC2700	CX	15,188	20,250	20,250	135	231
1N1E35BC500	CX	12,654	19,000	19,000	195	322
1N1E35BC600	CX	12,654	19,000	19,000	195	317
1N1E35BC700	CX	11,988	18,000	18,000	195	315
1N1E35BC800	CX	11,988	18,000	18,000	195	307
1N1E35BC900	CX	14,974	33,276	33,276	279	387
1N1E35BD1000	IG1	6,000	6,000	7,500	90	208
1N1E35BD900	IG1	4,570	4,570	5,713	90	208
Totals						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
196	161	-192	192	<Null>	680,336	<Null>	680,336
147	159	-92	92	<Null>	59,648	<Null>	59,648
240	154	-223	223	<Null>	325,888	<Null>	325,888
61	122	-40	40	<Null>	80,000	<Null>	80,000
147	175	-90	90	<Null>	69,600	<Null>	69,600
147	175	-86	86	<Null>	69,600	<Null>	69,600
147	176	-93	93	<Null>	47,960	<Null>	47,960
111	183	-49	49	<Null>	33,000	<Null>	33,000
96	181	-71	71	<Null>	90,000	<Null>	90,000
156	176	-127	127	<Null>	188,100	<Null>	188,100
111	173	-41	41	<Null>	23,400	<Null>	23,400
111	171	-37	37	<Null>	32,400	<Null>	32,400
96	173	-58	58	<Null>	75,940	<Null>	75,940
156	174	-148	148	<Null>	164,502	<Null>	164,502
156	174	-143	143	<Null>	151,848	<Null>	151,848
156	169	-146	146	<Null>	155,844	<Null>	155,844
156	169	-138	138	<Null>	143,856	<Null>	143,856
240	170	-217	217	<Null>	284,506	<Null>	284,506
90	201	-7	7	<Null>	6,000	<Null>	6,000
90	198	-10	10	<Null>	4,570	<Null>	4,570
							2,686,998

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$24,492,096	3,402	1,693	Y	2.8%
$2,147,328	299	2,875	Y	38.6%
$11,731,968	1,630	10,243	Y	26.9%
$2,880,000	400	68,750	Y	41.9%
$2,505,600	348	8,700	Y	100.0%
$2,505,600	348	8,700	Y	100.0%
$1,726,560	240	5,995	Y	100.0%
$1,188,000	165	6,600	Y	100.0%
$3,240,000	450	20,000	Y	100.0%
$6,771,600	941	29,587	Y	77.9%
$842,400	117	5,841	Y	99.8%
$1,166,400	162	4,367	Y	53.9%
$2,733,840	380	1,062	Y	5.2%
$5,922,072	823	17,343	Y	91.3%
$5,466,528	760	19,000	Y	100.0%
$5,610,384	780	18,000	Y	100.0%
$5,178,816	720	18,000	Y	100.0%
$10,242,216	1,423	33,276	Y	100.0%
$216,000	30	2,275	Y	30.3%
$164,520	23	5,713	Y	100.0%
$96,731,928	**13,441**	**288,021**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB6100	EX	14,611	32,470	32,470	195	243
1S1E02BB7700	EX	5,000	5,000	5,000	111	160
1S1E02BB7900	EX	10,000	10,000	10,000	111	162
1S1E02BB8000	EX	9,000	9,000	9,000	111	164
1S1E02BB8100	EX	9,000	9,000	9,000	111	163
1S1E02BB8200	OS	14,820	14,820	14,820	111	162
1S1E03AA3700	IG1	14,539	14,539	18,174	90	123
1S1E03AA4600	EX	10,000	10,000	10,000	111	147
1S1E03AA4700	EX	10,000	10,000	10,000	111	150
1S1E03AA4800	EX	5,000	5,000	5,000	111	143
1S1E03AA4900	EX	11,000	11,000	11,000	111	151
1S1E03AA5000	EX	9,028	9,028	9,028	111	155
1S1E03AA5100	EX	4,622	4,622	4,622	111	153
1S1E03AA5200	EX	12,787	19,200	19,200	147	190
1S1E03AA6000	IG1	8,804	8,804	11,005	90	125
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
156	139	-104	104	<Null>	131,499	<Null>	131,499
111	143	-17	17	<Null>	10,000	<Null>	10,000
111	142	-20	20	<Null>	20,000	<Null>	20,000
111	140	-24	24	<Null>	27,000	<Null>	27,000
111	140	-23	23	<Null>	18,000	<Null>	18,000
111	136	-26	26	<Null>	44,460	<Null>	44,460
90	111	-12	12	<Null>	14,539	<Null>	14,539
111	129	-18	18	<Null>	20,000	<Null>	20,000
111	129	-21	21	<Null>	20,000	<Null>	20,000
111	131	-12	12	<Null>	10,000	<Null>	10,000
111	131	-20	20	<Null>	22,000	<Null>	22,000
111	132	-23	23	<Null>	18,056	<Null>	18,056
111	130	-23	23	<Null>	9,244	<Null>	9,244
108	130	-60	60	<Null>	63,935	<Null>	63,935
90	110	-15	15	<Null>	8,804	<Null>	8,804
							437,537

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$4,733,964	658	8,060	Y	24.8%
$360,000	50	5,000	Y	100.0%
$720,000	100	10,000	Y	100.0%
$972,000	135	9,000	Y	100.0%
$648,000	90	9,000	Y	100.0%
$1,600,560	223	14,820	Y	100.0%
$523,404	73	9,777	Y	53.8%
$720,000	100	2,967	Y	29.7%
$720,000	100	10,000	Y	100.0%
$360,000	50	1,018	Y	20.4%
$792,000	110	8,467	Y	77.0%
$650,016	91	5,685	Y	63.0%
$332,784	47	4,622	Y	100.0%
$2,301,660	320	7,590	Y	39.5%
$316,944	45	2,414	Y	21.9%
$15,751,332	**2,192**	**108,422**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	IG1	20,000	20,000	114,096	98	145
1S1E11BA7200	IG1	12,500	40,000	89,364	168	213
1S1E11BB3801	IG1	16,000	16,000	108,949	112	163
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
98	123	-23	23	<Null>	40,000	<Null>	40,000
98	114	-31	31	<Null>	60,000	<Null>	60,000
126	137	-76	76	<Null>	75,000	<Null>	75,000
112	124	-39	39	<Null>	48,000	<Null>	48,000
							223,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,440,000	200	1,168	Y	2.2%
$2,160,000	300	16,794	Y	14.7%
$2,700,000	375	43,123	Y	48.3%
$1,728,000	240	26,375	Y	24.2%
$8,028,000	**1,115**	**87,460**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DD1800	EX	21,000	28,000	28,000	135	184
1N1E34DD2300	EX	20,000	20,000	20,000	65	109
1N1E34DD2700	IG1	12,560	12,560	15,700	90	126
1N1E35CC10200	IG1	2,000	2,000	2,500	90	161
1N1E35CC3800	EX	4,500	4,500	4,500	111	173
1N1E35CC5800	EX	20,000	20,000	20,000	39	117
1N1E35CC6500	IG1	32,014	32,014	40,018	90	157
1N1E35CC6600	EX	5,000	5,000	5,000	75	139
1N1E35CC6700	EX	5,000	5,000	5,000	75	135
1N1E35CC6800	EX	5,009	5,009	5,009	75	134
1N1E35CC6900	EX	5,009	5,009	5,009	75	137
1N1E35CC7000	EX	9,000	9,000	9,000	75	134
1N1E35CC7200	EX	3,250	3,250	3,250	75	126
1N1E35CC7400	EX	4,500	4,500	4,500	75	127
1N1E35CC8500	EX	4,500	4,500	4,500	75	124
1N1E35CC8600	EX	4,500	4,500	4,500	75	127
1N1E35CC8900	EX	10,009	10,009	10,009	75	129
1N1E35CC9000	EX	3,500	3,500	3,500	75	130
1N1E35CC9100	EX	6,509	6,509	6,509	75	132
1N1E35CD11900	IG1	3,680	3,680	4,600	90	174
1N1E35CD12400	IG1	4,000	4,000	5,000	90	169
1N1E35CD8600	EX	4,388	4,388	4,388	39	122
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
96	69	-115	96	19	168,000	56,000	224,000
65	70	-39	39	<Null>	80,000	<Null>	80,000
90	65	-61	61	<Null>	62,800	<Null>	62,800
90	93	-68	68	<Null>	10,000	<Null>	10,000
111	80	-93	93	<Null>	36,000	<Null>	36,000
39	97	-20	20	<Null>	40,000	<Null>	40,000
90	85	-72	72	<Null>	160,070	<Null>	160,070
75	83	-56	56	<Null>	25,000	<Null>	25,000
75	83	-52	52	<Null>	25,000	<Null>	25,000
75	82	-52	52	<Null>	25,045	<Null>	25,045
75	82	-55	55	<Null>	25,045	<Null>	25,045
75	80	-54	54	<Null>	45,000	<Null>	45,000
75	78	-48	48	<Null>	16,250	<Null>	16,250
75	77	-50	50	<Null>	22,500	<Null>	22,500
75	78	-46	46	<Null>	18,000	<Null>	18,000
75	81	-46	46	<Null>	18,000	<Null>	18,000
75	84	-45	45	<Null>	40,036	<Null>	40,036
75	83	-47	47	<Null>	14,000	<Null>	14,000
75	83	-49	49	<Null>	32,545	<Null>	32,545
90	108	-66	66	<Null>	18,400	<Null>	18,400
90	104	-65	65	<Null>	20,000	<Null>	20,000
39	102	-20	20	<Null>	8,776	<Null>	8,776
							966,467

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$8,064,000	1,120	11,379	Y	40.6%
$2,880,000	400	17,662	Y	88.3%
$2,260,800	314	15,225	Y	97.0%
$360,000	50	2,500	Y	100.0%
$1,296,000	180	243	Y	5.4%
$1,440,000	200	15,173	Y	75.9%
$5,762,520	801	40,018	Y	100.0%
$900,000	125	5,000	Y	100.0%
$900,000	125	5,000	Y	100.0%
$901,620	126	5,009	Y	100.0%
$901,620	126	5,009	Y	100.0%
$1,620,000	225	9,000	Y	100.0%
$585,000	82	3,250	Y	100.0%
$810,000	113	4,500	Y	100.0%
$648,000	90	2,060	Y	45.8%
$648,000	90	4,500	Y	100.0%
$1,441,296	201	491	Y	4.9%
$504,000	70	3,234	Y	92.4%
$1,171,620	163	6,500	Y	99.9%
$662,400	92	4,600	Y	100.0%
$720,000	100	5,000	Y	100.0%
$315,936	44	4,388	Y	100.0%
$34,792,812	**4,837**	**169,741**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB8200	OS	14,820	14,820	14,820	111	162
1S1E02BC1000	EX	10,000	10,000	10,000	75	127
1S1E02BC1100	EX	10,000	10,000	10,000	75	128
1S1E02BC1400	EX	21,000	28,000	28,000	87	140
1S1E02BC1500	EX	8,689	8,689	8,689	75	123
1S1E02BC1600	EX	15,000	20,000	20,000	87	139
1S1E02BC1900	EX	6,750	9,000	9,000	87	142
1S1E02BC1900	EX	21,750	29,000	20,000	87	142
1S1E02BC2200	IG1	10,320	10,320	12,900	90	143
1S1E02BC2700	IG1	16,000	16,000	20,000	90	134
1S1E02BD6600	IG1	4,000	4,000	5,000	90	132
1S1E02BD7200	IG1	8,000	8,000	10,000	90	134
1S1E02BD7201	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AA5000	EX	9,028	9,028	9,028	111	155
1S1E03AA5200	EX	12,787	19,200	19,200	147	190
1S1E03AA5700	IG1	15,999	15,999	19,999	90	126
1S1E03AD200	EX	19,200	25,600	16,400	87	131
1S1E03AD200	IG1	6,900	9,200	9,200	87	131
1S1E03AD600	IG1	8,000	8,000	10,000	90	127
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	96	-66	66	<Null>	88,920	<Null>	88,920
75	101	-26	26	<Null>	30,000	<Null>	30,000
75	101	-27	27	<Null>	30,000	<Null>	30,000
48	94	-46	46	<Null>	84,000	<Null>	84,000
75	94	-29	29	<Null>	26,067	<Null>	26,067
48	95	-44	44	<Null>	60,000	<Null>	60,000
48	100	-42	42	<Null>	27,000	<Null>	27,000
48	102	-40	40	<Null>	87,000	<Null>	87,000
90	105	-38	38	<Null>	30,960	<Null>	30,960
90	115	-19	19	<Null>	32,000	<Null>	32,000
90	122	-10	10	<Null>	4,000	<Null>	4,000
90	126	-8	8	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	129	-6	6	<Null>	8,000	<Null>	8,000
111	91	-64	64	<Null>	54,168	<Null>	54,168
108	89	-101	101	<Null>	115,083	<Null>	115,083
90	74	-52	52	<Null>	63,996	<Null>	63,996
48	89	-42	42	<Null>	76,800	<Null>	76,800
48	91	-40	40	<Null>	20,700	<Null>	20,700
90	81	-46	46	<Null>	32,000	<Null>	32,000
							886,694

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$3,201,120	445	281	Y	1.9%
$1,080,000	150	10,000	Y	100.0%
$1,080,000	150	10,000	Y	100.0%
$3,024,000	420	28,000	Y	100.0%
$938,412	131	8,689	Y	100.0%
$2,160,000	300	13,346	Y	66.7%
$972,000	135	9,000	Y	100.0%
$3,132,000	435	20,000	Y	100.0%
$1,114,560	155	12,900	Y	100.0%
$1,152,000	160	20,000	Y	100.0%
$144,000	20	5,000	Y	100.0%
$288,000	40	7,369	Y	73.7%
$288,000	40	9,775	Y	97.7%
$288,000	40	557	Y	5.6%
$1,950,048	271	1,787	Y	19.8%
$4,142,988	576	5,802	Y	30.2%
$2,303,856	320	6,933	Y	34.7%
$2,764,800	384	16,400	Y	100.0%
$745,200	104	9,200	Y	100.0%
$1,152,000	160	10,000	Y	100.0%
$31,920,984	**4,436**	**205,039**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BC4600	EX	5,000	5,000	5,000	111	171
1S1E02BC4700	EX	10,000	10,000	10,000	111	171
1S1E02BC4800	EX	5,000	5,000	5,000	111	170
1S1E02BC4900	IG1	8,000	8,000	10,000	90	146
1S1E02BC5100	IG1	8,000	8,000	10,000	90	146
1S1E02BC5400	IG1	6,400	6,400	8,000	90	142
1S1E02BC6000	IG1	8,000	8,000	10,000	90	136
1S1E02BD10900	IG1	8,000	8,000	10,000	90	135
1S1E02BD7200	IG1	8,000	8,000	10,000	90	134
1S1E02BD7201	IG1	8,000	8,000	10,000	90	135
1S1E02BD7300	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AD1701	IG1	18,214	18,214	54,502	64	97
1S1E03AD2900	EX	16,200	36,000	16,903	87	160
1S1E03AD3600	IG1	26,229	26,229	80,545	64	98
1S1E03AD5500	EX	16,200	36,001	36,001	195	248
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	106	-65	65	<Null>	30,000	<Null>	30,000
111	105	-66	66	<Null>	60,000	<Null>	60,000
111	105	-65	65	<Null>	30,000	<Null>	30,000
90	108	-38	38	<Null>	24,000	<Null>	24,000
90	110	-36	36	<Null>	24,000	<Null>	24,000
90	114	-28	28	<Null>	12,800	<Null>	12,800
90	121	-15	15	<Null>	16,000	<Null>	16,000
90	124	-11	11	<Null>	8,000	<Null>	8,000
90	128	-6	6	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
64	70	-27	27	<Null>	36,428	<Null>	36,428
48	92	-68	48	20	64,800	72,000	136,800
64	69	-29	29	<Null>	78,687	<Null>	78,687
156	93	-155	155	<Null>	210,600	<Null>	210,600
							699,315

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,080,000	150	5,000	Y	100.0%
$2,160,000	300	10,000	Y	100.0%
$1,080,000	150	5,000	Y	100.0%
$864,000	120	10,000	Y	100.0%
$864,000	120	10,000	Y	100.0%
$460,800	64	8,000	Y	100.0%
$576,000	80	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$1,311,408	183	29,358	Y	53.9%
$4,924,800	684	16,903	Y	100.0%
$2,832,732	394	25,984	Y	32.3%
$7,581,600	1,053	16,996	Y	47.2%
$25,175,340	**3,498**	**197,242**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CA14000	IG1	2,200	2,200	2,750	90	138
1S1E02CA17100	IG1	2,000	2,000	2,500	90	136
1S1E02CA17300	IG1	3,600	3,600	4,500	90	136
1S1E02CB2700	IG1	22,400	22,400	28,000	90	149
1S1E02CB2900	IG1	2,000	2,000	2,500	90	146
1S1E02CB3400	IG1	4,940	4,940	6,175	90	142
1S1E02CB3900	IG1	7,600	7,600	9,500	90	151
1S1E02CB4400	IG1	8,000	8,000	10,000	90	154
1S1E02CB500	IG1	8,000	8,000	10,000	90	140
1S1E02CB8700	IG1	4,000	4,000	5,000	90	162
1S1E02CB8800	IG1	4,000	4,000	5,000	90	161
1S1E02CB9000	EX	8,551	8,551	8,551	111	178
1S1E02CB9100	EX	9,500	9,500	9,500	111	175
1S1E02CB9200	EX	10,000	10,000	10,000	111	180
1S1E02CB9300	EX	8,999	8,999	8,999	111	181
1S1E02CB9400	IG1	8,000	8,000	10,000	90	160
1S1E03AD6100	IG1	7,600	7,600	9,500	90	133
1S1E03AD7100	IG1	10,719	10,719	13,399	90	125
1S1E03DA100	EX	7,600	7,600	7,600	111	172
1S1E03DA1000	IG1	554	554	692	90	127
1S1E03DA1100	IG1	5,319	5,319	6,649	90	127
1S1E03DA200	EX	3,876	3,876	3,876	111	180
1S1E03DA300	EX	4,124	4,124	4,124	111	176
1S1E03DA400	EX	10,000	10,000	10,000	111	172
1S1E03DA500	EX	5,270	5,270	5,270	111	169
1S1E03DA600	EX	4,230	4,230	4,230	111	167
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	136	-2	2	<Null>	2,200	<Null>	2,200
90	136	0	0	<Null>	2,000	<Null>	2,000
90	136	0	0	<Null>	3,600	<Null>	3,600
90	128	-21	21	<Null>	44,800	<Null>	44,800
90	128	-18	18	<Null>	4,000	<Null>	4,000
90	127	-15	15	<Null>	4,940	<Null>	4,940
90	119	-32	32	<Null>	22,800	<Null>	22,800
90	120	-34	34	<Null>	24,000	<Null>	24,000
90	133	-7	7	<Null>	8,000	<Null>	8,000
90	116	-46	46	<Null>	16,000	<Null>	16,000
90	115	-46	46	<Null>	16,000	<Null>	16,000
111	111	-67	67	<Null>	51,306	<Null>	51,306
111	110	-65	65	<Null>	57,000	<Null>	57,000
111	110	-70	70	<Null>	60,000	<Null>	60,000
111	112	-69	69	<Null>	53,994	<Null>	53,994
90	112	-48	48	<Null>	32,000	<Null>	32,000
90	101	-32	32	<Null>	22,800	<Null>	22,800
90	80	-45	45	<Null>	42,876	<Null>	42,876
111	107	-65	65	<Null>	45,600	<Null>	45,600
90	92	-35	35	<Null>	1,662	<Null>	1,662
90	93	-34	34	<Null>	15,957	<Null>	15,957
111	107	-73	73	<Null>	27,132	<Null>	27,132
111	107	-69	69	<Null>	24,744	<Null>	24,744
111	105	-67	67	<Null>	60,000	<Null>	60,000
111	105	-64	64	<Null>	31,620	<Null>	31,620
111	105	-62	62	<Null>	25,380	<Null>	25,380
							700,411

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$79,200	11	2,750	Y	100.0%
$72,000	10	2,500	Y	100.0%
$129,600	18	1,316	Y	29.3%
$1,612,800	224	1,840	Y	6.6%
$144,000	20	2,500	Y	100.0%
$177,840	25	6,175	Y	100.0%
$820,800	114	9,500	Y	100.0%
$864,000	120	10,000	Y	100.0%
$288,000	40	9,192	Y	91.9%
$576,000	80	4,642	Y	92.8%
$576,000	80	5,000	Y	100.0%
$1,847,016	257	8,551	Y	100.0%
$2,052,000	285	9,500	Y	100.0%
$2,160,000	300	10,000	Y	100.0%
$1,943,784	270	8,999	Y	100.0%
$1,152,000	160	5,427	Y	54.3%
$820,800	114	9,500	Y	100.0%
$1,543,536	215	13,399	Y	100.0%
$1,641,600	228	7,600	Y	100.0%
$59,832	9	660	Y	95.3%
$574,452	80	400	Y	6.0%
$976,752	136	3,876	Y	100.0%
$890,784	124	4,124	Y	100.0%
$2,160,000	300	9,978	Y	99.8%
$1,138,320	159	5,270	Y	100.0%
$913,680	127	4,230	Y	100.0%
$25,214,796	**3,506**	**156,928**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E03CB400	CX	20,000	40,000	34,240	63	186
1S1E03DD300	IG1	13,500	53,500	55,243	224	271
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
24	148	-38	24	14	40,000	80,000	120,000
182	227	-44	44	<Null>	54,000	<Null>	54,000
							174,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$4,320,000	600	2,666	Y	7.8%
$1,944,000	270	55,243	Y	100.0%
$6,264,000	**870**	**57,909**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC4800	IG1	9,724	9,724	12,155	90	158
1S1E02CC5000	IG1	1,226	1,226	1,532	90	157
1S1E02CC5100	IG1	4,047	4,047	5,059	90	157
1S1E02CC6800	IG1	2,400	2,400	3,000	90	156
1S1E02CC7100	IG1	4,000	4,000	5,000	90	155
1S1E02CC7200	IG1	1,800	1,800	2,250	90	153
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	IG1	20,000	20,000	114,096	98	145
1S1E02CD10000	IG1	3,193	3,193	3,991	90	149
1S1E02CD10100	IG1	665	665	831	90	147
1S1E02CD10200	IG1	7,065	7,065	8,832	90	149
1S1E02CD14200	IG1	8,000	8,000	10,000	90	144
1S1E02CD9600	IG1	5,334	5,334	6,667	90	151
1S1E02CD9700	IG1	2,666	2,666	3,333	90	151
1S1E02CD9900	IG1	2,332	2,332	2,915	90	147
1S1E03D300	IG1	45,000	45,000	305,148	112	150
1S1E03DD200	EG2	53,000	53,000	122,697	84	124
1S1E03DD300	IG1	13,500	53,500	55,243	224	271
1S1E03DD500	EG2	14,000	25,900	44,682	182	218
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	113	-45	45	<Null>	38,896	<Null>	38,896
90	111	-46	46	<Null>	4,904	<Null>	4,904
90	111	-46	46	<Null>	16,188	<Null>	16,188
90	118	-38	38	<Null>	7,200	<Null>	7,200
90	119	-36	36	<Null>	12,000	<Null>	12,000
90	119	-34	34	<Null>	5,400	<Null>	5,400
98	112	-34	34	<Null>	60,000	<Null>	60,000
98	109	-36	36	<Null>	60,000	<Null>	60,000
90	125	-24	24	<Null>	6,386	<Null>	6,386
90	124	-23	23	<Null>	1,330	<Null>	1,330
90	123	-26	26	<Null>	14,130	<Null>	14,130
90	126	-18	18	<Null>	16,000	<Null>	16,000
90	128	-23	23	<Null>	10,668	<Null>	10,668
90	128	-23	23	<Null>	5,332	<Null>	5,332
90	126	-21	21	<Null>	4,664	<Null>	4,664
112	74	-76	76	<Null>	270,000	<Null>	270,000
84	74	-50	50	<Null>	265,000	<Null>	265,000
182	88	-183	183	<Null>	189,000	<Null>	189,000
140	93	-125	125	<Null>	154,000	<Null>	154,000
							1,141,098

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,400,256	195	12,155	Y	100.0%
$176,544	25	1,532	Y	100.0%
$582,768	81	5,059	Y	100.0%
$259,200	36	3,000	Y	100.0%
$432,000	60	5,000	Y	100.0%
$194,400	27	2,250	Y	100.0%
$2,160,000	300	10,590	Y	20.3%
$2,160,000	300	1,500	Y	1.3%
$229,896	32	3,362	Y	84.2%
$47,880	7	599	Y	72.1%
$508,680	71	8,832	Y	100.0%
$576,000	80	5,226	Y	52.3%
$384,048	54	6,667	Y	100.0%
$191,952	27	3,333	Y	100.0%
$167,904	24	163	Y	5.6%
$9,720,000	1,350	91,581	Y	30.0%
$9,540,000	1,325	101,314	Y	82.6%
$6,804,000	945	53,730	Y	97.3%
$5,544,000	770	1,613	Y	3.6%
$41,079,528	**5,709**	**317,508**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation	Tower Height
1S1E02CC4	IG1	9,724	9,724	12,155	90	158	90
1S1E02CC5	IG1	1,226	1,226	1,532	90	157	90
1S1E02CC5	IG1	4,047	4,047	5,059	90	157	90
1S1E02CC6	IG1	47,100	47,100	74,713	56	102	56
1S1E02CC6	IG1	2,400	2,400	3,000	90	156	90
1S1E02CC7	IG1	4,000	4,000	5,000	90	155	90
1S1E02CC7	IG1	1,800	1,800	2,250	90	153	90
1S1E02CC7	IG1	20,000	20,000	52,236	98	146	98
1S1E02CC7	IG1	20,000	20,000	114,096	98	145	98
1S1E02CD1	IG1	3,193	3,193	3,991	90	149	90
1S1E02CD1	IG1	665	665	831	90	147	90
1S1E02CD1	IG1	7,065	7,065	8,832	90	149	90
1S1E02CD9	IG1	5,334	5,334	6,667	90	151	90
1S1E02CD9	IG1	2,666	2,666	3,333	90	151	90
1S1E02CD9	IG1	2,332	2,332	2,915	90	147	90
1S1E03D3C	IG1	45,000	45,000	305,148	112	150	112
1S1E03DD2	EG2	53,000	53,000	122,697	84	124	84
1S1E03DD3	IG1	13,500	53,500	55,243	224	271	182
1S1E03DD5	EG2	14,000	25,900	44,682	182	218	140
Total							

Elevation of View Corridor	View Corridor elev minus bldbl El	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total	Lost Value
110	-48	48	<Null>	38,896	<Null>	38,896	$1,400,256
108	-49	49	<Null>	4,904	<Null>	4,904	$176,544
109	-48	48	<Null>	16,188	<Null>	16,188	$582,768
99	-3	3	<Null>	47,100	<Null>	47,100	$1,695,600
115	-41	41	<Null>	7,200	<Null>	7,200	$259,200
116	-39	39	<Null>	12,000	<Null>	12,000	$432,000
116	-37	37	<Null>	5,400	<Null>	5,400	$194,400
109	-37	37	<Null>	60,000	<Null>	60,000	$2,160,000
100	-45	45	<Null>	80,000	<Null>	80,000	$2,880,000
122	-27	27	<Null>	6,386	<Null>	6,386	$229,896
121	-26	26	<Null>	1,330	<Null>	1,330	$47,880
120	-29	29	<Null>	14,130	<Null>	14,130	$508,680
125	-26	26	<Null>	10,668	<Null>	10,668	$384,048
125	-26	26	<Null>	5,332	<Null>	5,332	$191,952
122	-25	25	<Null>	4,664	<Null>	4,664	$167,904
72	-78	78	<Null>	270,000	<Null>	270,000	$9,720,000
71	-53	53	<Null>	265,000	<Null>	265,000	$9,540,000
85	-186	186	<Null>	189,000	<Null>	189,000	$6,804,000
86	-132	132	<Null>	154,000	<Null>	154,000	$5,544,000
						1,192,198	**$42,919,128**

Lost Jobs	Area of Intersection	conflict	% area of intersection
195	8,773	Y	72.2%
25	1,532	Y	100.0%
81	5,059	Y	100.0%
236	74,713	Y	100.0%
36	3,000	Y	100.0%
60	5,000	Y	100.0%
27	2,250	Y	100.0%
300	31,781	Y	60.8%
400	31,965	Y	28.0%
32	3,991	Y	100.0%
7	831	Y	100.0%
71	8,832	Y	100.0%
54	6,667	Y	100.0%
27	3,333	Y	100.0%
24	2,915	Y	100.0%
1,350	21,003	Y	6.9%
1,325	120,398	Y	98.1%
945	41,463	Y	75.1%
770	30,198	Y	67.6%
5,965	**403,702**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E10AA500	84	11,000	21,101	124,096	168	208
1S1E11BA7200	126	12,500	40,000	89,364	168	213
1S1E11BB3801	112	16,000	16,000	108,949	112	163
1S1E11BB4900	60	13,520	13,520	16,900	60	127
1S1E11BB5200	60	28,446	28,446	35,557	60	136
1S1E11BB5700	90	13,954	13,954	17,443	90	147
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
IH	104	-104	104	<Null>	88,000	<Null>	88,000
IG1	142	-71	71	<Null>	75,000	<Null>	75,000
IG1	129	-34	34	<Null>	48,000	<Null>	48,000
IG1	120	-7	7	<Null>	13,520	<Null>	13,520
IG1	121	-15	15	<Null>	28,446	<Null>	28,446
IH	114	-33	33	<Null>	41,862	<Null>	41,862
							294,828

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$3,168,000	440	70,018	Y	56.4%
$2,700,000	375	17,927	Y	20.1%
$1,728,000	240	34,670	Y	31.8%
$486,720	68	16,900	Y	100.0%
$1,024,056	143	9,679	Y	27.2%
$1,507,032	210	2,185	Y	12.5%
$10,613,808	**1,476**	**151,378**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation	Tower Height
1N1E33CD	CX	10,253	10,253	10,253	50	223	50
1S1E04BA4	CX	8,031	8,031	8,031	50	218	50
1S1E04BA5	CX	17,084	17,084	17,084	50	236	50
Total							

Elevation of View Corridor	View Corridor elev minus bldbl Ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total	Lost Value
204	-19	19	<Null>	20,506	<Null>	20,506	$738,216
208	-10	10	<Null>	8,031	<Null>	8,031	$289,116
206	-30	30	<Null>	51,252	<Null>	51,252	$1,845,072
						79,789	**$2,872,404**

Lost Jobs	Area of Intersection	conflict	% area of intersection
103	376	Y	3.7%
41	4,524	Y	56.3%
257	5,190	Y	30.4%
401	**10,090**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation	Tower Height
1N1E33CD	CX	10,253	10,253	10,253	50	223	$50
1S1E04BA4	CX	8,031	8,031	8,031	50	218	$50
1S1E04BA5	CX	17,084	17,084	17,084	50	236	$50
Total							

Elevation of View Corridor	View Corridor elev minus bldbl El	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total	Lost Value
204	-19	18.80924	<Null>	20,506	<Null>	20,506	738,216
208	-10	10.00103	<Null>	8,031	<Null>	8,031	289,116
206	-30	30.24341	<Null>	51,252	<Null>	51,252	1,845,072
						79,789	**$2,872,404**

Lost Jobs	Area of Intersection	conflict	% area of intersection
103	376	Y	3.7%
41	4,524	Y	56.3%
257	5,190	Y	30.4%
401	**10,090**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1000	EX	8481	8,481	8,481	65	130
1N1E34DA1100	IG1	2742	2,742	3,427	90	148
1N1E34DA1101	IG1	386	386	483	90	142
1N1E34DA1200	IG1	14113	14,113	17,641	90	133
1N1E34DA2602	EX	11900	11,900	11,900	111	155
1N1E34DA2800	EX	20528	45,617	45,617	195	236
1N1E34DA800	EX	6053	6,053	6,053	111	181
1N1E35CB3400	EX	5855	5,855	5,855	111	183
1N1E35CB500	CX	21576	28,768	28,768	135	187
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
65	129	-1	1	<Null>	8,481	<Null>	8,481
90	130	-18	18	<Null>	5,484	<Null>	5,484
90	130	-12	12	<Null>	386	<Null>	386
90	129	-4	4	<Null>	14,113	<Null>	14,113
111	132	-23	23	<Null>	23,800	<Null>	23,800
156	130	-106	106	<Null>	184,752	<Null>	184,752
111	128	-53	53	<Null>	30,265	<Null>	30,265
111	127	-56	56	<Null>	29,275	<Null>	29,275
96	124	-63	63	<Null>	129,456	<Null>	129,456
							426,012

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$305,316	43	7,958	Y	93.8%
$197,424	28	3,427	Y	100.0%
$13,896	2	483	Y	100.0%
$508,068	71	17,641	Y	100.0%
$856,800	119	452	Y	3.8%
$6,651,072	924	33,079	Y	72.5%
$1,089,540	152	4,025	Y	66.5%
$1,053,900	147	201	Y	3.4%
$4,660,416	648	10,914	Y	37.9%
$15,336,432	**2,134**	**78,180**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1100	IG1	2742	2,742	3,427	90	148
1N1E34DA2602	EX	11900	11,900	11,900	111	155
1N1E34DA2800	EX	20528	45,617	45,617	195	236
1N1E34DA800	EX	6053	6,053	6,053	111	181
1N1E34DD601	EX	5500	5,500	5,500	111	157
1N1E35CB3100	EX	9000	9,000	9,000	111	187
1N1E35CB3200	EX	9000	9,000	9,000	111	186
1N1E35CB3300	EX	12161	12,161	12,161	111	183
1N1E35CB3400	EX	5855	5,855	5,855	111	183
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	146	-2	2	<Null>	2,742	<Null>	2,742
111	149	-6	6	<Null>	11,900	<Null>	11,900
156	147	-89	89	<Null>	164,224	<Null>	164,224
111	144	-37	37	<Null>	24,212	<Null>	24,212
111	151	-6	6	<Null>	5,500	<Null>	5,500
111	142	-45	45	<Null>	36,000	<Null>	36,000
111	143	-43	43	<Null>	36,000	<Null>	36,000
111	143	-40	40	<Null>	48,644	<Null>	48,644
111	142	-41	41	<Null>	23,420	<Null>	23,420
							352,642

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$98,712	14	2,987	Y	87.2%
$428,400	60	11,900	Y	100.0%
$5,912,064	822	43,570	Y	95.5%
$871,632	122	6,053	Y	100.0%
$198,000	28	2,042	Y	37.1%
$1,296,000	180	7,107	Y	79.0%
$1,296,000	180	658	Y	7.3%
$1,751,184	244	10,647	Y	87.6%
$843,120	118	5,855	Y	100.0%
$12,695,112	**1,768**	**90,819**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34AA3001	CX	42521	51,515	59,445	238	353
1N1E34AA3600	CX	7456	7,456	7,456	147	251
1N1E34AA3800	CX	17152	38,116	38,116	279	377
1N1E34AB400	CX	20000	50,000	164,223	100	162
1N1E35BC1000	CX	8700	8,700	8,700	147	265
1N1E35BC1100	CX	8700	8,700	8,700	147	261
1N1E35BC1201	CX	5995	5,995	5,995	147	269
1N1E35BC2200	CX	6600	6,600	6,600	111	232
1N1E35BC2300	CX	15000	20,000	20,000	135	252
1N1E35BC2400	CX	17100	38,001	38,001	195	303
1N1E35BC2500	CX	5,850	5,850	5,850	111	214
1N1E35BC2600	CX	8,100	8,100	8,100	111	208
1N1E35BC2700	CX	15,188	20,250	20,250	135	231
1N1E35BC500	CX	12,654	19,000	19,000	195	322
1N1E35BC600	CX	12,654	19,000	19,000	195	317
1N1E35BC700	CX	11,988	18,000	18,000	195	315
1N1E35BC800	CX	11,988	18,000	18,000	195	307
1N1E35BC900	CX	14,974	33,276	33,276	279	387
1N1E35BD1000	IG1	6,000	6,000	7,500	90	208
1N1E35BD900	IG1	4,570	4,570	5,713	90	208
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
196	161	-192	192	<Null>	680,336	<Null>	680,336
147	159	-92	92	<Null>	59,648	<Null>	59,648
240	154	-223	223	<Null>	325,888	<Null>	325,888
61	122	-40	40	<Null>	80,000	<Null>	80,000
147	175	-90	90	<Null>	69,600	<Null>	69,600
147	175	-86	86	<Null>	69,600	<Null>	69,600
147	176	-93	93	<Null>	47,960	<Null>	47,960
111	183	-49	49	<Null>	33,000	<Null>	33,000
96	181	-71	71	<Null>	90,000	<Null>	90,000
156	176	-127	127	<Null>	188,100	<Null>	188,100
111	173	-41	41	<Null>	23,400	<Null>	23,400
111	171	-37	37	<Null>	32,400	<Null>	32,400
96	173	-58	58	<Null>	75,940	<Null>	75,940
156	174	-148	148	<Null>	164,502	<Null>	164,502
156	174	-143	143	<Null>	151,848	<Null>	151,848
156	169	-146	146	<Null>	155,844	<Null>	155,844
156	169	-138	138	<Null>	143,856	<Null>	143,856
240	170	-217	217	<Null>	284,506	<Null>	284,506
90	201	-7	7	<Null>	6,000	<Null>	6,000
90	198	-10	10	<Null>	4,570	<Null>	4,570
							2,686,998

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$24,492,096	3,402	1,693	Y	2.8%
$2,147,328	299	2,875	Y	38.6%
$11,731,968	1,630	10,243	Y	26.9%
$2,880,000	400	68,750	Y	41.9%
$2,505,600	348	8,700	Y	100.0%
$2,505,600	348	8,700	Y	100.0%
$1,726,560	240	5,995	Y	100.0%
$1,188,000	165	6,600	Y	100.0%
$3,240,000	450	20,000	Y	100.0%
$6,771,600	941	29,587	Y	77.9%
$842,400	117	5,841	Y	99.8%
$1,166,400	162	4,367	Y	53.9%
$2,733,840	380	1,062	Y	5.2%
$5,922,072	823	17,343	Y	91.3%
$5,466,528	760	19,000	Y	100.0%
$5,610,384	780	18,000	Y	100.0%
$5,178,816	720	18,000	Y	100.0%
$10,242,216	1,423	33,276	Y	100.0%
$216,000	30	2,275	Y	30.3%
$164,520	23	5,713	Y	100.0%
$96,731,928	**13,441**	**288,021**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB6100	EX	14611	32,470	32,470	195	243
1S1E02BB8000	EX	9000	9,000	9,000	111	164
1S1E02BB8100	EX	9000	9,000	9,000	111	163
1S1E02BB8200	OS	14820	14,820	14,820	111	162
1S1E03AA3700	IG1	14539	14,539	18,174	90	123
1S1E03AA4700	IG1	8000	8,000	10,000	90	129
1S1E03AA5000	IG1	7222	7,222	9,028	90	134
1S1E03AA5100	IG1	3698	3,698	4,622	90	132
1S1E03AA5200	IG1	15360	15,360	19,200	90	133
1S1E03AA6000	IG1	8804	8,804	11,005	90	125
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
156	139	-104	104	<Null>	131,499	<Null>	131,499
111	140	-24	24	<Null>	27,000	<Null>	27,000
111	140	-23	23	<Null>	18,000	<Null>	18,000
111	136	-26	26	<Null>	44,460	<Null>	44,460
90	111	-12	12	<Null>	14,539	<Null>	14,539
90	129	0	0	<Null>	8,000	<Null>	8,000
90	132	-2	2	<Null>	7,222	<Null>	7,222
90	130	-2	2	<Null>	3,698	<Null>	3,698
90	130	-3	3	<Null>	15,360	<Null>	15,360
90	110	-15	15	<Null>	8,804	<Null>	8,804
							278,582

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$4,733,964	658	8,060	Y	24.8%
$972,000	135	9,000	Y	100.0%
$648,000	90	9,000	Y	100.0%
$1,600,560	223	14,820	Y	100.0%
$523,404	73	9,777	Y	53.8%
$288,000	40	10,000	Y	100.0%
$259,992	37	5,685	Y	63.0%
$133,128	19	4,622	Y	100.0%
$552,960	77	7,590	Y	39.5%
$316,944	45	2,414	Y	21.9%
$10,028,952	**1,397**	**80,970**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC7600	IG1	20000	20,000	52,236	98	146
1S1E02CC7700	IG1	20000	20,000	114,096	98	145
1S1E11BA7200	IG1	12500	40,000	89,364	168	213
1S1E11BB3801	IG1	16000	16,000	108,949	112	163
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
98	123	-23	23	<Null>	40,000	<Null>	40,000
98	114	-31	31	<Null>	60,000	<Null>	60,000
126	137	-76	76	<Null>	75,000	<Null>	75,000
112	124	-39	39	<Null>	48,000	<Null>	48,000
							223,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,440,000	200	1,168	Y	2.2%
$2,160,000	300	16,794	Y	14.7%
$2,700,000	375	43,123	Y	48.3%
$1,728,000	240	26,375	Y	24.2%
$8,028,000	**1,115**	**87,460**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DD1800	EX	21000	28,000	28,000	135	184
1N1E34DD2300	EX	20000	20,000	20,000	65	109
1N1E34DD2700	IG1	12560	12,560	15,700	90	126
1N1E35CC10200	IG1	2000	2,000	2,500	90	161
1N1E35CC3800	EX	4500	4,500	4,500	111	173
1N1E35CC5800	EX	20000	20,000	20,000	39	117
1N1E35CC6500	IG1	32014	32,014	40,018	90	157
1N1E35CC6800	EX	5009	5,009	5,009	75	134
1N1E35CC6900	IG1	4007	4,007	5,009	90	152
1N1E35CC7000	EX	9000	9,000	9,000	75	134
1N1E35CC7200	EX	3,250	3,250	3,250	75	126
1N1E35CC7400	EX	4,500	4,500	4,500	75	127
1N1E35CC8500	EX	4,500	4,500	4,500	75	124
1N1E35CC8600	EX	4,500	4,500	4,500	75	127
1N1E35CC8900	IG1	8,007	8,007	10,009	90	144
1N1E35CC9000	IG1	2,800	2,800	3,500	90	145
1N1E35CC9100	IG1	5,207	5,207	6,509	90	147
1N1E35CD11900	IG1	3,680	3,680	4,600	90	174
1N1E35CD12400	IG1	4,000	4,000	5,000	90	169
1N1E35CD8600	EX	4,388	4,388	4,388	39	122
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
96	69	-115	96	19	168,000	56,000	224,000
65	70	-39	39	<Null>	80,000	<Null>	80,000
90	65	-61	61	<Null>	62,800	<Null>	62,800
90	93	-68	68	<Null>	10,000	<Null>	10,000
111	80	-93	93	<Null>	36,000	<Null>	36,000
39	97	-20	20	<Null>	40,000	<Null>	40,000
90	85	-72	72	<Null>	160,070	<Null>	160,070
75	82	-52	52	<Null>	25,045	<Null>	25,045
90	82	-70	70	<Null>	20,035	<Null>	20,035
75	80	-54	54	<Null>	45,000	<Null>	45,000
75	78	-48	48	<Null>	16,250	<Null>	16,250
75	77	-50	50	<Null>	22,500	<Null>	22,500
75	78	-46	46	<Null>	18,000	<Null>	18,000
75	81	-46	46	<Null>	18,000	<Null>	18,000
90	84	-60	60	<Null>	32,028	<Null>	32,028
90	83	-62	62	<Null>	14,000	<Null>	14,000
90	83	-64	64	<Null>	26,035	<Null>	26,035
90	108	-66	66	<Null>	18,400	<Null>	18,400
90	104	-65	65	<Null>	20,000	<Null>	20,000
39	102	-20	20	<Null>	8,776	<Null>	8,776
							896,939

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$8,064,000	1,120	11,379	Y	40.6%
$2,880,000	400	17,662	Y	88.3%
$2,260,800	314	15,225	Y	97.0%
$360,000	50	2,500	Y	100.0%
$1,296,000	180	243	Y	5.4%
$1,440,000	200	15,173	Y	75.9%
$5,762,520	801	40,018	Y	100.0%
$901,620	126	5,009	Y	100.0%
$721,260	101	5,009	Y	100.0%
$1,620,000	225	9,000	Y	100.0%
$585,000	82	3,250	Y	100.0%
$810,000	113	4,500	Y	100.0%
$648,000	90	2,060	Y	45.8%
$648,000	90	4,500	Y	100.0%
$1,153,008	161	491	Y	4.9%
$504,000	70	3,234	Y	92.4%
$937,260	131	6,500	Y	99.9%
$662,400	92	4,600	Y	100.0%
$720,000	100	5,000	Y	100.0%
$315,936	44	4,388	Y	100.0%
$32,289,804	**4,490**	**159,741**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB8200	OS	14820	14,820	14,820	111	162
1S1E02BC1000	IG1	8000	8,000	10,000	90	142
1S1E02BC1400	EX	21000	28,000	28,000	87	140
1S1E02BC1500	EX	8689	8,689	8,689	75	123
1S1E02BC1600	EX	15000	20,000	20,000	87	139
1S1E02BC1900	EX	6750	9,000	9,000	87	142
1S1E02BC1900	IG1	16000	16,000	20,000	90	145
1S1E02BC2200	IG1	10320	10,320	12,900	90	143
1S1E02BC2700	IG1	16000	16,000	20,000	90	134
1S1E02BD6600	IG1	4000	4,000	5,000	90	132
1S1E02BD7200	IG1	8,000	8,000	10,000	90	134
1S1E02BD7201	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AA5000	IG1	7,222	7,222	9,028	90	134
1S1E03AA5200	IG1	15,360	15,360	19,200	90	133
1S1E03AA5700	IG1	15,999	15,999	19,999	90	126
1S1E03AD200	IG1	6,900	9,200	9,200	87	131
1S1E03AD200	IG1	13,120	13,120	16,400	90	134
1S1E03AD600	IG1	8,000	8,000	10,000	90	127
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	96	-66	66	<Null>	88,920	<Null>	88,920
90	101	-41	41	<Null>	24,000	<Null>	24,000
48	94	-46	46	<Null>	84,000	<Null>	84,000
75	94	-29	29	<Null>	26,067	<Null>	26,067
48	95	-44	44	<Null>	60,000	<Null>	60,000
48	100	-42	42	<Null>	27,000	<Null>	27,000
90	102	-43	43	<Null>	48,000	<Null>	48,000
90	105	-38	38	<Null>	30,960	<Null>	30,960
90	115	-19	19	<Null>	32,000	<Null>	32,000
90	122	-10	10	<Null>	4,000	<Null>	4,000
90	126	-8	8	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	129	-6	6	<Null>	8,000	<Null>	8,000
90	91	-43	43	<Null>	21,666	<Null>	21,666
90	89	-44	44	<Null>	46,080	<Null>	46,080
90	74	-52	52	<Null>	63,996	<Null>	63,996
48	91	-40	40	<Null>	20,700	<Null>	20,700
90	89	-45	45	<Null>	52,480	<Null>	52,480
90	81	-46	46	<Null>	32,000	<Null>	32,000
							685,869

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$3,201,120	445	281	Y	1.9%
$864,000	120	10,000	Y	100.0%
$3,024,000	420	28,000	Y	100.0%
$938,412	131	8,689	Y	100.0%
$2,160,000	300	13,346	Y	66.7%
$972,000	135	9,000	Y	100.0%
$1,728,000	240	20,000	Y	100.0%
$1,114,560	155	12,900	Y	100.0%
$1,152,000	160	20,000	Y	100.0%
$144,000	20	5,000	Y	100.0%
$288,000	40	7,369	Y	73.7%
$288,000	40	9,775	Y	97.7%
$288,000	40	557	Y	5.6%
$779,976	109	1,787	Y	19.8%
$1,658,880	231	5,802	Y	30.2%
$2,303,856	320	6,933	Y	34.7%
$745,200	104	9,200	Y	100.0%
$1,889,280	263	16,400	Y	100.0%
$1,152,000	160	10,000	Y	100.0%
$24,691,284	**3,433**	**195,039**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BC4600	IG1	4000	4,000	5,000	90	150
1S1E02BC4700	IG1	8000	8,000	10,000	90	150
1S1E02BC4800	IG1	4000	4,000	5,000	90	149
1S1E02BC4900	IG1	8000	8,000	10,000	90	146
1S1E02BC5100	IG1	8000	8,000	10,000	90	146
1S1E02BC5400	IG1	6400	6,400	8,000	90	142
1S1E02BC6000	IG1	8000	8,000	10,000	90	136
1S1E02BD10900	IG1	8000	8,000	10,000	90	135
1S1E02BD7200	IG1	8000	8,000	10,000	90	134
1S1E02BD7201	IG1	8000	8,000	10,000	90	135
1S1E02BD7300	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AD1701	IG1	18,214	18,214	54,502	64	97
1S1E03AD2900	IG1	13,522	13,522	16,903	90	139
1S1E03AD3600	IG1	26,229	26,229	80,545	64	98
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	106	-44	44	<Null>	12,000	<Null>	12,000
90	105	-45	45	<Null>	24,000	<Null>	24,000
90	105	-44	44	<Null>	12,000	<Null>	12,000
90	108	-38	38	<Null>	24,000	<Null>	24,000
90	110	-36	36	<Null>	24,000	<Null>	24,000
90	114	-28	28	<Null>	12,800	<Null>	12,800
90	121	-15	15	<Null>	16,000	<Null>	16,000
90	124	-11	11	<Null>	8,000	<Null>	8,000
90	128	-6	6	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
64	70	-27	27	<Null>	36,428	<Null>	36,428
90	92	-47	47	<Null>	54,088	<Null>	54,088
64	69	-29	29	<Null>	78,687	<Null>	78,687
							334,003

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$432,000	60	5,000	Y	100.0%
$864,000	120	10,000	Y	100.0%
$432,000	60	5,000	Y	100.0%
$864,000	120	10,000	Y	100.0%
$864,000	120	10,000	Y	100.0%
$460,800	64	8,000	Y	100.0%
$576,000	80	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$1,311,408	183	29,358	Y	53.9%
$1,947,168	271	16,903	Y	100.0%
$2,832,732	394	25,984	Y	32.3%
$12,024,108	**1,672**	**180,246**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CA14000	IG1	2200	2,200	2,750	90	138
1S1E02CA17100	IG1	2000	2,000	2,500	90	136
1S1E02CA17300	IG1	3600	3,600	4,500	90	136
1S1E02CB2700	IG1	22400	22,400	28,000	90	149
1S1E02CB2900	IG1	2000	2,000	2,500	90	146
1S1E02CB3400	IG1	4940	4,940	6,175	90	142
1S1E02CB3900	IG1	7600	7,600	9,500	90	151
1S1E02CB4400	IG1	8000	8,000	10,000	90	154
1S1E02CB500	IG1	8000	8,000	10,000	90	140
1S1E02CB8700	IG1	4000	4,000	5,000	90	162
1S1E02CB8800	IG1	4,000	4,000	5,000	90	161
1S1E02CB9000	EX	8,551	8,551	8,551	111	178
1S1E02CB9100	EX	9,500	9,500	9,500	111	175
1S1E02CB9200	EX	10,000	10,000	10,000	111	180
1S1E02CB9300	EX	8,999	8,999	8,999	111	181
1S1E02CB9400	IG1	8,000	8,000	10,000	90	160
1S1E03AD6100	IG1	7,600	7,600	9,500	90	133
1S1E03AD7100	IG1	10,719	10,719	13,399	90	125
1S1E03DA100	IG1	6,080	6,080	7,600	90	151
1S1E03DA1000	IG1	554	554	692	90	127
1S1E03DA1100	IG1	5,319	5,319	6,649	90	127
1S1E03DA200	IG1	3,101	3,101	3,876	90	159
1S1E03DA300	IG1	3,299	3,299	4,124	90	155
1S1E03DA400	IG1	8,000	8,000	10,000	90	151
1S1E03DA500	IG1	4,216	4,216	5,270	90	148
1S1E03DA600	IG1	3,384	3,384	4,230	90	146
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	136	-2	2	<Null>	2,200	<Null>	2,200
90	136	0	0	<Null>	2,000	<Null>	2,000
90	136	0	0	<Null>	3,600	<Null>	3,600
90	128	-21	21	<Null>	44,800	<Null>	44,800
90	128	-18	18	<Null>	4,000	<Null>	4,000
90	127	-15	15	<Null>	4,940	<Null>	4,940
90	119	-32	32	<Null>	22,800	<Null>	22,800
90	120	-34	34	<Null>	24,000	<Null>	24,000
90	133	-7	7	<Null>	8,000	<Null>	8,000
90	116	-46	46	<Null>	16,000	<Null>	16,000
90	115	-46	46	<Null>	16,000	<Null>	16,000
111	111	-67	67	<Null>	51,306	<Null>	51,306
111	110	-65	65	<Null>	57,000	<Null>	57,000
111	110	-70	70	<Null>	60,000	<Null>	60,000
111	112	-69	69	<Null>	53,994	<Null>	53,994
90	112	-48	48	<Null>	32,000	<Null>	32,000
90	101	-32	32	<Null>	22,800	<Null>	22,800
90	80	-45	45	<Null>	42,876	<Null>	42,876
90	107	-44	44	<Null>	18,240	<Null>	18,240
90	92	-35	35	<Null>	1,662	<Null>	1,662
90	93	-34	34	<Null>	15,957	<Null>	15,957
90	107	-52	52	<Null>	12,404	<Null>	12,404
90	107	-48	48	<Null>	13,196	<Null>	13,196
90	105	-46	46	<Null>	32,000	<Null>	32,000
90	105	-43	43	<Null>	12,648	<Null>	12,648
90	105	-41	41	<Null>	10,152	<Null>	10,152
							584,575

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$79,200	11	2,750	Y	100.0%
$72,000	10	2,500	Y	100.0%
$129,600	18	1,316	Y	29.3%
$1,612,800	224	1,840	Y	6.6%
$144,000	20	2,500	Y	100.0%
$177,840	25	6,175	Y	100.0%
$820,800	114	9,500	Y	100.0%
$864,000	120	10,000	Y	100.0%
$288,000	40	9,192	Y	91.9%
$576,000	80	4,642	Y	92.8%
$576,000	80	5,000	Y	100.0%
$1,847,016	257	8,551	Y	100.0%
$2,052,000	285	9,500	Y	100.0%
$2,160,000	300	10,000	Y	100.0%
$1,943,784	270	8,999	Y	100.0%
$1,152,000	160	5,427	Y	54.3%
$820,800	114	9,500	Y	100.0%
$1,543,536	215	13,399	Y	100.0%
$656,640	92	7,600	Y	100.0%
$59,832	9	660	Y	95.3%
$574,452	80	400	Y	6.0%
$446,544	63	3,876	Y	100.0%
$475,056	66	4,124	Y	100.0%
$1,152,000	160	9,978	Y	99.8%
$455,328	64	5,270	Y	100.0%
$365,472	51	4,230	Y	100.0%
$21,044,700	**2,928**	**156,928**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E03CB400	CX	20000	40,000	34,240	63	186
1S1E03DD300	IG1	13500	53,500	55,243	224	271
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
24	148	-38	24	14	40,000	80,000	120,000
182	227	-44	44	<Null>	54,000	<Null>	54,000
							174,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$4,320,000	600	2,666	Y	7.8%
$1,944,000	270	55,243	Y	100.0%
$6,264,000	**870**	**57,909**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC4800	IG1	9724	9,724	12,155	90	158
1S1E02CC5000	IG1	1226	1,226	1,532	90	157
1S1E02CC5100	IG1	4047	4,047	5,059	90	157
1S1E02CC6800	IG1	2400	2,400	3,000	90	156
1S1E02CC7100	IG1	4000	4,000	5,000	90	155
1S1E02CC7200	IG1	1800	1,800	2,250	90	153
1S1E02CC7600	IG1	20000	20,000	52,236	98	146
1S1E02CC7700	IG1	20000	20,000	114,096	98	145
1S1E02CD10000	IG1	3193	3,193	3,991	90	149
1S1E02CD10100	IG1	665	665	831	90	147
1S1E02CD10200	IG1	7,065	7,065	8,832	90	149
1S1E02CD14200	IG1	8,000	8,000	10,000	90	144
1S1E02CD9600	IG1	5,334	5,334	6,667	90	151
1S1E02CD9700	IG1	2,666	2,666	3,333	90	151
1S1E02CD9900	IG1	2,332	2,332	2,915	90	147
1S1E03D300	IG1	45,000	45,000	305,148	112	150
1S1E03DD200	EG2	53,000	53,000	122,697	84	124
1S1E03DD300	IG1	13,500	53,500	55,243	224	271
1S1E03DD500	EG2	14,000	25,900	44,682	182	218
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	113	-45	45	<Null>	38,896	<Null>	38,896
90	111	-46	46	<Null>	4,904	<Null>	4,904
90	111	-46	46	<Null>	16,188	<Null>	16,188
90	118	-38	38	<Null>	7,200	<Null>	7,200
90	119	-36	36	<Null>	12,000	<Null>	12,000
90	119	-34	34	<Null>	5,400	<Null>	5,400
98	112	-34	34	<Null>	60,000	<Null>	60,000
98	109	-36	36	<Null>	60,000	<Null>	60,000
90	125	-24	24	<Null>	6,386	<Null>	6,386
90	124	-23	23	<Null>	1,330	<Null>	1,330
90	123	-26	26	<Null>	14,130	<Null>	14,130
90	126	-18	18	<Null>	16,000	<Null>	16,000
90	128	-23	23	<Null>	10,668	<Null>	10,668
90	128	-23	23	<Null>	5,332	<Null>	5,332
90	126	-21	21	<Null>	4,664	<Null>	4,664
112	74	-76	76	<Null>	270,000	<Null>	270,000
84	74	-50	50	<Null>	265,000	<Null>	265,000
182	88	-183	183	<Null>	189,000	<Null>	189,000
140	93	-125	125	<Null>	154,000	<Null>	154,000
							1,141,098

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,400,256	195	12,155	Y	100.0%
$176,544	25	1,532	Y	100.0%
$582,768	81	5,059	Y	100.0%
$259,200	36	3,000	Y	100.0%
$432,000	60	5,000	Y	100.0%
$194,400	27	2,250	Y	100.0%
$2,160,000	300	10,590	Y	20.3%
$2,160,000	300	1,500	Y	1.3%
$229,896	32	3,362	Y	84.2%
$47,880	7	599	Y	72.1%
$508,680	71	8,832	Y	100.0%
$576,000	80	5,226	Y	52.3%
$384,048	54	6,667	Y	100.0%
$191,952	27	3,333	Y	100.0%
$167,904	24	163	Y	5.6%
$9,720,000	1,350	91,581	Y	30.0%
$9,540,000	1,325	101,314	Y	82.6%
$6,804,000	945	53,730	Y	97.3%
$5,544,000	770	1,613	Y	3.6%
$41,079,528	**5,709**	**317,508**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC4800	IG1	9724	9,724	12,155	90	158
1S1E02CC5000	IG1	1226	1,226	1,532	90	157
1S1E02CC5100	IG1	4047	4,047	5,059	90	157
1S1E02CC6000	IG1	47100	47,100	74,713	56	102
1S1E02CC6800	IG1	2400	2,400	3,000	90	156
1S1E02CC7100	IG1	4000	4,000	5,000	90	155
1S1E02CC7200	IG1	1800	1,800	2,250	90	153
1S1E02CC7600	IG1	20000	20,000	52,236	98	146
1S1E02CC7700	IG1	20000	20,000	114,096	98	145
1S1E02CD10000	IG1	3193	3,193	3,991	90	149
1S1E02CD10100	IG1	665	665	831	90	147
1S1E02CD10200	IG1	7,065	7,065	8,832	90	149
1S1E02CD9600	IG1	5,334	5,334	6,667	90	151
1S1E02CD9700	IG1	2,666	2,666	3,333	90	151
1S1E02CD9900	IG1	2,332	2,332	2,915	90	147
1S1E03D300	IG1	45,000	45,000	305,148	112	150
1S1E03DD200	EG2	53,000	53,000	122,697	84	124
1S1E03DD300	IG1	13,500	53,500	55,243	224	271
1S1E03DD500	EG2	14,000	25,900	44,682	182	218
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	110	-48	48	<Null>	38,896	<Null>	38,896
90	108	-49	49	<Null>	4,904	<Null>	4,904
90	109	-48	48	<Null>	16,188	<Null>	16,188
56	99	-3	3	<Null>	47,100	<Null>	47,100
90	115	-41	41	<Null>	7,200	<Null>	7,200
90	116	-39	39	<Null>	12,000	<Null>	12,000
90	116	-37	37	<Null>	5,400	<Null>	5,400
98	109	-37	37	<Null>	60,000	<Null>	60,000
98	100	-45	45	<Null>	80,000	<Null>	80,000
90	122	-27	27	<Null>	6,386	<Null>	6,386
90	121	-26	26	<Null>	1,330	<Null>	1,330
90	120	-29	29	<Null>	14,130	<Null>	14,130
90	125	-26	26	<Null>	10,668	<Null>	10,668
90	125	-26	26	<Null>	5,332	<Null>	5,332
90	122	-25	25	<Null>	4,664	<Null>	4,664
112	72	-78	78	<Null>	270,000	<Null>	270,000
84	71	-53	53	<Null>	265,000	<Null>	265,000
182	85	-186	186	<Null>	189,000	<Null>	189,000
140	86	-132	132	<Null>	154,000	<Null>	154,000
							1,192,198

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,400,256	195	8,773	Y	72.2%
$176,544	25	1,532	Y	100.0%
$582,768	81	5,059	Y	100.0%
$1,695,600	236	74,713	Y	100.0%
$259,200	36	3,000	Y	100.0%
$432,000	60	5,000	Y	100.0%
$194,400	27	2,250	Y	100.0%
$2,160,000	300	31,781	Y	60.8%
$2,880,000	400	31,965	Y	28.0%
$229,896	32	3,991	Y	100.0%
$47,880	7	831	Y	100.0%
$508,680	71	8,832	Y	100.0%
$384,048	54	6,667	Y	100.0%
$191,952	27	3,333	Y	100.0%
$167,904	24	2,915	Y	100.0%
$9,720,000	1,350	21,003	Y	6.9%
$9,540,000	1,325	120,398	Y	98.1%
$6,804,000	945	41,463	Y	75.1%
$5,544,000	770	30,198	Y	67.6%
$42,919,128	**5,965**	**403,702**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E10AA500	IH	11000	21,101	124,096	168	208
1S1E11BA7200	IG1	12500	40,000	89,364	168	213
1S1E11BB3801	IG1	16000	16,000	108,949	112	163
1S1E11BB4900	IG1	13520	13,520	16,900	60	127
1S1E11BB5200	IG1	28446	28,446	35,557	60	136
1S1E11BB5700	IH	13954	13,954	17,443	90	147
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
84	104	-104	104	<Null>	88,000	<Null>	88,000
126	142	-71	71	<Null>	75,000	<Null>	75,000
112	129	-34	34	<Null>	48,000	<Null>	48,000
60	120	-7	7	<Null>	13,520	<Null>	13,520
60	121	-15	15	<Null>	28,446	<Null>	28,446
90	114	-33	33	<Null>	41,862	<Null>	41,862
							294,828

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$3,168,000	440	70,018	Y	56.4%
$2,700,000	375	17,927	Y	20.1%
$1,728,000	240	34,670	Y	31.8%
$486,720	68	16,900	Y	100.0%
$1,024,056	143	9,679	Y	27.2%
$1,507,032	210	2,185	Y	12.5%
$10,613,808	**1,476**	**151,378**		

Scenic Resources ESEE - Economic Analysis Results (updated 06-01-16)

			Scenario 1a - Existing Zoning & 510-3			Scenario 1b - Existing Comp Plan [1]			Scenario 2 - Proposed Zoning & 510-3			
VP	**Location**	**Focal Features**	**Square Feet of Conflict with View Corridor [2]**	**Lost Value with View Corridord [3]**	**Lost Jobs within View Corridor [3]**	**Square Feet of Conflict with View Corridor [2]**	**Lost Value with View Corridord [3]**	**Lost Jobs within View Corridor [3]**	**Square Feet of Conflict with View Corridor [2]**	**Lost Value with View Corridord [3]**	**Lost Jobs within View Corridor [3]**	**Notes**
Views Proposed for Protection												
N04	*Lillis Albina Park*	*Central City*							60,000	$2,160,000	300	The proposed heights are taller than existing. Scenario 2 is based on rezoning some IG1 sites to EX and adjusting the view corridor slightly.
NE01c	*I-84 Overpass (bike/ped)*	*Central City*							451,455	$16,252,380	2,261	The proposed heights are taller than existing. Scenario 2 is compared against not protecting the view.
SW02	*Washington Park - Lewis and Clark Monument*	*Mt Hood*										No BLI conflicts with entitled height [4]
SW04	*Rose Garden - Telescopes*	*Mt Hood*										No BLI conflicts with entitled height [4]
SWJ14a	*Jefferson St Overpass*	*Vista Bridge*							20,846	$750,445	105	The proposed heights are taller than existing. Scenario 2 is compared against not protecting the view.
SW15	*Vista Bridge*	*Mt Hood*										No BLI conflicts with entitled height [4]
SW16	*SW Vista Ave*	*Mt St Helens*										No BLI conflicts with entitled height [4]
SW17a	**Salmon Springs**	**Mt Hood**	334,003	$12,024,108	1,672	699,315	$25,175,340	3,498	643,515	$23,166,540	3,219	Has not been adjusted based on changes to the Historic District
SW24	*Upper Hall*	**Mt St Helens Mt Adams**										No BLI conflicts with entitled height. [4] While this is an existing viewpoint, the only height limits are views of Mt Hood.
SW31	*SW Cardinell*	*Mt St Helens*										No BLI conflicts with entitled height [4]
SW46	**Tilikum Crossing - West**	**Mt Hood**	294,828	$10,613,808	1,476				218,168	$7,854,048	1,093	BLI conflicts are with IG1 sites and one site that went from IG1 to EX; however the proposed height limit on the EX lot is 100ft.
SW49	*SW Terwilliger Blvd*	*Mt St Helens*										No BLI conflicts with entitled height [4]
SW50	*SW Terwilliger Blvd*	*Mt St Helens*										No BLI conflicts with entitled height [4]
SW55	*OHSU Viewing Platform*	*Mt Hood Mt St Helens*										No BLI conflicts with entitled height [4]
SW56	**OHSU Tram - North**	**Mt Hood Mt St Helens**										No BLI conflicts with entitled height [4]
SW61	**OHSU Tram - South**	**Mt Hood Mt St Helens**										No BLI conflicts with entitled height [4]
SW64	*SW Terwilliger Blvd*	*Mt St Helens*										No BLI conflicts with entitled height [4]
Views Evaluated for Comparison (NOT proposed for protection)												
NW14	**Broadway Bridge**	**Mt Hood**	2,686,998	$96,731,928	13,441	2,686,998	$96,731,928	13,441	2,607,772	$93,879,792	13,044	
SE07	**Morrison Bridge**	**Mt Hood**	278,582	$10,028,952	1,387	437,537	$15,751,332	2,192	437,537	$15,751,332	2,192	
SE21	**Tilikum Crossing - East**	**Mt Hood**	223,000	$8,028,000	1,115				223,000	$8,028,000	1,115	BLI conflicts are only with IG1 sites.
SW01	**Greenway Trail at SW Ankeny**	**Mt Hood**	896,939	$32,289,804	4,490	966,497	$34,792,812	4,837	986,467	$35,512,812	4,937	
SW11	**Greenway Trail at SW Morrison**	**Mt Hood**	685,896	$24,691,284	3,433	886,694	$31,920,984	4,436	838,994	$30,203,784	4,197	
SW13	*SW Vista Ave*	*Mt St Helens*										No BLI conflicts with entitled height [4]
SW26	**Hawthorne Bridge**	**Mt Hood**	584,575	$21,044,700	2,928	700,441	$35,214,796	3,506	743,279	$26,758,044	3,720	
SW34	**Lovejoy Fountain**	**Mt Hood**	174,000	$6,264,000	870				174,000	$6,264,000	870	
SW33	*SW Rivington Dr*	*Mt Hood*										No BLI conflicts with entitled height [4]
SW36	**Greenway Trail - Montgomery St Gardents**	**Mt Hood**	1,141,098	$41,079,528	5,709				981,598	$35,337,528	4,912	View does not cross IG1(EX) sites. View in Southern Triangle that is BZ is set at 200ft. In the Proposed Draft, an area that was BZ now has a 100ft entitled height limit.
SW38	**Greenway Trail - Pedestrian Trail**	**Mt Hood**	1,192,198	$42,919,128	5,965				1,026,698	$36,961,128	5,138	View does not cross IG1(EX) sites. View in Southern Triangle that is BZ is set at 200ft. In the Proposed Draft, an area that was BZ now has a 100ft entitled height limit.

BOLD = New view. The viewpoint may have been protected previously but the view itself was never protected (no height limits applied).

Italicized = Existing view with existing protections in the form of height limits. The proposal may alter the protections.

[1] The difference between Scenario 1a and 1b are sites in the Central Eastside zoned IG1 with a Comp Plan desiganation of EX. Those sites are treated like EX in 1b.

[2] 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.

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

[4] The economic analysis is based on comparing BLI sites with height on existing 510-3 and proposed 510-3 maps and the view corridors. There may be views with BLI conflicts based on the 510-4 map, which is why they are proposed for protection.

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BC4600	EX	5,000	5,000	5,000	111	171
1S1E02BC4700	EX	10,000	10,000	10,000	111	171
1S1E02BC4800	EX	5,000	5,000	5,000	111	170
1S1E02BC4900	IG1	8,000	8,000	10,000	90	146
1S1E02BC5100	IG1	8,000	8,000	10,000	90	146
1S1E02BC5400	IG1	6,400	6,400	8,000	90	142
1S1E02BC6000	IG1	8,000	8,000	10,000	90	136
1S1E02BD10900	IG1	8,000	8,000	10,000	90	135
1S1E02BD7200	IG1	8,000	8,000	10,000	90	134
1S1E02BD7201	IG1	8,000	8,000	10,000	90	135
1S1E02BD7300	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AD1701	IG1	18,214	18,214	54,502	64	97
1S1E03AD2900	EX	16,200	36,000	36,000	100	149
1S1E03AD3600	IG1	26,229	26,229	80,545	64	98
1S1E03AD5500	IG1	28,800	28,800	36,001	90	143
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	106	-65	65	<Null>	30,000	<Null>	30,000
111	105	-66	66	<Null>	60,000	<Null>	60,000
111	105	-65	65	<Null>	30,000	<Null>	30,000
90	108	-38	38	<Null>	24,000	<Null>	24,000
90	110	-36	36	<Null>	24,000	<Null>	24,000
90	114	-28	28	<Null>	12,800	<Null>	12,800
90	121	-15	15	<Null>	16,000	<Null>	16,000
90	124	-11	11	<Null>	8,000	<Null>	8,000
90	128	-6	6	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
64	70	-27	27	<Null>	36,428	<Null>	36,428
61	92	-57	57	<Null>	81,000	<Null>	81,000
64	69	-29	29	<Null>	78,687	<Null>	78,687
90	93	-50	50	<Null>	115,200	<Null>	115,200
							548,115

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$1,080,000	150	5,000	Y	100.0%	30000.08	$1,080,002.98	150.0004
$2,160,000	300	10,000	Y	100.0%	60000	$2,160,000.07	300
$1,080,000	150	5,000	Y	100.0%	29999.94	$1,079,997.87	149.9997
$864,000	120	10,000	Y	100.0%	24000.01	$864,000.23	120
$864,000	120	10,000	Y	100.0%	24000.03	$864,001.02	120.0001
$460,800	64	8,000	Y	100.0%	12800.01	$460,800.54	64.00007
$576,000	80	10,000	Y	100.0%	15999.99	$575,999.80	79.99997
$288,000	40	10,000	Y	100.0%	8000.011	$288,000.39	40.00005
$288,000	40	10,000	Y	100.0%	7999.998	$287,999.92	39.99999
$288,000	40	10,000	Y	100.0%	7999.997	$287,999.89	39.99999
$288,000	40	10,000	Y	100.0%	7999.996	$287,999.85	39.99998
$288,000	40	10,000	Y	100.0%	8000.003	$288,000.12	40.00002
$1,311,408	183	29,358	Y	53.9%	19622.29	$706,402.55	98.57471
$2,916,000	405	36,000	Y	100.0%	80999.99	$2,915,999.81	405
$2,832,732	394	25,984	Y	32.3%	25385.07	$913,862.64	127.1076
$4,147,200	576	16,996	Y	47.2%	54385.67	$1,957,884.24	271.9284
$19,732,140	**2,742**	**216,339**			**417193.1**	**$15,018,951.91**	**2086.611**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E27DC5900	EX	10,000	40,000	104,179	147	242

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
108	178	-64	64	<Null>	60,000	<Null>	60,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$2,160,000	300	30,532	Y	29.3%	17584.57	$633,044.37	87.92283

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1000	EX	8,481	8,481	8,481	111	176
1N1E34DA1100	IG1	2,742	2,742	3,427	90	148
1N1E34DA1101	IG1	386	386	483	90	142
1N1E34DA1200	IG1	14,113	14,113	17,641	90	133
1N1E34DA2602	EX	11,900	11,900	11,900	111	155
1N1E34DA2800	EX	20,528	45,617	45,617	195	236
1N1E34DA800	EX	6,053	6,053	6,053	111	181
1N1E35CB3400	EX	5,855	5,855	5,855	111	183
1N1E35CB500	CX	21,576	28,768	28,768	135	187
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	129	-47	47	<Null>	33,924	<Null>	33,924
90	130	-18	18	<Null>	5,484	<Null>	5,484
90	130	-12	12	<Null>	386	<Null>	386
90	129	-4	4	<Null>	14,113	<Null>	14,113
111	132	-23	23	<Null>	23,800	<Null>	23,800
156	130	-106	106	<Null>	184,752	<Null>	184,752
111	128	-53	53	<Null>	30,265	<Null>	30,265
111	127	-56	56	<Null>	29,275	<Null>	29,275
96	124	-63	63	<Null>	129,456	<Null>	129,456
							451,455

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$1,221,264	170	7,958	Y	93.8%	31830.24	$1,145,888.63	159.5077
$197,424	28	3,427	Y	100.0%	5484	$197,424.00	28
$13,896	2	483	Y	100.0%	385.9986	$13,895.95	1.999993
$508,068	71	17,641	Y	100.0%	14113	$508,068.18	71.00002
$856,800	119	452	Y	3.8%	903.1335	$32,512.81	4.515668
$6,651,072	924	33,079	Y	72.5%	133973	$4,823,029.72	670.0393
$1,089,540	152	4,025	Y	66.5%	20127.42	$724,587.18	101.086
$1,053,900	147	201	Y	3.4%	1006.226	$36,224.13	5.052612
$4,660,416	648	10,914	Y	37.9%	49113.41	$1,768,082.80	245.8402
$16,252,380	**2,261**	**78,180**			**256936.5**	**$9,249,713.39**	**1287.042**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1000	EX	8,481	8,481	8,481	111	176
1N1E34DA1100	IG1	2,742	2,742	3,427	90	148
1N1E34DA2602	EX	11,900	11,900	11,900	111	155
1N1E34DA2800	EX	20,528	45,617	45,617	195	236
1N1E34DA800	EX	6,053	6,053	6,053	111	181
1N1E34DD600	EX	5,516	5,516	5,516	111	155
1N1E34DD601	EX	5,500	5,500	5,500	111	157
1N1E35CB3100	EX	9,000	9,000	9,000	111	187
1N1E35CB3200	EX	9,000	9,000	9,000	111	186
1N1E35CB3300	EX	12,161	12,161	12,161	111	183
1N1E35CB3400	EX	5,855	5,855	5,855	111	183
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	145	-31	31	<Null>	25,443	<Null>	25,443
90	146	-2	2	<Null>	2,742	<Null>	2,742
111	149	-6	6	<Null>	11,900	<Null>	11,900
156	147	-89	89	<Null>	164,224	<Null>	164,224
111	144	-37	37	<Null>	24,212	<Null>	24,212
111	152	-3	3	<Null>	5,516	<Null>	5,516
111	151	-6	6	<Null>	5,500	<Null>	5,500
111	142	-45	45	<Null>	36,000	<Null>	36,000
111	143	-43	43	<Null>	36,000	<Null>	36,000
111	143	-40	40	<Null>	48,644	<Null>	48,644
111	142	-41	41	<Null>	23,420	<Null>	23,420
							383,601

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$915,948	128	8,481	Y	100.0%	25443	$915,947.87	128
$98,712	14	2,987	Y	87.2%	2390.015	$86,040.52	12.20285
$428,400	60	11,900	Y	100.0%	11900	$428,399.91	59.99999
$5,912,064	822	43,570	Y	95.5%	156854.7	$5,646,769.63	785.1141
$871,632	122	6,053	Y	100.0%	24212.01	$871,632.25	122
$198,576	28	120	Y	2.2%	119.7095	$4,309.54	0.607663
$198,000	28	2,042	Y	37.1%	2042.04	$73,513.44	10.39584
$1,296,000	180	7,107	Y	79.0%	28429.43	$1,023,459.55	142.1472
$1,296,000	180	658	Y	7.3%	2630.26	$94,689.37	13.1513
$1,751,184	244	10,647	Y	87.6%	42588.33	$1,533,179.81	213.6245
$843,120	118	5,855	Y	100.0%	23420.01	$843,120.50	118.0001
$13,809,636	**1,924**	**99,420**			**320029.5**	**$11,521,062.39**	**1605.243**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34AA3001	CX	42,521	51,515	59,445	238	353
1N1E34AA3600	CX	7,456	7,456	7,456	147	251
1N1E34AA3800	CX	17,152	38,116	38,116	250	348
1N1E34AB400	<Null>	20,000	50,000	164,223	100	162
1N1E35BC1000	CX	8,700	8,700	8,700	147	265
1N1E35BC1100	CX	8,700	8,700	8,700	147	261
1N1E35BC1201	CX	5,995	5,995	5,995	147	269
1N1E35BC2200	CX	6,600	6,600	6,600	111	232
1N1E35BC2300	CX	15,000	20,000	20,000	135	252
1N1E35BC2400	CX	17,100	38,001	38,001	195	303
1N1E35BC2500	CX	5,850	5,850	5,850	111	214
1N1E35BC2600	CX	8,100	8,100	8,100	111	208
1N1E35BC2700	CX	15,188	20,250	20,250	135	231
1N1E35BC500	CX	12,654	19,000	19,000	195	322
1N1E35BC600	CX	12,654	19,000	19,000	195	317
1N1E35BC700	CX	11,988	18,000	18,000	195	315
1N1E35BC800	CX	11,988	18,000	18,000	195	307
1N1E35BC900	CX	14,974	33,276	33,276	250	358
1N1E35BD1000	IG1	6,000	6,000	7,500	90	208
1N1E35BD900	IG1	4,570	4,570	5,713	90	208
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
196	161	-192	192	<Null>	680,336	<Null>	680,336
147	159	-92	92	<Null>	59,648	<Null>	59,648
211	154	-194	194	<Null>	291,584	<Null>	291,584
66	122	-40	40	<Null>	80,000	<Null>	80,000
147	175	-90	90	<Null>	69,600	<Null>	69,600
147	175	-86	86	<Null>	69,600	<Null>	69,600
147	176	-93	93	<Null>	47,960	<Null>	47,960
111	183	-49	49	<Null>	33,000	<Null>	33,000
96	181	-71	71	<Null>	90,000	<Null>	90,000
156	176	-127	127	<Null>	188,100	<Null>	188,100
111	173	-41	41	<Null>	23,400	<Null>	23,400
111	171	-37	37	<Null>	32,400	<Null>	32,400
96	173	-58	58	<Null>	75,940	<Null>	75,940
156	174	-148	148	<Null>	164,502	<Null>	164,502
156	174	-143	143	<Null>	151,848	<Null>	151,848
156	169	-146	146	<Null>	155,844	<Null>	155,844
156	169	-138	138	<Null>	143,856	<Null>	143,856
211	170	-188	188	<Null>	239,584	<Null>	239,584
90	201	-7	7	<Null>	6,000	<Null>	6,000
90	198	-10	10	<Null>	4,570	<Null>	4,570
							2,607,772

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$24,492,096	3,402	1,693	Y	2.8%	19375.48	$697,517.38	96.88653
$2,147,328	299	2,875	Y	38.6%	23001.13	$828,040.55	115.2987
$10,497,024	1,458	10,243	Y	26.9%	78357.6	$2,820,873.65	391.8095
$2,880,000	400	68,750	Y	41.9%	33491.32	$1,205,687.53	167.4566
$2,505,600	348	8,700	Y	100.0%	69599.98	$2,505,599.19	347.9999
$2,505,600	348	8,700	Y	100.0%	69599.95	$2,505,598.26	347.9998
$1,726,560	240	5,995	Y	100.0%	47960.01	$1,726,560.26	240
$1,188,000	165	6,600	Y	100.0%	33000.01	$1,188,000.49	165.0001
$3,240,000	450	20,000	Y	100.0%	89999.97	$3,239,998.90	449.9998
$6,771,600	941	29,587	Y	77.9%	146456.2	$5,272,421.92	732.6701
$842,400	117	5,841	Y	99.8%	23363.94	$841,101.77	116.8197
$1,166,400	162	4,367	Y	53.9%	17468.78	$628,875.98	87.34389
$2,733,840	380	1,062	Y	5.2%	3981.894	$143,348.17	19.9252
$5,922,072	823	17,343	Y	91.3%	150159.7	$5,405,747.67	751.2456
$5,466,528	760	19,000	Y	100.0%	151848.1	$5,466,530.37	760.0003
$5,610,384	780	18,000	Y	100.0%	155844	$5,610,384.32	780
$5,178,816	720	18,000	Y	100.0%	143856	$5,178,816.20	720
$8,625,024	1,198	33,276	Y	100.0%	239583.9	$8,625,019.82	1197.999
$216,000	30	2,275	Y	30.3%	1819.988	$65,519.56	9.099938
$164,520	23	5,713	Y	100.0%	4570.015	$164,520.55	23.00008
$93,879,792	**13,044**	**288,021**			**1503338**	**$54,120,162.55**	**7520.555**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB6100	EX	14,611	32,470	32,470	195	243
1S1E02BB7900	EX	10,000	10,000	10,000	111	162
1S1E02BB8000	EX	9,000	9,000	9,000	111	164
1S1E02BB8100	EX	9,000	9,000	9,000	111	163
1S1E02BB8200	EX	14,820	14,820	14,820	111	162
1S1E03AA3700	IG1	14,539	14,539	18,174	90	123
1S1E03AA4600	EX	10,000	10,000	10,000	111	147
1S1E03AA4700	EX	10,000	10,000	10,000	111	150
1S1E03AA4800	EX	5,000	5,000	5,000	111	143
1S1E03AA4900	EX	11,000	11,000	11,000	111	151
1S1E03AA5000	EX	9,028	9,028	9,028	111	155
1S1E03AA5100	EX	4,622	4,622	4,622	111	153
1S1E03AA5200	EX	12,787	19,200	19,200	147	190
1S1E03AA6000	IG1	8,804	8,804	11,005	90	125
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
156	139	-104	104	<Null>	131,499	<Null>	131,499
111	142	-20	20	<Null>	20,000	<Null>	20,000
111	140	-24	24	<Null>	27,000	<Null>	27,000
111	140	-23	23	<Null>	18,000	<Null>	18,000
111	136	-26	26	<Null>	44,460	<Null>	44,460
90	111	-12	12	<Null>	14,539	<Null>	14,539
111	129	-18	18	<Null>	20,000	<Null>	20,000
111	129	-21	21	<Null>	20,000	<Null>	20,000
111	131	-12	12	<Null>	10,000	<Null>	10,000
111	131	-20	20	<Null>	22,000	<Null>	22,000
111	132	-23	23	<Null>	18,056	<Null>	18,056
111	130	-23	23	<Null>	9,244	<Null>	9,244
108	130	-60	60	<Null>	63,935	<Null>	63,935
90	110	-15	15	<Null>	8,804	<Null>	8,804
							427,537

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$4,733,964	658	8,060	Y	24.8%	32640.75	$1,175,066.97	163.3291
$720,000	100	10,000	Y	100.0%	20000.03	$720,001.07	100.0001
$972,000	135	9,000	Y	100.0%	26999.99	$971,999.63	134.9999
$648,000	90	9,000	Y	100.0%	18000.01	$648,000.30	90.00004
$1,600,560	223	14,820	Y	100.0%	44460.01	$1,600,560.29	223
$523,404	73	9,777	Y	53.8%	7821.22	$281,563.93	39.27017
$720,000	100	2,967	Y	29.7%	5933.98	$213,623.28	29.6699
$720,000	100	10,000	Y	100.0%	20000.02	$720,000.74	100.0001
$360,000	50	1,018	Y	20.4%	2036.947	$73,330.09	10.18473
$792,000	110	8,467	Y	77.0%	16933.67	$609,611.95	84.66833
$650,016	91	5,685	Y	63.0%	11371.04	$409,357.52	57.30864
$332,784	47	4,622	Y	100.0%	9244.039	$332,785.39	47.0002
$2,301,660	320	7,590	Y	39.5%	25275.8	$909,928.86	126.5075
$316,944	45	2,414	Y	21.9%	1931.561	$69,536.19	9.872812
$15,391,332	**2,142**	**103,422**			**242649.1**	**$8,735,366.19**	**1,215.81**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	<Null>	20,000	20,000	114,096	98	145
1S1E11BA7200	IG1	12,500	40,000	89,364	168	213
1S1E11BB3801	IG1	16,000	16,000	108,949	112	163
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
98	123	-23	23	<Null>	40,000	<Null>	40,000
98	114	-31	31	<Null>	60,000	<Null>	60,000
126	137	-76	76	<Null>	75,000	<Null>	75,000
112	124	-39	39	<Null>	48,000	<Null>	48,000
							223,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$1,440,000	200	1,168	Y	2.2%	894.5247	$32,202.89	4.472624
$2,160,000	300	16,794	Y	14.7%	8831.42	$317,931.10	44.1571
$2,700,000	375	43,123	Y	48.3%	36191.67	$1,302,900.22	180.9584
$1,728,000	240	26,375	Y	24.2%	11620.16	$418,325.65	58.10079
$8,028,000	**1,115**	**87,460**			**57537.77**	**$2,071,359.87**	**287.6889**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DD1800	EX	21,000	28,000	28,000	135	184
1N1E34DD2300	EX	15,000	20,000	20,000	87	131
1N1E34DD2700	IG1	12,560	12,560	15,700	90	126
1N1E35CC10200	IG1	2,000	2,000	2,500	90	161
1N1E35CC3800	EX	4,500	4,500	4,500	111	173
1N1E35CC5800	EX	20,000	20,000	20,000	39	117
1N1E35CC6500	IG1	32,014	32,014	40,018	90	157
1N1E35CC6800	EX	5,009	5,009	5,009	75	134
1N1E35CC6900	EX	5,009	5,009	5,009	75	137
1N1E35CC7000	EX	9,000	9,000	9,000	75	134
1N1E35CC7200	EX	3,250	3,250	3,250	75	126
1N1E35CC7400	EX	4,500	4,500	4,500	75	127
1N1E35CC8500	EX	4,500	4,500	4,500	75	124
1N1E35CC8600	EX	4,500	4,500	4,500	75	127
1N1E35CC8900	EX	10,009	10,009	10,009	75	129
1N1E35CC9000	EX	3,500	3,500	3,500	75	130
1N1E35CC9100	EX	6,509	6,509	6,509	75	132
1N1E35CD11900	IG1	3,680	3,680	4,600	90	174
1N1E35CD12400	IG1	4,000	4,000	5,000	90	169
1N1E35CD8600	EX	4,388	4,388	4,388	39	122
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
96	69	-115	96	19	168,000	56,000	224,000
48	70	-61	48	13	60,000	40,000	100,000
90	65	-61	61	<Null>	62,800	<Null>	62,800
90	93	-68	68	<Null>	10,000	<Null>	10,000
111	80	-93	93	<Null>	36,000	<Null>	36,000
39	97	-20	20	<Null>	40,000	<Null>	40,000
90	85	-72	72	<Null>	160,070	<Null>	160,070
75	82	-52	52	<Null>	25,045	<Null>	25,045
75	82	-55	55	<Null>	25,045	<Null>	25,045
75	80	-54	54	<Null>	45,000	<Null>	45,000
75	78	-48	48	<Null>	16,250	<Null>	16,250
75	77	-50	50	<Null>	22,500	<Null>	22,500
75	78	-46	46	<Null>	18,000	<Null>	18,000
75	81	-46	46	<Null>	18,000	<Null>	18,000
75	84	-45	45	<Null>	40,036	<Null>	40,036
75	83	-47	47	<Null>	14,000	<Null>	14,000
75	83	-49	49	<Null>	32,545	<Null>	32,545
90	108	-66	66	<Null>	18,400	<Null>	18,400
90	104	-65	65	<Null>	20,000	<Null>	20,000
39	102	-20	20	<Null>	8,776	<Null>	8,776
							936,467

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$8,064,000	1,120	11,379	Y	40.6%	91031.99	$3,277,151.82	455.16
$3,600,000	500	17,662	Y	88.3%	88310.97	$3,179,194.79	441.5548
$2,260,800	314	15,225	Y	97.0%	60899.47	$2,192,380.94	304.4974
$360,000	50	2,500	Y	100.0%	10000.01	$360,000.44	50.00006
$1,296,000	180	243	Y	5.4%	1943.86	$69,978.95	9.719299
$1,440,000	200	15,173	Y	75.9%	30345.77	$1,092,447.70	151.7288
$5,762,520	801	40,018	Y	100.0%	160069.8	$5,762,513.68	800.9991
$901,620	126	5,009	Y	100.0%	25045.02	$901,620.84	126.0001
$901,620	126	5,009	Y	100.0%	25045	$901,619.91	126
$1,620,000	225	9,000	Y	100.0%	44999.96	$1,619,998.69	224.9998
$585,000	82	3,250	Y	100.0%	16249.99	$584,999.48	81.99993
$810,000	113	4,500	Y	100.0%	22500.06	$810,001.98	113.0003
$648,000	90	2,060	Y	45.8%	8241.595	$296,697.43	41.20798
$648,000	90	4,500	Y	100.0%	18000	$647,999.85	89.99998
$1,441,296	201	491	Y	4.9%	1962.864	$70,663.09	9.854521
$504,000	70	3,234	Y	92.4%	12935.92	$465,693.20	64.67961
$1,171,620	163	6,500	Y	99.9%	32497.89	$1,169,923.89	162.764
$662,400	92	4,600	Y	100.0%	18400	$662,400.17	92.00002
$720,000	100	5,000	Y	100.0%	19999.99	$719,999.65	99.99995
$315,936	44	4,388	Y	100.0%	8775.994	$315,935.79	43.99997
$33,712,812	**4,687**	**159,741**			**697256.2**	**$25,101,222.30**	**3490.166**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB8200	EX	14,820	14,820	14,820	111	162
1S1E02BC1000	EX	10,000	10,000	10,000	75	127
1S1E02BC1400	EX	21,000	28,000	28,000	87	140
1S1E02BC1500	EX	8,689	8,689	8,689	75	123
1S1E02BC1600	EX	15,000	20,000	20,000	87	139
1S1E02BC1900	EX	21,750	29,000	29,000	87	142
1S1E02BC2200	IG1	10,320	10,320	12,900	90	143
1S1E02BC2700	IG1	16,000	16,000	20,000	90	134
1S1E02BD6600	IG1	4,000	4,000	5,000	90	132
1S1E02BD7200	IG1	8,000	8,000	10,000	90	134
1S1E02BD7201	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AA5000	EX	9,028	9,028	9,028	111	155
1S1E03AA5200	EX	12,787	19,200	19,200	147	190
1S1E03AA5700	IG1	15,999	15,999	19,999	90	126
1S1E03AD200	EX	19,200	25,600	25,600	87	131
1S1E03AD600	IG1	8,000	8,000	10,000	90	127
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	96	-66	66	<Null>	88,920	<Null>	88,920
75	101	-26	26	<Null>	30,000	<Null>	30,000
48	94	-46	46	<Null>	84,000	<Null>	84,000
75	94	-29	29	<Null>	26,067	<Null>	26,067
48	95	-44	44	<Null>	60,000	<Null>	60,000
48	100	-42	42	<Null>	87,000	<Null>	87,000
90	105	-38	38	<Null>	30,960	<Null>	30,960
90	115	-19	19	<Null>	32,000	<Null>	32,000
90	122	-10	10	<Null>	4,000	<Null>	4,000
90	126	-8	8	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	129	-6	6	<Null>	8,000	<Null>	8,000
111	91	-64	64	<Null>	54,168	<Null>	54,168
108	89	-101	101	<Null>	115,083	<Null>	115,083
90	74	-52	52	<Null>	63,996	<Null>	63,996
48	89	-42	42	<Null>	76,800	<Null>	76,800
90	81	-46	46	<Null>	32,000	<Null>	32,000
							808,994

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$3,201,120	445	281	Y	1.9%	1683.401	$60,602.44	8.424579
$1,080,000	150	10,000	Y	100.0%	30000.01	$1,080,000.46	150.0001
$3,024,000	420	28,000	Y	100.0%	84000.05	$3,024,001.88	420.0003
$938,412	131	8,689	Y	100.0%	26067.03	$938,412.92	131.0001
$2,160,000	300	13,346	Y	66.7%	40036.72	$1,441,321.97	200.1836
$3,132,000	435	29,000	Y	100.0%	87000.08	$3,132,002.98	435.0004
$1,114,560	155	12,900	Y	100.0%	30959.95	$1,114,558.32	154.9998
$1,152,000	160	20,000	Y	100.0%	32000.01	$1,152,000.31	160
$144,000	20	5,000	Y	100.0%	3999.998	$143,999.92	19.99999
$288,000	40	7,369	Y	73.7%	5895.441	$212,235.89	29.47721
$288,000	40	9,775	Y	97.7%	7819.682	$281,508.56	39.09841
$288,000	40	557	Y	5.6%	445.2484	$16,028.94	2.226242
$1,950,048	271	1,787	Y	19.8%	10725.06	$386,102.09	53.65697
$4,142,988	576	5,802	Y	30.2%	34776.56	$1,251,956.28	174.0596
$2,303,856	320	6,933	Y	34.7%	22184	$798,623.99	110.9269
$2,764,800	384	25,600	Y	100.0%	76800	$2,764,799.91	384
$1,152,000	160	10,000	Y	100.0%	32000.05	$1,152,001.72	160.0002
$29,123,784	**4,047**	**195,039**			**526393.3**	**$18,950,158.58**	**2633.054**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CA14000	IG1	2,200	2,200	2,750	90	138
1S1E02CA17100	IG1	2,000	2,000	2,500	90	136
1S1E02CA17300	IG1	3,600	3,600	4,500	90	136
1S1E02CB2700	IG1	22,400	22,400	28,000	90	149
1S1E02CB2900	IG1	2,000	2,000	2,500	90	146
1S1E02CB3400	IG1	4,940	4,940	6,175	90	142
1S1E02CB3900	IG1	7,600	7,600	9,500	90	151
1S1E02CB4400	IG1	8,000	8,000	10,000	90	154
1S1E02CB500	IG1	8,000	8,000	10,000	90	140
1S1E02CB8700	IG1	4,000	4,000	5,000	90	162
1S1E02CB8800	IG1	4,000	4,000	5,000	90	161
1S1E02CB9000	EX	8,551	8,551	8,551	111	178
1S1E02CB9100	EX	9,500	9,500	9,500	111	175
1S1E02CB9200	EX	10,000	10,000	10,000	111	180
1S1E02CB9300	EX	8,999	8,999	8,999	111	181
1S1E02CB9400	IG1	8,000	8,000	10,000	90	160
1S1E03AD6100	IG1	7,600	7,600	9,500	90	133
1S1E03AD7100	IG1	10,719	10,719	13,399	90	125
1S1E03DA1000	IG1	554	554	692	90	127
1S1E03DA1100	IG1	5,319	5,319	6,649	90	127
1S1E03DA300	EX	4,124	4,124	4,124	111	176
1S1E03DA400	EX	10,000	10,000	10,000	111	172
1S1E03DA500	EX	5,270	5,270	5,270	111	169
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	136	-2	2	<Null>	2,200	<Null>	2,200
90	136	0	0	<Null>	2,000	<Null>	2,000
90	136	0	0	<Null>	3,600	<Null>	3,600
90	128	-21	21	<Null>	44,800	<Null>	44,800
90	128	-18	18	<Null>	4,000	<Null>	4,000
90	127	-15	15	<Null>	4,940	<Null>	4,940
90	119	-32	32	<Null>	22,800	<Null>	22,800
90	120	-34	34	<Null>	24,000	<Null>	24,000
90	133	-7	7	<Null>	8,000	<Null>	8,000
90	116	-46	46	<Null>	16,000	<Null>	16,000
90	115	-46	46	<Null>	16,000	<Null>	16,000
111	111	-67	67	<Null>	51,306	<Null>	51,306
111	110	-65	65	<Null>	57,000	<Null>	57,000
111	110	-70	70	<Null>	60,000	<Null>	60,000
111	112	-69	69	<Null>	53,994	<Null>	53,994
90	112	-48	48	<Null>	32,000	<Null>	32,000
90	101	-32	32	<Null>	22,800	<Null>	22,800
90	80	-45	45	<Null>	42,876	<Null>	42,876
90	92	-35	35	<Null>	1,662	<Null>	1,662
90	93	-34	34	<Null>	15,957	<Null>	15,957
111	107	-69	69	<Null>	24,744	<Null>	24,744
111	105	-67	67	<Null>	60,000	<Null>	60,000
111	105	-64	64	<Null>	31,620	<Null>	31,620
							602,299

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$79,200	11	2,750	Y	100.0%
$72,000	10	2,500	Y	100.0%
$129,600	18	1,316	Y	29.3%
$1,612,800	224	1,840	Y	6.6%
$144,000	20	2,500	Y	100.0%
$177,840	25	6,175	Y	100.0%
$820,800	114	9,500	Y	100.0%
$864,000	120	10,000	Y	100.0%
$288,000	40	9,192	Y	91.9%
$576,000	80	4,642	Y	92.8%
$576,000	80	5,000	Y	100.0%
$1,847,016	257	8,551	Y	100.0%
$2,052,000	285	9,500	Y	100.0%
$2,160,000	300	10,000	Y	100.0%
$1,943,784	270	8,999	Y	100.0%
$1,152,000	160	5,427	Y	54.3%
$820,800	114	9,500	Y	100.0%
$1,543,536	215	13,399	Y	100.0%
$59,832	9	660	Y	95.3%
$574,452	80	400	Y	6.0%
$890,784	124	4,124	Y	100.0%
$2,160,000	300	9,978	Y	99.8%
$1,138,320	159	5,270	Y	100.0%
$21,682,764	**3,015**	**141,222**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E03CB200	CX	19,365	43,034	43,034	63	156
1S1E03CB400	CX	20,000	40,000	34,240	63	186
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
24	154	-2	2	<Null>	19,365	<Null>	19,365
24	148	-38	24	14	40,000	80,000	120,000
							139,365

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$697,140	97	14,257	Y	33.1%
$4,320,000	600	2,666	Y	7.8%
$5,017,140	**697**	**16,923**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC4800	IG1	9,724	9,724	12,155	90	158
1S1E02CC5000	IG1	1,226	1,226	1,532	90	157
1S1E02CC5100	IG1	4,047	4,047	5,059	90	157
1S1E02CC6800	IG1	2,400	2,400	3,000	90	156
1S1E02CC7100	IG1	4,000	4,000	5,000	90	155
1S1E02CC7200	IG1	1,800	1,800	2,250	90	153
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	<Null>	20,000	20,000	114,096	98	145
1S1E02CD10000	IG1	3,193	3,193	3,991	90	149
1S1E02CD10100	IG1	665	665	831	90	147
1S1E02CD10200	IG1	7,065	7,065	8,832	90	149
1S1E02CD14200	IG1	8,000	8,000	10,000	90	144
1S1E02CD9600	IG1	5,334	5,334	6,667	90	151
1S1E02CD9700	IG1	2,666	2,666	3,333	90	151
1S1E02CD9900	IG1	2,332	2,332	2,915	90	147
1S1E03D300	<Null>	45,000	45,000	305,148	100	138
1S1E03DD200	<Null>	53,000	53,000	122,697	84	124
1S1E03DD300	<Null>	13,500	53,500	55,243	100	147
1S1E03DD500	<Null>	14,000	25,900	44,682	100	136
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	113	-45	45	<Null>	38,896	<Null>	38,896
90	111	-46	46	<Null>	4,904	<Null>	4,904
90	111	-46	46	<Null>	16,188	<Null>	16,188
90	118	-38	38	<Null>	7,200	<Null>	7,200
90	119	-36	36	<Null>	12,000	<Null>	12,000
90	119	-34	34	<Null>	5,400	<Null>	5,400
98	112	-34	34	<Null>	60,000	<Null>	60,000
98	109	-36	36	<Null>	80,000	<Null>	80,000
90	125	-24	24	<Null>	6,386	<Null>	6,386
90	124	-23	23	<Null>	1,330	<Null>	1,330
90	123	-26	26	<Null>	14,130	<Null>	14,130
90	126	-18	18	<Null>	16,000	<Null>	16,000
90	128	-23	23	<Null>	10,668	<Null>	10,668
90	128	-23	23	<Null>	5,332	<Null>	5,332
90	126	-21	21	<Null>	4,664	<Null>	4,664
100	74	-64	64	<Null>	270,000	<Null>	270,000
84	74	-50	50	<Null>	265,000	<Null>	265,000
58	88	-59	58	1	54,000	53,500	107,500
58	93	-43	43	<Null>	56,000	<Null>	56,000
							981,598

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,400,256	195	12,155	Y	100.0%
$176,544	25	1,532	Y	100.0%
$582,768	81	5,059	Y	100.0%
$259,200	36	3,000	Y	100.0%
$432,000	60	5,000	Y	100.0%
$194,400	27	2,250	Y	100.0%
$2,160,000	300	10,590	Y	20.3%
$2,880,000	400	1,500	Y	1.3%
$229,896	32	3,362	Y	84.2%
$47,880	7	599	Y	72.1%
$508,680	71	8,832	Y	100.0%
$576,000	80	5,226	Y	52.3%
$384,048	54	6,667	Y	100.0%
$191,952	27	3,333	Y	100.0%
$167,904	24	163	Y	5.6%
$9,720,000	1,350	91,581	Y	30.0%
$9,540,000	1,325	101,314	Y	82.6%
$3,870,000	538	53,730	Y	97.3%
$2,016,000	280	1,613	Y	3.6%
$35,337,528	**4,912**	**317,508**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC4800	IG1	9,724	9,724	12,155	90	158
1S1E02CC5000	IG1	1,226	1,226	1,532	90	157
1S1E02CC5100	IG1	4,047	4,047	5,059	90	157
1S1E02CC6000	IG1	47,100	47,100	74,713	56	102
1S1E02CC6800	IG1	2,400	2,400	3,000	90	156
1S1E02CC7100	IG1	4,000	4,000	5,000	90	155
1S1E02CC7200	IG1	1,800	1,800	2,250	90	153
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	<Null>	20,000	20,000	114,096	98	145
1S1E02CD10000	IG1	3,193	3,193	3,991	90	149
1S1E02CD10100	IG1	665	665	831	90	147
1S1E02CD10200	IG1	7,065	7,065	8,832	90	149
1S1E02CD9600	IG1	5,334	5,334	6,667	90	151
1S1E02CD9700	IG1	2,666	2,666	3,333	90	151
1S1E02CD9900	IG1	2,332	2,332	2,915	90	147
1S1E03D300	<Null>	45,000	45,000	305,148	100	138
1S1E03DD200	<Null>	53,000	53,000	122,697	84	124
1S1E03DD300	<Null>	13,500	53,500	55,243	100	147
1S1E03DD500	<Null>	14,000	25,900	44,682	100	136
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	110	-48	48	<Null>	38,896	<Null>	38,896
90	108	-49	49	<Null>	4,904	<Null>	4,904
90	109	-48	48	<Null>	16,188	<Null>	16,188
56	99	-3	3	<Null>	47,100	<Null>	47,100
90	115	-41	41	<Null>	7,200	<Null>	7,200
90	116	-39	39	<Null>	12,000	<Null>	12,000
90	116	-37	37	<Null>	5,400	<Null>	5,400
98	109	-37	37	<Null>	60,000	<Null>	60,000
98	100	-45	45	<Null>	80,000	<Null>	80,000
90	122	-27	27	<Null>	6,386	<Null>	6,386
90	121	-26	26	<Null>	1,330	<Null>	1,330
90	120	-29	29	<Null>	14,130	<Null>	14,130
90	125	-26	26	<Null>	10,668	<Null>	10,668
90	125	-26	26	<Null>	5,332	<Null>	5,332
90	122	-25	25	<Null>	4,664	<Null>	4,664
100	72	-66	66	<Null>	270,000	<Null>	270,000
84	71	-53	53	<Null>	265,000	<Null>	265,000
58	85	-62	58	4	54,000	53,500	107,500
58	86	-50	50	<Null>	70,000	<Null>	70,000
							1,026,698

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,400,256	195	8,773	Y	72.2%
$176,544	25	1,532	Y	100.0%
$582,768	81	5,059	Y	100.0%
$1,695,600	236	74,713	Y	100.0%
$259,200	36	3,000	Y	100.0%
$432,000	60	5,000	Y	100.0%
$194,400	27	2,250	Y	100.0%
$2,160,000	300	31,781	Y	60.8%
$2,880,000	400	31,965	Y	28.0%
$229,896	32	3,991	Y	100.0%
$47,880	7	831	Y	100.0%
$508,680	71	8,832	Y	100.0%
$384,048	54	6,667	Y	100.0%
$191,952	27	3,333	Y	100.0%
$167,904	24	2,915	Y	100.0%
$9,720,000	1,350	21,003	Y	6.9%
$9,540,000	1,325	120,398	Y	98.1%
$3,870,000	538	41,463	Y	75.1%
$2,520,000	350	30,198	Y	67.6%
$36,961,128	**5,138**	**403,702**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E10AA500	EX	11,000	21,101	124,096	100	140
1S1E11BA7200	IG1	12,500	40,000	89,364	168	213
1S1E11BB3801	IG1	16,000	16,000	108,949	112	163
1S1E11BB4900	IG1	13,520	13,520	16,900	60	127
1S1E11BB5200	IG1	28,446	28,446	35,557	60	136
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
16	104	-36	16	20	11,000	42,202	53,202
126	142	-71	71	<Null>	75,000	<Null>	75,000
112	129	-34	34	<Null>	48,000	<Null>	48,000
60	120	-7	7	<Null>	13,520	<Null>	13,520
60	121	-15	15	<Null>	28,446	<Null>	28,446
							218,168

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,915,272	267	70,018	Y	56.4%
$2,700,000	375	17,927	Y	20.1%
$1,728,000	240	34,670	Y	31.8%
$486,720	68	16,900	Y	100.0%
$1,024,056	143	9,679	Y	27.2%
$7,854,048	**1,093**	**149,193**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E04BA5100	CX	17,084	17,084	17,084	50	236
1N1E33CD7200	CX	10,253	10,253	10,253	50	223
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
50	206	-30	30	<Null>	51,252	<Null>	51,252
50	204	-19	19	<Null>	20,506	<Null>	20,506
							71,758

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,845,072	257	5,190	Y	30.4%
$738,216	103	376	Y	3.7%
$2,583,288	**360**	**5,566**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1000	EX	8481	8,481	8,481	65	130
1N1E34DA1100	IG1	2742	2,742	3,427	90	148
1N1E34DA1101	IG1	386	386	483	90	142
1N1E34DA1200	IG1	14113	14,113	17,641	90	133
1N1E34DA2602	EX	11900	11,900	11,900	111	155
1N1E34DA2800	EX	20528	45,617	45,617	195	236
1N1E34DA800	EX	6053	6,053	6,053	111	181
1N1E35CB3400	EX	5855	5,855	5,855	111	183
1N1E35CB500	CX	21576	28,768	28,768	135	187
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
65	129	-1	1	<Null>	8,481	<Null>	8,481
90	130	-18	18	<Null>	5,484	<Null>	5,484
90	130	-12	12	<Null>	386	<Null>	386
90	129	-4	4	<Null>	14,113	<Null>	14,113
111	132	-23	23	<Null>	23,800	<Null>	23,800
156	130	-106	106	<Null>	184,752	<Null>	184,752
111	128	-53	53	<Null>	30,265	<Null>	30,265
111	127	-56	56	<Null>	29,275	<Null>	29,275
96	124	-63	63	<Null>	129,456	<Null>	129,456
							426,012

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$305,316	43	7,958	Y	93.8%	7957.56	$286,472.16	40.34608
$197,424	28	3,427	Y	100.0%	5484.00	$197,424.00	28
$13,896	2	483	Y	100.0%	386.00	$13,895.95	1.999993
$508,068	71	17,641	Y	100.0%	14113.00	$508,068.18	71.00002
$856,800	119	452	Y	3.8%	903.13	$32,512.81	4.515668
$6,651,072	924	33,079	Y	72.5%	133973.05	$4,823,029.72	670.0393
$1,089,540	152	4,025	Y	66.5%	20127.42	$724,587.18	101.086
$1,053,900	147	201	Y	3.4%	1006.23	$36,224.13	5.052612
$4,660,416	648	10,914	Y	37.9%	49113.41	$1,768,082.80	245.8402
$15,336,432	**2,134**	**78,180**			**233063.80**	**$8,390,296.92**	**1167.88**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1100	IG1	2742	2,742	3,427	90	148
1N1E34DA2602	EX	11900	11,900	11,900	111	155
1N1E34DA2800	EX	20528	45,617	45,617	195	236
1N1E34DA800	EX	6053	6,053	6,053	111	181
1N1E34DD601	EX	5500	5,500	5,500	111	157
1N1E35CB3100	EX	9000	9,000	9,000	111	187
1N1E35CB3200	EX	9000	9,000	9,000	111	186
1N1E35CB3300	EX	12161	12,161	12,161	111	183
1N1E35CB3400	EX	5855	5,855	5,855	111	183
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	146	-2	2	<Null>	2,742	<Null>	2,742
111	149	-6	6	<Null>	11,900	<Null>	11,900
156	147	-89	89	<Null>	164,224	<Null>	164,224
111	144	-37	37	<Null>	24,212	<Null>	24,212
111	151	-6	6	<Null>	5,500	<Null>	5,500
111	142	-45	45	<Null>	36,000	<Null>	36,000
111	143	-43	43	<Null>	36,000	<Null>	36,000
111	143	-40	40	<Null>	48,644	<Null>	48,644
111	142	-41	41	<Null>	23,420	<Null>	23,420
							352,642

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$98,712	14	2,987	Y	87.2%	2390.015	$86,040.52	12.20285
$428,400	60	11,900	Y	100.0%	11900	$428,399.91	59.99999
$5,912,064	822	43,570	Y	95.5%	156854.7	$5,646,769.63	785.1141
$871,632	122	6,053	Y	100.0%	24212.01	$871,632.25	122
$198,000	28	2,042	Y	37.1%	2042.04	$73,513.44	10.39584
$1,296,000	180	7,107	Y	79.0%	28429.43	$1,023,459.55	142.1472
$1,296,000	180	658	Y	7.3%	2630.26	$94,689.37	13.1513
$1,751,184	244	10,647	Y	87.6%	42588.33	$1,533,179.81	213.6245
$843,120	118	5,855	Y	100.0%	23420.01	$843,120.50	118.0001
$12,695,112	**1,768**	**90,819**			**294466.8**	**$10,600,804.98**	**1476.636**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34AA3001	CX	42521	51,515	59,445	238	353
1N1E34AA3600	CX	7456	7,456	7,456	147	251
1N1E34AA3800	CX	17152	38,116	38,116	279	377
1N1E34AB400	CX	20000	50,000	164,223	100	162
1N1E35BC1000	CX	8700	8,700	8,700	147	265
1N1E35BC1100	CX	8700	8,700	8,700	147	261
1N1E35BC1201	CX	5995	5,995	5,995	147	269
1N1E35BC2200	CX	6600	6,600	6,600	111	232
1N1E35BC2300	CX	15000	20,000	20,000	135	252
1N1E35BC2400	CX	17100	38,001	38,001	195	303
1N1E35BC2500	CX	5,850	5,850	5,850	111	214
1N1E35BC2600	CX	8,100	8,100	8,100	111	208
1N1E35BC2700	CX	15,188	20,250	20,250	135	231
1N1E35BC500	CX	12,654	19,000	19,000	195	322
1N1E35BC600	CX	12,654	19,000	19,000	195	317
1N1E35BC700	CX	11,988	18,000	18,000	195	315
1N1E35BC800	CX	11,988	18,000	18,000	195	307
1N1E35BC900	CX	14,974	33,276	33,276	279	387
1N1E35BD1000	IG1	6,000	6,000	7,500	90	208
1N1E35BD900	IG1	4,570	4,570	5,713	90	208
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
196	161	-192	192	<Null>	680,336	<Null>	680,336
147	159	-92	92	<Null>	59,648	<Null>	59,648
240	154	-223	223	<Null>	325,888	<Null>	325,888
61	122	-40	40	<Null>	80,000	<Null>	80,000
147	175	-90	90	<Null>	69,600	<Null>	69,600
147	175	-86	86	<Null>	69,600	<Null>	69,600
147	176	-93	93	<Null>	47,960	<Null>	47,960
111	183	-49	49	<Null>	33,000	<Null>	33,000
96	181	-71	71	<Null>	90,000	<Null>	90,000
156	176	-127	127	<Null>	188,100	<Null>	188,100
111	173	-41	41	<Null>	23,400	<Null>	23,400
111	171	-37	37	<Null>	32,400	<Null>	32,400
96	173	-58	58	<Null>	75,940	<Null>	75,940
156	174	-148	148	<Null>	164,502	<Null>	164,502
156	174	-143	143	<Null>	151,848	<Null>	151,848
156	169	-146	146	<Null>	155,844	<Null>	155,844
156	169	-138	138	<Null>	143,856	<Null>	143,856
240	170	-217	217	<Null>	284,506	<Null>	284,506
90	201	-7	7	<Null>	6,000	<Null>	6,000
90	198	-10	10	<Null>	4,570	<Null>	4,570
							2,686,998

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$24,492,096	3,402	1,693	Y	2.8%	19375.48	$697,517.38	96.88653
$2,147,328	299	2,875	Y	38.6%	23001.13	$828,040.55	115.2987
$11,731,968	1,630	10,243	Y	26.9%	87576.14	$3,152,741.14	438.0312
$2,880,000	400	68,750	Y	41.9%	33491.32	$1,205,687.53	167.4566
$2,505,600	348	8,700	Y	100.0%	69599.98	$2,505,599.19	347.9999
$2,505,600	348	8,700	Y	100.0%	69599.95	$2,505,598.26	347.9998
$1,726,560	240	5,995	Y	100.0%	47960.01	$1,726,560.26	240
$1,188,000	165	6,600	Y	100.0%	33000.01	$1,188,000.49	165.0001
$3,240,000	450	20,000	Y	100.0%	89999.97	$3,239,998.90	449.9998
$6,771,600	941	29,587	Y	77.9%	146456.2	$5,272,421.92	732.6701
$842,400	117	5,841	Y	99.8%	23363.94	$841,101.77	116.8197
$1,166,400	162	4,367	Y	53.9%	17468.78	$628,875.98	87.34389
$2,733,840	380	1,062	Y	5.2%	3981.894	$143,348.17	19.9252
$5,922,072	823	17,343	Y	91.3%	150159.7	$5,405,747.67	751.2456
$5,466,528	760	19,000	Y	100.0%	151848.1	$5,466,530.37	760.0003
$5,610,384	780	18,000	Y	100.0%	155844	$5,610,384.32	780
$5,178,816	720	18,000	Y	100.0%	143856	$5,178,816.20	720
$10,242,216	1,423	33,276	Y	100.0%	284505.9	$10,242,211.04	1422.999
$216,000	30	2,275	Y	30.3%	1819.988	$65,519.56	9.099938
$164,520	23	5,713	Y	100.0%	4570.015	$164,520.55	23.00008
$96,731,928	**13,441**	**288,021**			**1557478**	**$56,069,221.26**	**7791.777**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB6100	EX	14611	32,470	32,470	195	243
1S1E02BB8000	EX	9000	9,000	9,000	111	164
1S1E02BB8100	EX	9000	9,000	9,000	111	163
1S1E02BB8200	OS	14820	14,820	14,820	111	162
1S1E03AA3700	IG1	14539	14,539	18,174	90	123
1S1E03AA4700	IG1	8000	8,000	10,000	90	129
1S1E03AA5000	IG1	7222	7,222	9,028	90	134
1S1E03AA5100	IG1	3698	3,698	4,622	90	132
1S1E03AA5200	IG1	15360	15,360	19,200	90	133
1S1E03AA6000	IG1	8804	8,804	11,005	90	125
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
156	139	-104	104	<Null>	131,499	<Null>	131,499
111	140	-24	24	<Null>	27,000	<Null>	27,000
111	140	-23	23	<Null>	18,000	<Null>	18,000
111	136	-26	26	<Null>	44,460	<Null>	44,460
90	111	-12	12	<Null>	14,539	<Null>	14,539
90	129	0	0	<Null>	8,000	<Null>	8,000
90	132	-2	2	<Null>	7,222	<Null>	7,222
90	130	-2	2	<Null>	3,698	<Null>	3,698
90	130	-3	3	<Null>	15,360	<Null>	15,360
90	110	-15	15	<Null>	8,804	<Null>	8,804
							278,582

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$4,733,964	658	8,060	Y	24.8%	32640.75	$1,175,066.97	163.3291
$972,000	135	9,000	Y	100.0%	26999.99	$971,999.63	134.9999
$648,000	90	9,000	Y	100.0%	18000.01	$648,000.30	90.00004
$1,600,560	223	14,820	Y	100.0%	44460.01	$1,600,560.29	223
$523,404	73	9,777	Y	53.8%	7821.22	$281,563.93	39.27017
$288,000	40	10,000	Y	100.0%	8000.008	$288,000.29	40.00004
$259,992	37	5,685	Y	63.0%	4548.165	$163,733.94	23.30132
$133,128	19	4,622	Y	100.0%	3698.015	$133,128.56	19.00008
$552,960	77	7,590	Y	39.5%	6072.36	$218,604.95	30.44087
$316,944	45	2,414	Y	21.9%	1931.561	$69,536.19	9.872812
$10,028,952	**1,397**	**80,970**			**154172.1**	**$5,550,195.03**	**773.2144**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC7600	IG1	20000	20,000	52,236	98	146
1S1E02CC7700	IG1	20000	20,000	114,096	98	145
1S1E11BA7200	IG1	12500	40,000	89,364	168	213
1S1E11BB3801	IG1	16000	16,000	108,949	112	163
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
98	123	-23	23	<Null>	40,000	<Null>	40,000
98	114	-31	31	<Null>	60,000	<Null>	60,000
126	137	-76	76	<Null>	75,000	<Null>	75,000
112	124	-39	39	<Null>	48,000	<Null>	48,000
							223,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$1,440,000	200	1,168	Y	2.2%	894.5247	$32,202.89	4.472624
$2,160,000	300	16,794	Y	14.7%	8831.42	$317,931.10	44.1571
$2,700,000	375	43,123	Y	48.3%	36191.67	$1,302,900.22	180.9584
$1,728,000	240	26,375	Y	24.2%	11620.16	$418,325.65	58.10079
$8,028,000	**1,115**	**87,460**			**57537.77**	**$2,071,359.87**	**287.6889**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DD1800	EX	21000	28,000	28,000	135	184
1N1E34DD2300	EX	20000	20,000	20,000	65	109
1N1E34DD2700	IG1	12560	12,560	15,700	90	126
1N1E35CC10200	IG1	2000	2,000	2,500	90	161
1N1E35CC3800	EX	4500	4,500	4,500	111	173
1N1E35CC5800	EX	20000	20,000	20,000	39	117
1N1E35CC6500	IG1	32014	32,014	40,018	90	157
1N1E35CC6600	IG1	4000	4,000	5,000	90	154
1N1E35CC6700	IG1	4000	4,000	5,000	90	150
1N1E35CC6800	EX	5009	5,009	5,009	75	134
1N1E35CC6900	IG1	4,007	4,007	5,009	90	152
1N1E35CC7000	EX	9,000	9,000	9,000	75	134
1N1E35CC7200	EX	3,250	3,250	3,250	75	126
1N1E35CC7400	EX	4,500	4,500	4,500	75	127
1N1E35CC8500	EX	4,500	4,500	4,500	75	124
1N1E35CC8600	EX	4,500	4,500	4,500	75	127
1N1E35CC8900	IG1	8,007	8,007	10,009	90	144
1N1E35CC9000	IG1	2,800	2,800	3,500	90	145
1N1E35CC9100	IG1	5,207	5,207	6,509	90	147
1N1E35CD11900	IG1	3,680	3,680	4,600	90	174
1N1E35CD12400	IG1	4,000	4,000	5,000	90	169
1N1E35CD8600	EX	4,388	4,388	4,388	39	122
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
96	69	-115	96	19	168,000	56,000	224,000
65	70	-39	39	<Null>	80,000	<Null>	80,000
90	65	-61	61	<Null>	62,800	<Null>	62,800
90	93	-68	68	<Null>	10,000	<Null>	10,000
111	80	-93	93	<Null>	36,000	<Null>	36,000
39	97	-20	20	<Null>	40,000	<Null>	40,000
90	85	-72	72	<Null>	160,070	<Null>	160,070
90	83	-71	71	<Null>	20,000	<Null>	20,000
90	83	-67	67	<Null>	20,000	<Null>	20,000
75	82	-52	52	<Null>	25,045	<Null>	25,045
90	82	-70	70	<Null>	20,035	<Null>	20,035
75	80	-54	54	<Null>	45,000	<Null>	45,000
75	78	-48	48	<Null>	16,250	<Null>	16,250
75	77	-50	50	<Null>	22,500	<Null>	22,500
75	78	-46	46	<Null>	18,000	<Null>	18,000
75	81	-46	46	<Null>	18,000	<Null>	18,000
90	84	-60	60	<Null>	32,028	<Null>	32,028
90	83	-62	62	<Null>	14,000	<Null>	14,000
90	83	-64	64	<Null>	26,035	<Null>	26,035
90	108	-66	66	<Null>	18,400	<Null>	18,400
90	104	-65	65	<Null>	20,000	<Null>	20,000
39	102	-20	20	<Null>	8,776	<Null>	8,776
							936,939

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$8,064,000	1,120	11,379	Y	40.6%	91031.99	$3,277,151.82	455.16
$2,880,000	400	17,662	Y	88.3%	70648.77	$2,543,355.83	353.2439
$2,260,800	314	15,225	Y	97.0%	60899.47	$2,192,380.94	304.4974
$360,000	50	2,500	Y	100.0%	10000.01	$360,000.44	50.00006
$1,296,000	180	243	Y	5.4%	1943.86	$69,978.95	9.719299
$1,440,000	200	15,173	Y	75.9%	30345.77	$1,092,447.70	151.7288
$5,762,520	801	40,018	Y	100.0%	160069.8	$5,762,513.68	800.9991
$720,000	100	5,000	Y	100.0%	20000.01	$720,000.22	100
$720,000	100	5,000	Y	100.0%	19999.99	$719,999.51	99.99993
$901,620	126	5,009	Y	100.0%	25045.02	$901,620.84	126.0001
$721,260	101	5,009	Y	100.0%	20035	$721,259.93	101
$1,620,000	225	9,000	Y	100.0%	44999.96	$1,619,998.69	224.9998
$585,000	82	3,250	Y	100.0%	16249.99	$584,999.48	81.99993
$810,000	113	4,500	Y	100.0%	22500.06	$810,001.98	113.0003
$648,000	90	2,060	Y	45.8%	8241.595	$296,697.43	41.20798
$648,000	90	4,500	Y	100.0%	18000	$647,999.85	89.99998
$1,153,008	161	491	Y	4.9%	1570.252	$56,529.06	7.893422
$504,000	70	3,234	Y	92.4%	12935.92	$465,693.20	64.67961
$937,260	131	6,500	Y	99.9%	25997.31	$935,903.16	130.8104
$662,400	92	4,600	Y	100.0%	18400	$662,400.17	92.00002
$720,000	100	5,000	Y	100.0%	19999.99	$719,999.65	99.99995
$315,936	44	4,388	Y	100.0%	8775.994	$315,935.79	43.99997
$33,729,804	**4,690**	**169,741**			**707690.8**	**$25,476,868.33**	**3542.94**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB8200	OS	14820	14,820	14,820	111	162
1S1E02BC1000	IG1	8000	8,000	10,000	90	142
1S1E02BC1100	IG1	8000	8,000	10,000	90	143
1S1E02BC1400	EX	21000	28,000	28,000	87	140
1S1E02BC1500	EX	8689	8,689	8,689	75	123
1S1E02BC1600	EX	15000	20,000	20,000	87	139
1S1E02BC1900	EX	6750	9,000	9,000	87	142
1S1E02BC1900	IG1	16000	16,000	20,000	90	145
1S1E02BC2200	IG1	10320	10,320	12,900	90	143
1S1E02BC2700	IG1	16000	16,000	20,000	90	134
1S1E02BD6600	IG1	4,000	4,000	5,000	90	132
1S1E02BD7200	IG1	8,000	8,000	10,000	90	134
1S1E02BD7201	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AA5000	IG1	7,222	7,222	9,028	90	134
1S1E03AA5200	IG1	15,360	15,360	19,200	90	133
1S1E03AA5700	IG1	15,999	15,999	19,999	90	126
1S1E03AD200	IG1	6,900	9,200	9,200	87	131
1S1E03AD200	IG1	13,120	13,120	16,400	90	134
1S1E03AD2700	EX	16,652	16,652	16,652	65	111
1S1E03AD600	IG1	8,000	8,000	10,000	90	127
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	96	-66	66	<Null>	88,920	<Null>	88,920
90	101	-41	41	<Null>	24,000	<Null>	24,000
90	101	-42	42	<Null>	24,000	<Null>	24,000
48	94	-46	46	<Null>	84,000	<Null>	84,000
75	94	-29	29	<Null>	26,067	<Null>	26,067
48	95	-44	44	<Null>	60,000	<Null>	60,000
48	100	-42	42	<Null>	27,000	<Null>	27,000
90	102	-43	43	<Null>	48,000	<Null>	48,000
90	105	-38	38	<Null>	30,960	<Null>	30,960
90	115	-19	19	<Null>	32,000	<Null>	32,000
90	122	-10	10	<Null>	4,000	<Null>	4,000
90	126	-8	8	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	129	-6	6	<Null>	8,000	<Null>	8,000
90	91	-43	43	<Null>	21,666	<Null>	21,666
90	89	-44	44	<Null>	46,080	<Null>	46,080
90	74	-52	52	<Null>	63,996	<Null>	63,996
48	91	-40	40	<Null>	20,700	<Null>	20,700
90	89	-45	45	<Null>	52,480	<Null>	52,480
65	90	-21	21	<Null>	33,304	<Null>	33,304
90	81	-46	46	<Null>	32,000	<Null>	32,000
							743,173

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$3,201,120	445	281	Y	1.9%	1683.401	$60,602.44	8.424579
$864,000	120	10,000	Y	100.0%	24000.01	$864,000.37	120.0001
$864,000	120	10,000	Y	100.0%	23999.99	$863,999.71	120
$3,024,000	420	28,000	Y	100.0%	84000.05	$3,024,001.88	420.0003
$938,412	131	8,689	Y	100.0%	26067.03	$938,412.92	131.0001
$2,160,000	300	13,346	Y	66.7%	40036.72	$1,441,321.97	200.1836
$972,000	135	9,000	Y	100.0%	27000.02	$972,000.69	135.0001
$1,728,000	240	20,000	Y	100.0%	48000.03	$1,728,001.08	240.0001
$1,114,560	155	12,900	Y	100.0%	30959.95	$1,114,558.32	154.9998
$1,152,000	160	20,000	Y	100.0%	32000.01	$1,152,000.31	160
$144,000	20	5,000	Y	100.0%	3999.998	$143,999.92	19.99999
$288,000	40	7,369	Y	73.7%	5895.441	$212,235.89	29.47721
$288,000	40	9,775	Y	97.7%	7819.682	$281,508.56	39.09841
$288,000	40	557	Y	5.6%	445.2484	$16,028.94	2.226242
$779,976	109	1,787	Y	19.8%	4289.786	$154,432.28	21.58159
$1,658,880	231	5,802	Y	30.2%	13924.77	$501,291.64	69.80515
$2,303,856	320	6,933	Y	34.7%	22184	$798,623.99	110.9269
$745,200	104	9,200	Y	100.0%	20700.01	$745,200.30	104
$1,889,280	263	16,400	Y	100.0%	52480.01	$1,889,280.31	263
$1,198,944	167	4,485	Y	26.9%	8970.811	$322,949.19	44.98335
$1,152,000	160	10,000	Y	100.0%	32000.05	$1,152,001.72	160.0002
$26,754,228	**3,720**	**209,524**			**510457**	**$18,376,452.43**	**2554.708**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BC4600	IG1	4000	4,000	5,000	90	150
1S1E02BC4700	IG1	8000	8,000	10,000	90	150
1S1E02BC4800	IG1	4000	4,000	5,000	90	149
1S1E02BC4900	IG1	8000	8,000	10,000	90	146
1S1E02BC5100	IG1	8000	8,000	10,000	90	146
1S1E02BC5400	IG1	6400	6,400	8,000	90	142
1S1E02BC6000	IG1	8000	8,000	10,000	90	136
1S1E02BD10900	IG1	8000	8,000	10,000	90	135
1S1E02BD7200	IG1	8000	8,000	10,000	90	134
1S1E02BD7201	IG1	8000	8,000	10,000	90	135
1S1E02BD7300	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AD1701	IG1	18,214	18,214	54,502	64	97
1S1E03AD2700	EX	16,652	16,652	16,652	65	111
1S1E03AD2900	EX	8,594	19,097	19,097	100	160
1S1E03AD2900	IG1	13,522	13,522	16,903	90	139
1S1E03AD3600	IG1	26,229	26,229	80,545	64	98
1S1E03AD5500	IG1	28,800	28,800	36,001	90	143
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	106	-44	44	<Null>	12,000	<Null>	12,000
90	105	-45	45	<Null>	24,000	<Null>	24,000
90	105	-44	44	<Null>	12,000	<Null>	12,000
90	108	-38	38	<Null>	24,000	<Null>	24,000
90	110	-36	36	<Null>	24,000	<Null>	24,000
90	114	-28	28	<Null>	12,800	<Null>	12,800
90	121	-15	15	<Null>	16,000	<Null>	16,000
90	124	-11	11	<Null>	8,000	<Null>	8,000
90	128	-6	6	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
64	70	-27	27	<Null>	36,428	<Null>	36,428
65	92	-19	19	<Null>	33,304	<Null>	33,304
72	94	-66	66	<Null>	51,564	<Null>	51,564
90	92	-47	47	<Null>	54,088	<Null>	54,088
64	69	-29	29	<Null>	78,687	<Null>	78,687
90	93	-50	50	<Null>	115,200	<Null>	115,200
							534,071

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$432,000	60	5,000	Y	100.0%	12000.03	$432,001.19	60.00017
$864,000	120	10,000	Y	100.0%	24000	$864,000.03	120
$432,000	60	5,000	Y	100.0%	11999.98	$431,999.15	59.99988
$864,000	120	10,000	Y	100.0%	24000.01	$864,000.23	120
$864,000	120	10,000	Y	100.0%	24000.03	$864,001.02	120.0001
$460,800	64	8,000	Y	100.0%	12800.01	$460,800.54	64.00007
$576,000	80	10,000	Y	100.0%	15999.99	$575,999.80	79.99997
$288,000	40	10,000	Y	100.0%	8000.011	$288,000.39	40.00005
$288,000	40	10,000	Y	100.0%	7999.998	$287,999.92	39.99999
$288,000	40	10,000	Y	100.0%	7999.997	$287,999.89	39.99999
$288,000	40	10,000	Y	100.0%	7999.996	$287,999.85	39.99998
$288,000	40	10,000	Y	100.0%	8000.003	$288,000.12	40.00002
$1,311,408	183	29,358	Y	53.9%	19622.29	$706,402.55	98.57471
$1,198,944	167	2	Y	0.0%	4.109706	$147.95	0.020608
$1,856,304	258	19,097	Y	100.0%	51564.03	$1,856,305.15	258.0002
$1,947,168	271	16,903	Y	100.0%	54087.93	$1,947,165.37	270.9996
$2,832,732	394	25,984	Y	32.3%	25385.07	$913,862.64	127.1076
$4,147,200	576	16,996	Y	47.2%	54385.67	$1,957,884.24	271.9284
$19,226,556	**2,673**	**216,341**			**369849.2**	**$13,314,570.02**	**1850.631**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CA14000	IG1	2200	2,200	2,750	90	138
1S1E02CA17100	IG1	2000	2,000	2,500	90	136
1S1E02CA17300	IG1	3600	3,600	4,500	90	136
1S1E02CB2700	IG1	22400	22,400	28,000	90	149
1S1E02CB2900	IG1	2000	2,000	2,500	90	146
1S1E02CB3400	IG1	4940	4,940	6,175	90	142
1S1E02CB3900	IG1	7600	7,600	9,500	90	151
1S1E02CB4400	IG1	8000	8,000	10,000	90	154
1S1E02CB500	IG1	8000	8,000	10,000	90	140
1S1E02CB8700	IG1	4000	4,000	5,000	90	162
1S1E02CB8800	IG1	4,000	4,000	5,000	90	161
1S1E02CB9000	EX	8,551	8,551	8,551	111	178
1S1E02CB9100	EX	9,500	9,500	9,500	111	175
1S1E02CB9200	EX	10,000	10,000	10,000	111	180
1S1E02CB9300	EX	8,999	8,999	8,999	111	181
1S1E02CB9400	IG1	8,000	8,000	10,000	90	160
1S1E03AD6100	IG1	7,600	7,600	9,500	90	133
1S1E03AD7100	IG1	10,719	10,719	13,399	90	125
1S1E03DA100	IG1	6,080	6,080	7,600	90	151
1S1E03DA1000	IG1	554	554	692	90	127
1S1E03DA1100	IG1	5,319	5,319	6,649	90	127
1S1E03DA200	IG1	3,101	3,101	3,876	90	159
1S1E03DA300	IG1	3,299	3,299	4,124	90	155
1S1E03DA400	IG1	8,000	8,000	10,000	90	151
1S1E03DA500	IG1	4,216	4,216	5,270	90	148
1S1E03DA600	IG1	3,384	3,384	4,230	90	146
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	136	-2	2	<Null>	2,200	<Null>	2,200
90	136	0	0	<Null>	2,000	<Null>	2,000
90	136	0	0	<Null>	3,600	<Null>	3,600
90	128	-21	21	<Null>	44,800	<Null>	44,800
90	128	-18	18	<Null>	4,000	<Null>	4,000
90	127	-15	15	<Null>	4,940	<Null>	4,940
90	119	-32	32	<Null>	22,800	<Null>	22,800
90	120	-34	34	<Null>	24,000	<Null>	24,000
90	133	-7	7	<Null>	8,000	<Null>	8,000
90	116	-46	46	<Null>	16,000	<Null>	16,000
90	115	-46	46	<Null>	16,000	<Null>	16,000
111	111	-67	67	<Null>	51,306	<Null>	51,306
111	110	-65	65	<Null>	57,000	<Null>	57,000
111	110	-70	70	<Null>	60,000	<Null>	60,000
111	112	-69	69	<Null>	53,994	<Null>	53,994
90	112	-48	48	<Null>	32,000	<Null>	32,000
90	101	-32	32	<Null>	22,800	<Null>	22,800
90	80	-45	45	<Null>	42,876	<Null>	42,876
90	107	-44	44	<Null>	18,240	<Null>	18,240
90	92	-35	35	<Null>	1,662	<Null>	1,662
90	93	-34	34	<Null>	15,957	<Null>	15,957
90	107	-52	52	<Null>	12,404	<Null>	12,404
90	107	-48	48	<Null>	13,196	<Null>	13,196
90	105	-46	46	<Null>	32,000	<Null>	32,000
90	105	-43	43	<Null>	12,648	<Null>	12,648
90	105	-41	41	<Null>	10,152	<Null>	10,152
							584,575

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$79,200	11	2,750	Y	100.0%	2200.009	$79,200.32	11.00004
$72,000	10	2,500	Y	100.0%	2000.001	$72,000.03	10
$129,600	18	1,316	Y	29.3%	1053.178	$37,914.42	5.265892
$1,612,800	224	1,840	Y	6.6%	2944.83	$106,013.89	14.72415
$144,000	20	2,500	Y	100.0%	3999.996	$143,999.86	19.99998
$177,840	25	6,175	Y	100.0%	4940.008	$177,840.30	25.00004
$820,800	114	9,500	Y	100.0%	22799.98	$820,799.20	113.9999
$864,000	120	10,000	Y	100.0%	24000.03	$864,001.23	120.0002
$288,000	40	9,192	Y	91.9%	7353.191	$264,714.89	36.76596
$576,000	80	4,642	Y	92.8%	14852.99	$534,707.49	74.26493
$576,000	80	5,000	Y	100.0%	16000	$575,999.89	79.99998
$1,847,016	257	8,551	Y	100.0%	51306.02	$1,847,016.88	257.0001
$2,052,000	285	9,500	Y	100.0%	56999.99	$2,051,999.69	285
$2,160,000	300	10,000	Y	100.0%	59999.97	$2,159,998.91	299.9998
$1,943,784	270	8,999	Y	100.0%	53993.96	$1,943,782.72	269.9998
$1,152,000	160	5,427	Y	54.3%	17367.7	$625,237.27	86.83851
$820,800	114	9,500	Y	100.0%	22799.99	$820,799.67	114
$1,543,536	215	13,399	Y	100.0%	42876.03	$1,543,537.19	215.0002
$656,640	92	7,600	Y	100.0%	18239.97	$656,639.08	91.99987
$59,832	9	660	Y	95.3%	1583.746	$57,014.87	8.576244
$574,452	80	400	Y	6.0%	959.1414	$34,529.09	4.80863
$446,544	63	3,876	Y	100.0%	12404.03	$446,545.25	63.00018
$475,056	66	4,124	Y	100.0%	13196.02	$475,056.55	66.00008
$1,152,000	160	9,978	Y	99.8%	31928.56	$1,149,428.06	159.6428
$455,328	64	5,270	Y	100.0%	12648.02	$455,328.84	64.00012
$365,472	51	4,230	Y	100.0%	10152	$365,471.83	50.99998
$21,044,700	**2,928**	**156,928**			**508599.4**	**$18,309,577.42**	**2547.887**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E03CB400	CX	20000	40,000	34,240	63	186
1S1E03DD300	IG1	13500	53,500	55,243	224	271
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
24	148	-38	24	14	40,000	80,000	120,000
182	227	-44	44	<Null>	54,000	<Null>	54,000
							174,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$4,320,000	600	2,666	Y	7.8%	9342.624	$336,334.47	46.71312
$1,944,000	270	55,243	Y	100.0%	53999.98	$1,943,999.40	269.9999
$6,264,000	**870**	**57,909**			**63342.61**	**$2,280,333.87**	**316.713**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC4800	IG1	9724	9,724	12,155	90	158
1S1E02CC5000	IG1	1226	1,226	1,532	90	157
1S1E02CC5100	IG1	4047	4,047	5,059	90	157
1S1E02CC6800	IG1	2400	2,400	3,000	90	156
1S1E02CC7100	IG1	4000	4,000	5,000	90	155
1S1E02CC7200	IG1	1800	1,800	2,250	90	153
1S1E02CC7600	IG1	20000	20,000	52,236	98	146
1S1E02CC7700	IG1	20000	20,000	114,096	98	145
1S1E02CD10000	IG1	3193	3,193	3,991	90	149
1S1E02CD10100	IG1	665	665	831	90	147
1S1E02CD10200	IG1	7,065	7,065	8,832	90	149
1S1E02CD14200	IG1	8,000	8,000	10,000	90	144
1S1E02CD9600	IG1	5,334	5,334	6,667	90	151
1S1E02CD9700	IG1	2,666	2,666	3,333	90	151
1S1E02CD9900	IG1	2,332	2,332	2,915	90	147
1S1E03D300	IG1	45,000	45,000	305,148	112	150
1S1E03DD200	EG2	53,000	53,000	122,697	84	124
1S1E03DD300	IG1	13,500	53,500	55,243	224	271
1S1E03DD500	EG2	14,000	25,900	44,682	182	218
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	113	-45	45	<Null>	38,896	<Null>	38,896
90	111	-46	46	<Null>	4,904	<Null>	4,904
90	111	-46	46	<Null>	16,188	<Null>	16,188
90	118	-38	38	<Null>	7,200	<Null>	7,200
90	119	-36	36	<Null>	12,000	<Null>	12,000
90	119	-34	34	<Null>	5,400	<Null>	5,400
98	112	-34	34	<Null>	60,000	<Null>	60,000
98	109	-36	36	<Null>	60,000	<Null>	60,000
90	125	-24	24	<Null>	6,386	<Null>	6,386
90	124	-23	23	<Null>	1,330	<Null>	1,330
90	123	-26	26	<Null>	14,130	<Null>	14,130
90	126	-18	18	<Null>	16,000	<Null>	16,000
90	128	-23	23	<Null>	10,668	<Null>	10,668
90	128	-23	23	<Null>	5,332	<Null>	5,332
90	126	-21	21	<Null>	4,664	<Null>	4,664
112	74	-76	76	<Null>	270,000	<Null>	270,000
84	74	-50	50	<Null>	265,000	<Null>	265,000
182	88	-183	183	<Null>	189,000	<Null>	189,000
140	93	-125	125	<Null>	154,000	<Null>	154,000
							1,141,098

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$1,400,256	195	12,155	Y	100.0%	38895.93	$1,400,253.39	194.9996
$176,544	25	1,532	Y	100.0%	4903.99	$176,543.65	24.99995
$582,768	81	5,059	Y	100.0%	16188.01	$582,768.37	81.00005
$259,200	36	3,000	Y	100.0%	7199.998	$259,199.92	35.99999
$432,000	60	5,000	Y	100.0%	12000.01	$432,000.41	60.00006
$194,400	27	2,250	Y	100.0%	5399.992	$194,399.72	26.99996
$2,160,000	300	10,590	Y	20.3%	12164.21	$437,911.53	60.82105
$2,160,000	300	1,500	Y	1.3%	788.7194	$28,393.90	3.943597
$229,896	32	3,362	Y	84.2%	5379.105	$193,647.77	26.95449
$47,880	7	599	Y	72.1%	959.0735	$34,526.65	5.047755
$508,680	71	8,832	Y	100.0%	14130	$508,679.97	71
$576,000	80	5,226	Y	52.3%	8362.317	$301,043.40	41.81158
$384,048	54	6,667	Y	100.0%	10668.2	$384,055.16	54.00101
$191,952	27	3,333	Y	100.0%	5331.813	$191,945.27	26.99905
$167,904	24	163	Y	5.6%	260.7991	$9,388.77	1.34202
$9,720,000	1,350	91,581	Y	30.0%	81032.73	$2,917,178.11	405.1636
$9,540,000	1,325	101,314	Y	82.6%	218817.9	$7,877,445.02	1094.09
$6,804,000	945	53,730	Y	97.3%	183825.2	$6,617,706.60	919.1259
$5,544,000	770	1,613	Y	3.6%	5560.736	$200,186.50	27.80368
$41,079,528	**5,709**	**317,508**			**631868.7**	**$22,747,274.10**	**3162.103**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC4800	IG1	9724	9,724	12,155	90	158
1S1E02CC5000	IG1	1226	1,226	1,532	90	157
1S1E02CC5100	IG1	4047	4,047	5,059	90	157
1S1E02CC6000	IG1	47100	47,100	74,713	56	102
1S1E02CC6800	IG1	2400	2,400	3,000	90	156
1S1E02CC7100	IG1	4000	4,000	5,000	90	155
1S1E02CC7200	IG1	1800	1,800	2,250	90	153
1S1E02CC7600	IG1	20000	20,000	52,236	98	146
1S1E02CC7700	IG1	20000	20,000	114,096	98	145
1S1E02CD10000	IG1	3193	3,193	3,991	90	149
1S1E02CD10100	IG1	665	665	831	90	147
1S1E02CD10200	IG1	7,065	7,065	8,832	90	149
1S1E02CD9600	IG1	5,334	5,334	6,667	90	151
1S1E02CD9700	IG1	2,666	2,666	3,333	90	151
1S1E02CD9900	IG1	2,332	2,332	2,915	90	147
1S1E03D300	IG1	45,000	45,000	305,148	112	150
1S1E03DD200	EG2	53,000	53,000	122,697	84	124
1S1E03DD300	IG1	13,500	53,500	55,243	224	271
1S1E03DD500	EG2	14,000	25,900	44,682	182	218
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	110	-48	48	<Null>	38,896	<Null>	38,896
90	108	-49	49	<Null>	4,904	<Null>	4,904
90	109	-48	48	<Null>	16,188	<Null>	16,188
56	99	-3	3	<Null>	47,100	<Null>	47,100
90	115	-41	41	<Null>	7,200	<Null>	7,200
90	116	-39	39	<Null>	12,000	<Null>	12,000
90	116	-37	37	<Null>	5,400	<Null>	5,400
98	109	-37	37	<Null>	60,000	<Null>	60,000
98	100	-45	45	<Null>	80,000	<Null>	80,000
90	122	-27	27	<Null>	6,386	<Null>	6,386
90	121	-26	26	<Null>	1,330	<Null>	1,330
90	120	-29	29	<Null>	14,130	<Null>	14,130
90	125	-26	26	<Null>	10,668	<Null>	10,668
90	125	-26	26	<Null>	5,332	<Null>	5,332
90	122	-25	25	<Null>	4,664	<Null>	4,664
112	72	-78	78	<Null>	270,000	<Null>	270,000
84	71	-53	53	<Null>	265,000	<Null>	265,000
182	85	-186	186	<Null>	189,000	<Null>	189,000
140	86	-132	132	<Null>	154,000	<Null>	154,000
							1,192,198

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$1,400,256	195	8,773	Y	72.2%	28074.58	$1,010,684.97	140.7482
$176,544	25	1,532	Y	100.0%	4904.017	$176,544.61	25.00009
$582,768	81	5,059	Y	100.0%	16187.99	$582,767.80	80.99997
$1,695,600	236	74,713	Y	100.0%	47100.01	$1,695,600.44	236.0001
$259,200	36	3,000	Y	100.0%	7199.991	$259,199.67	35.99995
$432,000	60	5,000	Y	100.0%	12000	$432,000.09	60.00001
$194,400	27	2,250	Y	100.0%	5399.992	$194,399.72	26.99996
$2,160,000	300	31,781	Y	60.8%	36504.43	$1,314,159.46	182.5221
$2,880,000	400	31,965	Y	28.0%	22412.48	$806,849.42	112.0624
$229,896	32	3,991	Y	100.0%	6386.013	$229,896.45	32.00006
$47,880	7	831	Y	100.0%	1330.002	$47,880.06	7.000008
$508,680	71	8,832	Y	100.0%	14130.01	$508,680.26	71.00004
$384,048	54	6,667	Y	100.0%	10668.01	$384,048.25	54.00003
$191,952	27	3,333	Y	100.0%	5331.992	$191,951.70	26.99996
$167,904	24	2,915	Y	100.0%	4663.992	$167,903.71	23.99996
$9,720,000	1,350	21,003	Y	6.9%	18583.44	$669,003.71	92.91718
$9,540,000	1,325	120,398	Y	98.1%	260035.3	$9,361,271.91	1300.177
$6,804,000	945	41,463	Y	75.1%	141854.7	$5,106,769.62	709.2736
$5,544,000	770	30,198	Y	67.6%	104078.6	$3,746,828.73	520.3929
$42,919,128	**5,965**	**403,702**			**746845.6**	**$26,886,440.58**	**3738.093**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E10AA500	IH	11000	21,101	124,096	168	208
1S1E11BA7200	IG1	12500	40,000	89,364	168	213
1S1E11BB3801	IG1	16000	16,000	108,949	112	163
1S1E11BB4900	IG1	13520	13,520	16,900	60	127
1S1E11BB5200	IG1	28446	28,446	35,557	60	136
1S1E11BB5700	IH	13954	13,954	17,443	90	147
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
84	104	-104	104	<Null>	88,000	<Null>	88,000
126	142	-71	71	<Null>	75,000	<Null>	75,000
112	129	-34	34	<Null>	48,000	<Null>	48,000
60	120	-7	7	<Null>	13,520	<Null>	13,520
60	121	-15	15	<Null>	28,446	<Null>	28,446
90	114	-33	33	<Null>	41,862	<Null>	41,862
							294,828

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$3,168,000	440	70,018	Y	56.4%	49651.55	$1,787,455.85	248.2578
$2,700,000	375	17,927	Y	20.1%	15045.73	$541,646.16	75.22863
$1,728,000	240	34,670	Y	31.8%	15274.67	$549,888.25	76.37337
$486,720	68	16,900	Y	100.0%	13520	$486,720.04	68.00001
$1,024,056	143	9,679	Y	27.2%	7743.129	$278,752.65	38.92524
$1,507,032	210	2,185	Y	12.5%	5242.914	$188,744.89	26.30099
$10,613,808	**1,476**	**151,378**			**106478**	**$3,833,207.85**	**533.086**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation	Tower Height
1N1E33CD	CX	10,253	10,253	10,253	50	223	$50
1S1E04BA4	CX	8,031	8,031	8,031	50	218	$50
1S1E04BA5	CX	17,084	17,084	17,084	50	236	$50
Total							

Elevation of View Corridor	View Corridor elev minus bldbl El	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total	Lost Value
204	-19	18.80924	<Null>	20,506	<Null>	20,506	738,216
208	-10	10.00103	<Null>	8,031	<Null>	8,031	289,116
206	-30	30.24341	<Null>	51,252	<Null>	51,252	1,845,072
						79,789	**$2,872,404**

Lost Jobs	Area of Intersection	conflict	% area of intersection			
103	376	Y	3.7%	751.3847	27049.8475	3.774145
41	4,524	Y	56.3%	4523.642	162851.098	23.09417
257	5,190	Y	30.4%	15570.66	560543.772	78.07812
401	**10,090**			**20845.69**	**$750,444.72**	**104.9464**

Table 2: 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				
Buildings Roof-top Structures Sky Bridges	Prohibit height, massing or placement that would block, partially block or substantially encroach on views where Mt Hood, Mt St Helens, or a bridges is a primary focal feature. Limit height, massing or placement that would block, partially block or substantially encroach on views of other primary focal features.	Limit 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. Allow height, massing or placement that would block, partially block or substantially encroach on views of other primary focal features.	Allow	Prohibit sky bridges that would block, partially block or substantially reduce the air space around the focal terminus. Limit height, massing or placement that would block, partially block or substantially reduce the air space around the focal terminus.	Limit height, massing or placement that would create a predominance of shade on the resource, particularly at developed viewpoints located along the corridor.	*Addressed under recommendations for other resources****	Limit height, massing or placement that would create a predominance of shade on the site.
Vegetation**	Prohibit 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. Limit vegetation that upon maturity would block, partially block or substantially encroach on views of other primary focal features.	Limit vegetation that upon maturity would block, partially block or substantially encroach on views of the primary focal features.	Limit vegetation that upon maturity would block or partially block views of the primary focal features.	Limit vegetation that upon maturity would block, partially block or substantially reduce the air space around the focal terminus.	Limit vegetation that upon maturity would become discordant to the resource.		Limit vegetation that upon maturity would become substantially discordant to the resource.
Above-ground Utilities	Limit above-ground utilities that would block, partially block or substantially detract from views of primary focal features.	Limit above-ground utilities that would block, partially block or substantially detract from views of primary focal features.	Allow	Limit above-ground utilities that would partially block or substantially detract from the focal terminus.	Allow		Limit above-ground utilities that would substantially detract from the site.
Permanent Fencing	Prohibit 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. Limit permanent fencing that would block, partially block or substantially detract from views of other primary focal features.	Limit permanent fencing that would block, partially block or substantially detract from views of the primary focal features.	Limit permanent fencing that would block or partially block views of the primary focal features.	Limit permanent fencing that would block or partially block views of the focal terminus.	Allow		Limit permanent fencing that would substantially detract from the site.
Other Conflicting Use	Limit other conflicting uses that would block, partially block or substantially detract from views of primary focal features.	Limit other conflicting uses that would block, partially block or substantially detract from views of primary focal features.	Allow	Limit other conflicting uses that would block or partially block views of the focal terminus.	Allow		Limit 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.

CC2035
Scenic Resources Protection Plan
05-17-16

Agenda:

1. Review the ESEE economic analysis methodology
2. Review the ESEE economic analysis results to-date
3. Talk about next steps

1. Economic Analysis Methodology – multiple steps that building each other

General ESEE Analysis

- The general analysis describes the importance of the Central City from an economic perspective
- Includes information from the EOA
- When balanced against all the trade-offs a general recommendation is made
- The general recommendation is then adjusted based on:
    - The site-specific Economic Analysis (described below)
    - Other site-specific conditions

The following steps are is done for all views/viewpoints with a prohibit or limit general recommendation. These are Tier 1 and some Tier II views. Tier III are not included.

Step 1: Creating view cones

- Set elevation at the viewpoint = ground plus 5' 6"
- Set elevation at object that is the focal point of the view
    - For mountains it is 1,000 ft below timberline
        - If timberline is not visible it is based on the structure blocking the view (e.g., I5, existing building)
    - For city skyline it is an arbitrary elevation that would allow most tallish buildings in downtown to be seen
    - For bridges it is based on the bridge deck or estimated for the arches under Vista Bridge
- Set width of view cone
    - For mountains it is taking the elevation out to the edges (or to structure blocking view)
    - For the city skyline and bridges it is based on what is visible and important to the specific view
- These estimations can be adjusted based on the view itself and what we determine is critical to the view – if we determine encroachment is OK, then we can adjust the width of the view cone

Step 2: Setting building heights

- First, used the maximum building heights (510-4) and adjusted based on decisions made during the Quadrant Plans
- Second, set maximums where there aren't any – Lower Albina, parts of Central Eastside
- Third, used Marc's typologies to determine if the maximums can be achieved; if not, then set a FAR-adjusted maximum building height
    - assumed automatic 3:1 FAR bonus
    - did not take into account FAR transfer

Step 3: Determining BLI conflicts

- GIS analysis compared the 3D view cones (Step 1) with the maximum building heights (Step 2)
- All conflicts with maximum building height are document (map and statistics)
- The difference between the maximum height and the elevation of the view cone at that location is determined
    - Black number = maximum building height
    - Green number = view cone at a higher elevation than the maximum building height (no conflict)
    - Red number = view cone at a lower elevation than the maximum building height (conflict; shows what the maximum would have to be to protect the view)

Step 4: Translating BLI conflicts in dollars and jobs (only BLI sites)

- Translate the difference between the maximum building height and the view cone elevation into building stories
- Assumed a building lot coverage for each BLI site (based on current building lot coverages in each district)
    - Used Marc's typologies to reflect what likely could be built on a site – custom typologies were used on BLI sites greater than 51,600 sq ft and irregularly shaped BLI sites
- Translate the difference between the maximum building height and the view cone elevation into building stories
- Translated building stories into potential square feet of development that would be lost if the view were to be protected
- Calculated potential dollars and jobs per view that would be lost if the view were to be protected - $36/sq ft and 128 jobs/sq acre

2. Results of the Economic Analysis

- 152 views from 144 viewpoints plus 1 view street at the start of the analysis
- 43 views and 1 view street included in the site-specific analysis (general ESEE recommendation is to protect view)
- 29 views and 1 view street have conflicts with BLI maximum building height
    - ranging from 1 conflict to 30 conflicts
    - conflicts range from a couple of feet to 235 ft
- All BLI conflicts have economic impacts summarized below

	Minimum	**Maximum**	**Average**
All views	$648,828 91 jobs	$134,844,408 18,735 jobs	$29,175,116 4,055 jobs
Upland Viewpoints	$648,828 91 jobs	$22,978,764 3,195 jobs	$10,592,491 1,473 jobs
River Viewpoints	$8,028,000 1,115 jobs	$134,844,408 18,735 jobs	$42,182,953 5,862 jobs

- Of the 30 views with BLI conflicts 17 are recommended for maximum building height updates to protect the view – that is 11% of the total views in the inventory
    - Of those 17 recommended for updates to building heights
        - 11 currently have building height limits that will be updated
        - 6 are new
            - N04 – Lillis Albina to Fremont Bridge
            - SW17 – Salmon Springs (viewpoint not new; height limits are new)
            - SW46 – Tilikum Crossing
            - SW56 – OHSU Tram
            - SW64 – Terwilliger (Mt St Helens)
    - SW17 Salmon Springs – 3rd least impactful of all river viewpoints, following the two Tilikum Crossing viewpoints
        - $21,837,340
        - 3,033 jobs
    - View of Jefferson Street Bridge
        - $3,719,664
        - 519 jobs

3. Next Steps
    - The ESEE can include anything that informs the decision

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BC4600	IG1	5,000	5,000	5,000	111	171
1S1E02BC4700	IG1	10,000	10,000	10,000	111	171
1S1E02BC4800	IG1	5,000	5,000	5,000	111	170
1S1E02BC4900	IG1	8,000	8,000	10,000	90	146
1S1E02BC5100	IG1	8,000	8,000	10,000	90	146
1S1E02BC5400	IG1	6,400	6,400	8,000	90	142
1S1E02BC6000	IG1	8,000	8,000	10,000	90	136
1S1E02BD10900	IG1	8,000	8,000	10,000	90	135
1S1E02BD7200	IG1	8,000	8,000	10,000	90	134
1S1E02BD7201	IG1	8,000	8,000	10,000	90	135
1S1E02BD7300	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AD1701	IG1	18,214	18,214	54,502	64	97
1S1E03AD2700	EX	16,652	16,652	16,652	65	111
1S1E03AD2900	EX	8,594	19,097	19,097	100	160
1S1E03AD2900	IG1	16,200	36,000	16,903	87	160
1S1E03AD3600	IG1	26,229	26,229	80,545	64	98
1S1E03AD5500	IG1	16,200	36,001	36,001	195	248
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	106	-65	65	<Null>	25,000	<Null>	25,000
111	105	-66	66	<Null>	50,000	<Null>	50,000
111	105	-65	65	<Null>	25,000	<Null>	25,000
90	108	-38	38	<Null>	24,000	<Null>	24,000
90	110	-36	36	<Null>	24,000	<Null>	24,000
90	114	-28	28	<Null>	12,800	<Null>	12,800
90	121	-15	15	<Null>	16,000	<Null>	16,000
90	124	-11	11	<Null>	8,000	<Null>	8,000
90	128	-6	6	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
64	70	-27	27	<Null>	36,428	<Null>	36,428
65	92	-19	19	<Null>	33,304	<Null>	33,304
72	94	-66	66	<Null>	51,564	<Null>	51,564
48	92	-68	68	<Null>	81,000	<Null>	81,000
64	69	-29	29	<Null>	78,687	<Null>	78,687
156	93	-155	155	<Null>	178,200	<Null>	178,200
							675,983

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$900,000	125	5,000	Y	100.0%	25000.07	$900,002.49	125.0003
$1,800,000	250	10,000	Y	100.0%	50000	$1,800,000.06	250
$900,000	125	5,000	Y	100.0%	24999.95	$899,998.22	124.9998
$864,000	120	10,000	Y	100.0%	24000.01	$864,000.23	120
$864,000	120	10,000	Y	100.0%	24000.03	$864,001.02	120.0001
$460,800	64	8,000	Y	100.0%	12800.01	$460,800.54	64.00007
$576,000	80	10,000	Y	100.0%	15999.99	$575,999.80	79.99997
$288,000	40	10,000	Y	100.0%	8000.011	$288,000.39	40.00005
$288,000	40	10,000	Y	100.0%	7999.998	$287,999.92	39.99999
$288,000	40	10,000	Y	100.0%	7999.997	$287,999.89	39.99999
$288,000	40	10,000	Y	100.0%	7999.996	$287,999.85	39.99998
$288,000	40	10,000	Y	100.0%	8000.003	$288,000.12	40.00002
$1,311,408	183	29,358	Y	53.9%	19622.29	$706,402.55	98.57471
$1,198,944	167	2	Y	0.0%	4.109706	$147.95	0.020608
$1,856,304	258	19,097	Y	100.0%	51564.03	$1,856,305.15	258.0002
$2,916,000	405	16,903	Y	100.0%	80999.89	$2,915,996.07	404.9995
$2,832,732	394	25,984	Y	32.3%	25385.07	$913,862.64	127.1076
$6,415,200	891	16,996	Y	47.2%	84127.84	$3,028,602.19	420.6392
$24,335,388	**3,382**	**216,341**			**478503.3**	**$17,226,119.06**	**2393.342**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1000	EX	8481	8,481	8,481	65	130
1N1E34DA1100	IG1	2742	2,742	3,427	90	148
1N1E34DA1101	IG1	386	386	483	90	142
1N1E34DA1200	IG1	14113	14,113	17,641	90	133
1N1E34DA2602	EX	11900	11,900	11,900	111	155
1N1E34DA2800	EX	20528	45,617	45,617	195	236
1N1E34DA800	EX	6053	6,053	6,053	111	181
1N1E35CB3400	EX	5855	5,855	5,855	111	183
1N1E35CB500	CX	21576	28,768	28,768	135	187
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
65	129	-1	1	<Null>	8,481	<Null>	8,481
90	130	-18	18	<Null>	5,484	<Null>	5,484
90	130	-12	12	<Null>	386	<Null>	386
90	129	-4	4	<Null>	14,113	<Null>	14,113
111	132	-23	23	<Null>	23,800	<Null>	23,800
156	130	-106	106	<Null>	184,752	<Null>	184,752
111	128	-53	53	<Null>	30,265	<Null>	30,265
111	127	-56	56	<Null>	29,275	<Null>	29,275
96	124	-63	63	<Null>	129,456	<Null>	129,456
							426,012

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection		
$305,316	43	7,958	Y	93.8%	7957.559924	$286,472.16
$197,424	28	3,427	Y	100.0%	5483.999998	$197,424.00
$13,896	2	483	Y	100.0%	385.9985975	$13,895.95
$508,068	71	17,641	Y	100.0%	14113.00497	$508,068.18
$856,800	119	452	Y	3.8%	903.1335214	$32,512.81
$6,651,072	924	33,079	Y	72.5%	133973.0479	$4,823,029.72
$1,089,540	152	4,025	Y	66.5%	20127.42155	$724,587.18
$1,053,900	147	201	Y	3.4%	1006.22588	$36,224.13
$4,660,416	648	10,914	Y	37.9%	49113.41107	$1,768,082.80
$15,336,432	**2,134**	**78,180**			**233063.8034**	**$8,390,296.92**

40.34608
28
1.999993
71.00002
4.515668
670.0393
101.086
5.052612
245.8402
1167.88

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1100	IG1	2742	2,742	3,427	90	148
1N1E34DA2602	EX	11900	11,900	11,900	111	155
1N1E34DA2800	EX	20528	45,617	45,617	195	236
1N1E34DA800	EX	6053	6,053	6,053	111	181
1N1E34DD600	IG1	5516	5,516	5,516	111	155
1N1E34DD601	EX	5500	5,500	5,500	111	157
1N1E35CB3100	EX	9000	9,000	9,000	111	187
1N1E35CB3200	EX	9000	9,000	9,000	111	186
1N1E35CB3300	EX	12161	12,161	12,161	111	183
1N1E35CB3400	EX	5855	5,855	5,855	111	183
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	146	-2	2	<Null>	2,742	<Null>	2,742
111	149	-6	6	<Null>	11,900	<Null>	11,900
156	147	-89	89	<Null>	164,224	<Null>	164,224
111	144	-37	37	<Null>	24,212	<Null>	24,212
111	152	-3	3	<Null>	5,516	<Null>	5,516
111	151	-6	6	<Null>	5,500	<Null>	5,500
111	142	-45	45	<Null>	36,000	<Null>	36,000
111	143	-43	43	<Null>	36,000	<Null>	36,000
111	143	-40	40	<Null>	48,644	<Null>	48,644
111	142	-41	41	<Null>	23,420	<Null>	23,420
							358,158

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$98,712	14	2,987	Y	87.2%
$428,400	60	11,900	Y	100.0%
$5,912,064	822	43,570	Y	95.5%
$871,632	122	6,053	Y	100.0%
$198,576	28	120	Y	2.2%
$198,000	28	2,042	Y	37.1%
$1,296,000	180	7,107	Y	79.0%
$1,296,000	180	658	Y	7.3%
$1,751,184	244	10,647	Y	87.6%
$843,120	118	5,855	Y	100.0%
$12,893,688	**1,796**	**90,939**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34AA3001	CX	42,521	51,515	59,445	238	353
1N1E34AA3800	CX	17,152	38,116	38,116	279	377
1N1E35BC900	CX	14,974	33,276	33,276	279	387
1N1E35BC2400	CX	17,100	38,001	38,001	195	303
1N1E35BC500	CX	12,654	19,000	19,000	195	322
1N1E35BC700	CX	11,988	18,000	18,000	195	315
1N1E35BC600	CX	12,654	19,000	19,000	195	317
1N1E35BC800	CX	11,988	18,000	18,000	195	307
1N1E35BC2300	CX	15,000	20,000	20,000	135	252
1N1E34AB400	CX	20,000	50,000	164,223	100	162
1N1E35BC2700	CX	15,188	20,250	20,250	135	231
1N1E35BC1000	CX	8,700	8,700	8,700	147	265
1N1E35BC1100	CX	8,700	8,700	8,700	147	261
1N1E34AA3600	CX	7,456	7,456	7,456	147	251
1N1E35BC1201	CX	5,995	5,995	5,995	147	269
1N1E35BC2200	CX	6,600	6,600	6,600	111	232
1N1E35BC2600	CX	8,100	8,100	8,100	111	208
1N1E35BC2500	CX	5,850	5,850	5,850	111	214
1N1E35BD1000	IG1	6,000	6,000	7,500	90	208
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
196	161	-192	192	<Null>	680,336	<Null>	680,336
240	154	-223	223	<Null>	325,888	<Null>	325,888
240	170	-217	217	<Null>	284,506	<Null>	284,506
156	176	-127	127	<Null>	188,100	<Null>	188,100
156	174	-148	148	<Null>	164,502	<Null>	164,502
156	169	-146	146	<Null>	155,844	<Null>	155,844
156	174	-143	143	<Null>	151,848	<Null>	151,848
156	169	-138	138	<Null>	143,856	<Null>	143,856
96	181	-71	71	<Null>	90,000	<Null>	90,000
61	122	-40	40	<Null>	80,000	<Null>	80,000
96	173	-58	58	<Null>	75,940	<Null>	75,940
147	175	-90	90	<Null>	69,600	<Null>	69,600
147	175	-86	86	<Null>	69,600	<Null>	69,600
147	159	-92	92	<Null>	59,648	<Null>	59,648
147	176	-93	93	<Null>	47,960	<Null>	47,960
111	183	-49	49	<Null>	33,000	<Null>	33,000
111	171	-37	37	<Null>	32,400	<Null>	32,400
111	173	-41	41	<Null>	23,400	<Null>	23,400
90	201	-7	7	<Null>	6,000	<Null>	6,000
							2,682,428

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$24,492,096	3,402	1,693	Y	2.8%
$11,731,968	1,630	10,243	Y	26.9%
$10,242,216	1,423	33,276	Y	100.0%
$6,771,600	941	29,587	Y	77.9%
$5,922,072	823	17,343	Y	91.3%
$5,610,384	780	18,000	Y	100.0%
$5,466,528	760	19,000	Y	100.0%
$5,178,816	720	18,000	Y	100.0%
$3,240,000	450	20,000	Y	100.0%
$2,880,000	400	68,750	Y	41.9%
$2,733,840	380	1,062	Y	5.2%
$2,505,600	348	8,700	Y	100.0%
$2,505,600	348	8,700	Y	100.0%
$2,147,328	299	2,875	Y	38.6%
$1,726,560	240	5,995	Y	100.0%
$1,188,000	165	6,600	Y	100.0%
$1,166,400	162	4,367	Y	53.9%
$842,400	117	5,841	Y	99.8%
$216,000	30	2,275	Y	30.3%
$96,567,408	**13,418**	**282,308**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB6100	EX	14,611	32,470	32,470	195	243
1S1E02BB7700	IG1	5,000	5,000	5,000	111	160
1S1E02BB7900	IG1	10,000	10,000	10,000	111	162
1S1E02BB8000	EX	9,000	9,000	9,000	111	164
1S1E02BB8100	EX	9,000	9,000	9,000	111	163
1S1E02BB8200	OS	14,820	14,820	14,820	111	162
1S1E03AA3700	IG1	14,539	14,539	18,174	90	123
1S1E03AA4600	IG1	10,000	10,000	10,000	111	147
1S1E03AA4700	IG1	10,000	10,000	10,000	111	150
1S1E03AA4800	IG1	5,000	5,000	5,000	111	143
1S1E03AA4900	IG1	11,000	11,000	11,000	111	151
1S1E03AA5000	IG1	9,028	9,028	9,028	111	155
1S1E03AA5100	IG1	4,622	4,622	4,622	111	153
1S1E03AA5200	IG1	12,787	19,200	19,200	147	190
1S1E03AA6000	IG1	8,804	8,804	11,005	90	125
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
156	139	-104	104	<Null>	131,499	<Null>	131,499
111	143	-17	17	<Null>	10,000	<Null>	10,000
111	142	-20	20	<Null>	20,000	<Null>	20,000
111	140	-24	24	<Null>	27,000	<Null>	27,000
111	140	-23	23	<Null>	18,000	<Null>	18,000
111	136	-26	26	<Null>	44,460	<Null>	44,460
90	111	-12	12	<Null>	14,539	<Null>	14,539
111	129	-18	18	<Null>	20,000	<Null>	20,000
111	129	-21	21	<Null>	20,000	<Null>	20,000
111	131	-12	12	<Null>	5,000	<Null>	5,000
111	131	-20	20	<Null>	22,000	<Null>	22,000
111	132	-23	23	<Null>	18,056	<Null>	18,056
111	130	-23	23	<Null>	9,244	<Null>	9,244
108	130	-60	60	<Null>	51,148	<Null>	51,148
90	110	-15	15	<Null>	8,804	<Null>	8,804
							419,750

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$4,733,964	658	8,060	Y	24.8%	32640.75	$1,175,066.97	163.3291
$360,000	50	5,000	Y	100.0%	9999.996	$359,999.86	49.99998
$720,000	100	10,000	Y	100.0%	20000.03	$720,001.07	100.0001
$972,000	135	9,000	Y	100.0%	26999.99	$971,999.63	134.9999
$648,000	90	9,000	Y	100.0%	18000.01	$648,000.30	90.00004
$1,600,560	223	14,820	Y	100.0%	44460.01	$1,600,560.29	223
$523,404	73	9,777	Y	53.8%	7821.22	$281,563.93	39.27017
$720,000	100	2,967	Y	29.7%	5933.98	$213,623.28	29.6699
$720,000	100	10,000	Y	100.0%	20000.02	$720,000.74	100.0001
$180,000	25	1,018	Y	20.4%	1018.473	$36,665.04	5.092367
$792,000	110	8,467	Y	77.0%	16933.67	$609,611.95	84.66833
$650,016	91	5,685	Y	63.0%	11371.04	$409,357.52	57.30864
$332,784	47	4,622	Y	100.0%	9244.039	$332,785.39	47.0002
$1,841,328	256	7,590	Y	39.5%	20220.64	$727,943.09	101.206
$316,944	45	2,414	Y	21.9%	1931.561	$69,536.19	9.872812
$15,111,000	**2,103**	**108,422**			**246575.4**	**$8,876,715.24**	**1235.418**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	IG1	20,000	20,000	114,096	98	145
1S1E11BA7200	IG1	12,500	40,000	89,364	168	213
1S1E11BB3801	IG1	16,000	16,000	108,949	112	163
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
98	123	-23	23	<Null>	40,000	<Null>	40,000
98	114	-31	31	<Null>	60,000	<Null>	60,000
126	137	-76	76	<Null>	75,000	<Null>	75,000
112	124	-39	39	<Null>	48,000	<Null>	48,000
							223,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection	
$1,440,000	200	1,168	Y	2.2%	894.5247
$2,160,000	300	16,794	Y	14.7%	8831.42
$2,700,000	375	43,123	Y	48.3%	36191.67
$1,728,000	240	26,375	Y	24.2%	11620.16
$8,028,000	**1,115**	**87,460**			**57537.77**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DD1800	EX	21,000	28,000	28,000	135	184
1N1E34DD2300	EX	20,000	20,000	20,000	65	109
1N1E34DD2700	IG1	12,560	12,560	15,700	90	126
1N1E35CC10200	IG1	2,000	2,000	2,500	90	161
1N1E35CC3800	EX	4,500	4,500	4,500	111	173
1N1E35CC5800	EX	20,000	20,000	20,000	39	117
1N1E35CC6500	IG1	32,014	32,014	40,018	90	157
1N1E35CC6600	IG1	5,000	5,000	5,000	75	139
1N1E35CC6700	IG1	5,000	5,000	5,000	75	135
1N1E35CC6800	EX	5,009	5,009	5,009	75	134
1N1E35CC6900	IG1	5,009	5,009	5,009	75	137
1N1E35CC7000	EX	9,000	9,000	9,000	75	134
1N1E35CC7200	EX	3,250	3,250	3,250	75	126
1N1E35CC7400	EX	4,500	4,500	4,500	75	127
1N1E35CC8500	EX	4,500	4,500	4,500	75	124
1N1E35CC8600	EX	4,500	4,500	4,500	75	127
1N1E35CC8900	IG1	10,009	10,009	10,009	75	129
1N1E35CC9000	IG1	3,500	3,500	3,500	75	130
1N1E35CC9100	IG1	6,509	6,509	6,509	75	132
1N1E35CD11900	IG1	3,680	3,680	4,600	90	174
1N1E35CD12400	IG1	4,000	4,000	5,000	90	169
1N1E35CD8600	EX	4,388	4,388	4,388	39	122
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
96	69	-115	96	19	168,000	56,000	224,000
65	70	-39	39	<Null>	80,000	<Null>	80,000
90	65	-61	61	<Null>	62,800	<Null>	62,800
90	93	-68	68	<Null>	10,000	<Null>	10,000
111	80	-93	93	<Null>	36,000	<Null>	36,000
39	97	-20	20	<Null>	40,000	<Null>	40,000
90	85	-72	72	<Null>	160,070	<Null>	160,070
75	83	-56	56	<Null>	20,000	<Null>	20,000
75	83	-52	52	<Null>	20,000	<Null>	20,000
75	82	-52	52	<Null>	25,045	<Null>	25,045
75	82	-55	55	<Null>	20,036	<Null>	20,036
75	80	-54	54	<Null>	45,000	<Null>	45,000
75	78	-48	48	<Null>	16,250	<Null>	16,250
75	77	-50	50	<Null>	22,500	<Null>	22,500
75	78	-46	46	<Null>	18,000	<Null>	18,000
75	81	-46	46	<Null>	18,000	<Null>	18,000
75	84	-45	45	<Null>	30,027	<Null>	30,027
75	83	-47	47	<Null>	14,000	<Null>	14,000
75	83	-49	49	<Null>	26,036	<Null>	26,036
90	108	-66	66	<Null>	18,400	<Null>	18,400
90	104	-65	65	<Null>	20,000	<Null>	20,000
39	102	-20	20	<Null>	8,776	<Null>	8,776
							934,940

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$8,064,000	1,120	11,379	Y	40.6%	91031.99	$3,277,151.82	455.16
$2,880,000	400	17,662	Y	88.3%	70648.77	$2,543,355.83	353.2439
$2,260,800	314	15,225	Y	97.0%	60899.47	$2,192,380.94	304.4974
$360,000	50	2,500	Y	100.0%	10000.01	$360,000.44	50.00006
$1,296,000	180	243	Y	5.4%	1943.86	$69,978.95	9.719299
$1,440,000	200	15,173	Y	75.9%	30345.77	$1,092,447.70	151.7288
$5,762,520	801	40,018	Y	100.0%	160069.8	$5,762,513.68	800.9991
$720,000	100	5,000	Y	100.0%	20000.01	$720,000.22	100
$720,000	100	5,000	Y	100.0%	19999.99	$719,999.51	99.99993
$901,620	126	5,009	Y	100.0%	25045.02	$901,620.84	126.0001
$721,296	101	5,009	Y	100.0%	20036	$721,295.93	101
$1,620,000	225	9,000	Y	100.0%	44999.96	$1,619,998.69	224.9998
$585,000	82	3,250	Y	100.0%	16249.99	$584,999.48	81.99993
$810,000	113	4,500	Y	100.0%	22500.06	$810,001.98	113.0003
$648,000	90	2,060	Y	45.8%	8241.595	$296,697.43	41.20798
$648,000	90	4,500	Y	100.0%	18000	$647,999.85	89.99998
$1,080,972	151	491	Y	4.9%	1472.148	$52,997.32	7.403148
$504,000	70	3,234	Y	92.4%	12935.92	$465,693.20	64.67961
$937,296	131	6,500	Y	99.9%	25998.31	$935,939.11	130.8104
$662,400	92	4,600	Y	100.0%	18400	$662,400.17	92.00002
$720,000	100	5,000	Y	100.0%	19999.99	$719,999.65	99.99995
$315,936	44	4,388	Y	100.0%	8775.994	$315,935.79	43.99997
$33,657,840	**4,680**	**169,741**			**707594.7**	**$25,473,408.54**	**3542.45**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB8200	OS	14,820	14,820	14,820	111	162
1S1E02BC1000	IG1	10,000	10,000	10,000	75	127
1S1E02BC1100	IG1	10,000	10,000	10,000	75	128
1S1E02BC1400	EX	21,000	28,000	28,000	87	140
1S1E02BC1500	EX	8,689	8,689	8,689	75	123
1S1E02BC1600	EX	15,000	20,000	20,000	87	139
1S1E02BC1900	EX	6,750	9,000	9,000	87	142
1S1E02BC1900	IG1	21,750	29,000	20,000	87	142
1S1E02BC2200	IG1	10,320	10,320	12,900	90	143
1S1E02BC2700	IG1	16,000	16,000	20,000	90	134
1S1E02BD6600	IG1	4,000	4,000	5,000	90	132
1S1E02BD7200	IG1	8,000	8,000	10,000	90	134
1S1E02BD7201	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AA5000	IG1	9,028	9,028	9,028	111	155
1S1E03AA5200	IG1	12,787	19,200	19,200	147	190
1S1E03AA5700	IG1	15,999	15,999	19,999	90	126
1S1E03AD200	IG1	6,900	9,200	9,200	87	131
1S1E03AD200	IG1	19,200	25,600	16,400	87	131
1S1E03AD2700	EX	16,652	16,652	16,652	65	111
1S1E03AD600	IG1	8,000	8,000	10,000	90	127
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
111	96	-66	66	<Null>	88,920	<Null>	88,920
75	101	-26	26	<Null>	20,000	<Null>	20,000
75	101	-27	27	<Null>	20,000	<Null>	20,000
48	94	-46	46	<Null>	84,000	<Null>	84,000
75	94	-29	29	<Null>	26,067	<Null>	26,067
48	95	-44	44	<Null>	60,000	<Null>	60,000
48	100	-42	42	<Null>	27,000	<Null>	27,000
48	102	-40	40	<Null>	65,250	<Null>	65,250
90	105	-38	38	<Null>	30,960	<Null>	30,960
90	115	-19	19	<Null>	32,000	<Null>	32,000
90	122	-10	10	<Null>	4,000	<Null>	4,000
90	126	-8	8	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	129	-6	6	<Null>	8,000	<Null>	8,000
111	91	-64	64	<Null>	45,140	<Null>	45,140
108	89	-101	101	<Null>	89,509	<Null>	89,509
90	74	-52	52	<Null>	63,996	<Null>	63,996
48	91	-40	40	<Null>	20,700	<Null>	20,700
48	89	-42	42	<Null>	57,600	<Null>	57,600
65	90	-21	21	<Null>	33,304	<Null>	33,304
90	81	-46	46	<Null>	32,000	<Null>	32,000
							824,446

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$3,201,120	445	281	Y	1.9%	1683.401	$60,602.44	8.424579
$720,000	100	10,000	Y	100.0%	20000.01	$720,000.31	100
$720,000	100	10,000	Y	100.0%	19999.99	$719,999.76	99.99997
$3,024,000	420	28,000	Y	100.0%	84000.05	$3,024,001.88	420.0003
$938,412	131	8,689	Y	100.0%	26067.03	$938,412.92	131.0001
$2,160,000	300	13,346	Y	66.7%	40036.72	$1,441,321.97	200.1836
$972,000	135	9,000	Y	100.0%	27000.02	$972,000.69	135.0001
$2,349,000	327	20,000	Y	100.0%	65250.04	$2,349,001.47	327.0002
$1,114,560	155	12,900	Y	100.0%	30959.95	$1,114,558.32	154.9998
$1,152,000	160	20,000	Y	100.0%	32000.01	$1,152,000.31	160
$144,000	20	5,000	Y	100.0%	3999.998	$143,999.92	19.99999
$288,000	40	7,369	Y	73.7%	5895.441	$212,235.89	29.47721
$288,000	40	9,775	Y	97.7%	7819.682	$281,508.56	39.09841
$288,000	40	557	Y	5.6%	445.2484	$16,028.94	2.226242
$1,625,040	226	1,787	Y	19.8%	8937.548	$321,751.75	44.74714
$3,222,324	448	5,802	Y	30.2%	27048.44	$973,743.77	135.3797
$2,303,856	320	6,933	Y	34.7%	22184	$798,623.99	110.9269
$745,200	104	9,200	Y	100.0%	20700.01	$745,200.30	104
$2,073,600	288	16,400	Y	100.0%	57600.01	$2,073,600.34	288
$1,198,944	167	4,485	Y	26.9%	8970.811	$322,949.19	44.98335
$1,152,000	160	10,000	Y	100.0%	32000.05	$1,152,001.72	160.0002
$29,680,056	**4,126**	**209,524**			**542598.5**	**$19,533,544.43**	**2715.448**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CA14000	IG1	2,200	2,200	2,750	90	138
1S1E02CA17100	IG1	2,000	2,000	2,500	90	136
1S1E02CA17300	IG1	3,600	3,600	4,500	90	136
1S1E02CB2700	IG1	22,400	22,400	28,000	90	149
1S1E02CB2900	IG1	2,000	2,000	2,500	90	146
1S1E02CB3400	IG1	4,940	4,940	6,175	90	142
1S1E02CB3900	IG1	7,600	7,600	9,500	90	151
1S1E02CB4400	IG1	8,000	8,000	10,000	90	154
1S1E02CB500	IG1	8,000	8,000	10,000	90	140
1S1E02CB8700	IG1	4,000	4,000	5,000	90	162
1S1E02CB8800	IG1	4,000	4,000	5,000	90	161
1S1E02CB9000	EX	8,551	8,551	8,551	111	178
1S1E02CB9100	EX	9,500	9,500	9,500	111	175
1S1E02CB9200	EX	10,000	10,000	10,000	111	180
1S1E02CB9300	EX	8,999	8,999	8,999	111	181
1S1E02CB9400	IG1	8,000	8,000	10,000	90	160
1S1E03AD6100	IG1	7,600	7,600	9,500	90	133
1S1E03AD7100	IG1	10,719	10,719	13,399	90	125
1S1E03DA100	IG1	7,600	7,600	7,600	111	172
1S1E03DA1000	IG1	554	554	692	90	127
1S1E03DA1100	IG1	5,319	5,319	6,649	90	127
1S1E03DA200	IG1	3,876	3,876	3,876	111	180
1S1E03DA300	IG1	4,124	4,124	4,124	111	176
1S1E03DA400	IG1	10,000	10,000	10,000	111	172
1S1E03DA500	IG1	5,270	5,270	5,270	111	169
1S1E03DA600	IG1	4,230	4,230	4,230	111	167
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	136	-2	2	<Null>	2,200	<Null>	2,200
90	136	0	0	<Null>	2,000	<Null>	2,000
90	136	0	0	<Null>	3,600	<Null>	3,600
90	128	-21	21	<Null>	44,800	<Null>	44,800
90	128	-18	18	<Null>	4,000	<Null>	4,000
90	127	-15	15	<Null>	4,940	<Null>	4,940
90	119	-32	32	<Null>	22,800	<Null>	22,800
90	120	-34	34	<Null>	24,000	<Null>	24,000
90	133	-7	7	<Null>	8,000	<Null>	8,000
90	116	-46	46	<Null>	16,000	<Null>	16,000
90	115	-46	46	<Null>	16,000	<Null>	16,000
111	111	-67	67	<Null>	51,306	<Null>	51,306
111	110	-65	65	<Null>	57,000	<Null>	57,000
111	110	-70	70	<Null>	60,000	<Null>	60,000
111	112	-69	69	<Null>	53,994	<Null>	53,994
90	112	-48	48	<Null>	32,000	<Null>	32,000
90	101	-32	32	<Null>	22,800	<Null>	22,800
90	80	-45	45	<Null>	42,876	<Null>	42,876
111	107	-65	65	<Null>	38,000	<Null>	38,000
90	92	-35	35	<Null>	1,662	<Null>	1,662
90	93	-34	34	<Null>	15,957	<Null>	15,957
111	107	-73	73	<Null>	19,380	<Null>	19,380
111	107	-69	69	<Null>	20,620	<Null>	20,620
111	105	-67	67	<Null>	50,000	<Null>	50,000
111	105	-64	64	<Null>	26,350	<Null>	26,350
111	105	-62	62	<Null>	21,150	<Null>	21,150
							661,435

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$79,200	11	2,750	Y	100.0%	2200.009	$79,200.32	11.00004
$72,000	10	2,500	Y	100.0%	2000.001	$72,000.03	10
$129,600	18	1,316	Y	29.3%	1053.178	$37,914.42	5.265892
$1,612,800	224	1,840	Y	6.6%	2944.83	$106,013.89	14.72415
$144,000	20	2,500	Y	100.0%	3999.996	$143,999.86	19.99998
$177,840	25	6,175	Y	100.0%	4940.008	$177,840.30	25.00004
$820,800	114	9,500	Y	100.0%	22799.98	$820,799.20	113.9999
$864,000	120	10,000	Y	100.0%	24000.03	$864,001.23	120.0002
$288,000	40	9,192	Y	91.9%	7353.191	$264,714.89	36.76596
$576,000	80	4,642	Y	92.8%	14852.99	$534,707.49	74.26493
$576,000	80	5,000	Y	100.0%	16000	$575,999.89	79.99998
$1,847,016	257	8,551	Y	100.0%	51306.02	$1,847,016.88	257.0001
$2,052,000	285	9,500	Y	100.0%	56999.99	$2,051,999.69	285
$2,160,000	300	10,000	Y	100.0%	59999.97	$2,159,998.91	299.9998
$1,943,784	270	8,999	Y	100.0%	53993.96	$1,943,782.72	269.9998
$1,152,000	160	5,427	Y	54.3%	17367.7	$625,237.27	86.83851
$820,800	114	9,500	Y	100.0%	22799.99	$820,799.67	114
$1,543,536	215	13,399	Y	100.0%	42876.03	$1,543,537.19	215.0002
$1,368,000	190	7,600	Y	100.0%	37999.95	$1,367,998.09	189.9997
$59,832	9	660	Y	95.3%	1583.746	$57,014.87	8.576244
$574,452	80	400	Y	6.0%	959.1414	$34,529.09	4.80863
$697,680	97	3,876	Y	100.0%	19380.05	$697,681.95	97.00027
$742,320	104	4,124	Y	100.0%	20620.02	$742,320.87	104.0001
$1,800,000	250	9,978	Y	99.8%	49888.37	$1,795,981.35	249.4419
$948,600	132	5,270	Y	100.0%	26350.05	$948,601.76	132.0002
$761,400	106	4,230	Y	100.0%	21149.99	$761,399.65	106
$23,811,660	**3,311**	**156,928**			**585419.2**	**$21,075,091.46**	**2930.686**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E03CB400	CX	20,000	40,000	34,240	63	186
1S1E03DD300	IG1	13,500	53,500	55,243	224	271
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
24	148	-38	24	14	40,000	80,000	120,000
182	227	-44	44	<Null>	54,000	<Null>	54,000
							174,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$4,320,000	600	2,666	Y	7.8%
$1,944,000	270	55,243	Y	100.0%
$6,264,000	**870**	**57,909**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC4800	IG1	9,724	9,724	12,155	90	158
1S1E02CC5000	IG1	1,226	1,226	1,532	90	157
1S1E02CC5100	IG1	4,047	4,047	5,059	90	157
1S1E02CC6800	IG1	2,400	2,400	3,000	90	156
1S1E02CC7100	IG1	4,000	4,000	5,000	90	155
1S1E02CC7200	IG1	1,800	1,800	2,250	90	153
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	IG1	20,000	20,000	114,096	98	145
1S1E02CD10000	IG1	3,193	3,193	3,991	90	149
1S1E02CD10100	IG1	665	665	831	90	147
1S1E02CD10200	IG1	7,065	7,065	8,832	90	149
1S1E02CD14200	IG1	8,000	8,000	10,000	90	144
1S1E02CD9600	IG1	5,334	5,334	6,667	90	151
1S1E02CD9700	IG1	2,666	2,666	3,333	90	151
1S1E02CD9900	IG1	2,332	2,332	2,915	90	147
1S1E03D300	IG1	45,000	45,000	305,148	112	150
1S1E03DD200	EG2	53,000	53,000	122,697	84	124
1S1E03DD300	IG1	13,500	53,500	55,243	224	271
1S1E03DD500	EG2	14,000	25,900	44,682	182	218
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	113	-45	45	<Null>	38,896	<Null>	38,896
90	111	-46	46	<Null>	4,904	<Null>	4,904
90	111	-46	46	<Null>	16,188	<Null>	16,188
90	118	-38	38	<Null>	7,200	<Null>	7,200
90	119	-36	36	<Null>	12,000	<Null>	12,000
90	119	-34	34	<Null>	5,400	<Null>	5,400
98	112	-34	34	<Null>	60,000	<Null>	60,000
98	109	-36	36	<Null>	60,000	<Null>	60,000
90	125	-24	24	<Null>	6,386	<Null>	6,386
90	124	-23	23	<Null>	1,330	<Null>	1,330
90	123	-26	26	<Null>	14,130	<Null>	14,130
90	126	-18	18	<Null>	16,000	<Null>	16,000
90	128	-23	23	<Null>	10,668	<Null>	10,668
90	128	-23	23	<Null>	5,332	<Null>	5,332
90	126	-21	21	<Null>	4,664	<Null>	4,664
112	74	-76	76	<Null>	270,000	<Null>	270,000
84	74	-50	50	<Null>	265,000	<Null>	265,000
182	88	-183	183	<Null>	189,000	<Null>	189,000
140	93	-125	125	<Null>	154,000	<Null>	154,000
							1,141,098

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection	
$1,400,256	195	12,155	Y	100.0%	38895.93
$176,544	25	1,532	Y	100.0%	4903.99
$582,768	81	5,059	Y	100.0%	16188.01
$259,200	36	3,000	Y	100.0%	7199.998
$432,000	60	5,000	Y	100.0%	12000.01
$194,400	27	2,250	Y	100.0%	5399.992
$2,160,000	300	10,590	Y	20.3%	12164.21
$2,160,000	300	1,500	Y	1.3%	788.7194
$229,896	32	3,362	Y	84.2%	5379.105
$47,880	7	599	Y	72.1%	959.0735
$508,680	71	8,832	Y	100.0%	14130
$576,000	80	5,226	Y	52.3%	8362.317
$384,048	54	6,667	Y	100.0%	10668.2
$191,952	27	3,333	Y	100.0%	5331.813
$167,904	24	163	Y	5.6%	260.7991
$9,720,000	1,350	91,581	Y	30.0%	81032.73
$9,540,000	1,325	101,314	Y	82.6%	218817.9
$6,804,000	945	53,730	Y	97.3%	183825.2
$5,544,000	770	1,613	Y	3.6%	5560.736
$41,079,528	**5,709**	**317,508**			**631868.7**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation	Tower Height
1S1E02CC4	IG1	9,724	9,724	12,155	90	158	90
1S1E02CC5	IG1	1,226	1,226	1,532	90	157	90
1S1E02CC5	IG1	4,047	4,047	5,059	90	157	90
1S1E02CC6	IG1	47,100	47,100	74,713	56	102	56
1S1E02CC6	IG1	2,400	2,400	3,000	90	156	90
1S1E02CC7	IG1	4,000	4,000	5,000	90	155	90
1S1E02CC7	IG1	1,800	1,800	2,250	90	153	90
1S1E02CC7	IG1	20,000	20,000	52,236	98	146	98
1S1E02CC7	IG1	20,000	20,000	114,096	98	145	98
1S1E02CD1	IG1	3,193	3,193	3,991	90	149	90
1S1E02CD1	IG1	665	665	831	90	147	90
1S1E02CD1	IG1	7,065	7,065	8,832	90	149	90
1S1E02CD9	IG1	5,334	5,334	6,667	90	151	90
1S1E02CD9	IG1	2,666	2,666	3,333	90	151	90
1S1E02CD9	IG1	2,332	2,332	2,915	90	147	90
1S1E03D30	IG1	45,000	45,000	305,148	112	150	112
1S1E03DD2	EG2	53,000	53,000	122,697	84	124	84
1S1E03DD3	IG1	13,500	53,500	55,243	224	271	182
1S1E03DD5	EG2	14,000	25,900	44,682	182	218	140
Total							

Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total	Lost Value
110	-48	48	<Null>	38,896	<Null>	38,896	$38,896
108	-49	49	<Null>	4,904	<Null>	4,904	$4,904
109	-48	48	<Null>	16,188	<Null>	16,188	$16,188
99	-3	3	<Null>	47,100	<Null>	47,100	$47,100
115	-41	41	<Null>	7,200	<Null>	7,200	$7,200
116	-39	39	<Null>	12,000	<Null>	12,000	$12,000
116	-37	37	<Null>	5,400	<Null>	5,400	$5,400
109	-37	37	<Null>	60,000	<Null>	60,000	$60,000
100	-45	45	<Null>	80,000	<Null>	80,000	$80,000
122	-27	27	<Null>	6,386	<Null>	6,386	$6,386
121	-26	26	<Null>	1,330	<Null>	1,330	$1,330
120	-29	29	<Null>	14,130	<Null>	14,130	$14,130
125	-26	26	<Null>	10,668	<Null>	10,668	$10,668
125	-26	26	<Null>	5,332	<Null>	5,332	$5,332
122	-25	25	<Null>	4,664	<Null>	4,664	$4,664
72	-78	78	<Null>	270,000	<Null>	270,000	$270,000
71	-53	53	<Null>	265,000	<Null>	265,000	$265,000
85	-186	186	<Null>	189,000	<Null>	189,000	$189,000
86	-132	132	<Null>	154,000	<Null>	154,000	$154,000
						1,192,198	**$1,192,198**

Lost Jobs	Area of Intersection	conflict	% area of intersection	
195	8773.352166	Y	72.2%	28074.58
25	1532.179096	Y	100.0%	4904.017
81	5058.768116	Y	100.0%	16187.99
236	74712.65952	Y	100.0%	47100.01
36	2999.951423	Y	100.0%	7199.991
60	5000.000066	Y	100.0%	12000
27	2249.950569	Y	100.0%	5399.992
300	31780.83135	Y	60.8%	36504.43
400	31964.69882	Y	28.0%	22412.48
32	3991.456387	Y	100.0%	6386.013
7	830.63088	Y	100.0%	1330.002
71	8831.861105	Y	100.0%	14130.01
54	6667.0	Y	100.0%	10668.01
27	3333.017517	Y	100.0%	5331.992
24	2914.803521	Y	100.0%	4663.992
1,350	21002.56834	Y	6.9%	18583.44
1,325	120398.0778	Y	98.1%	260035.3
945	41462.80084	Y	75.1%	141854.7
770	30197.83942	Y	67.6%	104078.6
5,965	**403,702**			**746845.6**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation	Tower Height
1S1E10AA5	84	11,000	21,101	124,096	168	208	IH
1S1E11BA7	126	12,500	40,000	89,364	168	213	IG1
1S1E11BB3	112	16,000	16,000	108,949	112	163	IG1
1S1E11BB4	60	13,520	13,520	16,900	60	127	IG1
1S1E11BB5	60	28,446	28,446	35,557	60	136	IG1
1S1E11BB5	90	13,954	13,954	17,443	90	147	IH
Total							

Elevation of View Corridor	View Corridor elev minus bldbl Fl	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total	Lost Value
104	-104	104	<Null>	88,000	<Null>	88,000	$88,000
142	-71	71	<Null>	75,000	<Null>	75,000	$75,000
129	-34	34	<Null>	48,000	<Null>	48,000	$48,000
120	-7	7	<Null>	13,520	<Null>	13,520	$13,520
121	-15	15	<Null>	28,446	<Null>	28,446	$28,446
114	-33	33	<Null>	41,862	<Null>	41,862	$41,862
						294,828	**$294,828**

Lost Jobs	Area of Intersection	conflict	% area of intersection	
440	70017.65	Y	56.4%	49651.55
375	17927.22	Y	20.1%	15045.73
240	34669.86	Y	31.8%	15274.67
68	16899.74	Y	100.0%	13520
143	9678.821	Y	27.2%	7743.129
210	2184.617	Y	12.5%	5242.914
1,476	**151,378**			**106478**

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation	Tower Height
1N1E33CD	CX	10,253	10,253	10,253	50	223	50
1S1E04BA4	CX	8,031	8,031	8,031	50	218	50
1S1E04BA5	CX	17,084	17,084	17,084	50	236	50
Total							

Elevation of View Corridor	View Corridor elev minus bldbl Ft	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total	Lost Value
204	-19	19	<Null>	20,506	<Null>	738,216	$20,506
208	-10	10	<Null>	8,031	<Null>	289,116	$8,031
206	-30	30	<Null>	51,252	<Null>	1,845,072	$51,252
						2,872,404	**$79,789**

Lost Jobs	Area of Intersection	conflict	% area of intersection
103	375.6786	Y	3.7%
41	4523.584	Y	56.3%
257	5190.359	Y	30.4%
401	**10,090**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E27DC4300	CX	23,207	51,571	51,571	135	225

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
96	177	-48	48	<Null>	116,035	<Null>	116,035

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$4,177,260	581	5,993	Y	11.6%

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1000	EX	8,481	8,481	8,481	147	212
1N1E34DA1100	IG1	2,742	2,742	3,427	80	138
1N1E34DA1101	IG1	386	386	483	80	132
1N1E34DA2602	EX	11,900	11,900	11,900	147	191
1N1E34DA2800	EX	20,528	45,617	45,617	200	241
1N1E34DA800	EX	6,053	6,053	6,053	147	217
1N1E35CB3400	EX	5,855	5,855	5,855	147	219
1N1E35CB500	CX	21,576	28,768	28,768	183	235
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
147	129	-83	83	<Null>	59,367	<Null>	59,367
80	130	-8	8	<Null>	2,742	<Null>	2,742
80	130	-2	2	<Null>	386	<Null>	386
147	132	-59	59	<Null>	59,500	<Null>	59,500
161	130	-111	111	<Null>	205,280	<Null>	205,280
147	128	-89	89	<Null>	48,424	<Null>	48,424
147	127	-92	92	<Null>	46,840	<Null>	46,840
144	124	-111	111	<Null>	215,760	<Null>	215,760
							638,299

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$2,137,212	297	7,958	Y	93.8%
$98,712	14	3,427	Y	100.0%
$13,896	2	483	Y	100.0%
$2,142,000	298	452	Y	3.8%
$7,390,080	1,027	33,079	Y	72.5%
$1,743,264	243	4,025	Y	66.5%
$1,686,240	235	201	Y	3.4%
$7,767,360	1,079	10,914	Y	37.9%
$22,978,764	**3,195**	**60,539**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1000	EX	8,481	8,481	8,481	147	212
1N1E34DA2602	EX	11,900	11,900	11,900	147	191
1N1E34DA2800	EX	20,528	45,617	45,617	200	241
1N1E34DA800	EX	6,053	6,053	6,053	147	217
1N1E34DD600	EX	5,516	5,516	5,516	147	191
1N1E34DD601	EX	5,500	5,500	5,500	147	193
1N1E34DD900	EX	8,716	8,716	8,716	147	182
1N1E35CB3100	EX	9,000	9,000	9,000	147	223
1N1E35CB3200	EX	9,000	9,000	9,000	147	222
1N1E35CB3300	EX	12,161	12,161	12,161	147	219
1N1E35CB3400	EX	5,855	5,855	5,855	147	219
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
147	145	-67	67	<Null>	50,886	<Null>	50,886
147	149	-42	42	<Null>	47,600	<Null>	47,600
161	147	-94	94	<Null>	164,224	<Null>	164,224
147	144	-73	73	<Null>	42,371	<Null>	42,371
147	152	-39	39	<Null>	22,064	<Null>	22,064
147	151	-42	42	<Null>	22,000	<Null>	22,000
147	153	-29	29	<Null>	26,148	<Null>	26,148
147	142	-81	81	<Null>	63,000	<Null>	63,000
147	143	-79	79	<Null>	63,000	<Null>	63,000
147	143	-76	76	<Null>	85,127	<Null>	85,127
147	142	-77	77	<Null>	40,985	<Null>	40,985
							627,405

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,831,896	255	8,481	Y	100.0%
$1,713,600	238	11,900	Y	100.0%
$5,912,064	822	43,570	Y	95.5%
$1,525,356	212	6,053	Y	100.0%
$794,304	111	120	Y	2.2%
$792,000	110	2,042	Y	37.1%
$941,328	131	3,156	Y	36.2%
$2,268,000	315	7,107	Y	79.0%
$2,268,000	315	658	Y	7.3%
$3,064,572	426	10,647	Y	87.6%
$1,475,460	205	5,855	Y	100.0%
$22,586,580	**3,140**	**99,589**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34AA3001	CX	42,521	51,515	59,445	238	353
1N1E34AA3600	CX	7,456	7,456	7,456	183	287
1N1E34AA3800	CX	17,152	38,116	38,116	325	423
1N1E34AB1700	CX	12,815	19,241	19,241	111	195
1N1E34AB400	<Null>	20,000	50,000	164,223	244	306
1N1E35BC1000	CX	8,700	8,700	8,700	183	301
1N1E35BC1100	CX	8,700	8,700	8,700	183	297
1N1E35BC1201	CX	5,995	5,995	5,995	183	305
1N1E35BC2200	CX	6,600	6,600	6,600	147	268
1N1E35BC2300	CX	15,000	20,000	20,000	183	300
1N1E35BC2400	CX	17,100	38,001	38,001	279	387
1N1E35BC2500	CX	5,850	5,850	5,850	147	250
1N1E35BC2600	CX	8,100	8,100	8,100	147	244
1N1E35BC2700	CX	15,188	20,250	20,250	183	279
1N1E35BC500	CX	12,654	19,000	19,000	255	382
1N1E35BC600	CX	12,654	19,000	19,000	255	377
1N1E35BC700	CX	11,988	18,000	18,000	255	375
1N1E35BC800	CX	11,988	18,000	18,000	255	367
1N1E35BC900	CX	14,974	33,276	33,276	325	433
1N1E35BD1000	IG1	6,000	6,000	7,500	90	208
1N1E35BD900	IG1	4,570	4,570	5,713	90	208
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
196	161	-192	192	<Null>	680,336	<Null>	680,336
183	159	-128	128	<Null>	82,016	<Null>	82,016
286	154	-269	269	<Null>	394,496	<Null>	394,496
72	139	-56	56	<Null>	64,075	<Null>	64,075
210	122	-184	184	<Null>	320,000	<Null>	320,000
183	175	-126	126	<Null>	95,700	<Null>	95,700
183	175	-122	122	<Null>	95,700	<Null>	95,700
183	176	-129	129	<Null>	65,945	<Null>	65,945
147	183	-85	85	<Null>	52,800	<Null>	52,800
144	181	-119	119	<Null>	150,000	<Null>	150,000
240	176	-211	211	<Null>	307,800	<Null>	307,800
147	173	-77	77	<Null>	40,950	<Null>	40,950
147	171	-73	73	<Null>	56,700	<Null>	56,700
144	173	-106	106	<Null>	136,692	<Null>	136,692
216	174	-208	208	<Null>	227,772	<Null>	227,772
216	174	-203	203	<Null>	215,118	<Null>	215,118
216	169	-206	206	<Null>	215,784	<Null>	215,784
216	169	-198	198	<Null>	203,796	<Null>	203,796
286	170	-263	263	<Null>	329,428	<Null>	329,428
90	201	-7	7	<Null>	6,000	<Null>	6,000
90	198	-10	10	<Null>	4,570	<Null>	4,570
							3,745,678

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$24,492,096	3,402	1,693	Y	2.8%
$2,952,576	411	2,875	Y	38.6%
$14,201,856	1,973	10,243	Y	26.9%
$2,306,700	321	17,911	Y	93.1%
$11,520,000	1,600	68,750	Y	41.9%
$3,445,200	479	8,700	Y	100.0%
$3,445,200	479	8,700	Y	100.0%
$2,374,020	330	5,995	Y	100.0%
$1,900,800	264	6,600	Y	100.0%
$5,400,000	750	20,000	Y	100.0%
$11,080,800	1,539	29,587	Y	77.9%
$1,474,200	205	5,841	Y	99.8%
$2,041,200	284	4,367	Y	53.9%
$4,920,912	684	1,062	Y	5.2%
$8,199,792	1,139	17,343	Y	91.3%
$7,744,248	1,076	19,000	Y	100.0%
$7,768,224	1,079	18,000	Y	100.0%
$7,336,656	1,019	18,000	Y	100.0%
$11,859,408	1,648	33,276	Y	100.0%
$216,000	30	2,275	Y	30.3%
$164,520	23	5,713	Y	100.0%
$134,844,408	**18,735**	**305,932**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB6100	EX	14,611	32,470	32,470	275	323
1S1E02BB7900	EX	10,000	10,000	10,000	147	198
1S1E02BB8000	EX	9,000	9,000	9,000	147	200
1S1E02BB8100	EX	9,000	9,000	9,000	147	199
1S1E02BB8200	EX	14,820	14,820	14,820	147	198
1S1E02BC1000	EX	10,000	10,000	10,000	111	163
1S1E03AA3700	IG1	14,539	14,539	18,174	90	123
1S1E03AA4600	EX	10,000	10,000	10,000	147	183
1S1E03AA4700	EX	10,000	10,000	10,000	147	186
1S1E03AA4800	EX	5,000	5,000	5,000	147	179
1S1E03AA4900	EX	11,000	11,000	11,000	147	187
1S1E03AA5000	EX	9,028	9,028	9,028	147	191
1S1E03AA5100	EX	4,622	4,622	4,622	147	189
1S1E03AA5200	EX	12,787	19,200	19,200	195	238
1S1E03AA6000	IG1	8,804	8,804	11,005	90	125
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
236	139	-184	184	<Null>	233,776	<Null>	233,776
147	142	-56	56	<Null>	50,000	<Null>	50,000
147	140	-60	60	<Null>	54,000	<Null>	54,000
147	140	-59	59	<Null>	45,000	<Null>	45,000
147	136	-62	62	<Null>	88,920	<Null>	88,920
111	142	-21	21	<Null>	20,000	<Null>	20,000
90	111	-12	12	<Null>	14,539	<Null>	14,539
147	129	-54	54	<Null>	50,000	<Null>	50,000
147	129	-57	57	<Null>	50,000	<Null>	50,000
147	131	-48	48	<Null>	25,000	<Null>	25,000
147	131	-56	56	<Null>	55,000	<Null>	55,000
147	132	-59	59	<Null>	45,140	<Null>	45,140
147	130	-59	59	<Null>	23,110	<Null>	23,110
156	130	-108	108	<Null>	115,083	<Null>	115,083
90	110	-15	15	<Null>	8,804	<Null>	8,804
							878,372

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$8,415,936	1,169	8,060	Y	24.8%
$1,800,000	250	10,000	Y	100.0%
$1,944,000	270	9,000	Y	100.0%
$1,620,000	225	9,000	Y	100.0%
$3,201,120	445	14,820	Y	100.0%
$720,000	100	2,740	Y	27.4%
$523,404	73	9,777	Y	53.8%
$1,800,000	250	2,967	Y	29.7%
$1,800,000	250	10,000	Y	100.0%
$900,000	125	1,018	Y	20.4%
$1,980,000	275	8,467	Y	77.0%
$1,625,040	226	5,685	Y	63.0%
$831,960	116	4,622	Y	100.0%
$4,142,988	576	7,590	Y	39.5%
$316,944	45	2,414	Y	21.9%
$31,621,392	**4,395**	**106,162**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	<Null>	20,000	20,000	114,096	98	145
1S1E11BA7200	IG1	12,500	40,000	89,364	168	213
1S1E11BB3801	IG1	16,000	16,000	108,949	112	163
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
98	123	-23	23	<Null>	40,000	<Null>	40,000
98	114	-31	31	<Null>	60,000	<Null>	60,000
126	137	-76	76	<Null>	75,000	<Null>	75,000
112	124	-39	39	<Null>	48,000	<Null>	48,000
							223,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,440,000	200	1,168	Y	2.2%
$2,160,000	300	16,794	Y	14.7%
$2,700,000	375	43,123	Y	48.3%
$1,728,000	240	26,375	Y	24.2%
$8,028,000	**1,115**	**87,460**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DD1800	EX	21,000	28,000	28,000	183	232
1N1E34DD2300	EX	15,000	20,000	20,000	135	179
1N1E34DD2700	IG1	12,560	12,560	15,700	90	126
1N1E35CC10200	IG1	2,000	2,000	2,500	90	161
1N1E35CC3800	EX	4,500	4,500	4,500	147	209
1N1E35CC5800	EX	15,000	20,000	20,000	87	165
1N1E35CC6500	IG1	32,014	32,014	40,018	90	157
1N1E35CC6800	EX	5,009	5,009	5,009	111	170
1N1E35CC6900	EX	5,009	5,009	5,009	111	173
1N1E35CC7000	EX	9,000	9,000	9,000	111	170
1N1E35CC7200	EX	3,250	3,250	3,250	111	162
1N1E35CC7400	EX	4,500	4,500	4,500	111	163
1N1E35CC8500	EX	4,500	4,500	4,500	111	160
1N1E35CC8600	EX	4,500	4,500	4,500	111	163
1N1E35CC8900	EX	10,009	10,009	10,009	111	165
1N1E35CC9000	EX	3,500	3,500	3,500	111	166
1N1E35CC9100	EX	6,509	6,509	6,509	111	168
1N1E35CD11900	IG1	3,680	3,680	4,600	90	174
1N1E35CD12400	IG1	4,000	4,000	5,000	90	169
1N1E35CD8600	EX	4,388	4,388	4,388	75	158
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
144	69	-163	144	19	252,000	56,000	308,000
96	70	-109	96	13	120,000	40,000	160,000
90	65	-61	61	<Null>	62,800	<Null>	62,800
90	93	-68	68	<Null>	10,000	<Null>	10,000
147	80	-129	129	<Null>	49,500	<Null>	49,500
48	97	-68	48	20	60,000	40,000	100,000
90	85	-72	72	<Null>	160,070	<Null>	160,070
111	82	-88	88	<Null>	40,072	<Null>	40,072
111	82	-91	91	<Null>	40,072	<Null>	40,072
111	80	-90	90	<Null>	72,000	<Null>	72,000
111	78	-84	84	<Null>	26,000	<Null>	26,000
111	77	-86	86	<Null>	36,000	<Null>	36,000
111	78	-82	82	<Null>	31,500	<Null>	31,500
111	81	-82	82	<Null>	31,500	<Null>	31,500
111	84	-81	81	<Null>	70,063	<Null>	70,063
111	83	-83	83	<Null>	24,500	<Null>	24,500
111	83	-85	85	<Null>	52,072	<Null>	52,072
90	108	-66	66	<Null>	18,400	<Null>	18,400
90	104	-65	65	<Null>	20,000	<Null>	20,000
75	102	-56	56	<Null>	21,940	<Null>	21,940
							1,334,489

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$11,088,000	1,540	11,379	Y	40.6%
$5,760,000	800	17,662	Y	88.3%
$2,260,800	314	15,225	Y	97.0%
$360,000	50	2,500	Y	100.0%
$1,782,000	248	243	Y	5.4%
$3,600,000	500	15,173	Y	75.9%
$5,762,520	801	40,018	Y	100.0%
$1,442,592	201	5,009	Y	100.0%
$1,442,592	201	5,009	Y	100.0%
$2,592,000	360	9,000	Y	100.0%
$936,000	130	3,250	Y	100.0%
$1,296,000	180	4,500	Y	100.0%
$1,134,000	158	2,060	Y	45.8%
$1,134,000	158	4,500	Y	100.0%
$2,522,268	351	491	Y	4.9%
$882,000	123	3,234	Y	92.4%
$1,874,592	261	6,500	Y	99.9%
$662,400	92	4,600	Y	100.0%
$720,000	100	5,000	Y	100.0%
$789,840	110	4,388	Y	100.0%
$48,041,604	**6,678**	**159,741**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB8200	EX	14,820	14,820	14,820	147	198
1S1E02BC1000	EX	10,000	10,000	10,000	111	163
1S1E02BC1400	EX	21,000	28,000	28,000	135	188
1S1E02BC1500	EX	8,689	8,689	8,689	111	159
1S1E02BC1600	EX	15,000	20,000	20,000	135	187
1S1E02BC1900	EX	21,750	29,000	29,000	135	190
1S1E02BC2200	IG1	10,320	10,320	12,900	90	143
1S1E02BC2700	IG1	16,000	16,000	20,000	90	134
1S1E02BD6600	IG1	4,000	4,000	5,000	90	132
1S1E02BD7200	IG1	8,000	8,000	10,000	90	134
1S1E02BD7201	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AA5000	EX	9,028	9,028	9,028	147	191
1S1E03AA5200	EX	12,787	19,200	19,200	195	238
1S1E03AA5700	IG1	15,999	15,999	19,999	90	126
1S1E03AD200	EX	19,200	25,600	25,600	135	179
1S1E03AD600	IG1	8,000	8,000	10,000	90	127
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
147	96	-102	102	<Null>	133,380	<Null>	133,380
111	101	-62	62	<Null>	60,000	<Null>	60,000
96	94	-94	94	<Null>	168,000	<Null>	168,000
111	94	-65	65	<Null>	52,134	<Null>	52,134
96	95	-92	92	<Null>	120,000	<Null>	120,000
96	100	-90	90	<Null>	174,000	<Null>	174,000
90	105	-38	38	<Null>	30,960	<Null>	30,960
90	115	-19	19	<Null>	32,000	<Null>	32,000
90	122	-10	10	<Null>	4,000	<Null>	4,000
90	126	-8	8	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	129	-6	6	<Null>	8,000	<Null>	8,000
147	91	-100	100	<Null>	81,252	<Null>	81,252
156	89	-149	149	<Null>	166,231	<Null>	166,231
90	74	-52	52	<Null>	63,996	<Null>	63,996
96	89	-90	90	<Null>	153,600	<Null>	153,600
90	81	-46	46	<Null>	32,000	<Null>	32,000
							1,295,553

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$4,801,680	667	281	Y	1.9%
$2,160,000	300	10,000	Y	100.0%
$6,048,000	840	28,000	Y	100.0%
$1,876,824	261	8,689	Y	100.0%
$4,320,000	600	13,346	Y	66.7%
$6,264,000	870	29,000	Y	100.0%
$1,114,560	155	12,900	Y	100.0%
$1,152,000	160	20,000	Y	100.0%
$144,000	20	5,000	Y	100.0%
$288,000	40	7,369	Y	73.7%
$288,000	40	9,775	Y	97.7%
$288,000	40	557	Y	5.6%
$2,925,072	407	1,787	Y	19.8%
$5,984,316	832	5,802	Y	30.2%
$2,303,856	320	6,933	Y	34.7%
$5,529,600	768	25,600	Y	100.0%
$1,152,000	160	10,000	Y	100.0%
$46,639,908	**6,480**	**195,039**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E04AB2500	CX	13,609	30,243	30,243	195	339

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
156	301	-38	38	<Null>	54,436	<Null>	54,436

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,959,696	273	10,305	Y	34.1%

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E04AB2500	CX	13,609	30,243	30,243	195	339

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
156	296	-43	43	<Null>	54,436	<Null>	54,436

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,959,696	273	7,918	Y	26.2%

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E04AA4500	RX	15,000	20,000	20,000	159	296
1S1E04AB2500	CX	13,609	30,243	30,243	195	339
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
120	293	-3	3	<Null>	15,000	<Null>	15,000
156	283	-56	56	<Null>	68,045	<Null>	68,045
							83,045

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$540,000	75	19,683	Y	98.4%
$2,449,620	341	8,562	Y	28.3%
$2,989,620	**416**	**28,245**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BC4600	EX	5,000	5,000	5,000	147	207
1S1E02BC4700	EX	10,000	10,000	10,000	147	207
1S1E02BC4800	EX	5,000	5,000	5,000	147	206
1S1E02BC4900	IG1	8,000	8,000	10,000	90	146
1S1E02BC5100	IG1	8,000	8,000	10,000	90	146
1S1E02BC5400	IG1	6,400	6,400	8,000	90	142
1S1E02BC6000	IG1	8,000	8,000	10,000	90	136
1S1E02BD10900	IG1	8,000	8,000	10,000	90	135
1S1E02BD7200	IG1	8,000	8,000	10,000	90	134
1S1E02BD7201	IG1	8,000	8,000	10,000	90	135
1S1E02BD7300	IG1	8,000	8,000	10,000	90	135
1S1E02BD7400	IG1	8,000	8,000	10,000	90	135
1S1E03AD1701	IG1	18,214	18,214	54,502	64	97
1S1E03AD2900	EX	16,200	36,000	36,000	175	224
1S1E03AD3600	IG1	26,229	26,229	80,545	64	98
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
147	106	-101	101	<Null>	45,000	<Null>	45,000
147	105	-102	102	<Null>	90,000	<Null>	90,000
147	105	-101	101	<Null>	45,000	<Null>	45,000
90	108	-38	38	<Null>	24,000	<Null>	24,000
90	110	-36	36	<Null>	24,000	<Null>	24,000
90	114	-28	28	<Null>	12,800	<Null>	12,800
90	121	-15	15	<Null>	16,000	<Null>	16,000
90	124	-11	11	<Null>	8,000	<Null>	8,000
90	128	-6	6	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
90	128	-7	7	<Null>	8,000	<Null>	8,000
90	130	-5	5	<Null>	8,000	<Null>	8,000
64	70	-27	27	<Null>	36,428	<Null>	36,428
136	92	-132	132	<Null>	194,400	<Null>	194,400
64	69	-29	29	<Null>	78,687	<Null>	78,687
							606,315

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,620,000	225	5,000	Y	100.0%
$3,240,000	450	10,000	Y	100.0%
$1,620,000	225	5,000	Y	100.0%
$864,000	120	10,000	Y	100.0%
$864,000	120	10,000	Y	100.0%
$460,800	64	8,000	Y	100.0%
$576,000	80	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
$288,000	40	10,000	Y	100.0%
1,311,408	183	29,358	Y	53.9%
$6,998,400	972	36,000	Y	100.0%
$2,832,732	394	25,984	Y	32.3%
$21,827,340	**3,033**	**199,343**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E03BC3900	CX	18,023	40,051	40,051	296	417

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
240	413	-4	4	<Null>	18,023	<Null>	18,023

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$648,828	91	25,058	Y	62.6%

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CA14000	IG1	2,200	2,200	2,750	90	138
1S1E02CA17100	IG1	2,000	2,000	2,500	90	136
1S1E02CA17300	IG1	3,600	3,600	4,500	90	136
1S1E02CB2700	IG1	22,400	22,400	28,000	90	149
1S1E02CB2900	IG1	2,000	2,000	2,500	90	146
1S1E02CB3400	IG1	4,940	4,940	6,175	90	142
1S1E02CB3900	IG1	7,600	7,600	9,500	90	151
1S1E02CB4400	IG1	8,000	8,000	10,000	90	154
1S1E02CB500	IG1	8,000	8,000	10,000	90	140
1S1E02CB8700	IG1	4,000	4,000	5,000	90	162
1S1E02CB8800	IG1	4,000	4,000	5,000	90	161
1S1E02CB9000	EX	8,551	8,551	8,551	147	214
1S1E02CB9100	EX	9,500	9,500	9,500	147	211
1S1E02CB9200	EX	10,000	10,000	10,000	147	216
1S1E02CB9300	EX	8,999	8,999	8,999	147	217
1S1E02CB9400	IG1	8,000	8,000	10,000	90	160
1S1E03AD6100	IG1	7,600	7,600	9,500	90	133
1S1E03AD7100	IG1	10,719	10,719	13,399	90	125
1S1E03DA1000	IG1	554	554	692	90	127
1S1E03DA1100	IG1	5,319	5,319	6,649	90	127
1S1E03DA300	EX	4,124	4,124	4,124	147	212
1S1E03DA400	EX	10,000	10,000	10,000	147	208
1S1E03DA500	EX	5,270	5,270	5,270	147	205
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	136	-2	2	<Null>	2,200	<Null>	2,200
90	136	0	0	<Null>	2,000	<Null>	2,000
90	136	0	0	<Null>	3,600	<Null>	3,600
90	128	-21	21	<Null>	44,800	<Null>	44,800
90	128	-18	18	<Null>	4,000	<Null>	4,000
90	127	-15	15	<Null>	4,940	<Null>	4,940
90	119	-32	32	<Null>	22,800	<Null>	22,800
90	120	-34	34	<Null>	24,000	<Null>	24,000
90	133	-7	7	<Null>	8,000	<Null>	8,000
90	116	-46	46	<Null>	16,000	<Null>	16,000
90	115	-46	46	<Null>	16,000	<Null>	16,000
147	111	-103	103	<Null>	76,959	<Null>	76,959
147	110	-101	101	<Null>	85,500	<Null>	$85,500
147	110	-106	106	<Null>	90,000	<Null>	90,000
147	112	-105	105	<Null>	80,991	<Null>	80,991
90	112	-48	48	<Null>	32,000	<Null>	32,000
90	101	-32	32	<Null>	22,800	<Null>	22,800
90	80	-45	45	<Null>	42,876	<Null>	42,876
90	92	-35	35	<Null>	1,662	<Null>	1,662
90	93	-34	34	<Null>	15,957	<Null>	15,957
147	107	-105	105	<Null>	37,116	<Null>	37,116
147	105	-103	103	<Null>	90,000	<Null>	90,000
147	105	-100	100	<Null>	47,430	<Null>	47,430
							771,631

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$79,200	11	2,750	Y	100.0%
$72,000	10	2,500	Y	100.0%
$129,600	18	1,316	Y	29.3%
$1,612,800	224	1,840	Y	6.6%
$144,000	20	2,500	Y	100.0%
$177,840	25	6,175	Y	100.0%
$820,800	114	9,500	Y	100.0%
$864,000	120	10,000	Y	100.0%
$288,000	40	9,192	Y	91.9%
$576,000	80	4,642	Y	92.8%
$576,000	80	5,000	Y	100.0%
$2,770,524	385	8,551	Y	100.0%
$3,078,000	428	9,500	Y	100.0%
$3,240,000	450	10,000	Y	100.0%
$2,915,676	405	8,999	Y	100.0%
$1,152,000	160	5,427	Y	54.3%
$820,800	114	9,500	Y	100.0%
$1,543,536	215	13,399	Y	100.0%
$59,832	9	660	Y	95.3%
$574,452	80	400	Y	6.0%
$1,336,176	186	4,124	Y	100.0%
$3,240,000	450	9,978	Y	99.8%
$1,707,480	238	5,270	Y	100.0%
$27,778,716	**3,862**	**141,222**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E03CB200	CX	19,365	43,034	43,034	135	228
1S1E03CB400	CX	20,000	40,000	34,240	99	222
1S1E03DD300	<Null>	13,500	53,500	55,243	224	271
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
96	154	-74	74	<Null>	135,555	<Null>	135,555
24	148	-74	24	50	40,000	200,000	240,000
182	227	-44	44	<Null>	54,000	<Null>	54,000
							429,555

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$4,879,980	678	14,257	Y	33.1%
$8,640,000	1,200	2,666	Y	7.8%
$1,944,000	270	55,243	Y	100.0%
$15,463,980	**2,148**	**72,166**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC4800	IG1	9,724	9,724	12,155	90	158
1S1E02CC5000	IG1	1,226	1,226	1,532	90	157
1S1E02CC5100	IG1	4,047	4,047	5,059	90	157
1S1E02CC6800	IG1	2,400	2,400	3,000	90	156
1S1E02CC7100	IG1	4,000	4,000	5,000	90	155
1S1E02CC7200	IG1	1,800	1,800	2,250	90	153
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	<Null>	20,000	20,000	114,096	98	145
1S1E02CD10000	IG1	3,193	3,193	3,991	90	149
1S1E02CD10100	IG1	665	665	831	90	147
1S1E02CD10200	IG1	7,065	7,065	8,832	90	149
1S1E02CD14200	IG1	8,000	8,000	10,000	90	144
1S1E02CD9600	IG1	5,334	5,334	6,667	90	151
1S1E02CD9700	IG1	2,666	2,666	3,333	90	151
1S1E02CD9900	IG1	2,332	2,332	2,915	90	147
1S1E03D300	<Null>	45,000	45,000	305,148	112	150
1S1E03DD200	<Null>	53,000	53,000	122,697	84	124
1S1E03DD300	<Null>	13,500	53,500	55,243	224	271
1S1E03DD500	<Null>	14,000	25,900	44,682	182	218
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	113	-45	45	<Null>	38,896	<Null>	38,896
90	111	-46	46	<Null>	4,904	<Null>	4,904
90	111	-46	46	<Null>	16,188	<Null>	16,188
90	118	-38	38	<Null>	7,200	<Null>	7,200
90	119	-36	36	<Null>	12,000	<Null>	12,000
90	119	-34	34	<Null>	5,400	<Null>	5,400
98	112	-34	34	<Null>	60,000	<Null>	60,000
98	109	-36	36	<Null>	80,000	<Null>	80,000
90	125	-24	24	<Null>	6,386	<Null>	6,386
90	124	-23	23	<Null>	1,330	<Null>	1,330
90	123	-26	26	<Null>	14,130	<Null>	14,130
90	126	-18	18	<Null>	16,000	<Null>	16,000
90	128	-23	23	<Null>	10,668	<Null>	10,668
90	128	-23	23	<Null>	5,332	<Null>	5,332
90	126	-21	21	<Null>	4,664	<Null>	4,664
112	74	-76	76	<Null>	315,000	<Null>	315,000
84	74	-50	50	<Null>	265,000	<Null>	265,000
182	88	-183	182	1	202,500	53,500	256,000
140	93	-125	125	<Null>	154,000	<Null>	154,000
							1,273,098

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,400,256	195	12,155	Y	100.0%
$176,544	25	1,532	Y	100.0%
$582,768	81	5,059	Y	100.0%
$259,200	36	3,000	Y	100.0%
$432,000	60	5,000	Y	100.0%
$194,400	27	2,250	Y	100.0%
$2,160,000	300	10,590	Y	20.3%
$2,880,000	400	1,500	Y	1.3%
$229,896	32	3,362	Y	84.2%
$47,880	7	599	Y	72.1%
$508,680	71	8,832	Y	100.0%
$576,000	80	5,226	Y	52.3%
$384,048	54	6,667	Y	100.0%
$191,952	27	3,333	Y	100.0%
$167,904	24	163	Y	5.6%
$11,340,000	1,575	91,581	Y	30.0%
$9,540,000	1,325	101,314	Y	82.6%
$9,216,000	1,280	53,730	Y	97.3%
$5,544,000	770	1,613	Y	3.6%
$45,831,528	**6,369**	**317,508**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC4800	IG1	9,724	9,724	12,155	90	158
1S1E02CC5000	IG1	1,226	1,226	1,532	90	157
1S1E02CC5100	IG1	4,047	4,047	5,059	90	157
1S1E02CC6000	IG1	47,100	47,100	74,713	56	102
1S1E02CC6800	IG1	2,400	2,400	3,000	90	156
1S1E02CC7100	IG1	4,000	4,000	5,000	90	155
1S1E02CC7200	IG1	1,800	1,800	2,250	90	153
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	<Null>	20,000	20,000	114,096	98	145
1S1E02CD10000	IG1	3,193	3,193	3,991	90	149
1S1E02CD10100	IG1	665	665	831	90	147
1S1E02CD10200	IG1	7,065	7,065	8,832	90	149
1S1E02CD9600	IG1	5,334	5,334	6,667	90	151
1S1E02CD9700	IG1	2,666	2,666	3,333	90	151
1S1E02CD9900	IG1	2,332	2,332	2,915	90	147
1S1E03D300	<Null>	45,000	45,000	305,148	112	150
1S1E03DD200	<Null>	53,000	53,000	122,697	84	124
1S1E03DD300	<Null>	13,500	53,500	55,243	224	271
1S1E03DD500	<Null>	14,000	25,900	44,682	182	218
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	110	-48	48	<Null>	38,896	<Null>	38,896
90	108	-49	49	<Null>	4,904	<Null>	4,904
90	109	-48	48	<Null>	16,188	<Null>	16,188
56	99	-3	3	<Null>	47,100	<Null>	47,100
90	115	-41	41	<Null>	7,200	<Null>	7,200
90	116	-39	39	<Null>	12,000	<Null>	12,000
90	116	-37	37	<Null>	5,400	<Null>	5,400
98	109	-37	37	<Null>	60,000	<Null>	60,000
98	100	-45	45	<Null>	80,000	<Null>	80,000
90	122	-27	27	<Null>	6,386	<Null>	6,386
90	121	-26	26	<Null>	1,330	<Null>	1,330
90	120	-29	29	<Null>	14,130	<Null>	14,130
90	125	-26	26	<Null>	10,668	<Null>	10,668
90	125	-26	26	<Null>	5,332	<Null>	5,332
90	122	-25	25	<Null>	4,664	<Null>	4,664
112	72	-78	78	<Null>	315,000	<Null>	315,000
84	71	-53	53	<Null>	265,000	<Null>	265,000
182	85	-186	182	4	202,500	53,500	256,000
140	86	-132	132	<Null>	154,000	<Null>	154,000
							1,304,198

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,400,256	195	8,773	Y	72.2%
$176,544	25	1,532	Y	100.0%
$582,768	81	5,059	Y	100.0%
$1,695,600	236	74,713	Y	100.0%
$259,200	36	3,000	Y	100.0%
$432,000	60	5,000	Y	100.0%
$194,400	27	2,250	Y	100.0%
$2,160,000	300	31,781	Y	60.8%
$2,880,000	400	31,965	Y	28.0%
$229,896	32	3,991	Y	100.0%
$47,880	7	831	Y	100.0%
$508,680	71	8,832	Y	100.0%
$384,048	54	6,667	Y	100.0%
$191,952	27	3,333	Y	100.0%
$167,904	24	2,915	Y	100.0%
$11,340,000	1,575	21,003	Y	6.9%
$9,540,000	1,325	120,398	Y	98.1%
$9,216,000	1,280	41,463	Y	75.1%
$5,544,000	770	30,198	Y	67.6%
$46,951,128	**6,525**	**403,702**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E10AA500	EX	11,000	21,101	124,096	168	208
1S1E11BA7200	IG1	12,500	40,000	89,364	168	213
1S1E11BB1600	EX	3,850	3,850	3,850	75	145
1S1E11BB3801	IG1	16,000	16,000	108,949	112	163
1S1E11BB5700	EX	11,617	17,443	17,443	87	144
1S1E11BB800	EX	4,250	4,250	4,250	75	139
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
84	104	-104	84	20	77,000	42,202	119,202
126	142	-71	71	<Null>	75,000	<Null>	75,000
75	137	-8	8	<Null>	3,850	<Null>	3,850
112	129	-34	34	<Null>	48,000	<Null>	48,000
48	114	-30	30	<Null>	34,851	<Null>	34,851
75	138	-1	1	<Null>	4,250	<Null>	4,250
							285,153

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$4,291,272	597	70,018	Y	56.4%
$2,700,000	375	17,927	Y	20.1%
$138,600	20	355	Y	9.2%
$1,728,000	240	34,670	Y	31.8%
$1,254,636	175	2,185	Y	12.5%
$153,000	22	1,041	Y	24.5%
$10,265,508	**1,429**	**126,195**		

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E03BD3000	CX	18,015	40,034	40,034	296	363

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
240	339	-24	24	<Null>	54,045	<Null>	54,045

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,945,620	271	40,034	Y	100.0%

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E03BD3000	CX	18,015	40,034	40,034	296	363

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
240	339	-24	24	<Null>	54,045	<Null>	54,045

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$1,945,620	271	32,760	Y	81.8%

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E35BB2500	CX	20,000	40,000	66,501	460	592

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
324	485	-107	107	<Null>	180,000	<Null>	180,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$6,480,000	900	66,501	Y	100.0%

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E35BB2500	CX	20,000	40,000	66,501	460	592

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
324	505	-87	87	<Null>	160,000	<Null>	160,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$5,760,000	800	23,699	Y	35.6%

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E33CD7200	CX	10,253	10,253	10,253	50	223
1S1E04BA2900	CX	7,845	7,845	7,845	87	216
1S1E04BA4800	CX	8,031	8,031	8,031	50	218
1S1E04BA5100	CX	17,084	17,084	17,084	50	236
Total						

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
50	204	-19	19	<Null>	20,506	<Null>	20,506
87	187	-29	29	<Null>	23,535	<Null>	23,535
50	208	-10	10	<Null>	8,031	<Null>	8,031
50	206	-30	30	<Null>	51,252	<Null>	51,252
							103,324

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection
$738,216	103	376	Y	3.7%
$847,260	118	3,159	Y	40.3%
$289,116	41	4,524	Y	56.3%
$1,845,072	257	5,190	Y	30.4%
$3,719,664	**519**	**13,249**		

CCID	FocalPt	CCID_FocalPt_merge	CCID2	Conflict with Buildable Height	Conflict with BLI Lot Buildable Height	Conflict Tax Lots
CCN02	Fremont Bridge	CCN02-Fre	CCN02_1	Y	<Null>	1N1E27CA 110(
CCN04	Downtown Skyline	CCN04-Dov	CCN04_2	Y	Y	1N1E27DB 790
CCNE01	Downtown Skyline	CCNE01c-D	CCNE01_c	Y	Y	1N1E34DA 900
CCNE05	Downtown Skyline	CCNE05-Dc	CCNE05_3	Y	Y	1N1E34DA 200
CCNW14	Mt Hood	CCNW14-M	CCNW14_1	Y	Y	1N1E35BC 100,
CCSE07	Mt Hood	CCSE07-Mt	CCSE07_1	Y	Y	1S1E02BA 410(
CCSE21	Mt Hood	CCSE21-Mt	CCSE21_1	Y	Y	1S1E02CC 770(
CCSW01	Mt Hood	CCSW01-M	CCSW01_1	Y	Y	1N1E34DD 100
CCSW02	Mt Hood	CCSW02-M	CCSW02_1	Y	Y	1N1E33DC 410
CCSW03	Mt Hood	CCSW03-M	CCSW03_1	<Null>	<Null>	
CCSW04	Mt Hood	CCSW04-M	CCSW04_1	Y	Y	1S1E03BC 200(
CCSW05	Mt Hood	CCSW05-M	CCSW05_1	Y	Y	1S1E03BC 200(
CCSW06	Mt Hood	CCSW06-M	CCSW06_1	<Null>	<Null>	
CCSW09	Mt Adams	CCSW09-M	CCSW09_1	<Null>	<Null>	
CCSW10	Mt Hood	CCSW10-M	CCSW10_1	Y	Y	1S1E03BC 200(
CCSW11	Mt Hood	CCSW11-M	CCSW11_1	Y	Y	1S1E02BD 250(
CCSW12	Mt St Helens	CCSW12-M	CCSW12_1	<Null>	<Null>	
CCSW13	Mt St Helens	CCSW13-M	CCSW13_2	<Null>	<Null>	
CCSW15a	Mt Hood	CCSW15b-I	CCSW15_b	Y	Y	1S1E03BA 640(
CCSW15a	Mt Hood	CCSW15c-M	CCSW15_c	Y	Y	1S1E03BB 250(
CCSW15a	Mt Hood	CCSW15d-I	CCSW15_d	Y	Y	1S1E04AA 530(
CCSW16	Mt St Helens	CCSW16-M	CCSW16_2	<Null>	<Null>	
CCSW17	Mt Hood	CCSW17a-I	CCSW17_a	Y	Y	1S1E02BC 290(
CCSW21	Mt Hood	CCSW21-M	CCSW21_1	Y	Y	1S1E03BC 290(
CCSW21	Mt St Helens	CCSW21-M	CCSW21_2	Y	Y	1N1E33DC 260
CCSW24	Mt Adams	CCSW24-M	CCSW24_1	Y	Y	1N1E33DD 440
CCSW24	Mt Hood	CCSW24-M	CCSW24_2	Y	Y	1S1E03BC 400(
CCSW24	Mt St Helens	CCSW24-M	CCSW24_3	Y	<Null>	1N1E33DC 380(
CCSW26	Mt Hood	CCSW26-M	CCSW26_1	Y	Y	1S1E02BC 690(
CCSW31	Mt St Helens	CCSW31-M	CCSW31_1	Y	Y	1S1E04AA 530(
CCSW33	Mt Hood	CCSW33-M	CCSW33_1	Y	Y	1S1E04DA 140(
CCSW33	Mt St Helens	CCSW33-M	CCSW33_2	Y	Y	1N1E33DD 440
CCSW34	Mt Hood	CCSW34-M	CCSW34_1	Y	Y	1S1E02CC 570(
CCSW36	Mt Hood	CCSW36-M	CCSW36_1	Y	Y	1S1E02CC 290(
CCSW38	Mt Hood	CCSW38-M	CCSW38_1	Y	Y	1S1E02CC 460(
CCSW45	Mt Hood	CCSW45-M	CCSW45_1	<Null>	<Null>	
CCSW46	Mt Hood	CCSW46-M	CCSW46_1	Y	Y	1S1E10AA 600,
CCSW47	Mt Hood	CCSW47-M	CCSW47_1	<Null>	<Null>	
CCSW49	Mt St Helens	CCSW49-M	CCSW49_1	Y	Y	1N1E34AA 240
CCSW49	Mt St Helens	CCSW49-M	CCSW49_b	Y	Y	1N1E34AA 240
CCSW49	Mt St Helens	CCSW49-M	CCSW49_c	Y	Y	1N1E34AA 240
CCSW50	Mt Hood	CCSW50-M	CCSW50_2	<Null>	<Null>	
CCSW50	Mt St Helens	CCSW50-M	CCSW50_3	Y	Y	1N1E26CC 140(

CCSW51	Mt Hood	CCSW51-M	CCSW51_1	<Null>	<Null>		
CCSW54	Mt Adams	CCSW54-M	CCSW54_1	<Null>	<Null>		
CCSW54	Mt Hood	CCSW54-M	CCSW54_2	<Null>	<Null>		
CCSW54	Mt St Helens	CCSW54-M	CCSW54_3	<Null>	<Null>		
CCSW55	Mt Adams	CCSW55-M	CCSW55_1	<Null>	<Null>		
CCSW55	Mt Hood	CCSW55-M	CCSW55_2	<Null>	<Null>		
CCSW55	Mt St Helens	CCSW55-M	CCSW55_3	<Null>	<Null>		
CCSW56	Mt Adams	CCSW56-M	CCSW56_1	<Null>	<Null>		
CCSW56	Mt Hood	CCSW56-M	CCSW56_2	<Null>	<Null>		
CCSW56	Mt St Helens	CCSW56-M	CCSW56_3	Y	Y	1N1E34AA	240
CCSW60	Mt Adams	CCSW60-M	CCSW60_1	<Null>	<Null>		
CCSW60	Mt Hood	CCSW60-M	CCSW60_2	<Null>	<Null>		
CCSW60	Mt St Helens	CCSW60-M	CCSW60_3	Y	Y	1N1E34AA	240
CCSW61	Mt St Helens	CCSW61-M	CCSW61_3	Y	Y	1N1E35BB	240
CCSW62	Mt Hood	CCSW62-M	CCSW62_1	<Null>	<Null>		
CCSW63	Mt St Helens	CCSW63-M	CCSW63_1	<Null>	<Null>		
CCSW64	Mt St Helens	CCSW64-M	CCSW64_1	<Null>	Y		
CCSWJ14a	Vista Bridge	<Null>	CCSWJ14_a	Y	Y	1N1E33CD	680

Conflict Tax Lots (BLI)	# of Conflicts (BLI Lots)	# of Conflicts
0, 1N1E27CA 2100, 1N	<Null>	34
1N1E27DC 4300, 1N1	4	2
1N1E34DA 1000, 1N1	8	2
1N1E34DA 2602, 1N1	10	6
1N1E34AA 3001, 1N1	21	29
1S1E02BB 6100, 1S1E	16	20
1S1E02CC 7600, 1S1E	10	16
1N1E34DD 1800, 1N1	20	63
1N1E33DC 4700, 1N1	7	29
	<Null>	<Null>
1S1E03BC 600, 1S1E0	2	2
1S1E03BC 2100, 1S1E	3	2
	<Null>	<Null>
	<Null>	<Null>
1S1E03BC 2100, 1S1E	3	5
1S1E02BB 8200, 1S1E	17	55
	<Null>	<Null>
	<Null>	<Null>
1S1E03BA 4000, 1S1E	9	20
1S1E04AB 1200, 1S1E	7	21
1S1E03BB 3000, 1S1E	9	37
	<Null>	<Null>
1S1E02BC 4600, 1S1E	17	58
1S1E04AD 7800	1	12
1N1E33DC 3100	1	2
1N1E33DD 5000	1	12
1S1E03CB 2300, 1S1E	3	11
0, 1N1E33DC 1800, 1N	<Null>	9
1S1E02CA 14000, 1S1	29	63
1N1E33DD 4900, 1N1	12	30
1S1E04DA 2300, 1S1E	4	21
1N1E33DD 4900, 1N1	4	14
1S1E02CC 5400, 1S1E	23	19
1S1E02CC 4800, 1S1E	30	44
1S1E02CC 4800, 1S1E	26	43
	<Null>	<Null>
1S1E10AA 500, 1S1E1	23	29
	<Null>	<Null>
1N1E26CC 13300, 1N1	18	31
1N1E26CC 14100, 1N1	11	24
1N1E34AA 3001, 1N1	5	4
	<Null>	<Null>
1N1E26CC 14100, 1N1	10	20

		<Null>	<Null>	
		<Null>	<Null>	
		<Null>	<Null>	
		<Null>	<Null>	
		<Null>	<Null>	
		<Null>	<Null>	
		<Null>	<Null>	
		<Null>	<Null>	
		<Null>	<Null>	
1N1E34AA	2700, 1N1I	5		4
		<Null>	<Null>	
		<Null>	<Null>	
1N1E34AA	2700, 1N1I	5		4
1N1E35BB	2500, 1N1E	4		4
		<Null>	<Null>	
		<Null>	<Null>	
1N1E35BB	2500	1	<Null>	
1N1E33CD	7200, 1S1E	4		2

Scenic Resources – ESEE Analysis methodology

All non-BLI, irregularly-shaped, industrial-zoned, and lots less than 10,000 sqft and greater than 51,600 sqft default to their respective maximum heights.

BLI lots between 10,000 sqft and 51,600 sqft used buildable heights according to the typologies developed by Marc Asnis.

The python script used to determine the elevation at which the lowest plane of each view corridor intersects a tax lot has the following methodology:

Generate an interpolated view surface (via Trend, linear) from the view corridor (or view cone) vertices that have the elevation (at eye level: 5.5') from the view point and the elevation of the three focal feature points.

Clip the view surface to the shape of the view corridor (or view cone).

Convert the view surface to a polygon feature.

Run Identity on the polygon view corridor with the tax lot max heights layer.

Dissolve by tax lot, using MIN as the statistic for view corridor height (GRIDCODE). This will give you the lowest elevation at which the view corridor intersects the tax lot.

Then, calculate how much (positive or negative) the view corridor elevation differs from the maximum or buildable height of the tax lot.

Scenic Resources – Economic Analysis methodology

The python script used for the economic analysis has the same methodology as the ESEE analysis, just different inputs.

All BLI lots that are intersected by cones are considered (except for slivers of 5’ or less).

Typologies developed by Marc Asnis used to determine loss of square footage, using tower/lot sqft ratio to determine the square footage of upper floors (rather than the standard 10,000; 20,000; 30,000 classifications). EX and CX were both grouped under “commercial” for the typologies

Superblocks (taxlots exceeding 51,600 sqft) were defined by modeling the podium height/sqft and tower height/sqft (by Marc A.)

Non-Superblock IG1 sites in the Southern Triangle had these assumptions:

1) 80% site coverage
2) 3:1 FAR
3) 15’ floors
4) Entire lot considered affected (not just area intersected by view corridor)
5) Query: Zoning = 'IG1' AND S_triangle IS NULL AND superblocks IS NULL (def. query: BLI_lot = ‘Y’)

Non-Superblock IG1 outside of the Southern Triangle had these assumptions:

1) 100% site coverage
2) 15’ floors
3) 6-story buildings
4) Entire lot affected
5) Query: Zoning = 'IG1' AND S_triangle = 'Y' AND superblocks IS NULL (def. query: BLI_lot = ‘Y’)

New EX in Central East Side currently at 1:1 FAR is being changed to 3:1 FAR (Clinton Triangle and OMSI Master Plan area)

*All taxlots that coincide with the two preserved viewpoints from 1991 in N and NE (coinciding with N04 and NE01) were given their appropriate max height limit (50’ and 80’)

Calculate lost square footage (python parser)

Tower (Commercial):
(math.ceil(!lost_ht_tower!/14))* !upper_stry_sqft!

Tower (Residential):
(math.ceil(!lost_ht_tower!/10))* !upper_stry_sqft!

Podium (Commercial):
(math.ceil(!lost_ht_podium!/ 14))* !lower_stry_sqft!

Podium (Residential):
(math.ceil(!lost_ht_podium!/ 10))* !lower_stry_sqft!

Industrial:
(math.ceil(!lost_ht_tower!/15))* !upper_stry_sqft!

Value lost is calculated according to $36 per sqft--!lost_sqft_total! *36

Jobs lost is calculated according to 1 job per 200 sqft--math.ceil(!lost_sqft_total!/200)

January 22, 2016

City of Portland, Oregon
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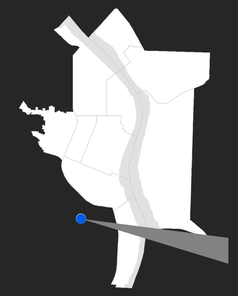
Geographic Information System

Central City Scenic Resources

ESEE Analysis



CC-SW51

395'
100'

393'
100'

396'
100'

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax Lot/View Corridor Coincidence

- View Corridor clears Buildable Height
- Conflict between Buildable Height and View Corridor
- View Corridor clears Buildable Height (vacant/underutilized lot)
- Conflict between Buildable Height and View Corridor (vacant/underutilized lot)

143'/**143'**--Height to which a parcel can be built without view corridor conflict (green-raise; red-lower)
150'--Buildable height* of parcel

*The buildable height is based on the maximum heights and floor-to-area ratios adopted for the Central City, as updated in 2008.

NORTH

0 Feet 500

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December 29, 2015

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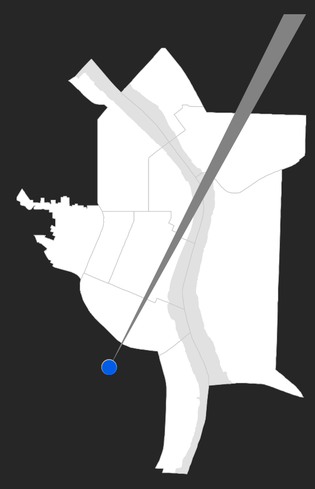
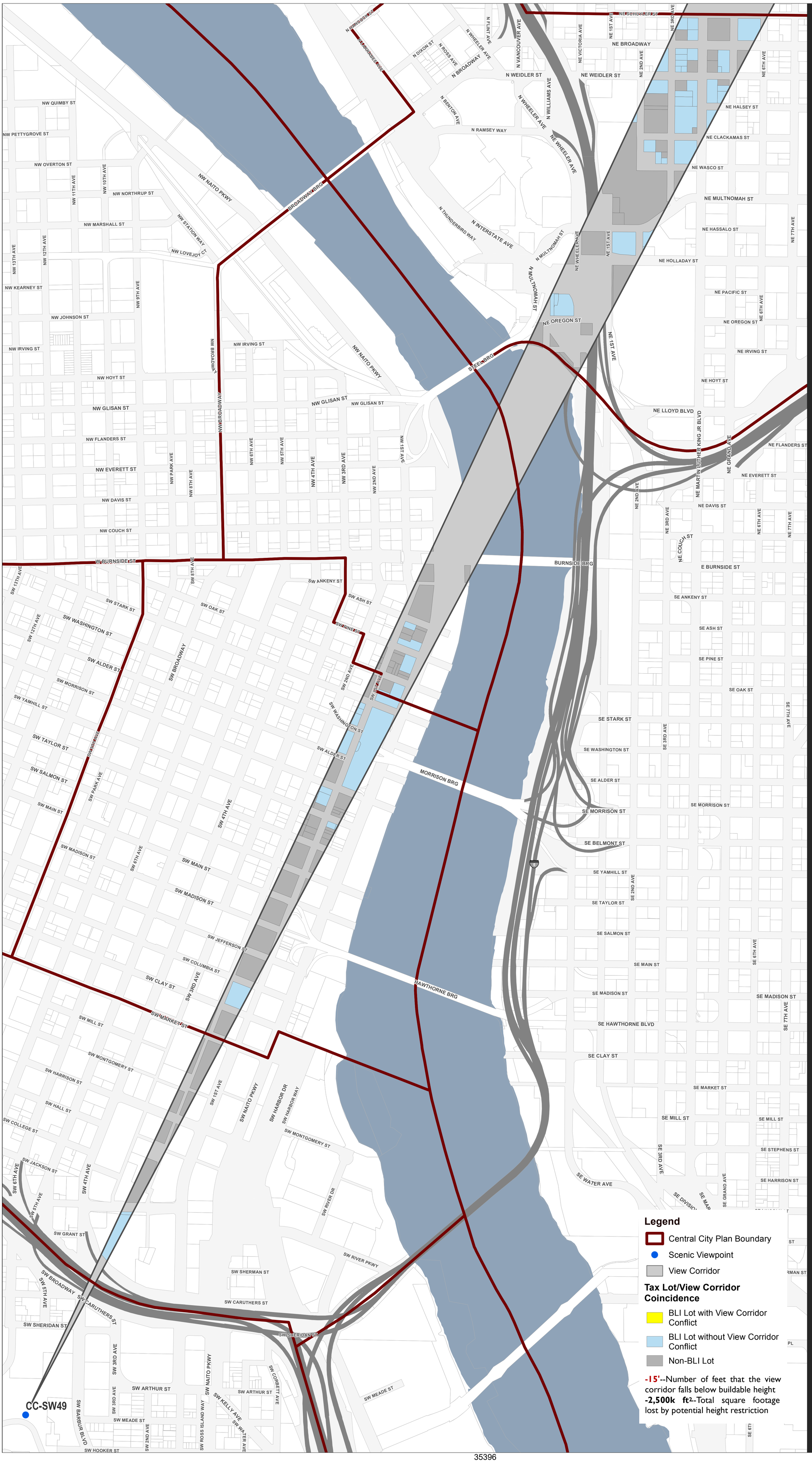
Bureau of Planning & Sustainability
Geographic Information System

Central City Scenic Resources

Economic Analysis





NORTH

0 Feet 500

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax Lot/View Corridor Coincidence

- BLI Lot with View Corridor Conflict
- BLI Lot without View Corridor Conflict
- Non-BLI Lot

-15'--Number of feet that the view corridor falls below buildable height
-2,500k ft²--Total square footage lost by potential height restriction

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January 22, 2016

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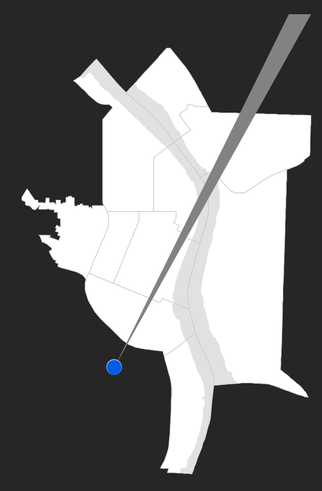
Central City Scenic Resources

ESEE Analysis



*The buildable height is based on the maximum heights and floor-to-area ratios adopted for the Central City, as updated in 2008.

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax Lot/View Corridor Coincidence

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NORTH

0 500 Feet

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January 22, 2016

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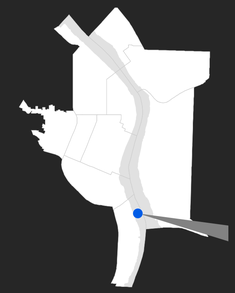
Central City Scenic Resources

ESEE Analysis



CC-SW46

64' 250'
67' 250'
65' 250'
48' 200'
45' 200'
49' 200'
53' 200'
78' 200'
64' 200'
58' 200'
69' 200'
62' 200'
75' 200'
78' 200'
82' 200'
80' 200'
81' 100'
86' 200'
83' 200'
87' 100'
94' 200'
88' 200'
83' 100'
95' 100'
99' 200'
96' 200'
92' 100'
94' 100'
100' 100'
97' 200'
96' 200'
95' 200'
101' 200'
97' 200'
102' 100'
104' 100'
108' 100'
110' 100'
108' 100'
112' 100'
109' 100'
111' 100'
116' 100'
115' 100'
113' 100'
115' 100'
117' 100'
107' 100'
110' 100'
120' 100'
119' 100'
121' 100'
122' 100'

SE WATER AVE
SE HARRISON ST
SE MARTIN LUTHER KING JR BLVD
SE GRAND AVE
SE 2ND PL
SE LINCOLN ST
SE 6TH AVE
SE 7TH AVE
SE 8TH AVE
SE GRANT ST
SE 9TH AVE
SE 10TH AVE
SE SHERMAN ST
SE CARUTHERS ST
TILIKUM XING
SE 4TH AVE
SE DIVISION PL
SE 8TH AVE
SE DIVISION ST
SE 4TH PL
SE IVON ST
SE 11TH AVE
SE LARCH AVE
SE SPRUCE AVE
SE LADD AVE
SE ELLIOTT AVE
SE BIRCH ST
SE ORANGE AVE
SE TAMARACK AVE
SE 16TH AVE
SE HICKORY ST
SE 13TH AVE
SE 14TH AVE
SE CLINTON ST
SE 15TH AVE
SE 17TH AVE
SE TAGGART ST
SE WOODWARD ST
SE BROOKLYN ST
SE POWELL BLVD
ROSSI SLAND BRG
SE KELLY ST
SE 12TH AVE
SE MILWAUKIE AVE
SE POWELL BLVD FRONTAGE RD
SE FRANKLIN ST
SE 7TH AVE
SE 9TH AVE
SE 10TH AVE
SE 13TH PL
SE PERSHING ST
SE HAIG ST

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax Lot/View Corridor Coincidence

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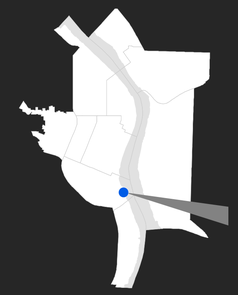
Central City Scenic Resources

ESEE Analysis



CC-SW36

41' 250' | 36' 250' | 42' 250' | 46' 250' | 51' 250' | 53' 200' | 39' 100' | 43' 100' | 49' 100' | 58' 100' | 64' 100' | 72' 100' | 71' 100' | 79' 45' | 78' 45'

34' 250' | 43' 250' | 41' 250' | 42' 250' | 51' 250' | 55' 250' | 56' 200' | 58' 200' | 42' 100' | 44' 100' | 50' 100' | 54' 100' | 47' 100' | 51' 100' | 53' 100' | 64' 200' | 63' 100' | 61' 100' | 72' 45' | 79' 100' | 78' 100' | 73' 45' | 78' 65' | 65' 100' | 62' 100' | 65' 100' | 67' 100' | 70' 100' | 74' 45' | 75' 45' | 73' 45' | 76' 45' | 77' 45'

HAWTHORNE BRG
SE HAWTHORNE BLVD
SE 2ND AVE
SE 3RD AVE
SE CLAY ST
SE MARKET ST
SE MILL ST
SE STEPHENS ST
SE 6TH AVE
SE 7TH AVE
SE 8TH AVE
SE 9TH AVE
SE 10TH AVE
SE 11TH AVE
SE 13TH AVE
SE LADD AVE
SE MULBERRY AVE
SE HARRISON ST
SE LARCH AVE
SE BIRCH ST
SE SPRUCE AVE
SE ELLIOTT AVE
SE LINCOLN ST
SE SHERMAN ST
SE CARUTHERS ST
SE DIVISION PL
SE 4TH AVE
SE 4TH PL
SE IVON ST
SE CLINTON ST
SE TAGGART ST
SE WOODWARD ST
SE BROOKLYN ST
SE KELLY ST
SE 12TH AVE
SE GOWELL BLVD
SE MILWAUKIE AVE
SE GIDEON ST
SE 12TH PL
SE WATER AVE
SE DIVISION ST
SE MARTIN LUTHER KING JR BLVD
SE GRAND AVE
SW MONTGOMERY ST
SW RIVER DR
SW RIVER PKWY
SW GRIFFITH WAY
ROSS ISLAND BRG

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax Lot/View Corridor Coincidence

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NORTH

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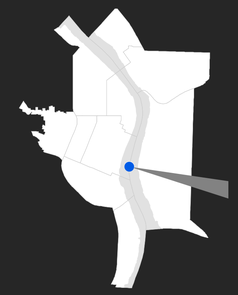
Central City Scenic Resources

ESEE Analysis



CC-SW26

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax Lot/View Corridor Coincidence

- View Corridor clears Buildable Height
- Conflict between Buildable Height and View Corridor
- View Corridor clears Buildable Height (vacant/underutilized lot)
- Conflict between Buildable Height and View Corridor (vacant/underutilized lot)

143'/143'--Height to which a parcel can be built without view corridor conflict (green-raise; red-lower)
150'--Buildable height* of parcel

*The buildable height is based on the maximum heights and floor-to-area ratios adopted for the Central City, as updated in 2008.

NORTH

0 500 Feet

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March 31, 2016

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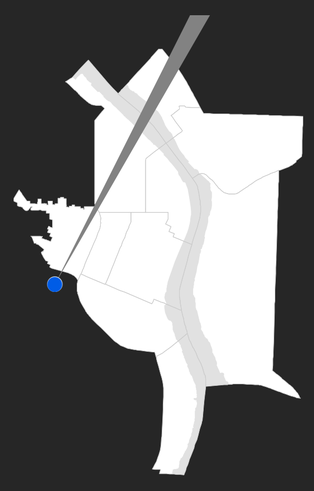
Geographic Information System

Central City Scenic Resources

ESEE Analysis



CC-SW24

*The buildable height is based on the maximum heights and floor-to-area ratios adopted for the Central City, as updated in 2008.

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax Lot View/Corridor Coincidence

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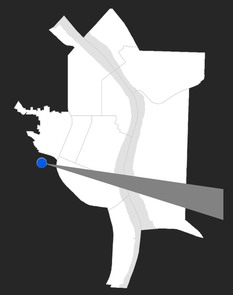
Central City Scenic Resources

ESEE Analysis



CC-SW24

225' 200' | 221' 200' | 237' 200' | 270' 0' | 286' 460' | 300' 460' | 336' 250' | 363' 325' | 348' 325' | 374' 250' | 382' 250' | 407' 0' | 430' 0' | 429' 35'

230' 200' | 251' 100' | 239' 200' | 249' 100' | 254' 125' | 284' 460' | 261' 175' | 282' 460' | 294' 460' | 279' 460' | 290' 460' | 281' 460' | 287' 460' | 314' 460' | 307' 460' | 314' 250' | 321' 250' | 392' 250' | 363' 250' | 391' 250' | 425' 125' | 424' 125' | 441' 0' | 470' 0'

466' 0' | 457' 250' | 465' 250' | 461' 100' | 449' 100' | 451' 100' | 464' 100' | 467' 100' | 492' 100' | 493' 100' | 489' 100' | 499' 100' | 501' 65' | 502' 65'

461' 0' | 466' 250' | 453' 100' | 469' 250' | 464' 250' | 452' 100' | 459' 100' | 463' 100' | 494' 100' | 492' 100' | 504' 65'

489' 250' | 469' 250' | 464' 250' | 468' 250' | 472' 250' | 460' 100' | 462' 100' | 464' 100' | 465' 100' | 490' 100' | 501' 45' | 499' 100'

463' 100' | 469' 100' | 479' 100' | 489' 100' | 503' 65' | 505' 45'

473' 250' | 476' 250' | 467' 100' | 472' 100' | 478' 100' | 477' 100' | 504' 100' | 498' 100' | 506' 100'

485' 100' | 495' 100' | 503' 45'

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax Lot/View Corridor Coincidence

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NORTH

0 Feet 1,000

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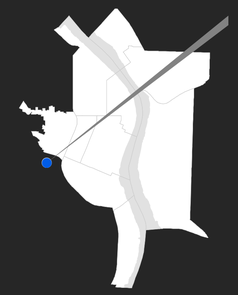
Central City Scenic Resources

ESEE Analysis



Legend

- Central City Plan Boundary
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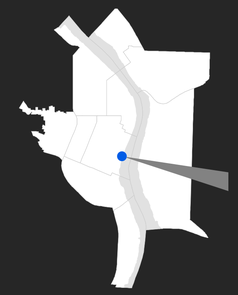
ESEE Analysis



CC-SW17

32' 0'
37' 175'
43' 100'
42' 100'
44' 100'
43' 98'
42' 175'
53' 100'
33' 100'
38' 175'
43' 175'
55' 100'
35' 175'
47' 175'
73' 100'
82' 100'
80' 100'
84' 100'
85' 45'
44' 100'
39' 275'
45' 100'
41' 175'
68' 100'
81' 100'
85' 100'
44' 100'
54' 100'
46' 275'
43' 100'
72' 100'
40' 275'
42' 275'
62' 100'
80' 100'
84' 100'
87' 45'
41' 0'
50' 100'
67' 100'
41' 275'
79' 100'
84' 100'
49' 100'
53' 100'
70' 100'
83' 100'
89' 45'
71' 100'
81' 100'
87' 45'
90' 28'
80' 100'
87' 65'

SW 5TH AVE
SW STARK ST
SW WASHINGTON ST
SW 4TH AVE
SW ALDER ST
SW 3RD AVE
SW 2ND AVE
SW MORRISON ST
SW YAMHILL ST
SW TAYLOR ST
SW SALMON ST
SW MAIN ST
SW 1ST AVE
SW MADISON ST
SW JEFFERSON ST
SW COLUMBIA ST
SW CLAY ST
MORRISON BRG
HAWTHORNE BRG
SE PINE ST
SE 7TH AVE
SE OAK ST
SE GRAND AVE
SE STARK ST
SE SANDY BLVD
SE WASHINGTON ST
SE 2ND AVE
SE ALDER ST
SE MORRISON ST
SE BELMONT ST
SE YAMHILL ST
SE 3RD AVE
SE 9TH AVE
SE 8TH AVE
SE TAYLOR ST
SE SALMON ST
SE MAIN ST
SE MADISON ST
SE HAWTHORNE BLVD
SE CLAY ST
SE MARKET ST
SE MILL ST
SE STEPHENS ST
SE HARRISON ST
SE LINCOLN ST
SE GRANT ST
SE SHERMAN ST
SE CARUTHERS ST
SE 13TH AVE
SE 14TH AVE
SE 15TH AVE
SE 16TH AVE
SE HOLLY ST
SE LADD AVE
SE PALM ST
SE MAPLE AVE
SE POPLAR AVE
SE MULBERRY AVE
SE LARCH AVE
SE SPRUCE AVE
SE ELLIOTT AVE
SE BIRCH ST
SE TAMARACK AVE
SE ORANGE AVE
SE HICKORY ST
SE 10TH AVE
SE 11TH AVE
SE 12TH AVE
SE 6TH AVE
SE 4TH AVE
SE 2ND PL
SE WATER AVE
SE MARTIN LUTHER KING JR BLVD
SE DIVISION ST

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax LotView Corridor Coincidence

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NORTH

0 Feet 500

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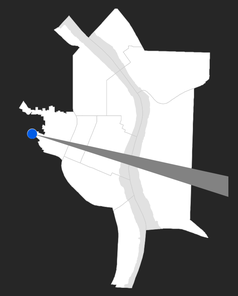
ESEE Analysis



Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax Lot/View Corridor Coincidence

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0 Feet 1,000

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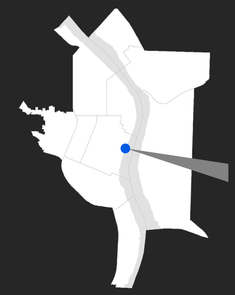

CC-SW11

Legend

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- Scenic Viewpoint
- View Corridor

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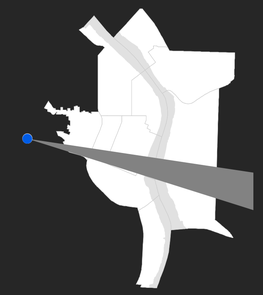

CC-SW10

272' 40' | 374' 45' | 370' 45' | 408' 180' | 391' 250' | 394' 250' | 423' 250' | 456' 300' | 463' 250' | 525' 0' | 552' 325' | 570' 0'

265' 45' | 282' 40' | 361' 45' | 377' 75' | 371' 75' | 401' 250' | 433' 150' | 445' 126' | 457' 460' | 491' 460' | 528' 350' | 551' 325' | 605' 0' | 600' 175' | 603' 175' | 607' 100' | 605' 175' | 604' 175' | 604' 275' | 624' 100' | 643' 100'

350' 100' | 374' 75' | 372' 75' | 377' 250' | 416' 250' | 434' 100' | 460' 460' | 452' 460' | 451' 460' | 479' 460' | 511' 325' | 549' 325' | 553' 70' | 598' 100' | 609' 100' | 610' 100' | 602' 0' | 611' 100' | 601' 275' | 622' 100' | 630' 100' | 642' 100'

380' 200' | 397' 84' | 432' 0' | 436' 0' | 459' 460' | 502' 325' | 516' 350' | 536' 325' | 545' 325' | 568' 0' | 599' 100' | 602' 100' | 623' 0' | 602' 250' | 602' 275' | 605' 126' | 608' 100' | 597' 126' | 603' 275' | 635' 100' | 637' 100' | 647' 45' | 640' 45'

527' 250' | 545' 0' | 574' 0' | 609' 0' | 604' 250' | 601' 100' | 593' 100' | 614' 100' | 631' 100' | 633' 100' | 641' 45' | 642' 28'

595' 100' | 592' 100' | 600' 100' | 606' 100' | 634' 100' | 638' 100' | 642' 45' | 632' 100' | 645' 100'

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax LotView Corridor Coincidence

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NORTH

0 Feet 1,000

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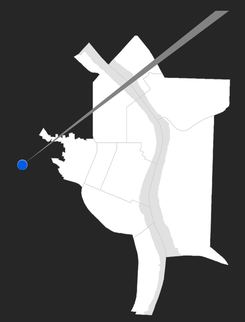

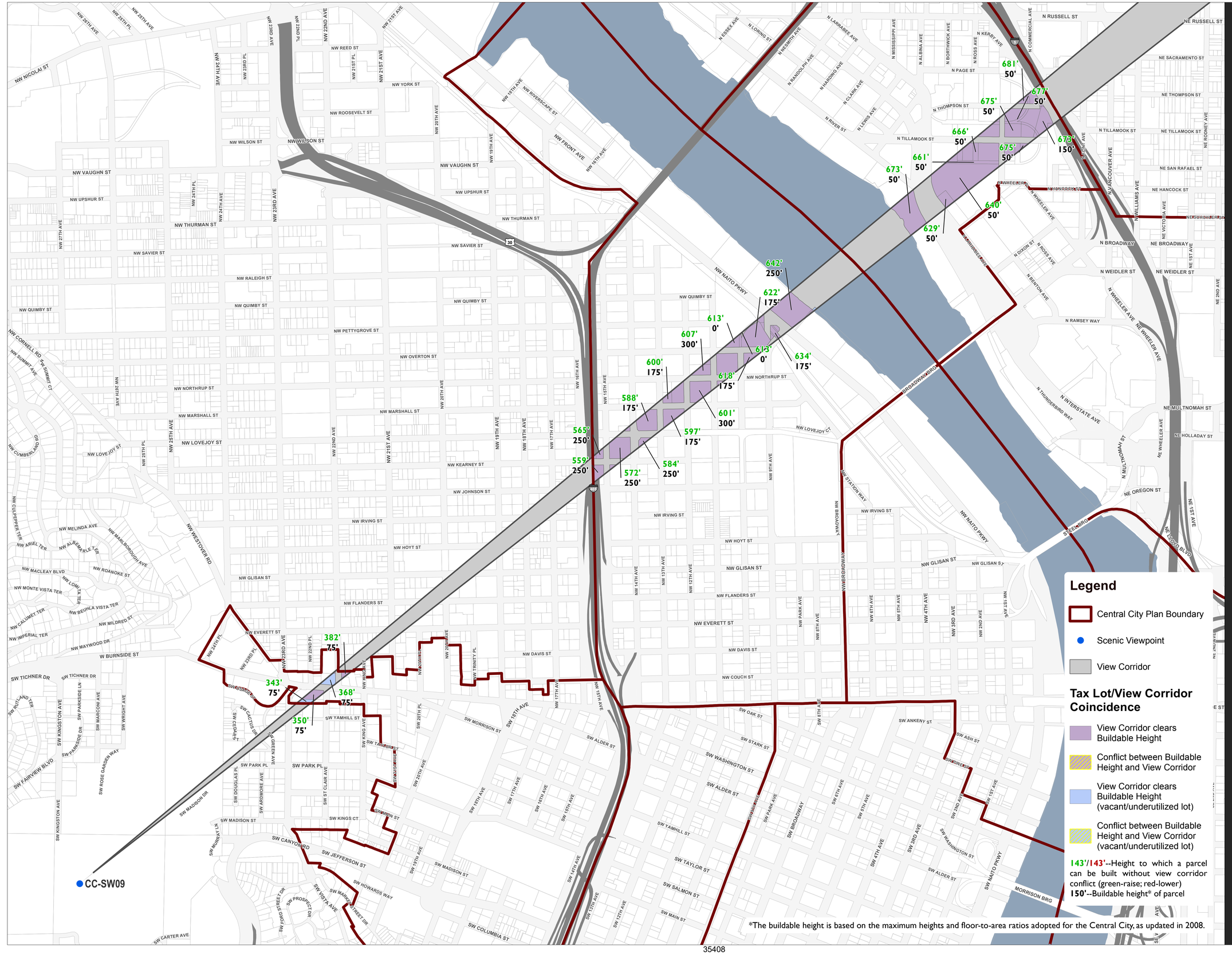

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0 Feet 500

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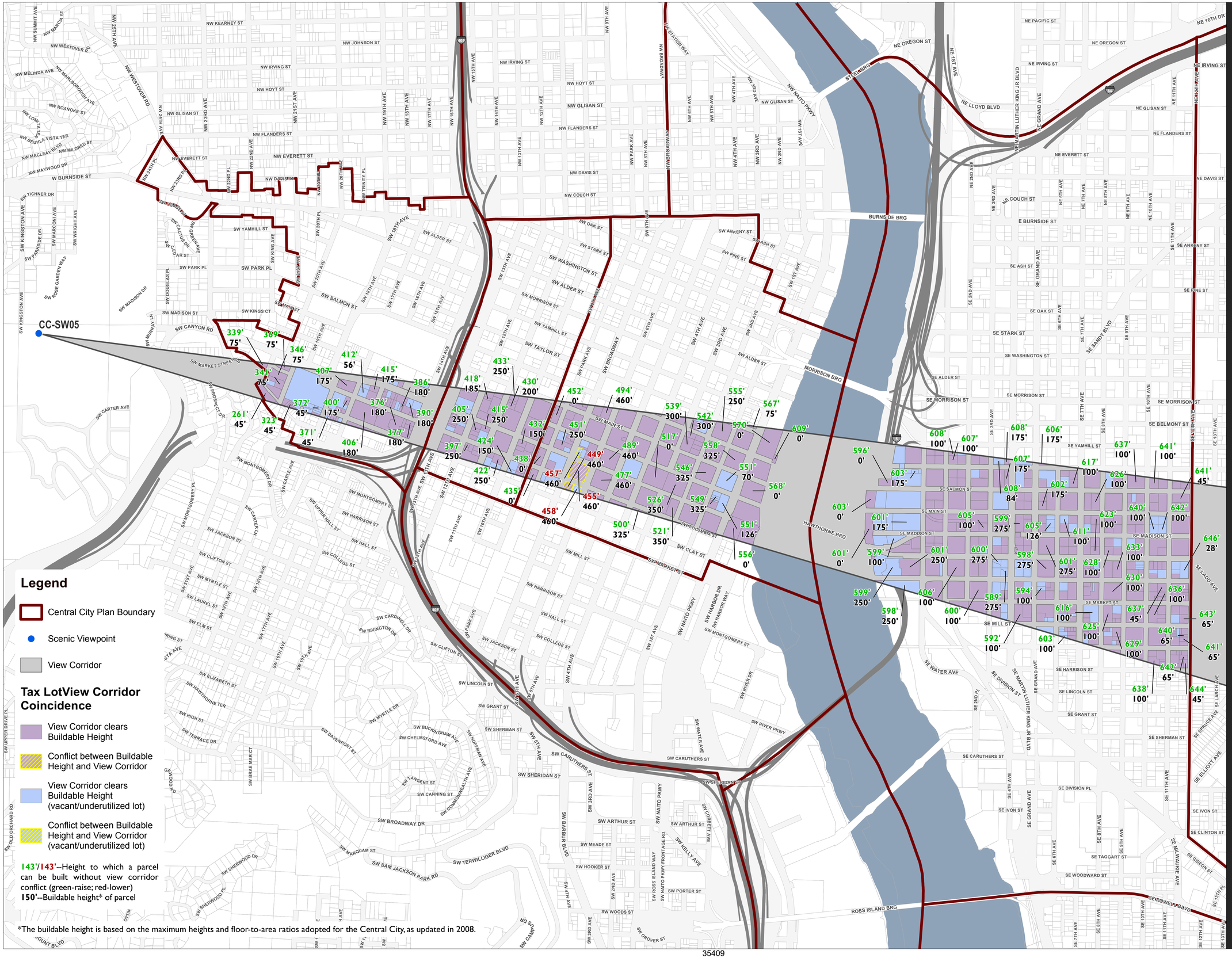

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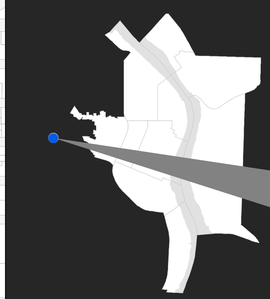

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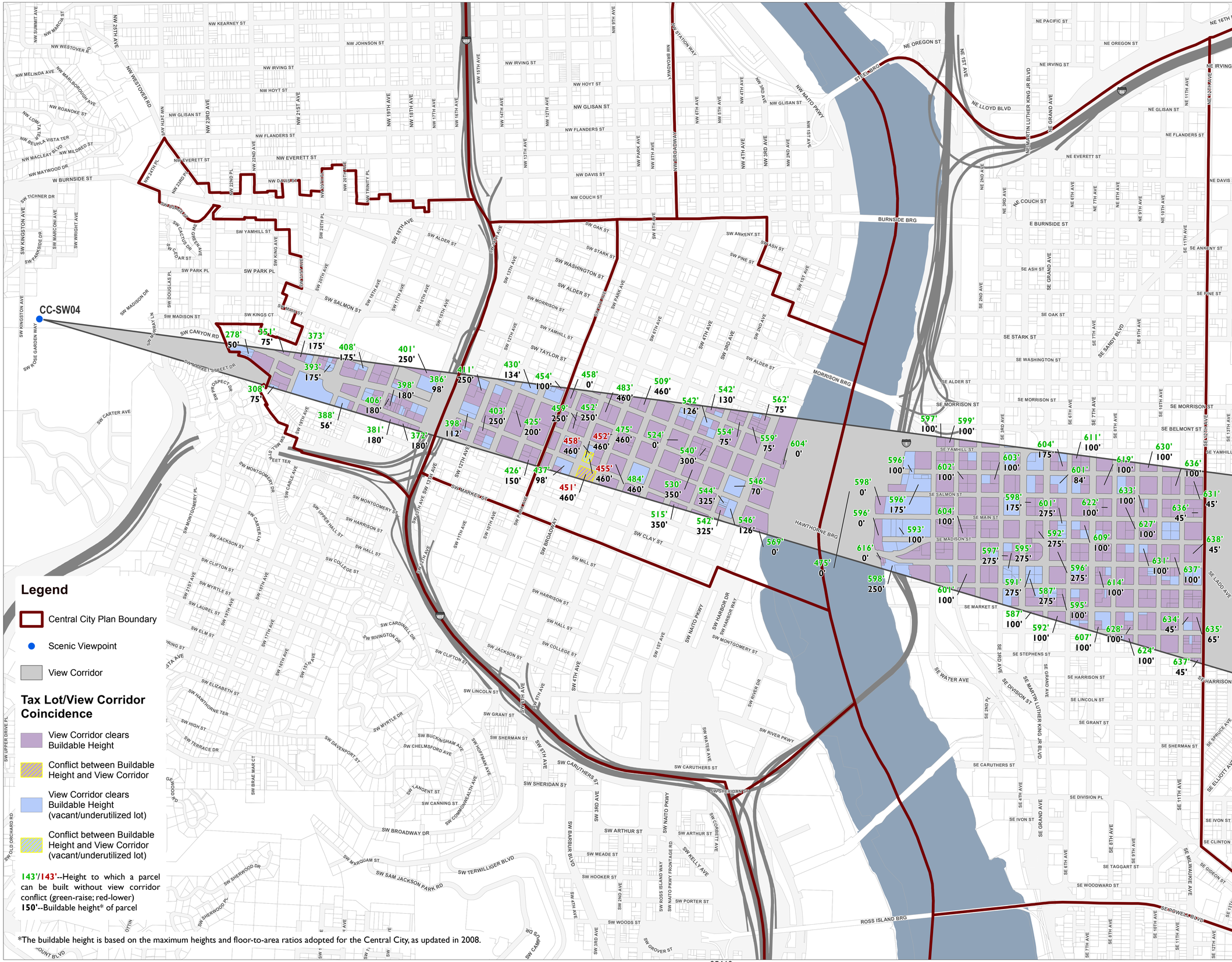

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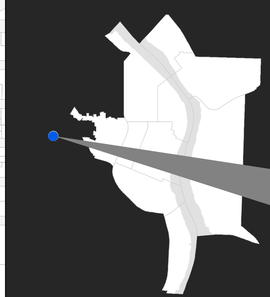

NORTH

0 1,000 Feet

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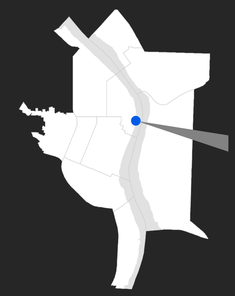

NORTH

0 Feet 500

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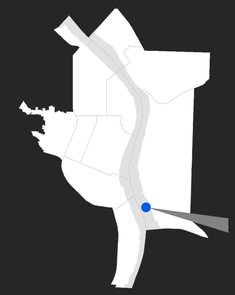

CC-SE21

59' 250'
52' 250'
52' 250'
51' 250'
57' 250'
61' 250'
66' 200'
71' 200'
80' 100'
85' 45'
87' 45'
88' 45'
87' 45'
90' 45'
91' 45'
92' 45'
94' 45'
57' 250'
64' 200'
70' 200'
63' 200'
73' 200'
78' 200'
82' 200'
91' 200'
89' 200'
91' 200'

SE WATER AVE
SE 2ND PL
SE MARTIN LUTHER KING JR BLVD
SE GRAND AVE
SE 6TH AVE
SE 7TH AVE
SE LINCOLN ST
SE GRANT ST
SE 8TH AVE
SE 9TH AVE
SE 10TH AVE
SE SHERMAN ST
SE CARUTHERS ST
SE 11TH AVE
SE SPRUCE AVE
SE 42ND AVE
SE ELLIOTT AVE
SE 4TH AVE
SE DIVISION ST
SE 4TH PL
SE IVON ST
SE CLINTON ST
SE TAGGART ST
SE WOODWARD ST
SE BROOKLYN ST
SE GIDEON ST
SE MILWAUKIE AVE
TILIKUM XING
SE POWELL BLVD
ROSS ISLAND BRG

Legend

- Central City Plan Boundary
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NORTH

0 200 Feet

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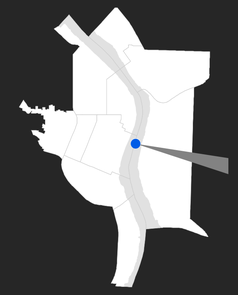

CC-SE07

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax Lot/View Corridor Coincidence

- View Corridor clears Buildable Height
- Conflict between Buildable Height and View Corridor
- View Corridor clears Buildable Height (vacant/underutilized lot)
- Conflict between Buildable Height and View Corridor (vacant/underutilized lot)

143'/143'--Height to which a parcel can be built without view corridor conflict (green-raise; red-lower)
150'--Buildable height* of parcel

*The buildable height is based on the maximum heights and floor-to-area ratios adopted for the Central City, as updated in 2008.

NORTH

0 Feet 500

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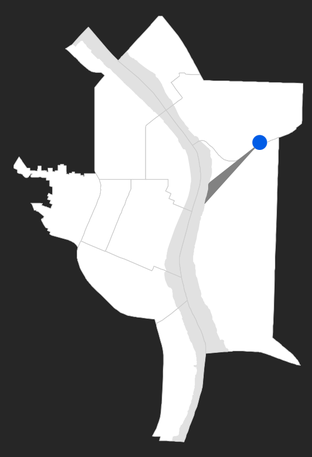
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

January 22, 2016

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

Central City Scenic Resources

ESEE Analysis



CC-NE05

NE HOLLADAY ST
NE PACIFIC ST
NE 6TH AVE
NE OREGON ST
NE IRVING ST
NE 7TH AVE
NE WHEELER AVE
N INTERSTATE AVE
NE 1ST AVE
NE HOYT ST
NE GRAND AVE
NE LLOYD BLVD
NE MARTIN LUTHER KING JR BLVD
NE GLISAN ST
NE FLANDERS ST
NE 2ND AVE
NE EVERETT ST
NE 8TH AVE
NE 9TH AVE
NE DAVIS ST
NE 3RD AVE
NE COUCH ST
BURNSIDE BRG
E BURNSIDE ST
SE ANKENY ST
SE ASH ST
SE PINE ST
SE 2ND AVE
SE 3RD AVE
SE GRAND AVE
SE 6TH AVE
SE 7TH AVE
SE 9TH AVE
SE OAK ST
SE STARK ST
SE WASHINGTON ST
SE WATER AVE

80' 80'
74' 80'
74' 200'
66' 200'
88' 80'
104' 80'
70' 200'
75' 200'
71' 126'
106' 80'
106' 126'
77' 200'
117' 80'
80' 200'
119' 80'
79' 200'
118' 100'
105' 126'
107' 200'
105' 200'
118' 200'
121' 100'

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax Lot/View Corridor Coincidence

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143'/**143'**--Height to which a parcel can be built without view corridor conflict (green-raise; red-lower)
150'--Buildable height* of parcel

NORTH

0 Feet 250

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January 6, 2016

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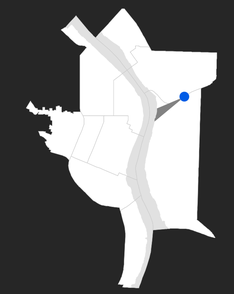
Geographic Information System

Central City Scenic Resources

Economic Analysis



CC-NE01c

-8'
-29k ft²

-25'
-12k ft²

-22'
-12k ft²

-2'
-0k ft²

-8'
-3k ft²

-16'
-17k ft²

-38'
-36k ft²

NE HOYT ST
NE 1ST AVE
NE LLOYD BLVD
NE GLISAN ST
NE FLANDERS ST
NE EVERETT ST
NE 2ND AVE
FREMONT BRG
NE MARTIN LUTHER KING JR BLVD
NE GRAND AVE
NE 8TH AVE
NE 7TH AVE
NE DAVIS ST
NE 6TH AVE
NE COUCH ST
NE 3RD AVE
NE 1ST ST
BURNSIDE BRG
E BURNSIDE ST
SE 2ND AVE
SE 3RD AVE
SE GRAND AVE
SE 6TH AVE
SE 7TH AVE

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax Lot/View Corridor Coincidence

- BLI Lot with View Corridor Conflict
- BLI Lot without View Corridor Conflict
- Non-BLI Lot

-15'--Number of feet that the view corridor falls below buildable height
-2,500k ft²--Total square footage lost by potential height restriction

NORTH

0 Feet 200

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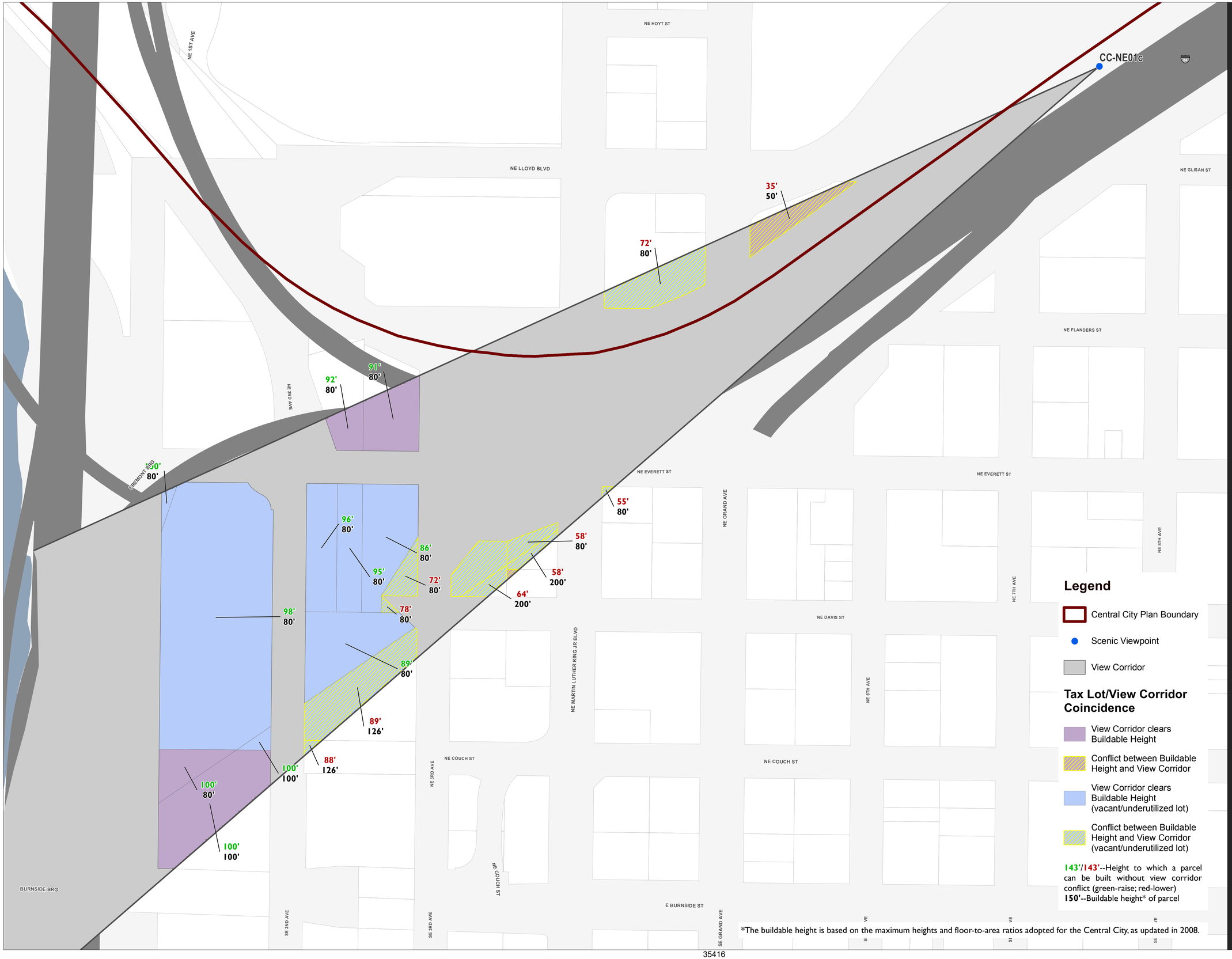

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax Lot/View Corridor Coincidence

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January 22, 2016

City of Portland, Oregon
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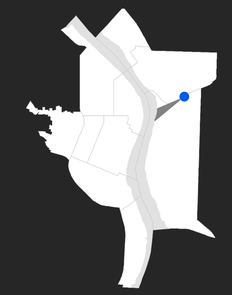
Geographic Information System

Central City Scenic Resources

ESEE Analysis



NORTH

0 Feet 200

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January 22, 2016

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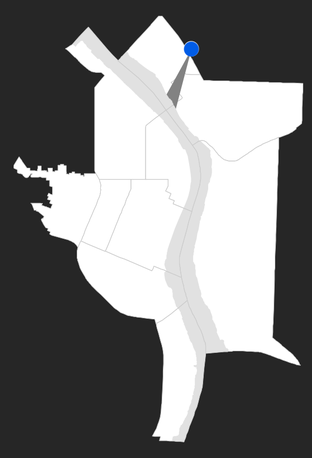
Geographic Information System

Central City Scenic Resources

ESEE Analysis



CC-N04

110' 50' | 116' 150'
118' 50' | 118' 150'
117' 50' | 118' 150'
118' 50' | 117' 150'
117' 50' | 117' 150'
109' 50' | 118' 50' | 109' 150'
105' 50' | 102' 50' | 113' 50' | 83' 150'
84' 50' | 84' 150'
86' 50' | 86' 150'
144' 50' | 87' 70'
143' 50'
117' 250'

N HARDING AVE
N MISSISSIPPI AVE
N ALBINA AVE
N BORTHWICK AVE
N ROSS AVE
N KERBY AVE
N COMMERCIAL AVE
N CLARK AVE
N PAGE ST
N THOMPSON ST
N LEWIS AVE
N LORING ST
N TILLAMOOK ST
N FLINT AVE
N VANCOUVER AVE
N RIVER ST
N GANTENBEIN AVE
N HANCOCK ST
N WHEELER AVE
N BROADWAY
N DIXON ST
N BENTON AVE
N WEIDLER ST
N WHEELER AVE
N CENTER COURT ST
N RAMSEY WAY
N THUNDERBIRD WAY
N INTERSTATE AVE
BROADWAY BRG
NW NAITO PKWY

NORTH

0 Feet 250

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax Lot/View Corridor Coincidence

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January 22, 2016

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

Central City Scenic Resources

ESEE Analysis



CC-N02

164' 150' | 159' 150' | 155' 150' | 148' 150' | 145' 150' | 142' 150' | 134' 150' | 131' 150' | 106' 150' | 124' 150' | 77' 150' | 76' 150' | 78' 150' | 61' 150' | 97' 150' | 101' 150' | 80' 150' | 98' 150' | 125' 150' | 139' 150' | 137' 150' | 143' 150' | 150' 150'

N KNOTT ST
N BRENDLE AVE
N MISSISSIPPI AVE
N BORTHWICK AVE
N RUSSELL ST
N KERBY AVE
N ESSEX AVE
N LARRABEE AVE
N MEMITH AVE
N INTERSTATE AVE
N LORING ST
N RANDOLPH AVE
N ALBINA AVE
N ROSS AVE
N COMMERCIAL AVE
N HARDING AVE
N CLARK AVE
N PAGE ST
N THOMPSON ST
N LEWIS AVE
N RIVER ST
FREMONT BRG
N TILLAMOOK ST
N GANTENBEIN AVE
N WHEELER AVE
N WANCOCK ST
N DIXON ST
N BERETON AVE

Legend

- Central City Plan Boundary
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Tax Lot/View Corridor Coincidence

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NORTH

0 300 Feet

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Viewpoint	**Location**	**Focal Features**	**Square Feet of Conflict with View Corridor**	**Lost Value with View Corridord**
N04	Lillis Albina Park	Central City		
NE01c	I-84 Overpass	Central City	40,547	1,459,705
NE05	NE Lloyd Blvd	Central City	349,734	12,590,418
SE07	Morrison Bridge	Mt Hood	292,890	10,544,047
SE21	Tilikum Crossing - East	Mt Hood	47,416	1,706,969
SW01	Greenway Trail at SW Ankeny	Mt Hood	764,601	27,525,636
SW04	Rose Garden - Telescopes	Mt Hood		
SW11	Greenway Trail at SW Morrison	Mt Hood	588,255	21,177,184
SW13	SW Vista Ave	Central City		
SW15	Vista Bridge	Mt Hood		
SW16	SW Vista Ave	Central City		
SW17	Salmon Springs	Mt Hood	440,719	15,865,894
SW26	Hawthorne Bridge	Mt Hood	587,317	21,143,420
SW31	SW Cardinell	Mt St Helens		
SW33	SW Rivington Dr	Mt Hood		
SW34	Lovejoy Fountain	Mt Hood		
SW36	reenway Trail - Montgomery St Garden	Mt Hood	659,222	23,732,008
SW38	Greenway Trail - Pedestrian Trail	Mt Hood		
SW46	Tilikum Crossing - West	Mt Hood	83,420	3,003,113
SW49	SW Terwilliger Blvd	Mt St Helens		
SW50	SW Terwilliger Blvd	Mt St Helens		
SW61	OHSU Tram - South	Central City		

Lost Jobs within View Corridor
205
1,753
1,467
237
3,828
2,942
2,206
2,941
3,301
418

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA2602	EX	11,900	11,900	11,900	126	170
1N1E35CB500	CX	28,768	28,768	28,768	80	132
1N1E34DA1000	EX	8,481	8,481	8,481	80	145
1N1E34DA800	EX	6,053	6,053	6,053	80	150
1N1E35CB3400	EX	5,855	5,855	5,855	80	152
1N1E34DA1100	IG1	3,427	3,427	3,427	80	138
1N1E34DA1101	IG1	483	483	483	80	132

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
126	132	-38	38	<Null>	35,700	<Null>	35,700
80	124	-8	8	<Null>	28,768	<Null>	28,768
80	129	-16	16	<Null>	16,962	<Null>	16,962
80	128	-22	22	<Null>	12,106	<Null>	12,106
80	127	-25	25	<Null>	11,710	<Null>	11,710
80	130	-8	8	<Null>	3,427	<Null>	3,427
80	130	-2	2	<Null>	483	<Null>	483
					109,156		

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection		$	jobs
$1,285,200	179	452	Y	3.8%	1355	$48,769.21	6.792475
$1,035,648	144	10,914	Y	37.9%	10914	$392,907.29	54.63116
$610,632	85	7,958	Y	93.8%	15915	$572,944.31	79.75387
$435,816	61	4,025	Y	66.5%	8051	$289,834.87	40.56741
$421,560	59	201	Y	3.4%	402	$14,489.65	2.027919
$123,372	18	3,427	Y	100.0%	3427	$123,372.00	18
$17,388	3	483	Y	100.0%	483	$17,387.94	2.999989
$3,929,616	$549				40547	$1,459,705.27	204.7728

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DA1000	EX	8,481	8,481	8,481	126	191
1N1E34DA1100	IG1	3,427	3,427	3,427	90	148
1N1E34DA2602	EX	11,900	11,900	11,900	126	170
1N1E34DA2800	EX	22,809	45,617	45,617	192	233
1N1E34DA800	EX	6,053	6,053	6,053	126	196
1N1E34DD600	EX	5,516	5,516	5,516	126	170
1N1E34DD601	EX	5,500	5,500	5,500	126	172
1N1E34DD900	EX	8,716	8,716	8,716	126	161
1N1E35CB3100	EX	9,000	9,000	9,000	126	202
1N1E35CB3200	EX	9,000	9,000	9,000	126	201
1N1E35CB3300	EX	12,161	12,161	12,161	126	198
1N1E35CB3400	EX	5,855	5,855	5,855	126	198

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
126	145	-46	46	0	33,924	0	33,924
90	146	-2	2	0	3,427	0	3,427
126	149	-21	21	0	23,800	0	23,800
150	147	-86	86	0	159,663	0	159,663
126	144	-52	52	0	24,212	0	24,212
126	152	-18	18	0	11,032	0	11,032
126	151	-21	21	0	11,000	0	11,000
126	153	-8	8	0	8,716	0	8,716
126	142	-60	60	0	45,000	0	45,000
126	143	-58	58	0	45,000	0	45,000
126	143	-55	55	0	48,644	0	48,644
126	142	-56	56	0	23,420	0	23,420
							437,838

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection		$	jobs
$1,221,264	170	8,481	Y	100.0%	33924	$1,221,263.83	170
$123,372	18	2,987	Y	87.2%	2987	$107,534.96	15.68937
$856,800	119	11,900	Y	100.0%	23800	$856,799.83	119
$5,747,868	799	43,570	Y	95.5%	152498	$5,489,941.66	763.1462
$871,632	122	6,053	Y	100.0%	24212	$871,632.25	122
$397,152	56	120	Y	2.2%	239	$8,619.09	1.215325
$396,000	55	2,042	Y	37.1%	4084	$147,026.88	20.4204
$313,776	44	3,156	Y	36.2%	3156	$113,613.03	15.93166
$1,620,000	225	7,107	Y	79.0%	35537	$1,279,324.43	177.6839
$1,620,000	225	658	Y	7.3%	3288	$118,361.71	16.43913
$1,751,184	244	10,647	Y	87.6%	42588	$1,533,179.81	213.6245
$843,120	118	5,855	Y	100.0%	23420	$843,120.50	118.0001
$15,762,168	2,195				349734	############	1753.151

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB6100	EX	21,625	32,470	32,470	168	216
1S1E02BB7900	EX	10,000	10,000	10,000	126	177
1S1E02BB8000	EX	9,000	9,000	9,000	126	179
1S1E02BB8100	EX	9,000	9,000	9,000	126	178
1S1E02BB8200	EX	14,820	14,820	14,820	126	177
1S1E03AA3700	IG1	18,174	18,174	18,174	90	123
1S1E03AA4600	EX	10,000	10,000	10,000	126	162
1S1E03AA4700	EX	10,000	10,000	10,000	126	165
1S1E03AA4800	EX	5,000	5,000	5,000	126	158
1S1E03AA4900	EX	11,000	11,000	11,000	126	166
1S1E03AA5000	EX	9,028	9,028	9,028	126	170
1S1E03AA5100	EX	4,622	4,622	4,622	126	168
1S1E03AA5200	EX	19,200	19,200	19,200	126	169
1S1E03AA6000	IG1	11,005	11,005	11,005	90	125

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
126	139	-77	77	0	129,750	0	129,750
126	142	-35	35	0	30,000	0	30,000
126	140	-39	39	0	27,000	0	27,000
126	140	-38	38	0	27,000	0	27,000
126	136	-41	41	0	44,460	0	44,460
90	111	-12	12	0	18,174	0	18,174
126	129	-33	33	0	30,000	0	30,000
126	129	-36	36	0	30,000	0	30,000
126	131	-27	27	0	10,000	0	10,000
126	131	-35	35	0	33,000	0	33,000
126	132	-38	38	0	27,084	0	27,084
126	130	-38	38	0	13,866	0	13,866
126	130	-39	39	0	57,600	0	57,600
90	110	-15	15	0	11,005	0	$11,005
							488,939

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
						$	jobs
$4,671,000	649	8,060	Y	24.8%	32207	$1,159,438.01	161.0951
$1,080,000	150	10,000	Y	100.0%	30000	$1,080,001.61	150.0002
$972,000	135	9,000	Y	100.0%	27000	$971,999.63	134.9999
$972,000	135	9,000	Y	100.0%	27000	$972,000.44	135.0001
$1,600,560	223	14,820	Y	100.0%	44460	$1,600,560.29	223
$654,264	91	9,777	Y	53.8%	9777	$351,959.75	48.95323
$1,080,000	150	2,967	Y	29.7%	8901	$320,434.92	44.50485
$1,080,000	150	10,000	Y	100.0%	30000	$1,080,001.10	150.0002
$360,000	50	1,018	Y	20.4%	2037	$73,330.09	10.18473
$1,188,000	165	8,467	Y	77.0%	25400	$914,417.93	127.0025
$975,024	136	5,685	Y	63.0%	17057	$614,036.28	85.64808
$499,176	70	4,622	Y	100.0%	13866	$499,178.08	70.00029
$2,073,600	288	7,590	Y	39.5%	22771	$819,768.55	113.8567
396,180	56	2,414	Y	21.9%	2414	$86,920.24	12.28617
$17,601,804	2,448				292890	$10,544,046.92	1466.532

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	<Null>	20,000	20,000	56,500	98	145
1S1E11BA7200	IG1	12,500	40,000	189,501	168	213
1S1E11BB3801	IG1	16,000	16,000	108,949	112	163

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
98	123	-23	23	0	40,000	0	40,000
98	114	-31	31	0	60,000	0	60,000
126	137	-76	76	0	75,000	0	75,000
112	124	-39	39	0	48,000	0	48,000
							223,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$1,440,000	200	1,168	Y	2.2%	895	$32,202.89	4.472624
$2,160,000	300	16,794	Y	29.7%	17834	$642,028.09	89.17057
$2,700,000	375	43,123	Y	22.8%	17067	$614,412.02	85.335
$1,728,000	240	26,375	Y	24.2%	11620	$418,325.65	58.10079
$8,028,000	1,115				47416	$1,706,968.66	237.079

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34DD1800	EX	28,000	28,000	28,000	126	175
1N1E34DD2300	EX	20,000	20,000	20,000	84	128
1N1E34DD2700	IG1	15,700	15,700	15,700	90	126
1N1E35CC10200	IG1	2,500	2,500	2,500	90	161
1N1E35CC3800	EX	4,500	4,500	4,500	126	188
1N1E35CC5800	EX	20,000	20,000	20,000	42	120
1N1E35CC6500	IG1	40,018	40,018	40,018	90	157
1N1E35CC6800	EX	5,009	5,009	5,009	84	143
1N1E35CC6900	EX	5,009	5,009	5,009	84	146
1N1E35CC7000	EX	9,000	9,000	9,000	84	143
1N1E35CC7200	EX	3,250	3,250	3,250	84	135
1N1E35CC7400	EX	4,500	4,500	4,500	84	136
1N1E35CC8500	EX	4,500	4,500	4,500	84	133
1N1E35CC8600	EX	4,500	4,500	4,500	84	136
1N1E35CC8900	EX	10,009	10,009	10,009	84	138
1N1E35CC9000	EX	3,500	3,500	3,500	84	139
1N1E35CC9100	EX	6,509	6,509	6,509	84	141
1N1E35CD11900	IG1	4,600	4,600	4,600	90	174
1N1E35CD12400	IG1	5,000	5,000	5,000	90	169
1N1E35CD8600	EX	4,388	4,388	4,388	42	125

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
126	69	-106	106	0	224,000	0	224,000
84	70	-58	58	0	100,000	0	100,000
90	65	-61	61	0	78,500	0	78,500
90	93	-68	68	0	12,500	0	12,500
126	80	-108	108	0	36,000	0	36,000
42	97	-23	23	0	40,000	0	40,000
90	85	-72	72	0	200,090	0	200,090
84	82	-61	61	0	25,045	0	25,045
84	82	-64	64	0	25,045	0	25,045
84	80	-63	63	0	45,000	0	45,000
84	78	-57	57	0	16,250	0	16,250
84	77	-59	59	0	22,500	0	22,500
84	78	-55	55	0	18,000	0	18,000
84	81	-55	55	0	18,000	0	$18,000
84	84	-54	54	0	40,036	0	40,036
84	83	-56	56	0	14,000	0	14,000
84	83	-58	58	0	32,545	0	32,545
90	108	-66	66	0	23,000	0	23,000
90	104	-65	65	0	25,000	0	25,000
42	102	-23	23	0	8,776	0	8,776
							1,004,287

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection		$	jobs
$8,064,000	1,120	11,379	Y	40.6%	91032	$3,277,151.82	455.16
$3,600,000	500	17,662	Y	88.3%	88311	$3,179,194.79	441.5548
$2,826,000	393	15,225	Y	97.0%	76124	$2,740,476.18	381.1066
$450,000	63	2,500	Y	100.0%	12500	$450,000.55	63.00008
$1,296,000	180	243	Y	5.4%	1944	$69,978.95	9.719299
$1,440,000	200	15,173	Y	75.9%	30346	$1,092,447.70	151.7288
$7,203,240	1,001	40,018	Y	100.0%	200090	$7,203,232.10	1000.999
$901,620	126	5,009	Y	100.0%	25045	$901,620.84	126.0001
$901,620	126	5,009	Y	100.0%	25045	$901,619.91	126
$1,620,000	225	9,000	Y	100.0%	45000	$1,619,998.69	224.9998
$585,000	82	3,250	Y	100.0%	16250	$584,999.48	81.99993
$810,000	113	4,500	Y	100.0%	22500	$810,001.98	113.0003
$648,000	90	2,060	Y	45.8%	8242	$296,697.43	41.20798
648,000	90	4,500	Y	100.0%	18000	$647,999.85	89.99998
$1,441,296	201	491	Y	4.9%	1963	$70,663.09	9.854521
$504,000	70	3,234	Y	92.4%	12936	$465,693.20	64.67961
$1,171,620	163	6,500	Y	99.9%	32498	$1,169,923.89	162.764
$828,000	115	4,600	Y	100.0%	23000	$828,000.21	115
$900,000	125	5,000	Y	100.0%	25000	$899,999.56	124.9999
$315,936	44	4,388	Y	100.0%	8776	$315,935.79	43.99997
$36,154,332	5,027				764601	$27,525,636.02	3827.775

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BB8200	EX	14,820	14,820	14,820	126	177
1S1E02BC1000	EX	10,000	10,000	10,000	84	136
1S1E02BC1400	EX	28,000	28,000	28,000	84	137
1S1E02BC1500	EX	8,689	8,689	8,689	84	132
1S1E02BC1600	EX	20,000	20,000	20,000	84	136
1S1E02BC1900	EX	29,000	29,000	29,000	84	139
1S1E02BC2200	IG1	12,900	12,900	12,900	90	143
1S1E02BC2700	IG1	20,000	20,000	20,000	90	134
1S1E02BD6600	IG1	5,000	5,000	5,000	90	132
1S1E02BD7200	IG1	10,000	10,000	10,000	90	134
1S1E02BD7201	IG1	10,000	10,000	10,000	90	135
1S1E02BD7400	IG1	10,000	10,000	10,000	90	135
1S1E03AA5000	EX	9,028	9,028	9,028	126	170
1S1E03AA5200	EX	19,200	19,200	19,200	126	169
1S1E03AA5700	IG1	19,999	19,999	19,999	90	126
1S1E03AD200	EX	25,600	25,600	25,600	84	128
1S1E03AD600	IG1	10,000	10,000	10,000	90	127

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
126	96	-81	81	0	88,920	0	88,920
84	101	-35	35	0	30,000	0	30,000
84	94	-43	43	0	112,000	0	112,000
84	94	-38	38	0	26,067	0	26,067
84	95	-41	41	0	60,000	0	60,000
84	100	-39	39	0	87,000	0	87,000
90	105	-38	38	0	38,700	0	38,700
90	115	-19	19	0	40,000	0	40,000
90	122	-10	10	0	5,000	0	5,000
90	126	-8	8	0	10,000	0	10,000
90	128	-7	7	0	10,000	0	10,000
90	129	-6	6	0	10,000	0	10,000
126	91	-79	79	0	54,168	0	54,168
126	89	-80	80	0	115,200	0	$115,200
90	74	-52	52	0	79,996	0	79,996
84	89	-39	39	0	76,800	0	76,800
90	81	-46	46	0	40,000	0	40,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$3,201,120	445	281	Y	1.9%	1683.401	$60,602.44	8.424579
$1,080,000	150	10,000	Y	100.0%	30000.01	$1,080,000.46	150.0001
$4,032,000	560	28,000	Y	100.0%	112000.1	$4,032,002.50	560.0003
$938,412	131	8,689	Y	100.0%	26067.03	$938,412.92	131.0001
$2,160,000	300	13,346	Y	66.7%	40036.72	$1,441,321.97	200.1836
$3,132,000	435	29,000	Y	100.0%	87000.08	$3,132,002.98	435.0004
$1,393,200	194	12,900	Y	100.0%	38699.94	$1,393,197.90	193.9997
$1,440,000	200	20,000	Y	100.0%	40000.01	$1,440,000.38	200.0001
$180,000	25	5,000	Y	100.0%	4999.997	$179,999.90	24.99999
$360,000	50	7,369	Y	73.7%	7369.302	$265,294.86	36.84651
$360,000	50	9,775	Y	97.7%	9774.603	$351,885.71	48.87301
$360,000	50	557	Y	5.6%	556.5605	$20,036.18	2.782802
$1,950,048	271	1,787	Y	19.8%	10725.06	$386,102.09	53.65697
4,147,200	576	5,802	Y	30.2%	34811.92	$1,253,229.09	174.0596
$2,879,856	400	6,933	Y	34.7%	27730.35	$998,292.47	138.6587
$2,764,800	384	25,600	Y	100.0%	76800	$2,764,799.91	384
$1,440,000	200	10,000	Y	100.0%	40000.06	$1,440,002.14	200.0003
					588255.1	21177183.91	2942.487

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02BC4600	EX	5,000	5,000	5,000	126	186
1S1E02BC4700	EX	10,000	10,000	10,000	126	186
1S1E02BC4800	EX	5,000	5,000	5,000	126	185
1S1E02BC4900	IG1	10,000	10,000	10,000	90	146
1S1E02BC5100	IG1	10,000	10,000	10,000	90	146
1S1E02BC5400	IG1	8,000	8,000	8,000	90	142
1S1E02BC6000	IG1	10,000	10,000	10,000	90	136
1S1E02BD10900	IG1	10,000	10,000	10,000	90	135
1S1E02BD7200	IG1	10,000	10,000	10,000	90	134
1S1E02BD7201	IG1	10,000	10,000	10,000	90	135
1S1E02BD7300	IG1	10,000	10,000	10,000	90	135
1S1E02BD7400	IG1	10,000	10,000	10,000	90	135
1S1E02CA16700	IG1	5,000	5,000	5,000	90	137
1S1E02CA17100	IG1	2,500	2,500	2,500	90	136
1S1E02CA17200	IG1	2,500	2,500	2,500	90	136
1S1E02CA17300	IG1	4,500	4,500	4,500	90	136
1S1E02CB3400	IG1	6,175	6,175	6,175	90	142
1S1E03AD1701	IG1	18,214	18,214	54,502	64	97
1S1E03AD2900	EX	23,976	36,000	36,000	98	147
1S1E03AD3600	IG1	26,229	26,229	80,545	64	98

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
126	106	-80	80	0	30,000	0	30,000
126	105	-81	81	0	60,000	0	60,000
126	105	-80	80	0	30,000	0	30,000
90	108	-38	38	0	30,000	0	30,000
90	110	-36	36	0	30,000	0	30,000
90	114	-28	28	0	16,000	0	16,000
90	121	-15	15	0	20,000	0	20,000
90	124	-11	11	0	10,000	0	10,000
90	128	-6	6	0	10,000	0	10,000
90	130	-5	5	0	10,000	0	10,000
90	128	-7	7	0	10,000	0	10,000
90	130	-5	5	0	10,000	0	10,000
90	130	-7	7	0	5,000	0	5,000
90	127	-9	9	0	2,500	0	$2,500
90	127	-9	9	0	2,500	0	2,500
90	127	-9	9	0	4,500	0	4,500
90	118	-24	24	0	12,350	0	12,350
64	70	-27	27	0	36,428	0	36,428
56	92	-55	55	0	95,904	0	95,904
64	69	-29	29	0	78,687	0	78,687

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$1,080,000	150	5,000	Y	100.0%	30000	$1,080,002.98	150.0004
$2,160,000	300	10,000	Y	100.0%	60000	$2,160,000.07	300
$1,080,000	150	5,000	Y	100.0%	30000	$1,079,997.87	149.9997
$1,080,000	150	10,000	Y	100.0%	30000	$1,080,000.28	150
$1,080,000	150	10,000	Y	100.0%	30000	$1,080,001.28	150.0002
$576,000	80	8,000	Y	100.0%	16000	$576,000.67	80.00009
$720,000	100	10,000	Y	100.0%	20000	$719,999.75	99.99996
$360,000	50	10,000	Y	100.0%	10000	$360,000.49	50.00007
$360,000	50	10,000	Y	100.0%	10000	$359,999.90	49.99999
$360,000	50	10,000	Y	100.0%	10000	$359,999.87	49.99998
$360,000	50	10,000	Y	100.0%	10000	$359,999.81	49.99997
$360,000	50	10,000	Y	100.0%	10000	$360,000.15	50.00002
$180,000	25	5,000	Y	100.0%	5000	$179,999.94	24.99999
90,000	13	2,500	Y	100.0%	2500	$89,999.79	12.99997
$90,000	13	2,500	Y	100.0%	2500	$90,000.18	13.00003
$162,000	23	4,500	Y	100.0%	4500	$161,999.68	22.99995
$444,600	62	47	Y	0.8%	94	$3,389.91	0.472726
$1,311,408	183	24,384	Y	44.7%	16298	$586,723.20	81.8741
$3,452,544	480	36,000	Y	100.0%	95904	$3,452,543.46	479.9999
$2,832,732	394	49,055	Y	60.9%	47923	$1,725,235.17	239.9601
					440719	$15,865,894.45	2206.307

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CA14000	IG1	2,750	2,750	2,750	90	138
1S1E02CA17100	IG1	2,500	2,500	2,500	90	136
1S1E02CA17300	IG1	4,500	4,500	4,500	90	136
1S1E02CB2700	IG1	28,000	28,000	28,000	90	149
1S1E02CB2900	IG1	2,500	2,500	2,500	90	146
1S1E02CB3400	IG1	6,175	6,175	6,175	90	142
1S1E02CB3900	IG1	9,500	9,500	9,500	90	151
1S1E02CB4400	IG1	10,000	10,000	10,000	90	154
1S1E02CB500	IG1	10,000	10,000	10,000	90	140
1S1E02CB8700	IG1	5,000	5,000	5,000	90	162
1S1E02CB8800	IG1	5,000	5,000	5,000	90	161
1S1E02CB9000	EX	8,551	8,551	8,551	126	193
1S1E02CB9100	EX	9,500	9,500	9,500	126	190
1S1E02CB9200	EX	10,000	10,000	10,000	126	195
1S1E02CB9300	EX	8,999	8,999	8,999	126	196
1S1E02CB9400	IG1	10,000	10,000	10,000	90	160
1S1E03AD6100	IG1	9,500	9,500	9,500	90	133
1S1E03AD7100	IG1	13,399	13,399	13,399	90	125
1S1E03DA1000	IG1	692	692	692	90	127
1S1E03DA1100	IG1	6,649	6,649	6,649	90	127
1S1E03DA300	EX	4,124	4,124	4,124	126	191
1S1E03DA400	EX	10,000	10,000	10,000	126	187
1S1E03DA500	EX	5,270	5,270	5,270	126	184

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	136	-2	2	0	2,750	0	2,750
90	136	0	0	0	2,500	0	2,500
90	136	0	0	0	4,500	0	4,500
90	128	-21	21	0	56,000	0	56,000
90	128	-18	18	0	5,000	0	5,000
90	127	-15	15	0	6,175	0	6,175
90	119	-32	32	0	28,500	0	28,500
90	120	-34	34	0	30,000	0	30,000
90	133	-7	7	0	10,000	0	10,000
90	116	-46	46	0	20,000	0	20,000
90	115	-46	46	0	20,000	0	20,000
126	111	-82	82	0	51,306	0	51,306
126	110	-80	80	0	57,000	0	57,000
126	110	-85	85	0	70,000	0	$70,000
126	112	-84	84	0	53,994	0	53,994
90	112	-48	48	0	40,000	0	40,000
90	101	-32	32	0	28,500	0	28,500
90	80	-45	45	0	53,596	0	53,596
90	92	-35	35	0	2,076	0	2,076
90	93	-34	34	0	19,947	0	19,947
126	107	-84	84	0	28,868	0	28,868
126	105	-82	82	0	60,000	0	60,000
126	105	-79	79	0	31,620	0	31,620

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$99,000	14	2,750	Y	100.0%	2750.011	$99,000.40	14.00006
$90,000	13	2,500	Y	100.0%	2500.001	$90,000.03	13.00001
$162,000	23	1,316	Y	29.3%	1316.473	$47,393.03	6.728639
$2,016,000	280	1,840	Y	6.6%	3681.038	$132,517.36	18.40519
$180,000	25	2,500	Y	100.0%	4999.995	$179,999.83	24.99998
$222,300	31	6,175	Y	100.0%	6175.011	$222,300.38	31.00005
$1,026,000	143	9,500	Y	100.0%	28499.97	$1,025,998.99	142.9999
$1,080,000	150	10,000	Y	100.0%	30000.04	$1,080,001.54	150.0002
$360,000	50	9,192	Y	91.9%	9191.489	$330,893.61	45.95745
$720,000	100	4,642	Y	92.8%	18566.23	$668,384.36	92.83116
$720,000	100	5,000	Y	100.0%	20000	$719,999.86	99.99998
$1,847,016	257	8,551	Y	100.0%	51306.02	$1,847,016.88	257.0001
$2,052,000	285	9,500	Y	100.0%	56999.99	$2,051,999.69	285
2,520,000	350	10,000	Y	100.0%	69999.96	$2,519,998.73	349.9998
$1,943,784	270	8,999	Y	100.0%	53993.96	$1,943,782.72	269.9998
$1,440,000	200	5,427	Y	54.3%	21709.63	$781,546.59	108.5481
$1,026,000	143	9,500	Y	100.0%	28499.99	$1,025,999.59	142.9999
$1,929,456	268	13,399	Y	100.0%	53596.04	$1,929,457.49	268.0002
$74,736	11	660	Y	95.3%	1978.254	$71,217.13	10.48208
$718,092	100	400	Y	6.0%	1198.972	$43,162.99	6.010788
$1,039,248	145	4,124	Y	100.0%	28868.03	$1,039,249.21	145.0002
$2,160,000	300	9,978	Y	99.8%	59866.05	$2,155,177.62	299.3302
$1,138,320	159	5,270	Y	100.0%	31620.06	$1,138,322.11	159.0003
					587317.2	21143420.12	2941.294

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E02CC4800	IG1	12,155	12,155	12,155	90	158
1S1E02CC5000	IG1	1,532	1,532	1,532	90	157
1S1E02CC5100	IG1	5,059	5,059	5,059	90	157
1S1E02CC6800	IG1	3,000	3,000	3,000	90	156
1S1E02CC7100	IG1	5,000	5,000	5,000	90	155
1S1E02CC7200	IG1	2,250	2,250	2,250	90	153
1S1E02CC7600	IG1	20,000	20,000	52,236	98	146
1S1E02CC7700	<Null>	20,000	20,000	56,500	98	145
1S1E02CD10000	IG1	3,991	3,991	3,991	90	149
1S1E02CD10100	IG1	831	831	831	90	147
1S1E02CD10200	IG1	8,832	8,832	8,832	90	149
1S1E02CD14200	IG1	10,000	10,000	10,000	90	144
1S1E02CD9600	IG1	6,667	6,667	6,667	90	151
1S1E02CD9700	IG1	3,333	3,333	3,333	90	151
1S1E02CD9900	IG1	2,915	2,915	2,915	90	147
1S1E03D300	<Null>	45,000	45,000	305,148	112	150
1S1E03DD200	<Null>	53,000	53,000	122,697	84	124
1S1E03DD300	<Null>	13,500	53,500	55,243	224	271
1S1E03DD500	<Null>	14,000	25,900	44,682	182	218

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
90	113	-45	45	0	48,620	0	48,620
90	111	-46	46	0	6,128	0	6,128
90	111	-46	46	0	20,236	0	20,236
90	118	-38	38	0	9,000	0	9,000
90	119	-36	36	0	15,000	0	15,000
90	119	-34	34	0	6,750	0	6,750
98	112	-34	34	0	60,000	0	60,000
98	109	-36	36	0	60,000	0	60,000
90	125	-24	24	0	7,982	0	7,982
90	124	-23	23	0	1,662	0	1,662
90	123	-26	26	0	17,664	0	17,664
90	126	-18	18	0	20,000	0	20,000
90	128	-23	23	0	13,334	0	13,334
90	128	-23	23	0	6,666	0	$6,666
90	126	-21	21	0	5,830	0	5,830
112	74	-76	76	0	270,000	0	270,000
84	74	-50	50	0	212,000	0	212,000
182	88	-183	182	1	175,500	53,500	229,000
140	93	-125	125	0	126,000	0	126,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
$1,750,320	244	12,155	Y	100.0%	48619.91	$1,750,316.73	243.9995
$220,608	31	1,532	Y	100.0%	6127.988	$220,607.57	30.99994
$728,496	102	5,059	Y	100.0%	20236.01	$728,496.46	102.0001
$324,000	45	3,000	Y	100.0%	8999.997	$323,999.90	44.99999
$540,000	75	5,000	Y	100.0%	15000.01	$540,000.51	75.00007
$243,000	34	2,250	Y	100.0%	6749.99	$242,999.65	33.99995
$2,160,000	300	10,590	Y	20.3%	12164.21	$437,911.53	60.82105
$2,160,000	300	1,500	Y	2.7%	1592.735	$57,338.46	7.963675
$287,352	40	3,362	Y	84.2%	6723.46	$242,044.55	33.69311
$59,832	9	599	Y	72.1%	1198.481	$43,145.33	6.489971
$635,904	89	8,832	Y	100.0%	17664	$635,903.97	89
$720,000	100	5,226	Y	52.3%	10452.9	$376,304.25	52.26448
$480,024	67	6,667	Y	100.0%	13334.25	$480,032.94	67.00125
239,976	34	3,333	Y	100.0%	6665.766	$239,967.58	33.99881
$209,880	30	163	Y	5.6%	325.9989	$11,735.96	1.677525
$9,720,000	1,350	91,581	Y	30.0%	81032.73	$2,917,178.11	405.1636
$7,632,000	1,060	101,314	Y	82.6%	175054.3	$6,301,956.02	875.2717
$8,244,000	1,145	53,730	Y	97.3%	222730	$8,018,279.42	1113.65
$4,536,000	630	1,613	Y	3.6%	4549.693	$163,788.95	22.74847
					659222.4	23732007.91	3300.743

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1S1E10AA500	EX	11,000	21,101	124,096	168	208
1S1E11BA7200	IG1	12,500	40,000	189,501	168	213
1S1E11BB3801	IG1	16,000	16,000	108,949	112	163

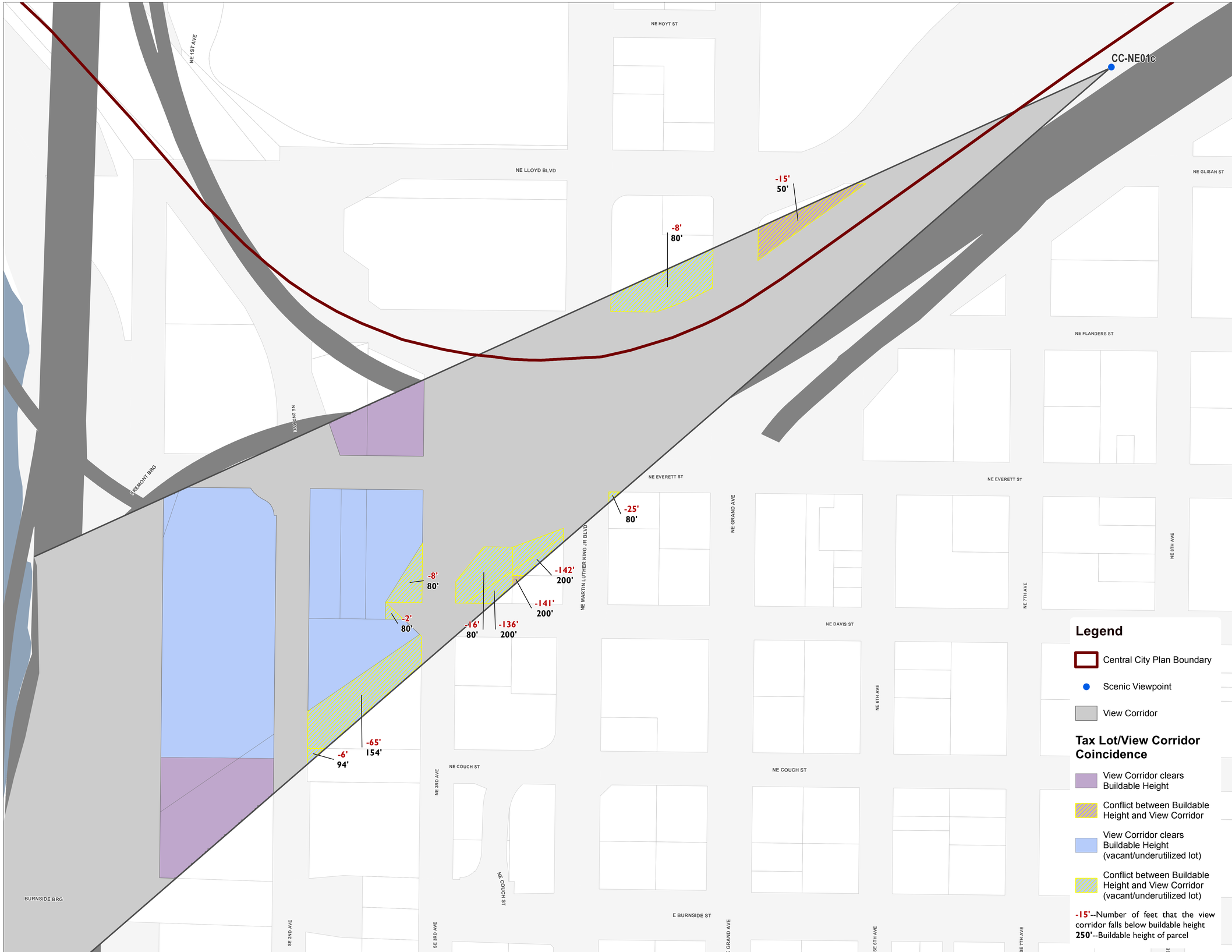
Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
84	104	-104	84	20	66,000	42,202	108,202
126	142	-71	71	0	75,000	0	75,000
112	129	-34	34	0	48,000	0	48,000

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection			
						$	jobs
$3,895,272	542	70,018	Y	56.4%	61050	$2,197,798.84	305.8084
$2,700,000	375	17,927	Y	9.5%	7095	$255,425.48	35.47576
$1,728,000	240	34,670	Y	31.8%	15275	$549,888.25	76.37337
					83420	$3,003,112.57	417.6575

Taxlot ID	Zoning	Tower Sqft per floor	Podium Sqft per floor	Site Area (Sqft)	Buildable Height	Buildable Height plus Elevation
1N1E34AA3001	CX	42,521	51,515	59,445	238	353
1N1E34AA3600	CX	7,456	7,456	7,456	168	272
1N1E34AA3800	CX	25,385	38,116	38,116	280	378
1N1E34AB1700	CX	19,241	19,241	19,241	56	140
1N1E34AB400	<Null>	20,000	50,000	164,223	244	306
1N1E35BC1000	CX	8,700	8,700	8,700	168	286
1N1E35BC1100	CX	8,700	8,700	8,700	168	282
1N1E35BC1201	CX	5,995	5,995	5,995	168	290
1N1E35BC2200	CX	6,600	6,600	6,600	126	247
1N1E35BC2300	CX	20,000	20,000	20,000	126	243
1N1E35BC2400	CX	25,308	38,001	38,001	168	276
1N1E35BC2500	CX	5,850	5,850	5,850	126	229
1N1E35BC2600	CX	8,100	8,100	8,100	126	223
1N1E35BC2700	CX	20,250	20,250	20,250	126	222
1N1E35BC500	CX	19,000	19,000	19,000	168	295
1N1E35BC600	CX	19,000	19,000	19,000	168	290
1N1E35BC700	CX	18,000	18,000	18,000	168	288
1N1E35BC800	CX	18,000	18,000	18,000	168	280
1N1E35BC900	CX	22,162	33,276	33,276	280	388
1N1E35BD1000	IG1	7,500	7,500	7,500	90	208
1N1E35BD900	IG1	5,713	5,713	5,713	90	208

Tower Height	Elevation of View Corridor	View Corridor elev minus bldbl ht	Lost Height (tower)	Lost Height (Podium)	Lost Sqft (tower)	Lost Sqft (podium)	Lost Sqft Total
196	161	-192	192	0	595,294	0	595,294
168	159	-113	113	0	67,104	0	67,104
238	154	-224	224	0	406,160	0	406,160
56	139	-1	1	0	19,241	0	19,241
210	122	-184	184	0	380,000	0	380,000
168	175	-111	111	0	69,600	0	69,600
168	175	-107	107	0	69,600	0	69,600
168	176	-114	114	0	53,955	0	53,955
126	183	-64	64	0	33,000	0	33,000
126	181	-62	62	0	100,000	0	100,000
126	176	-100	100	0	202,464	0	202,464
126	173	-56	56	0	29,250	0	29,250
126	171	-52	52	0	32,400	0	32,400
126	173	-49	49	0	81,000	0	$81,000
168	174	-121	121	0	171,000	0	171,000
168	174	-116	116	0	171,000	0	171,000
168	169	-119	119	0	162,000	0	162,000
168	169	-111	111	0	144,000	0	144,000
238	170	-218	218	0	354,592	0	354,592
90	201	-7	7	0	7,500	0	7,500
90	198	-10	10	0	5,713	0	5,713

Lost Value	Lost Jobs	Area of Intersection	conflict	% area of intersection	$	jobs
$21,430,584	2,977	1,693	Y	2.8%	$610,327.71	84.78283
$2,415,744	336	2,875	Y	38.6%	$931,545.62	129.5664
$14,621,760	2,031	10,243	Y	26.9%	$3,929,317.25	545.7923
$692,676	97	17,911	Y	93.1%	$644,799.36	90.29552
$13,680,000	0	68,750	Y	41.9%	$5,727,015.75	0
$2,505,600	348	8,700	Y	100.0%	$2,505,599.19	347.9999
$2,505,600	348	8,700	Y	100.0%	$2,505,598.26	347.9998
$1,942,380	270	5,995	Y	100.0%	$1,942,380.29	270
$1,188,000	165	6,600	Y	100.0%	$1,188,000.49	165.0001
$3,600,000	500	20,000	Y	100.0%	$3,599,998.78	499.9998
$7,288,704	1,013	29,587	Y	77.9%	$5,675,043.23	788.7299
$1,053,000	147	5,841	Y	99.8%	$1,051,377.22	146.7735
$1,166,400	162	4,367	Y	53.9%	$628,875.98	87.34389
2,916,000	405	1,062	Y	5.2%	$152,899.69	21.23607
$6,156,000	855	17,343	Y	91.3%	$5,619,280.32	780.4556
$6,156,000	855	19,000	Y	100.0%	$6,156,002.67	855.0004
$5,832,000	810	18,000	Y	100.0%	$5,832,000.34	810
$5,184,000	720	18,000	Y	100.0%	$5,184,000.20	720
$12,765,312	1,773	33,276	Y	100.0%	$12,765,305.81	1772.999
$270,000	38	2,275	Y	30.3%	$81,899.45	11.52659
$205,668	29	5,713	Y	100.0%	$205,668.69	29.0001
					$66,936,936.30	8504.502



January 5, 2016

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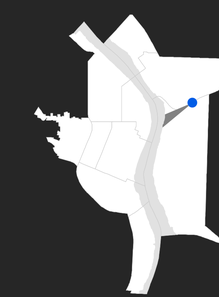
Central City Scenic Resources

ESEE Analysis



NORTH

0 200 Feet

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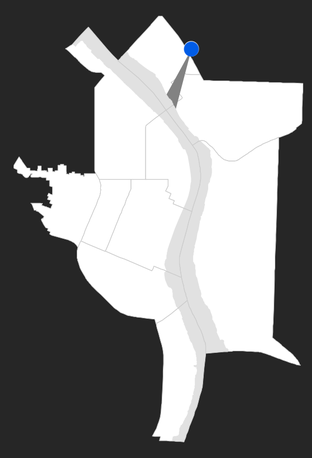
Central City Scenic Resources

ESEE Analysis



CC-N04

-34'
150'

-32'
150'

-32'
150'

-33'
150'

-33'
150'

-41'
150'

-67'
150'

-66'
150'

-64'
150'

-133'
250'

N KERBY AVE
N COMMERCIAL AVE
N HARDING AVE
N MISSISSIPPI AVE
N ALBINA AVE
N BORTHWICK AVE
N ROSS AVE
N CLARK AVE
N PAGE ST
N THOMPSON ST
N LEWIS AVE
N LORING ST
N TILLAMOOK ST
N FLINT AVE
N VANCOUVER AVE
N ALBINA AVE
N KERBY AVE
N RIVER ST
N GANTENBEIN AVE
N HANCOCK ST
N WHEELER AVE
N BROADWAY
N DIXON ST
N ROSS AVE
N BENTON AVE
N WEIDLER ST
N CENTER COURT ST
N RAMSEY WAY
BROADWAY BRG
NW NAITO PKWY
NW STATION WAY

NORTH

0 Feet 250

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax Lot/View Corridor Coincidence

- View Corridor clears Buildable Height
- Conflict between Buildable Height and View Corridor
- View Corridor clears Buildable Height (vacant/underutilized lot)
- Conflict between Buildable Height and View Corridor (vacant/underutilized lot)

-15'--Number of feet that the view corridor falls below buildable height
250'--Buildable height of parcel

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December 29, 2015

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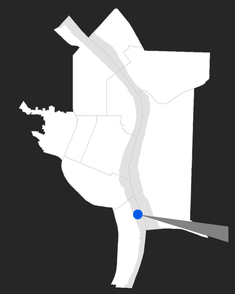
Central City Scenic Resources

Economic Analysis



CC-SW46

-104'
-108k ft²

-34'
-48k ft²

-71'
-75k ft²

SE WATER AVE
SE HARRISON ST
SE MARTIN LUTHER KING JR BLVD
SE GRAND AVE
SE 2ND PL
SE LINCOLN ST
SE 6TH AVE
SE 7TH AVE
SE 8TH AVE
SE GRANT ST
SE 9TH AVE
SE 10TH AVE
SE SHERMAN ST
SE CARUTHERS ST
TILIKUM XING
SE 4TH AVE
SE 8TH AVE
SE DIVISION PL
SE DIVISION ST
SE 4TH PL
SE IVON ST
SE CLINTON ST
SE 11TH AVE
SE 12TH AVE
SE GIDEON ST
SE TAGGART ST
SE WOODWARD ST
SE BROOKLYN ST
SE POWELL BLVD
ROSSI ISLAND BRG
SE KELLY ST
SE 7TH AVE
SE FRANKLIN ST
SE 13TH PL
SE MILWAUKIE AVE
SE POWELL BLVD FRONTAGE RD
SE 17TH AVE
SE HAIG ST
SE PERSHING ST
SE LARCH AVE
SE SPRUCE AVE
SE LADD AVE
SE ELLIOTT AVE
SE BIRCH ST
SE ORANGE AVE
SE TAMARACK AVE
SE HICKORY ST
SE 13TH AVE
SE 14TH AVE
SE 15TH AVE
SE 16TH AVE

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax Lot/View Corridor Coincidence

- BLI Lot with View Corridor Conflict
- BLI Lot without View Corridor Conflict
- Non-BLI Lot

-15'--Number of feet that the view corridor falls below buildable height
-2,500k ft²-Total square footage lost by potential height restriction

NORTH

0 Feet 500

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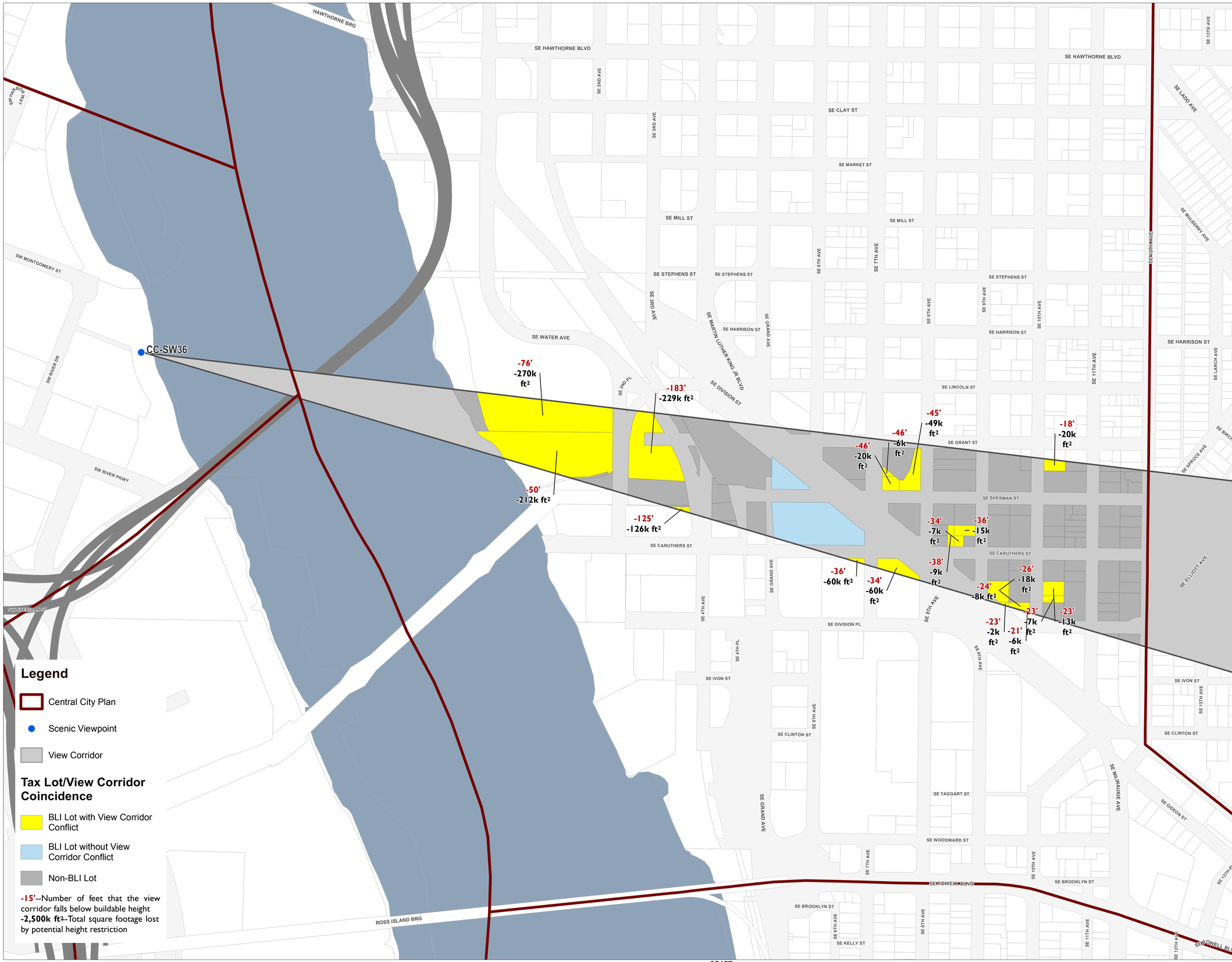

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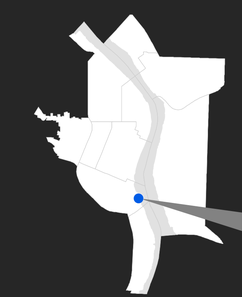
Central City Scenic Resources

Economic Analysis



NORTH

0 500 Feet

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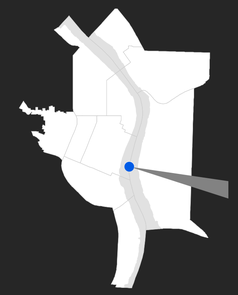
Economic Analysis



CC-SW26

-45' -54k ft²
-32' -28k ft²
-80' -57k ft²
-82' -51k ft²
-32' -28k ft²
-15' -6k ft²
0' -4k ft²
0' -2k ft²
-84' -29k ft²
-85' -70k ft²
-34' -20k ft²
-35' -2k ft²
-79' -32k ft²
-82' -60k ft²
-84' -54k ft²
-48' -40k ft²
-46' -20k ft²
-34' -30k ft²
-18' -5k ft²
-21' -56k ft²
-2' -3k ft²
-7' -10k ft²

SW MORRISON ST
SW NAITO PKWY
SW YAMHILL ST
MORRISON BRG
SE MORRISON ST
SE BELMONT ST
SE YAMHILL ST
SE TAYLOR ST
SE 2ND AVE
SE SALMON ST
SE 3RD AVE
SE MAIN ST
SE GRAND AVE
SE 8TH AVE
SE 7TH AVE
SE MADISON ST
SE 9TH AVE
SE 10TH AVE
SE 11TH AVE
SE 13TH AVE
SE 14TH AVE
SE 162ND AVE
HAWTHORNE BRG
SE HAWTHORNE BLVD
SE LADD AVE
SE MARX AVE
SE CLAY ST
SE MARKET ST
SE MILL ST
SE STEPHENS ST
SE PALM ST
SE 3RD AVE
SE MARTIN LUTHER KING JR BLVD
SE HARRISON ST
SE WATER AVE
SE 2ND PL
SE LINCOLN ST
SE DIVISION ST
SE GRANT ST
SE SHERMAN ST
SE CARUTHERS ST
SE 6TH AVE
SE LARCH AVE
SE MULBERRY AVE
SE SPRUCE AVE
SE ELLIOTT AVE
SE BIRCH ST

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax Lot/View Corridor Coincidence

- BLI Lot with View Corridor Conflict
- BLI Lot without View Corridor Conflict
- Non-BLI Lot

-15'--Number of feet that the view corridor falls below buildable height
-2,500k ft²-Total square footage lost by potential height restriction

NORTH

0 Feet 500

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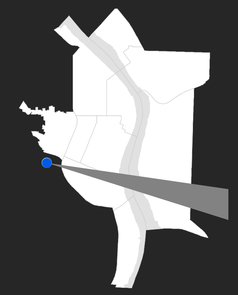
Central City Scenic Resources

Economic Analysis



CC-SW24

Legend

- Central City Plan
- Scenic Viewpoint
- View Corridor

Tax Lot/View Corridor Coincidence

- BLI Lot with View Corridor Conflict
- BLI Lot without View Corridor Conflict
- Non-BLI Lot

-15'--Number of feet that the view corridor falls below buildable height
-2,500k ft²-Total square footage lost by potential height restriction

NORTH

0 Feet 1,000

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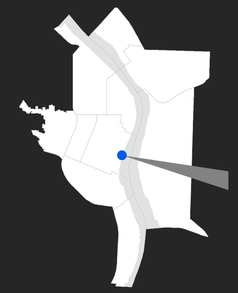
Central City Scenic Resources

Economic Analysis



CC-SW17

-27'
-36k ft²

-55'
-96k ft²

-29'
-79k ft²

-80'
-30k ft²

-38'
-30k ft²

-28'
-16k ft²

-7'
-10k ft²

-6'
-10k ft²

-5'
-10k ft²

-81'
-60k ft²

-36'
-30k ft²

-15'
-20k ft²

-11'
-10k ft²

-9'
-4k ft²

-24'
-12k ft²

-9'
-2k ft²

-7'
-5k ft²

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax Lot/View Corridor Coincidence

- BLI Lot with View Corridor Conflict
- BLI Lot without View Corridor Conflict
- Non-BLI Lot

-15'--Number of feet that the view corridor falls below buildable height
-2,500k ft²--Total square footage lost by potential height restriction

NORTH

0 Feet 500

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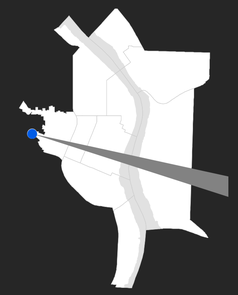
Central City Scenic Resources

Economic Analysis



CC-SW15

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

Tax Lot/View Corridor Coincidence

- BLI Lot with View Corridor Conflict
- BLI Lot without View Corridor Conflict
- Non-BLI Lot

-15'--Number of feet that the view corridor falls below buildable height
-2,500k ft²--Total square footage lost by potential height restriction

NORTH

0 Feet 1,000

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December 29, 2015

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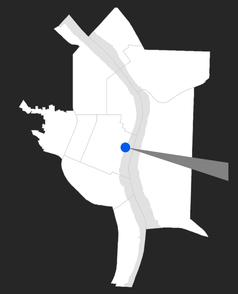
Central City Scenic Resources

Economic Analysis



CC-SW11

-52' -80k ft²
-80' -115k ft²
-79' -54k ft²
-81' -89k ft²
-43' -112k ft²
-35' -30k ft²
-46' -40k ft²
-38' -26k ft²
-39' -77k ft²
-41' -60k ft²
-39' -87k ft²
-38' -39k ft²
-19' -40k ft²
-10' -5k ft²
-8' -10k ft²
-6' -10k ft²
-7' -10k ft²

SW ASH ST
SW 3RD AVE
SW PINE ST
SW 2ND AVE
SW STARK ST
SW WASHINGTON ST
SW ALDER ST
SW NAITO PKWY
MORRISON BRG
SW MORRISON ST
SW YAMHILL ST
SW TAYLOR ST
HAWTHORNE BRG
SE ASH ST
SE PINE ST
SE SANDY BLVD
SE 7TH AVE
SE OAK ST
SE MARTIN LUTHER KING JR BLVD
SE STARK ST
SE WASHINGTON ST
SE 13TH AVE
SE ALDER ST
SE 2ND AVE
SE 3RD AVE
SE MORRISON ST
SE BELMONT ST
SE YAMHILL ST
SE 11TH AVE
SE TAYLOR ST
SE SALMON ST
SE MAIN ST
SE GRAND AVE
SE 6TH AVE
SE 8TH AVE
SE MADISON ST
SE 9TH AVE
SE 10TH AVE
SE 12TH AVE
SE HAWTHORNE BLVD
SE WATER AVE
SE CLAY ST
SE 7TH AVE
SE MARKET ST
SE MILL ST
SE 3RD AVE
SE 14TH AVE
SE MAPLE AVE
SE LADD AVE
SE MULBERRY AVE
SE PALM ST

Legend

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NORTH

0 500 Feet

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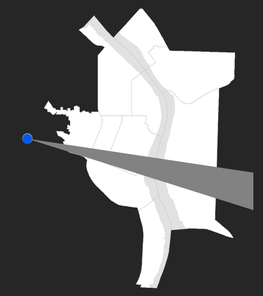

CC-SW10

Legend

- Central City Plan Boundary
- Scenic Viewpoint
- View Corridor

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NORTH

0 Feet 1,000

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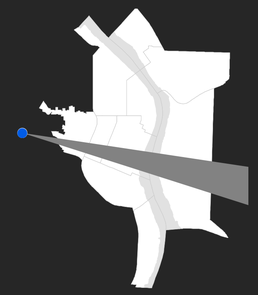

CC-SW05

Legend

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- View Corridor

Tax Lot/View Corridor Coincidence

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NORTH

0 Feet 1,000

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CC-SW04

Legend

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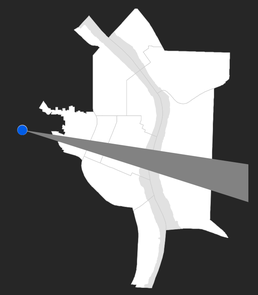
Economic Analysis



NORTH

0 Feet 1,000

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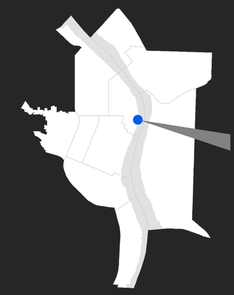

-106'
-224k ft²

-108'
-36k ft²

-64'
-25k ft²

-72'
-200k ft²

-63'
-45k ft²

-23'
-40k ft²

-23'
-9k ft²

-57'
-16k ft²

-61'
-78k ft²

-56'
-14k ft²

-61'
-25k ft²

-58'
-100k ft²

-59'
-22k ft²

-55'
-18k ft²

-54'
-40k ft²

-58'
-33k ft²

-68'
-12k ft²

-65'
-25k ft²

-66'
-23k ft²

NW NAITO PKWY
NW EVERETT ST
NW DAVIS ST
NW COUCH ST
W BURNSIDE ST
BURNSIDE BRG
SW ANKENY ST
SW ASH ST
SW NAITO PKWY
SW PINE ST
NE GLISAN ST
NE 2ND AVE
NE MARTIN LUTHER KING JR BLVD
NE FLANDERS ST
NE 11TH AVE
NE EVERETT ST
NE GRAND AVE
NE 7TH AVE
NE 8TH AVE
NE 9TH AVE
NE 10TH AVE
NE DAVIS ST
NE 6TH AVE
NE COUCH ST
NE 3RD AVE
NE 14TH AVE
NE SANDY BLVD
NE 13TH AVE
NE 147TH AVE
E BURNSIDE ST
SE 7TH AVE
SE 11TH AVE
SE SANDY BLVD
SE ANKENY ST
SE ASH ST
SE 13TH AVE
SE 14TH AVE
SE PINE ST
SE OAK ST
SE GRAND AVE
SE 8TH AVE
SE STARK ST
SE WATER AVE
SE 2ND AVE
SE 3RD AVE
SE MARTIN LUTHER KING JR BLVD
SE WASHINGTON ST
SE 6TH AVE
SE 9TH AVE
SE 10TH AVE
SE 11TH AVE
SE ALDER ST
SE MORRISON ST
SE BELMONT ST
SE YAMHILL ST

Legend

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NORTH

0 Feet 500

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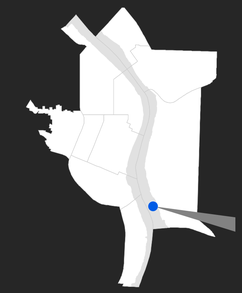

CC-SE21

-31'
-60k ft²

-23'
-40k ft²

-39'
-48k ft²

-76'
-75k ft²

SE WATER AVE
SE 2ND PL
SE MARTIN LUTHER KING JR BLVD
SE GRAND AVE
SE 6TH AVE
SE 7TH AVE
SE LINCOLN ST
SE GRANT ST
SE 8TH AVE
SE 9TH AVE
SE 10TH AVE
SE SHERMAN ST
SE SPRUCE AVE
SE CARUTHERS ST
SE 11TH AVE
SE 4TH AVE
SE 8TH AVE
SE 42ND AVE
SE DIVISION ST
SE ELLIOTT AVE
TILIKUM XING
SE IVON ST
SE CLINTON ST
SE TAGGART ST
SE GIDEON ST
SE MILWAUKIE AVE
SE WOODWARD ST
SE BROOKLYN ST
SE POWELL BLVD
ROSS ISLAND BRG

Legend

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NORTH

0 200 Feet

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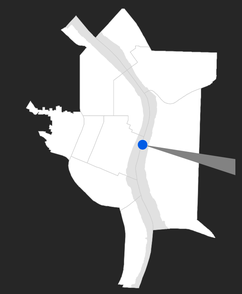

CC-SE07

-15' -11k ft²
-12' -18k ft²
-36' -30k ft²
-33' -30k ft²
-27' -10k ft²
-38' -14k ft²
-35' -33k ft²
-38' -27k ft²
-77' -130k ft²
-39' -58k ft²
-38' -27k ft²
-41' -44k ft²
-39' -27k ft²
-35' -30k ft²

SW ASH ST
SW 1ST AVE
SW NAITO PKWY
SW PINE ST
SW OAK ST
MORRISON BRG
SE ANKENY ST
SE ASH ST
SE SANDY BLVD
SE PINE ST
SE 7TH AVE
SE 13TH AVE
SE OAK ST
SE STARK ST
SE WASHINGTON ST
SE ALDER ST
SE MORRISON ST
SE 3RD AVE
SE 6TH AVE
SE 9TH AVE
SE 10TH AVE
SE 11TH AVE
SE 12TH AVE
SE 14TH AVE
SE BELMONT ST
SE YAMHILL ST
SE 2ND AVE
SE TAYLOR ST
SE WATER AVE
SE GRAND AVE
SE SALMON ST
SE MAIN ST
SE MADISON ST
SE HAWTHORNE BLVD
SE MARTIN LUTHER KING JR BLVD
SE CLAY ST
SE LADD AVE
SE MAPLE AVE

Legend

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NORTH

0 500 Feet

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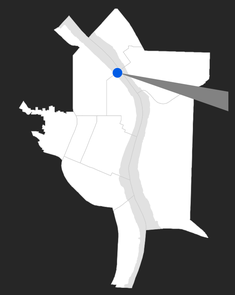

CC-NW14

-1'
-19k ft²

-224'
-406k ft²

-113'
-67k ft²

-119'
-162k ft²

-111'
-144k ft²

-121'
-171k ft²

-184'
-380k ft²

-192'
-595k ft²

-116'
-171k ft²

-114'
-54k ft²

-107'
-70k ft²

-111'
-70k ft²

-218'
-355k ft²

-56'
-29k ft²

-64'
-33k ft²

-52'
-32k ft²

-49'
-81k ft²

-100'
-202k ft²

-62'
-100k ft²

-10'
-6k ft²

-7'
-8k ft²

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NORTH

0 500 Feet

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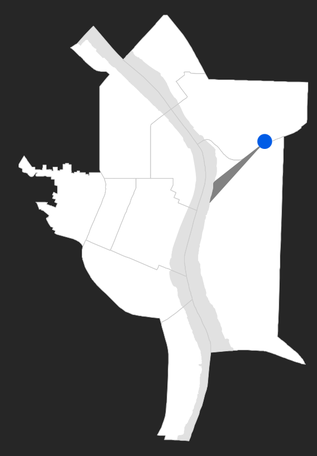

CC-NE05

-56'
-23k ft²
-52'
-24k ft²
-2'
-3k ft²
-86'
-160k ft²
-46'
-34k ft²
-58'
-45k ft²
-60'
-45k ft²
-55'
-49k ft²
-21'
-24k ft²
-18'
-11k ft²
-21'
-11k ft²
-8'
-9k ft²

NE WHEELER AVE
N THUNDERBIRD WAY
N INTERSTATE AVE
N MULTNOMAH ST
NE MULTNOMAH ST
NE WASCO ST
NE 3RD AVE
NE 1ST AVE
NE 2ND AVE
NE 6TH AVE
NE HASSALO ST
NE 7TH AVE
NE 9TH AVE
NE HOLLADAY ST
NE GRAND AVE
NE PACIFIC ST
NE OREGON ST
STEEL BRG
NE IRVING ST
NE HOYT ST
NE MARTIN LUTHER KING JR BLVD
NE LLOYD BLVD
NE GLISAN ST
NE FLANDERS ST
NE EVERETT ST
NE 8TH AVE
NE DAVIS ST
NE COUCH ST
E BURNSIDE ST
NW NAITO PKWY
SW NAITO PKWY
BURNSIDE BRG
SE ANKENY ST
SE ASH ST
SE PINE ST
SE 7TH AVE
SE OAK ST
SE STARK ST
SE WATER AVE
SE 2ND AVE
SE 3RD AVE
SE GRAND AVE
SE WASHINGTON ST
SE SANDY BLVD
SE ALDER ST
SE MORRISON ST
MORRISON BRG
SE BELMONT ST
SE YAMHILL ST
SE TAYLOR ST

NORTH

0 250 Feet

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Central City Scenic Resources

Economic Analysis



CC-N04

N KERBY AVE
N COMMERCIAL AVE
N HARDING AVE
N MISSISSIPPI AVE
N ALBINA AVE
N BORTHWICK AVE
N ROSS AVE
N CLARK AVE
N PAGE ST
N THOMPSON ST
N TILLAMOOK ST
N LEWIS AVE
N LORING ST
N FLINT AVE
N VANCOUVER AVE
N RIVER ST
N GANTENBEIN AVE
N HANCOCK ST
N WHEELER AVE
N BROADWAY
N DIXON ST
N WEIDLER ST
N BENTON AVE
N CENTER COURT ST
N RAMSEY WAY
N THUNDERBIRD WAY
N INTERSTATE AVE
NW NAITO PKWY
NW STATION WAY

NORTH

0 Feet 250

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CC Subdistrict	Zone	# of Taxlots	Avg. % Coverage
CENTRAL EASTSIDE	EX	292	69.9%
CENTRAL EASTSIDE	RX	12	47.3%
DOWNTOWN	CX	224	90.7%
DOWNTOWN	RX	8	81.1%
GOOSE HOLLOW	CX	142	66.2%
GOOSE HOLLOW	RX	28	73.4%
LLOYD DISTRICT	CX	188	60.3%
LLOYD DISTRICT	RX	9	60.2%
LOWER ALBINA	EX	13	66.2%
OLD TOWN / CHINATOWN	CX	147	88.0%
OLD TOWN / CHINATOWN	RX	1	30.5%
PEARL DISTRICT	CX	38	85.0%
PEARL DISTRICT	EX	224	85.8%
PEARL DISTRICT	RX	6	42.7%
SOUTH DOWNTOWN/UNIVERSITY	CX	100	64.7%
SOUTH DOWNTOWN/UNIVERSITY	RX	29	55.8%
SOUTH WATERFRONT	CX	30	58.3%
WEST END	CX	37	90.4%
WEST END	EX	4	92.9%
WEST END	RX	121	76.7%

Min. % Coverage	Max. % Coverage	StDev % Coverage
20.0%	99.9%	22.4%
27.1%	80.2%	17.6%
20.6%	100.0%	15.4%
47.4%	100.0%	22.6%
20.2%	100.0%	24.9%
20.4%	97.5%	19.7%
20.7%	98.4%	23.2%
33.2%	97.4%	19.5%
32.8%	99.4%	23.6%
24.6%	100.0%	16.9%
30.5%	30.5%	0.0%
36.2%	100.0%	19.3%
21.8%	100.0%	16.5%
26.3%	54.0%	10.8%
20.9%	100.0%	22.9%
22.7%	98.1%	22.2%
25.9%	97.5%	20.9%
49.6%	99.9%	13.5%
78.5%	99.8%	9.7%
25.6%	100.0%	19.5%

Scenic – Building Heights
Central City Team Meeting
October 19, 2015

Meeting goal: Make draft recommendations about which viewpoint should have building height adjustments

Important notes:

1) All of the viewpoints are still eligible for vegetation management requirements
2) This discussion is ONLY about adjusting building height limits
3) We used the following to set the max heights:
    a. Maximum bonusable height
    b. BLI heights based on Mark's analysis
    c. CES – 100ft, 200ft Southern Triangle, 175ft ODOT Blocks
    d. Lower Albina – 150ft
    e. Open Space – 0ft

Initial Recommendations:

N02 – Lillis Albina view of Fremont Bridge

- No BLI conflicts; other conflicts created by staff decision to apply 150ft height limit
- Recommend: apply a limit that prevents buildings taller than existing buildings

N04 – Lillis Albina view of downtown skyline

- There is an existing height limit
- 5 BLI conflicts; 34 conflicts overall
- What the extent of the view?
- Recommend: potentially adjust height limits to preserved extent of view

NE01 and/or NE05 – Sullivan's Gulch

- How important is Big Pink to the view?
- Options:
    a. Protect the existing view (NE05), preserve view of Big Pink and adjust heights accordingly
        - Significantly impacts 6 BLI sites
    b. Protect the existing view (NE05), don't preserve view of Big Pink and adjust heights
        - Narrows view and opens up development on some BLI sites
    c. Protect new view instead (NE01), doesn't have a view of Big Pink and remove height restrictions from NE05
        - New height restrictions on buildings to south of I84

SE21 and/or W46 – Tilikum Crossing views of Mt Hood

- 10 – 23 BLI conflicts, but most could be designed around
- Recommend: protect SE21 and apply new height limits

SW02 – Entrance of Washington Park view of Mt Hood

- There is an existing height limit
- 0 BLI conflicts; 29 total conflicts
- View is already compromised
- Recommend: Not sure

SW04 – Rose Garden picnic table view of Mt Hood

- No existing height limit
- 0 BLI conflicts; 2 total conflicts
- Best view of Mt Hood from the Rose Garden (in staff's opinion) but away from stairs and main entrances
- Recommend: protect SW04 or SW05

SW05 – Rose Garden above Gazebo view of Mt Hood

- No existing height limit
- 0 BLI conflicts; 2 total conflicts
- Located at one of the main entrances to Rose Garden
- Recommend: apply height limits to either SW04 or SW05

SW10 – Rose Garden "Garden Center" view of Mt Hood

- Not sure if a height limit was applied post Wells Fargo building, which partially blocks view of Mt Hood
- 0 BLI conflicts; 5 total conflicts
- Located at telescopes, tables, bathrooms, etc.
- Recommend: apply or adjust height limits

SW15 – Vista Bridge view of Mt Hood

- There is an existing height limit
- 1 BLI conflict; 93 total conflicts
- Recommend: modelling and then adjusting height limits accordingly

Jefferson Street view of Vista Bridge

- There is an existing height limit
- Recommendation: retire the viewpoint and keep as a view street; remove height limits
    - Results in allowing more height on some blocks and it would block part of the view of Vista Bridge (but not all of it)

SW17 – Salmon Springs view of Mt Hood

- No existing height limit
- 22 BLI conflicts; 72 total conflicts
- Recommend: do not protect views of Mt Hood from river (there are another 3 viewpoints that this would apply to)

SW21 – Public Park view of Mt Hood and Mt St Helens

- No existing height limit
- 0 BLI conflicts; 2 (MSH) – 14 (MH) total conflicts
- Not that easy to access but on a public park; would need extensive vegetation management as well
- Recommend: not sure

SW24 – Upper Hall view of everything

- There are existing height limit for Mt Hood (not Mt St Helens)
- 0 BLI conflicts; 5 (MSH) – 11 (MH) total conflicts
- Best view of all the mountains, Central City, etc.; but hard to find, limited parking, sidewalk ends
- Recommend: remove height limits

SW31 and/or SW33 – Cardonell or Irvington views of Mt Hood and Mt St Helens

- No existing height limits
- 0-2 BLI conflicts; 6-23 total conflicts
- SW31 is located at the top of a public stair case
- Recommend: not sure

SW34 – Lovejoy Fountain view of Mt Hood

- No existing height limits
- 22 BLI conflicts
- Part of Halprin sequence
- Recommend: no protection

Spring St Retired

- There are existing height limits near the point (doesn't extend over Central City)
- Site is public but not accessible
- Recommend: retired the viewpoint and remove the height limits

SW49, SW50 and SW51 – Terwilliger Bump-out view of Mt Hood and Mt St Helens

- No existing height limits
- 0-4 BLI conflicts; 0-9 total conflicts (no conflicts with Mt Hood view)
- Developed viewpoint with parking, public transit, sidewalk, picnic table
- Recommend: add a height limit for view of Mt St Helens

Map – What are you looking at?

Two kinds of views:

- Tier I-III – Views from upland viewpoints. Tier I were scored the highest Tier III scored the lowest (some scored very low – not significant)
- Group A-C – View form viewpoints along the Willamette River. All river views scored high; A-C have slight variations

Step 1) Through the general ESEE, categorical recommendations

- Tier III determined to be not significant (removed from further analysis)
- Limit impacts of development on views of (total of 62 views):
    - Mt Hood, Mt St Helens and Mt Adams from Tier I/Group A and Tier II/ Group B viewpoints
        - No limits on views from Group C viewpoints
    - Downtown skyline from Tier I/II viewpoints
        - Not relevant for Group A-C views
    - Bridges from Tier I/II
        - Not relevant for Group A-C views
    - Willamette River from Tier I/A viewpoints and developed Tier II/B viewpoints
        - No limits on views from Tier III/C viewpoints
- Limit impacts of vegetation on views of:
    - All views from Tier I/II and Group A/B
    - Some Group C – views of bridges or particular buildings (e.g., Union Clock Tower)

Step 2) Run a model – this is all about building heights (not vegetation)

- Used maximum bonusable heights
    - Chose 300 ft for the Central Eastside (if there wasn't a max height already)
    - Other areas without max height are 0 on the map (not included)
- Included the following viewpoints:
    - Tier I/II with views of Mt Hood, Mt St Helens or Mt Adams
    - Tier I/II with views of Willamette River bridges
    - Tier I/II with views of downtown skyline (chose particular buildings as representative)
    - Group A/B with views of Mt Hood, Mt St Helens or Mt Adams
- For each viewpoint:
    - Established an elevation for the viewpoint (the land at the point plus 5' 6")
    - Drew a sightline to the center of the focal features (e.g. Mt Hood)
    - Drew a cone representing the horizontal extent of the view
    - Established a bottom elevation for the focal feature – the lowest point that needs to be seen (e.g., slightly below the Timberline on Mt Hood)
- The model shows the lowest elevation view cone as it crosses the maximum bonusable heights – the color applies to the whole site even if only a small portion of the site would block the view (look at Lloyd Mall)
    - Green – height is below the lowest view cone
    - Light pink – max height is 0-19 ft above lowest view cone
    - Pint – max height is 20-49 ft above lowest view cone
    - Red – max height si 50-199 ft above lowest view cone
    - Dark Red – max height is 200-450 ft above lowest view cone

Step 3) Determine which viewpoints to model in plan view

Today's meeting

1) Understand the map
    a. What should we do with the no-max-height-limit areas? Should we assign a max height for the model?
    b. Is 300 ft in CES too high?
    c. Should we choose different breaks in the pink-red?

2) Are there categorical exclusions
    a. Views of bridges from Tier I/II viewpoints that cross SoWA
    b. Super blocks where building design could preserve the view
        i. Or should we have a narrow band of height limit crossing the bock?

3) Are there locations where multiple views cross and limiting heights would be protective of many views?

4) Are there viewpoints that we know people are really concerned with and have to be included in Step 3?

5) Are there viewpoints that be removed for any reason
    a. View is great but, the viewpoint located on a neighborhood street, viewpoint is not developed and viewpoint is not easily accessible – in other words, the viewpoint only serves the local residents, not the large public

Hopeful outcome – List viewings that will be modeled in plan view

Next Steps

- Rerun the height model with adjustments
- Model the ID'd viewpoints in plan view (will take a month)
- Perform a next level ESEE analysis and recommendations
- Meet as a group to review all

CENTRAL CITY SCENIC RESOURCES PROTECTION PLAN
VOLUME 2: SCENIC RESOURCES INVENTORY

DISCUSSION DRAFT | FEBRUARY 2016



CENTRAL CITY 2035

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

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

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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.

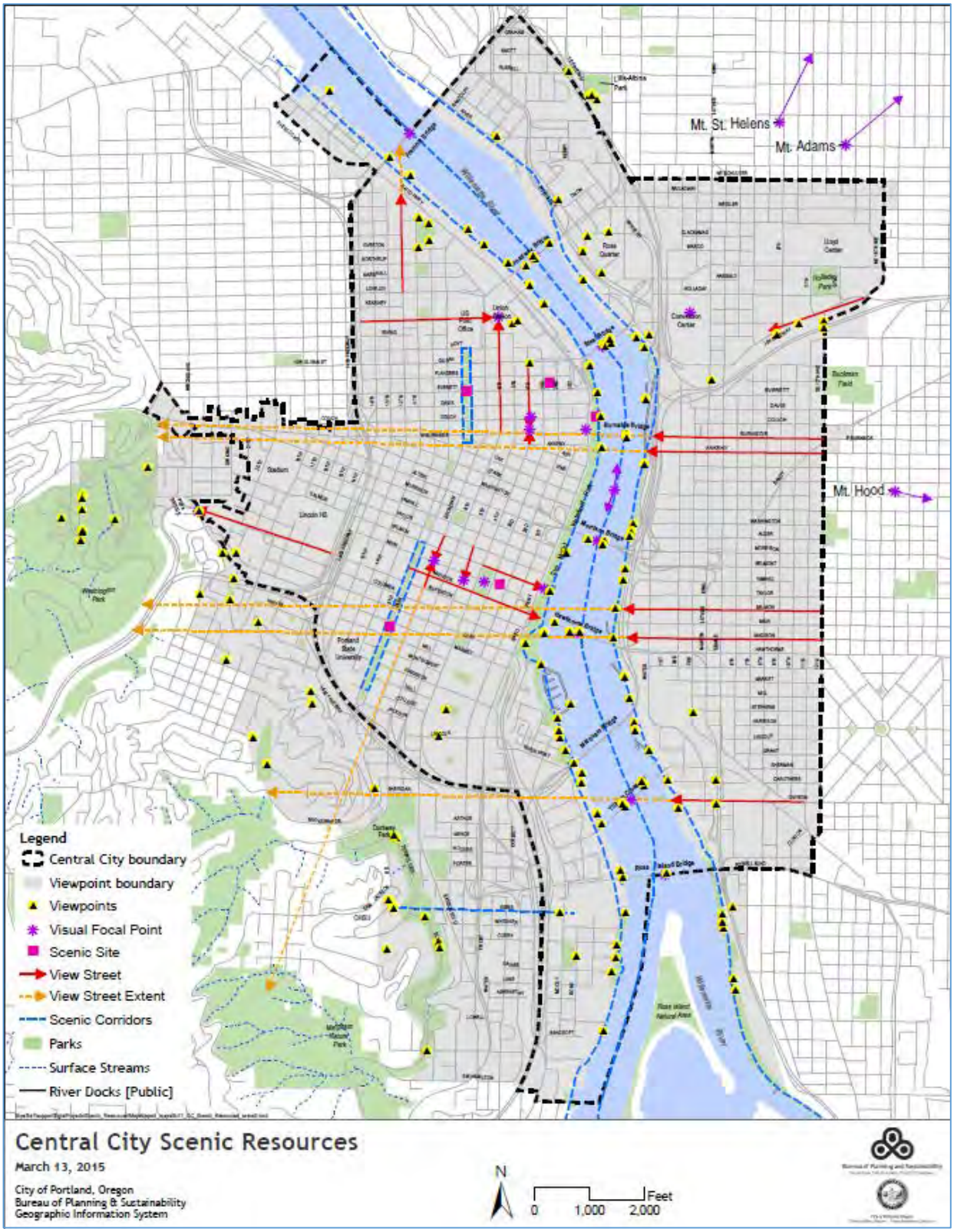
The CCSRI is intended to inform and support a broad array of City and community activities related to the Central City. Such activities include long-range planning, implementing and updating city programs to protect scenic resources, and identifying priorities for the maintenance and enhancement of scenic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



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 152 views from 144 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. The CCSRI includes 15 view streets. Examples of view streets include a view of Salmon Street Springs looking down SW Salmon Street from SW 4th Avenue or a view of Union Station looking north on NW 6th Avenue starting at W Burnside Street.

Scenic Corridors



A scenic corridor is a linear transportation feature including, but not limited to, a road, rail, trail or waterway valued for its aesthetic qualities and accessed by car, bike, train, 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 22 visual focal points. Examples of visual focal points include the Chinatown Gate, Mt Hood, the Fremont Bridge and the White Stag sign.

Scenic Sites

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



Conclusion

The CCSRI includes a mix of scenic resources: 152 views from 144 viewpoints, 15 view streets, six scenic corridors, 22 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.

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

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

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

1.c Inventory Area

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

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

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

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

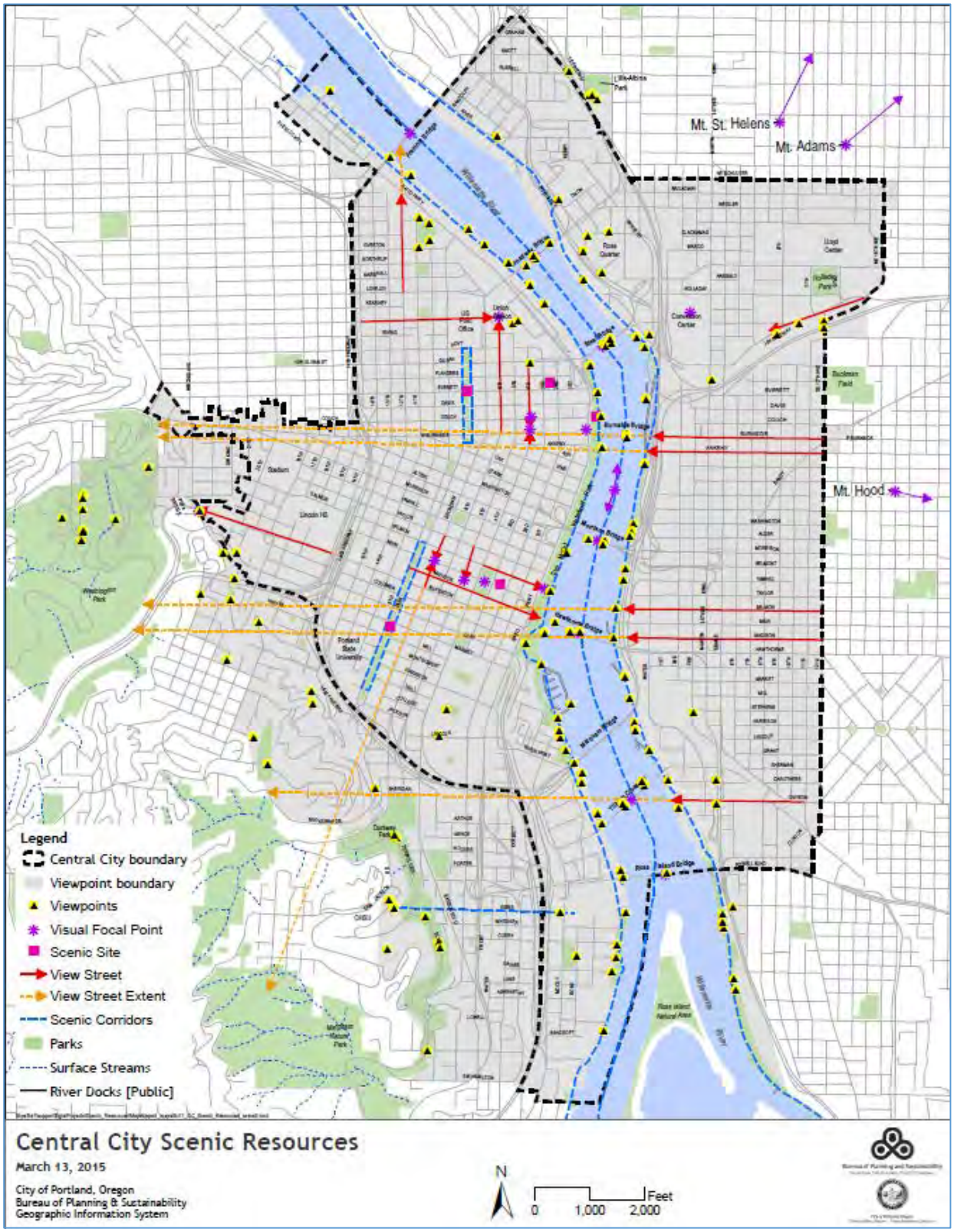
Like development, trees and other vegetation can also block a view. A view was included in this inventory if vegetation located within the CC2035 boundary could grow and partially block a primary visual feature of the view. Staff considered the elevation of the viewpoint and the elevation of the land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

There are views of the Central City from places like Pittock Mansion or Mt Tabor. These views can be affected by vegetation or development near that viewpoint. Without management of the vegetation or,

in some cases, management of development, those views of the Central City could be partially or completely blocked. However, those views would not be affected by development or vegetation management within the Central City boundary and, therefore, are not included in this inventory update. Views of the Central City not included in this inventory update are:

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

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



Map 1: Central City Scenic Resources Inventory Area

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.

Table 1: Scenic Resources Nomenclature in City Plans			
1989 Scenic Views, Sites and Drives Inventory	**1989 Scenic Resource Inventory Map**	**1991 Scenic Resources Protection Plan**	**2015 Scenic Resources Inventory**
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 detractions.

- **Prominence.** Prominent focal features enhance the quality of the view. Prominence is tied to sky space, which is the open space around a focal feature that makes the feature stand out in the view. Prominence is different from a focal feature that dominates a view in that prominence affects the aesthetic quality of the feature.

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

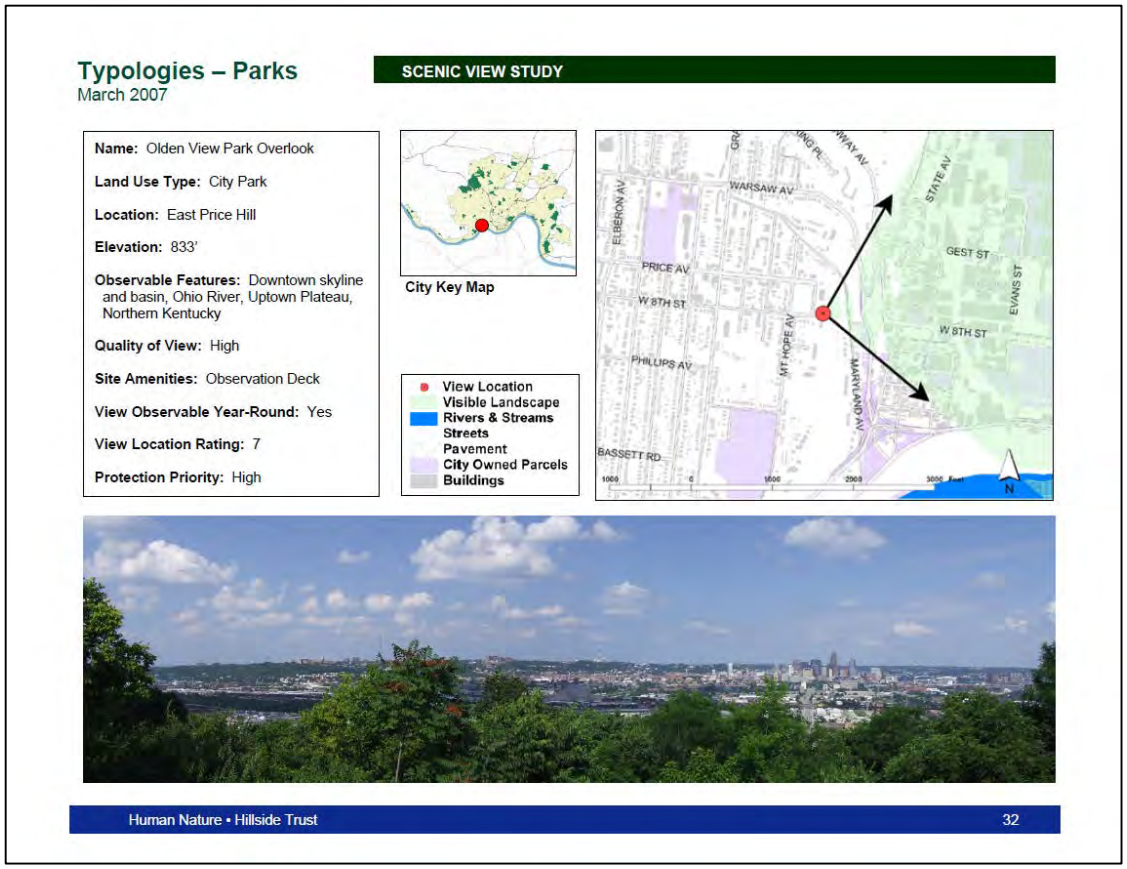


Figure 1: Scenic View Study Report Layout, Cincinnati, OH



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

2. Project Approach

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

The general inventory steps were:

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

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

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

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

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

1. Central City staff identified potential new scenic resources based on input received at CC2035 advisory committees and public open house events. While the focus of these events was not

scenic resources, views were often discussed and staff took notes regarding potential scenic resources not already included in previous inventories.

2. An inter bureau technical committee was formed and identified potential new scenic resources. The committee included staff from Bureau of Planning and Sustainability, Portland Parks and Recreation, Bureau of Environmental Services and Bureau of Transportation.
3. The public nominated potential new views and viewpoints. Staff developed an online survey, and the public was invited to nominate new views and viewpoints during the summer of 2014. All nominations were cataloged; however, only those that met the requirements for inclusion in the Central City inventory area were included for further evaluation.
4. Staff documented potential new scenic resources during field visits, inspecting all existing and potential scenic resources. During the course of these site visits, staff identified additional scenic resources that were not already included in the study.

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

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

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

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

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 2nd Avenue and SW Salmon Street's view of Salmon Street Springs), moderate (e.g., the Eastbank Esplanade's view of the city skyline from the Eastbank Esplanade), or high (e.g., Pittock Mansion's view of Mt Hood and the city skyline).

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

     If the primary focal elements are located at different distances, more than one was chosen.
   - **Scenic Category of View:** The scenic category is the type of view and may include more than one of these categories:
     - Panorama – an expansive view; typically at least 90° of unobstructed view
     - Overlook – an overview from a viewpoint where the viewer is in a superior position
     - Distant View – a view of a focal element in the far background; may be a peripherally framed view (e.g., a framed view of Mt Hood)
     - Enclosed View – a close-in, framed view (e.g., a framed view of a building or a bridge)
     - Feature – a specific feature, landmark or structure
   - **Character of the View:** The general character of the view was defined as:
     - Natural – mountains, hills, forest/woodland, meadow, open land, wetland, stream, river or a natural area park
     - Groomed Open – golf course, ball fields, campus greens
     - Urban – residential, commercial/office, industrial, hardscape park

- Rural – agricultural, residential development on lots larger than 0.5 acre
- Other

- **Visual Focal Points of the View:** The focal points are the components that form the landscape or setting and are foci of the view. Options that could be included were: river, stream, wetland, vegetation, mountain, hills, bridge, building, trail, road, sculpture/art, historic site, culturally significant site, and/or other. Both primary and secondary focal points were documented.
- **Discordant Elements in the View:** Discordant elements are things that interfere with the enjoyment of the view. Power-lines, street lights, overgrown vegetation, buildings, structures, fencing, disrepair, and other physical changes that negatively affect the perception of the view were documented.
- **View is at Risk:** Is the view itself at risk of being blocked? If yes, what is putting the view at risk? Would future development block the view; is vegetation becoming overgrown?
- **Field Observations:** Any important notes about the viewpoint and/or view were documented.
- **Notes:** If the viewpoint was relocated, the original and updated locations were documented under notes.

Photographs

At each view and viewpoint staff took photographs with a Nikon D7000 camera with a Nikon AF-S DX NIKKOR 18-105mm f/3.5-5.6G ED VR lens using the raw NEF format. The camera was set to the landscape scene function. A standard setting of 35mm was used. For all viewpoints, one or more pictures of the view were taken on a tripod set with the center of the lens at 5' 6" from the ground, the average human's eye level. For panoramas, multiple photographs were taken to capture the full horizontal scope of the view; these photos were then stitched together in Photoshop using Photomerge set to Auto layout with the blend images together, vignette removal, and geometric distortion correction boxes checked. As much as was possible, views looking to the west were photographed in the morning and views looking to the east were photographed in the afternoon in order to minimize glare from the sun.

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

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

adequately captured in the photos of the view and/or viewpoint, no additional picture was required.

4. Retiring Viewpoints

As part of this process, several viewpoints are recommended for retirement. A list of retired viewpoints, along with a detailed explanation of why the viewpoint was retired, can be found in Appendix 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 evaluated 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.

<u>River View Criteria</u>

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

6. Score, Rank and Group Views and Viewpoints

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

Upland Views

Scoring Methodology

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

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

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

Ranking Methodology

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

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

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

River Views

Scoring Methodology

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

An alternative approach was proposed by the project consultant to identify which river views are of slightly higher scenic value and which are of slightly lower scenic value among all the similar views. A signal detection method was used. The approach 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.

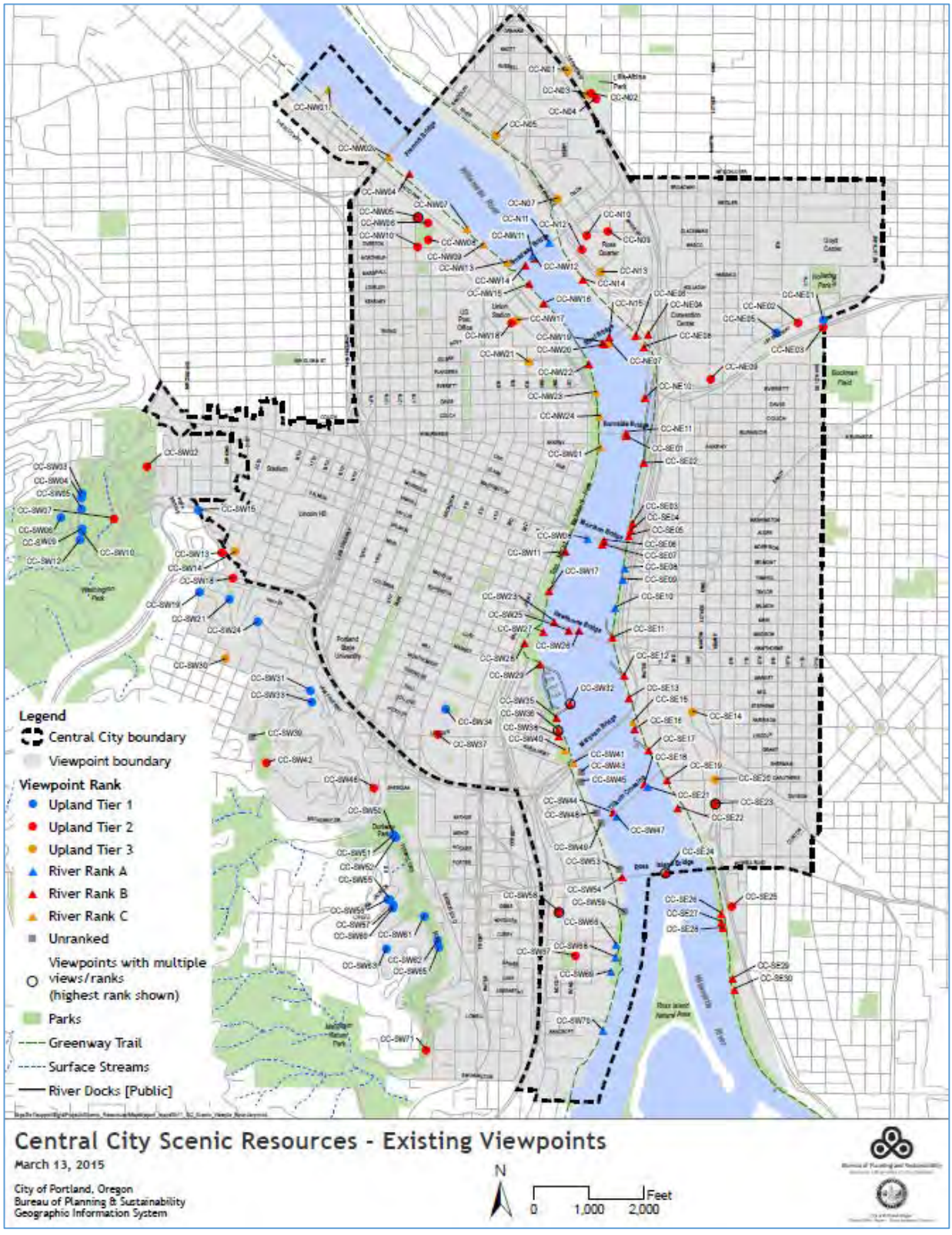
- Rate the views accounting for the extent to which the average viewer would focus beyond discordant features in the immediate foreground (e.g., overgrown vegetation, roads/rail lines) but might still be aesthetically affected by it.

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 151 views from 143 viewpoints included in the Central City Scenic Resources Inventory (see map 2). For the purpose of this inventory the viewpoints are then further split into quadrants based on the street grids for the city (NW, N, NE, SW, and SE).



Map 2: Scenic Views and Viewpoints

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.

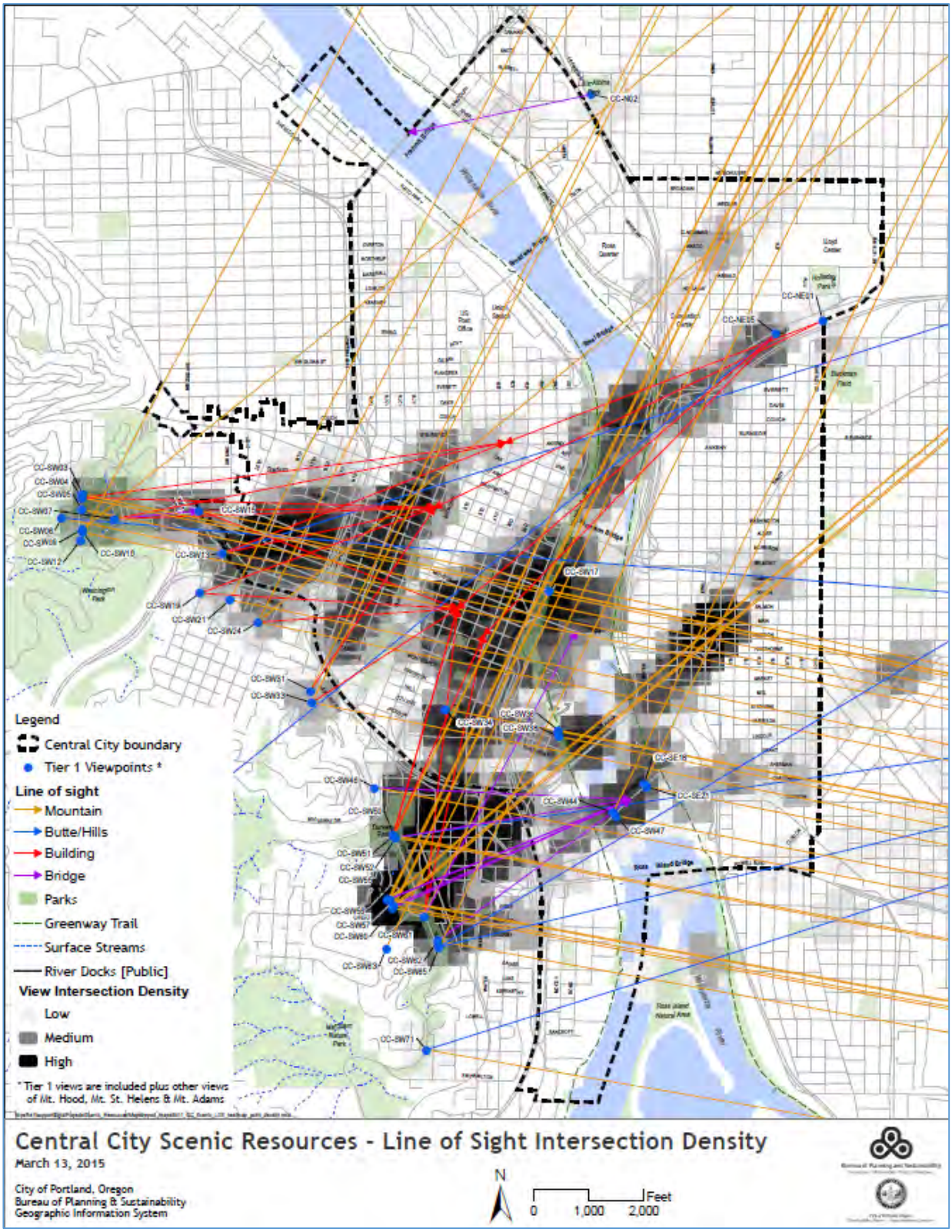
Next an ArcGIS spatial analysis was performed to understand the relationship of the views to each other. Below are detailed explanations of each ArcGIS analysis. A more detailed explanation of the ArcGIS analysis can be found in Appendix D.

Line of Sight: Intersection Density

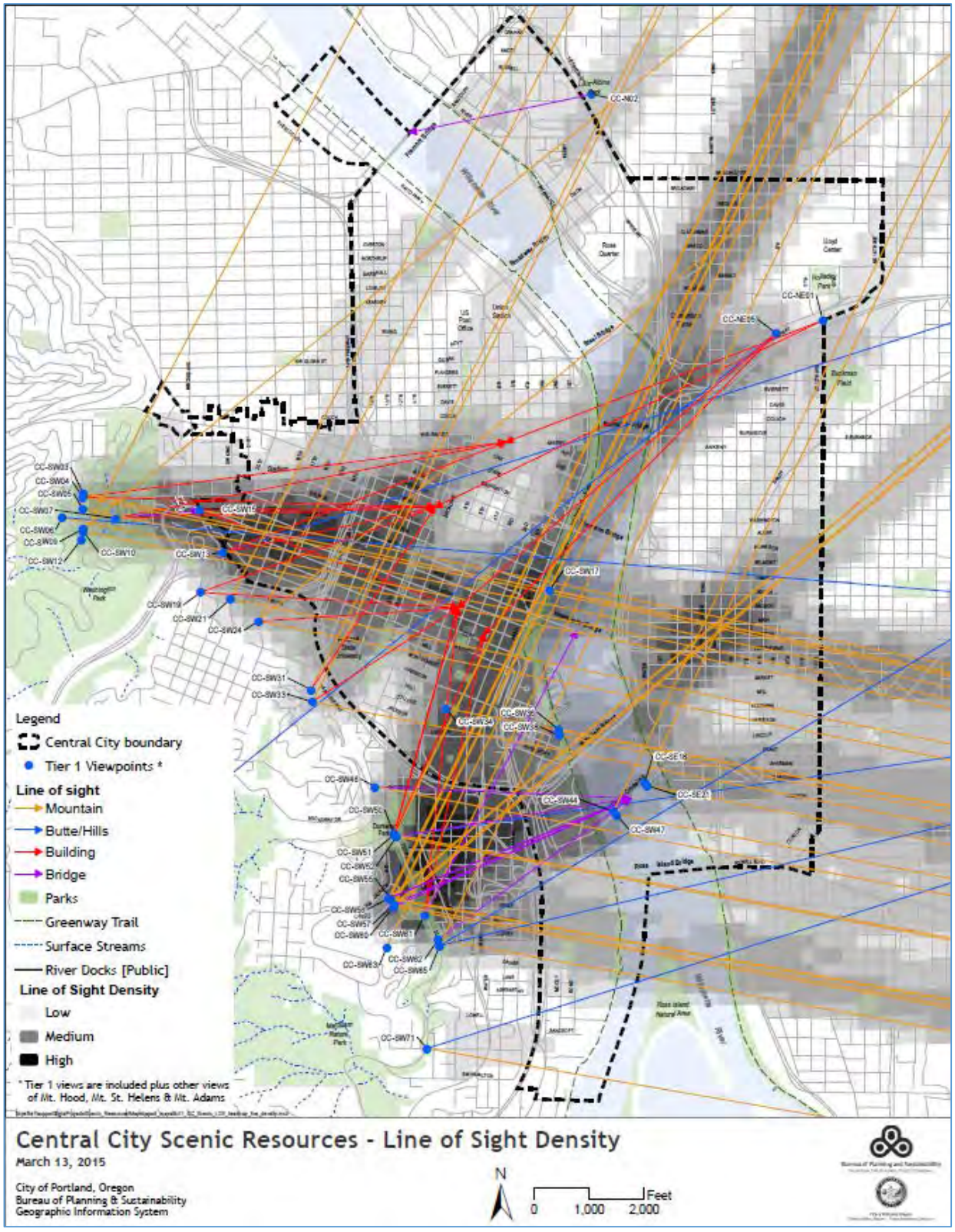
A data layer of points was created where the lines of sight intersect each other and an ArcGIS Spatial Analyst Point Density Tool was used to calculate the density of the intersection points from the lines of sight. In other words, the number of lines of sight intersect at any given point. The results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

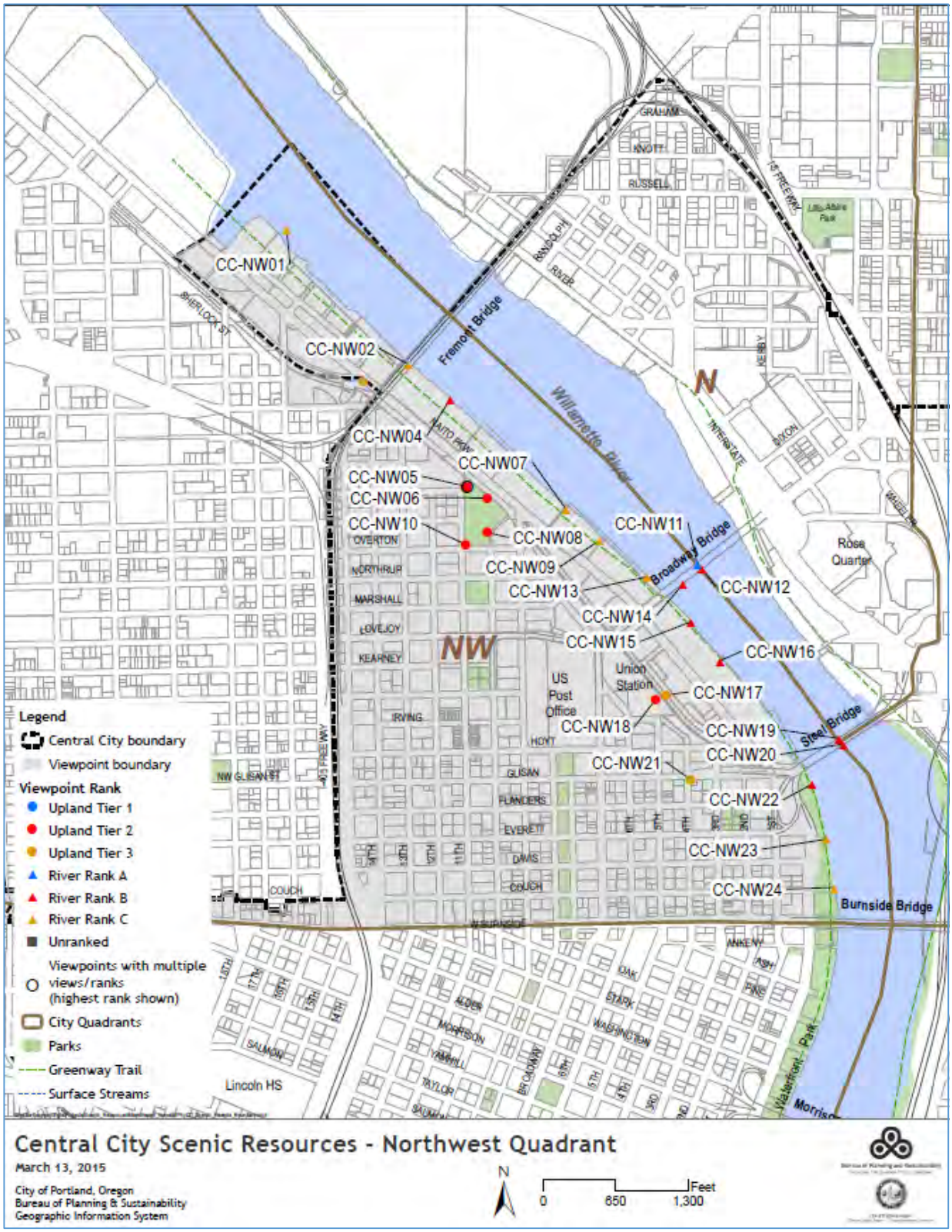


Map 4: Scenic Views - Line of Sight Line Density

3.b.2. Results for Northwest

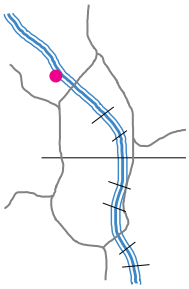
There are 23 viewpoints in the northwest quadrant of the Central City Scenic Resources Inventory. The viewpoints are numbered within the quadrant starting in the northwest corner and progressing left to right from Riverscape Pier south to W Burnside Street.

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.



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
Focal Features: 4.29
Vegetation: 3.43
Iconic: 3.86
Horizon/Ridgetops: 0.57
Water: 4.14



View from Riverscape Pier



Viewpoint at Riverscape Pier



View from Riverscape Pier

Viewpoint Amenities

- Platform/Pier
- Guardrail

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.

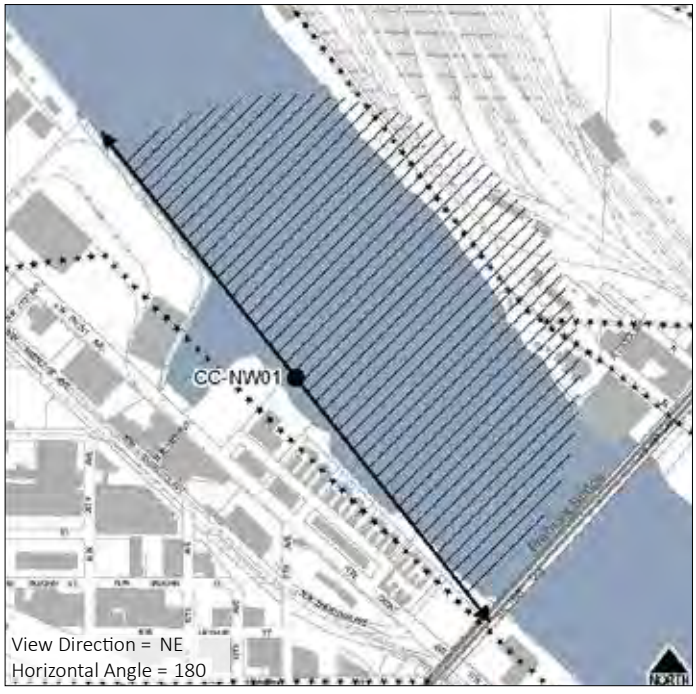
Access

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

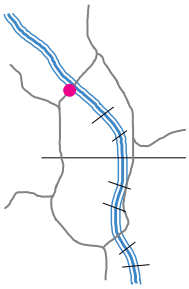
Old SRI ID:

Old Central City ID:





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
Focal Features: 2.29
Vegetation: 2.00
Iconic: 3.71
Horizon/Ridgetops: 1.43
Water: 2.43



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

- Overgrown 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.

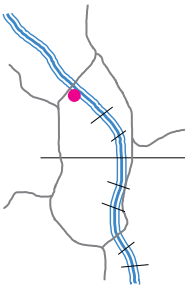
Old SRI ID:

Old Central City ID:





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
Focal Features: 4.86
Vegetation: 2.14
Iconic: 5.57
Horizon/Ridgetops: 2.14
Water: 5.00



View from Greenway Trail just south of Fremont Bridge



Viewpoint along Greenway Trail just south of Fremont Bridge



Fremont Bridge from Greenway Trail just south of Fremont Bridge

Viewpoint Amenities

- Platform
- Benches
- Lighting
- Guardrail

Management Considerations

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

Access

- Formal trail
- Transit stop
- Limited parking

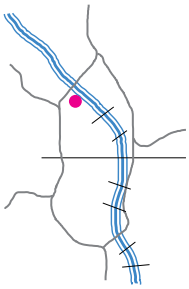


Old SRI ID:

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

Viewpoint Amenities

- Platform
- Bench
- Lighting

Management Considerations

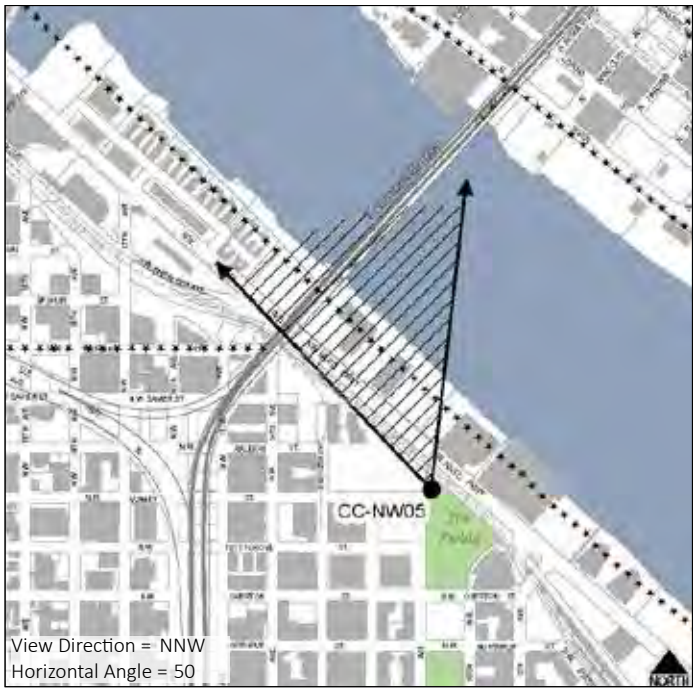
- A connection over the train tracks to NW Naito Parkway would provide access from The Fields Park to the Greenway Trail.

Access

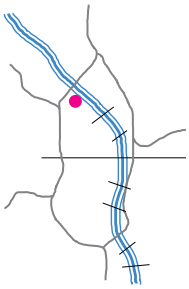
- Formal trail
- Transit stop

Old SRI ID:

Old Central City ID:



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



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



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



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

Viewpoint Amenities

- Platform
- Bench
- Lighting

Management Considerations

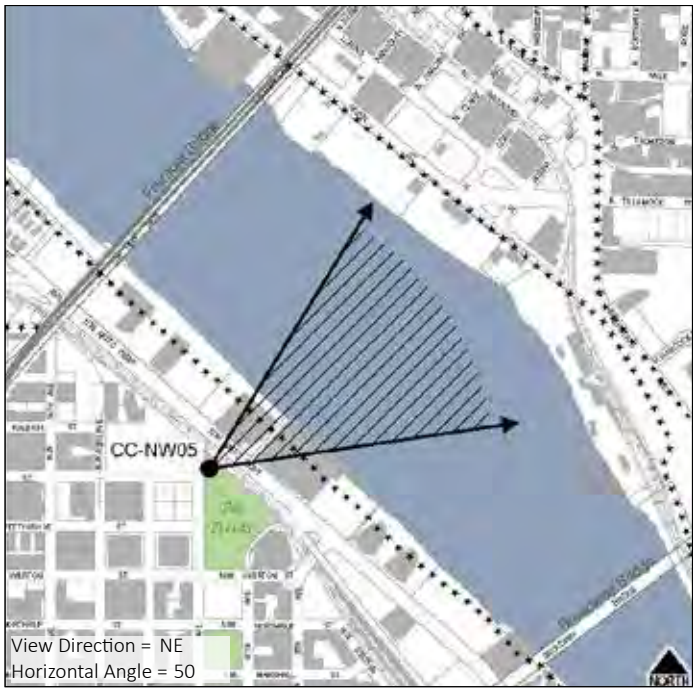
- A connection over the train tracks to NW Naito Parkway would provide access from The Fields Park to the Greenway Trail.
- Centennial Mills is in disrepair.

Access

- Formal trail
- Transit stop

Old SRI ID:

Old Central City ID:



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

Management Considerations

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

Access

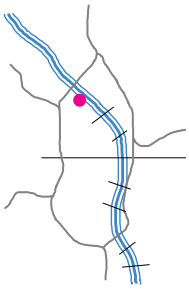
- Formal trail
- Transit stop

Old SRI ID:

Old Central City ID:



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 along Greenway Trail at approximately NW 9th Avenue

Viewpoint Amenities

- Platform
- Benches
- Lighting
- Guardrail

Management Considerations

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

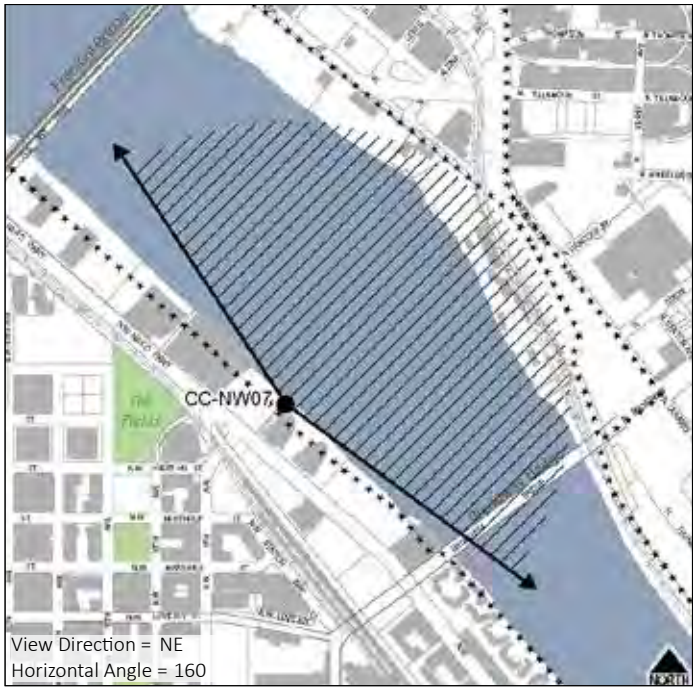
Access

- Formal trail
- Transit stop
- Limited parking

Old SRI ID:

Old Central City ID:





35539

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



View from The Fields Park southeast path

Viewpoint Amenities

- Nearby bench

Management Considerations

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

Access

- Formal trail
- Public transit

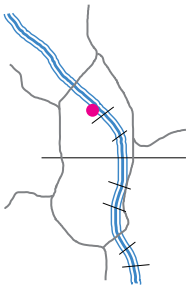


Old SRI ID:

Old Central City ID:



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 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.

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

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

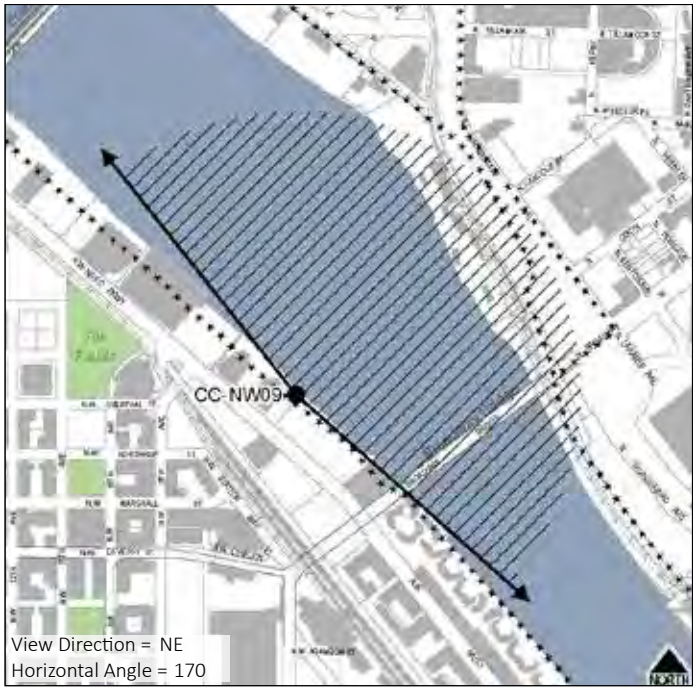
Access

- Formal trail
- Limited parking
- No transit stop

Old SRI ID:

Old Central City ID:





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



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

Viewpoint Amenities

- Benches
- Lighting

Management Considerations

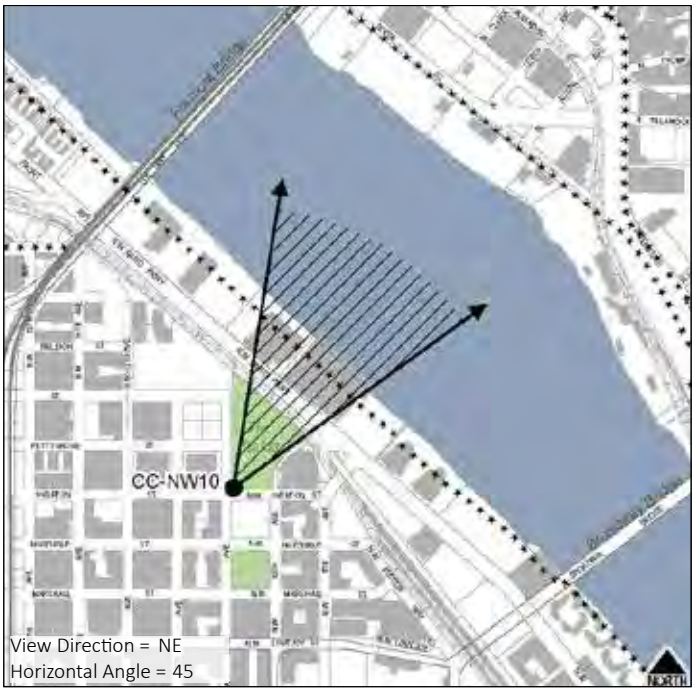
- Centennial Mills is in disrepair.
- Vegetation management is necessary to maintain the view.

Access

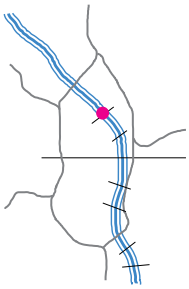
- Street/Auto
- Sidewalk
- Formal trail
- Adjacent parking
- Transit stop

Old SRI ID:

Old Central City ID:



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



View from Broadway Bridge north side center

Viewpoint Amenities

- Guardrails
- Physical separation of auto/non-auto

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.

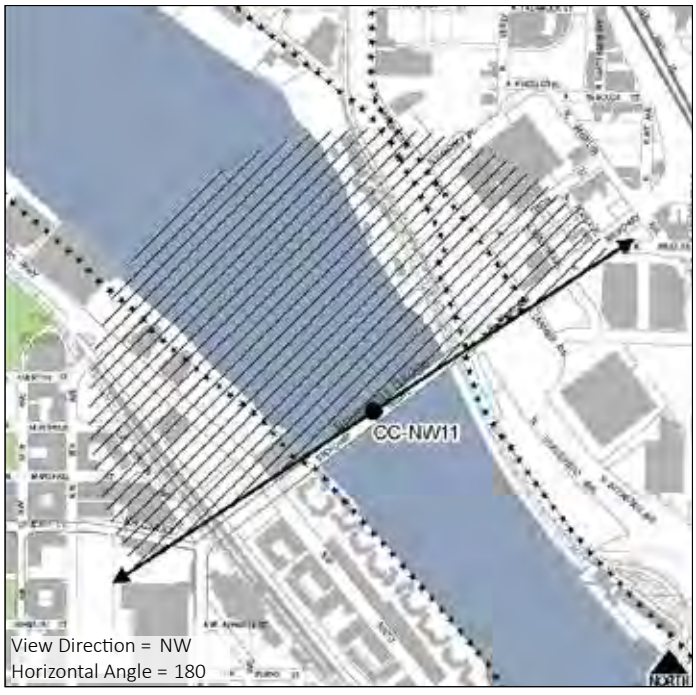
Access

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

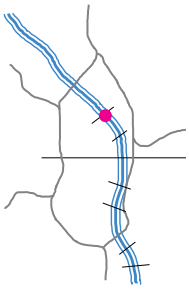


Old SRI ID:

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



View of Union Station from Broadway Bridge south side center

Viewpoint Amenities

- Guardrails
- Physical separation of auto/non-auto

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.

Access

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

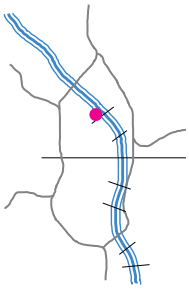


Old SRI ID:

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



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

Management Considerations

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

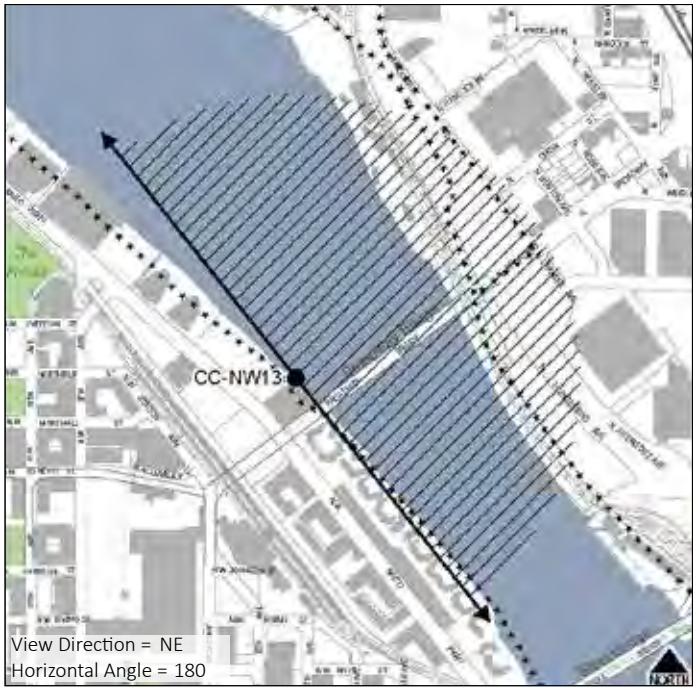
Access

- Formal trail
- No transit stop
- Limited parking

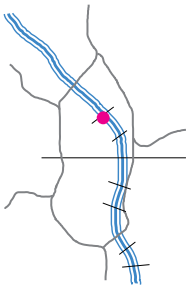
Old SRI ID:

Old Central City ID:





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
Focal Features: 6.14
Vegetation: 3.57
Iconic: 6.00
Horizon/Ridgetops: 2.43
Water: 5.57



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.

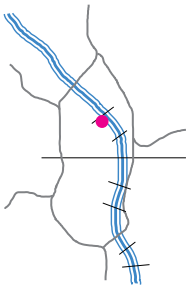
Old SRI ID: VM24-38 (Relocated)

Old Central City ID:





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 overgrown 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

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.

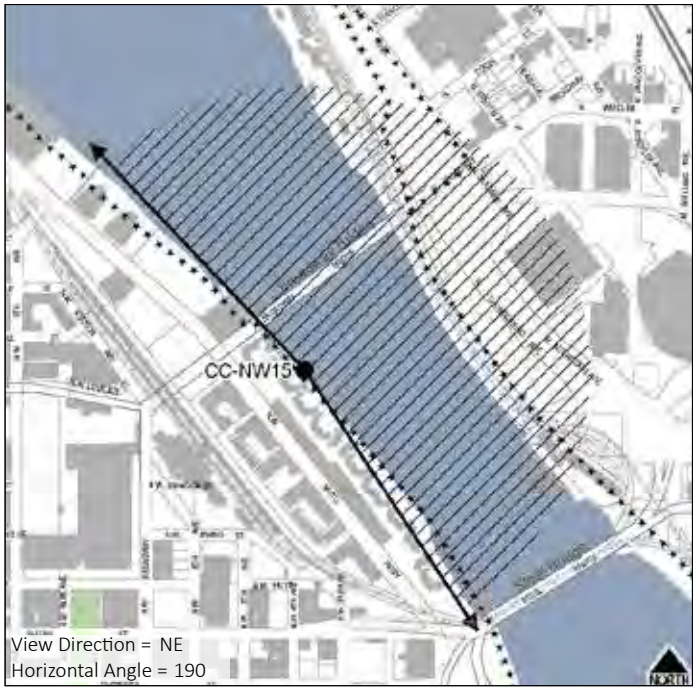
Access

- Formal trail
- Transit stop
- Limited parking

Old SRI ID:

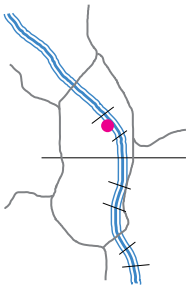
Old Central City ID:





35555

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



Historic view from Greenway Trail between Broadway and Steel Bridges

Viewpoint Amenities

- Seating wall
- Guardrail

Management Considerations

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

Access

- Formal trail
- Transit stop
- Limited parking



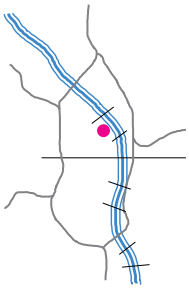
Old SRI ID: VB24-29

Old Central City ID: CCPV29



35557

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

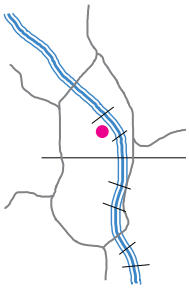
Old SRI ID:

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



Historic view from rail yards southwest of Union Station

Viewpoint Amenities

- Guardrail

Management Considerations

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

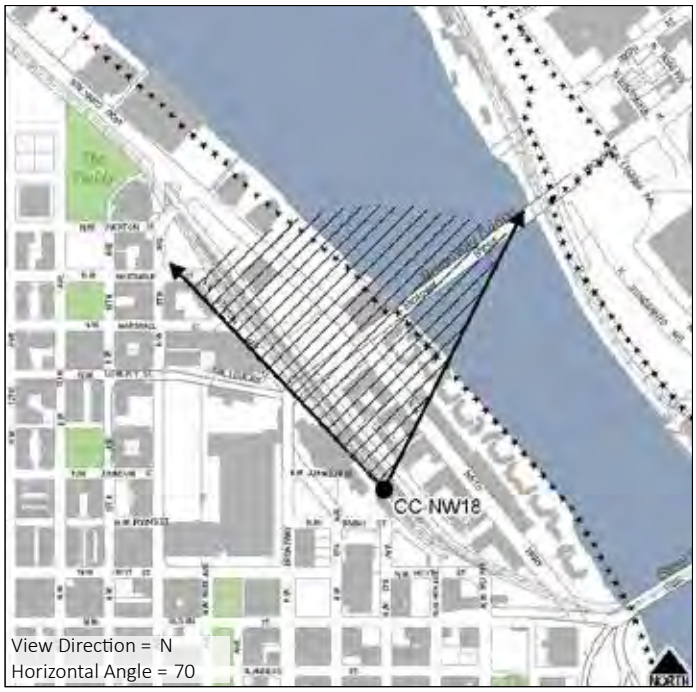
Access

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

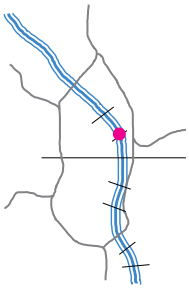


Old SRI ID: VB24-30 (Relocated)

Old Central City ID:



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

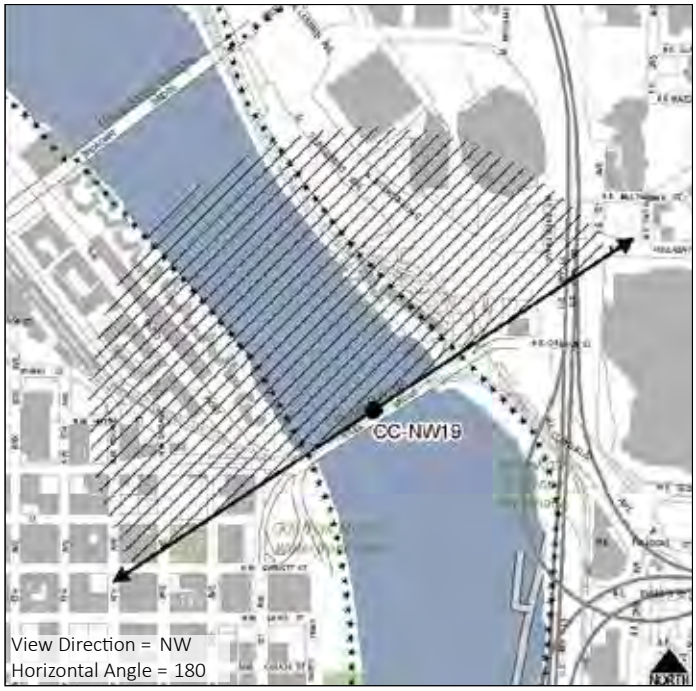
Management Considerations

- 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.

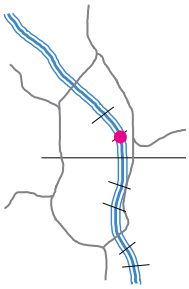
Old SRI ID:

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
Focal Features: 5.43
Vegetation: 4.43
Iconic: 6.14
Horizon/Ridgetops: 1.86
Water: 4.86



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.

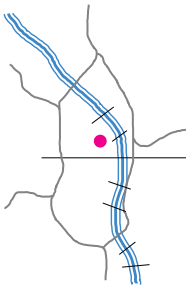
Old SRI ID:

Old Central City ID: CCPV27





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 **Focal Features:** 5.29
Vegetation: 0.00 **Iconic:** 5.00
Horizon/Ridgetops: 0.00 **Depth:** 3.14
Water: 0.00 **Scope:** 2.00



View from NW Glisan Street and NW 4th Avenue



Viewpoint at NW Glisan Street and NW 4th Avenue



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

Viewpoint Amenities

- None

Management Considerations

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

Access

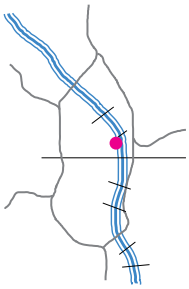
- Street/Auto
- Sidewalk
- Adjacent parking
- Transit stop

Old SRI ID:

Old Central City ID:



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
Focal Features: 4.71
Vegetation: 2.14
Iconic: 5.57
Horizon/Ridgetops: 0.00
Water: 3.86



View from Greenway Trail south of Steel Bridge



Viewpoint along Greenway Trail south of Steel Bridge



View from Greenway Trail south of Steel Bridge

Viewpoint Amenities

- Seating wall
- Guardrail
- Lighting

Management Considerations

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

Access

- Formal trail
- No transit stop
- Limited parking

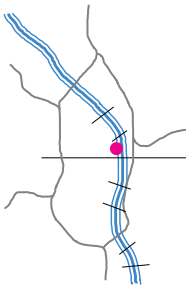


Old SRI ID:

Old Central City ID:



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
Focal Features: 5.14
Vegetation: 1.43
Iconic: 5.29
Horizon/Ridgetops: 0.14
Water: 3.29



View from Greenway Trail West at stairs near NW Everett Street



Viewpoint along Greenway Trail at stairs near NW Everett Street



View from Greenway Trail at stairs near NW Everett Street

Viewpoint Amenities

- Guardrail
- Lighting
- Water fountain

Management Considerations

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

Access

- Formal trail
- Transit stop
- Limited parking

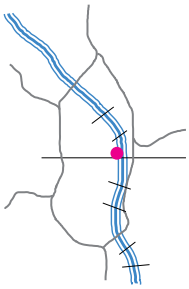


Old SRI ID:

Old Central City ID: CCPV25



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



View from Greenway Trail at NW Couch Street



Viewpoint along Greenway Trail at NW Couch Street



Japanese American Historical Plaza along Greenway Trail at NW Couch Street

Viewpoint Amenities

- Guardrail
- Lighting
- Water fountain

Management Considerations

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

Access

- Formal trail
- Transit stop
- Limited parking



Old SRI ID:

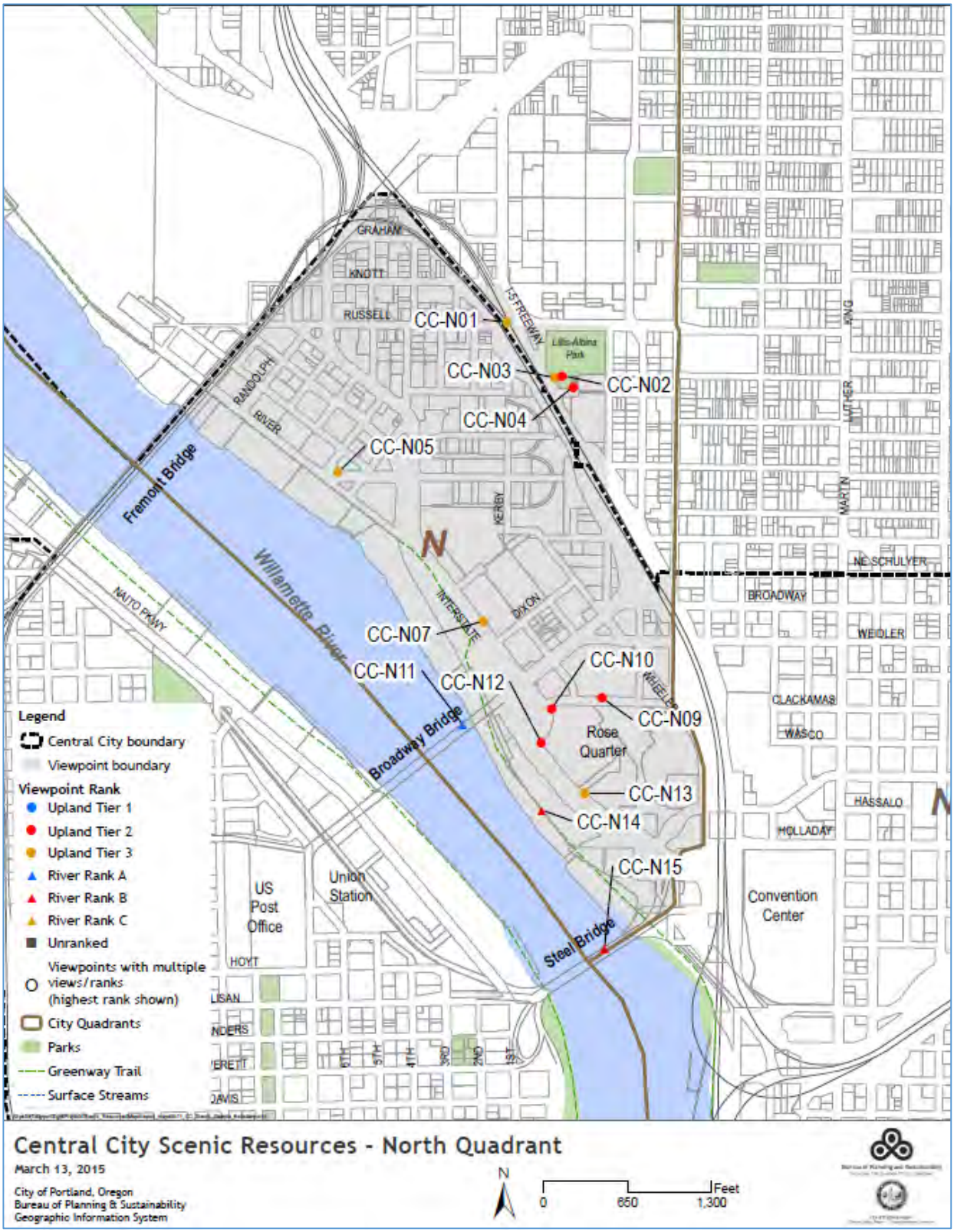
Old Central City ID:



3.b.3. Results for North

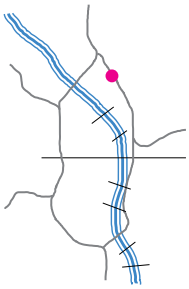
There are 13 viewpoints in the north quadrant of the Central City Scenic Resources Inventory. The viewpoints are numbered within the quadrant starting in the northwest corner and progressing left to right from N Graham Street south to E Burnside Street.

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.



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.

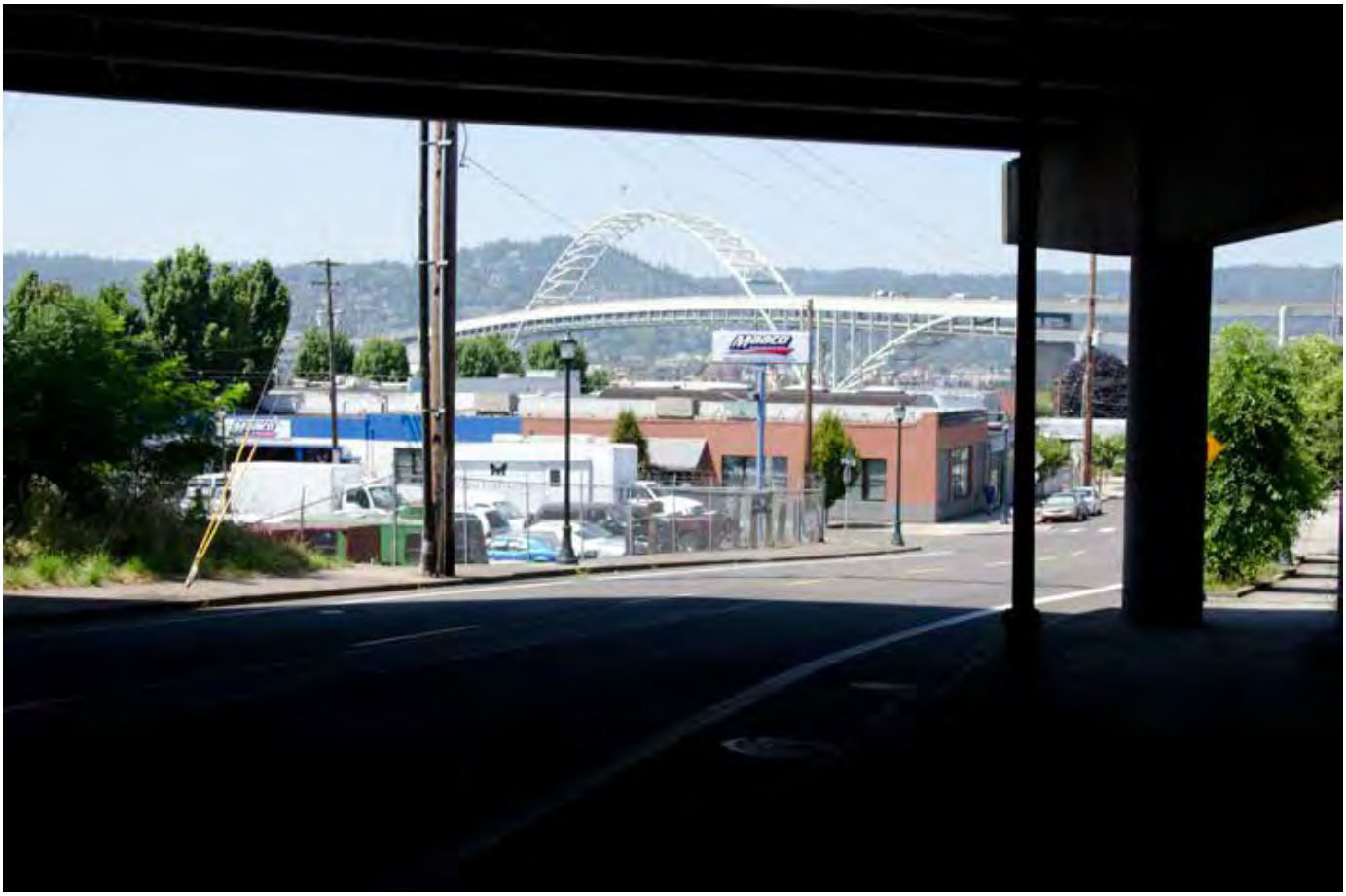
Primary Focal Feature(s): Fremont Bridge, Forest Park, West Hills
Secondary Focal Feature(s):

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

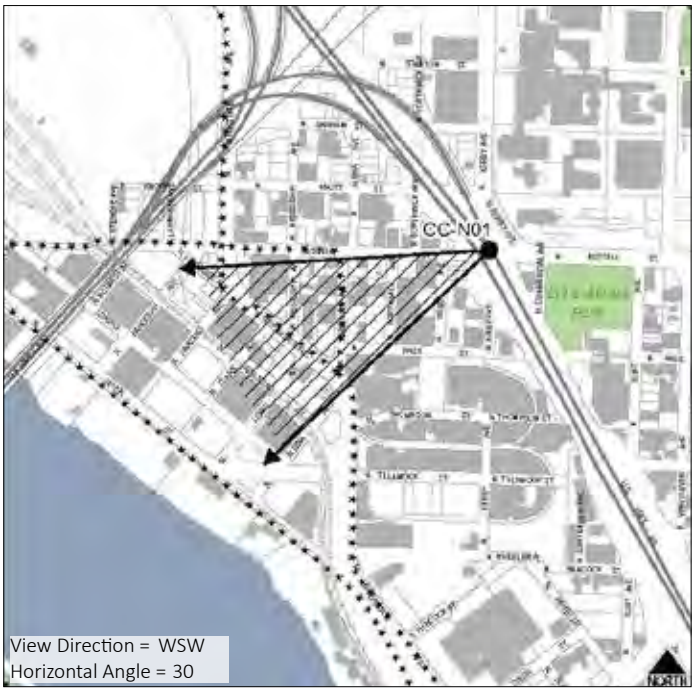
- Viewpoint location under the freeway makes it feel unsafe.

Access

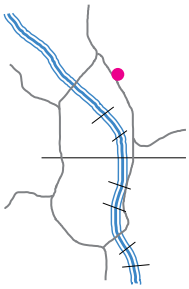
- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- Limited parking

Old SRI ID:

Old Central City ID:



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. Overgrown 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

Management Considerations

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

Access

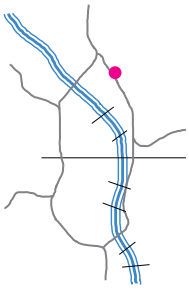
- Informal trail
- No transit stop
- Limited parking

Old SRI ID:

Old Central City ID:



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



View from N Commercial Avenue at Lillis Albina Park

Viewpoint Amenities

- None

Management Considerations

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

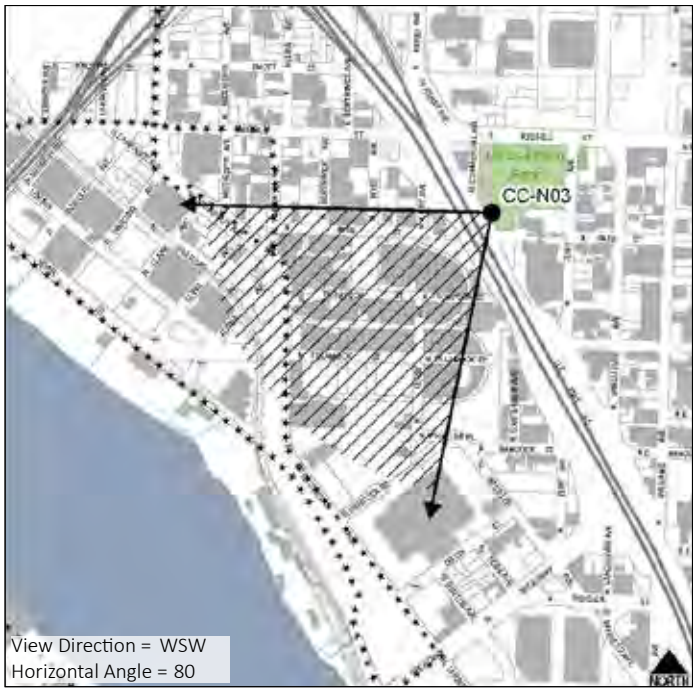
Access

- Street/Auto
- Sidewalk
- No transit stop

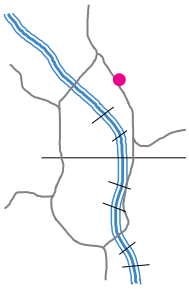


Old SRI ID:

Old Central City ID:



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

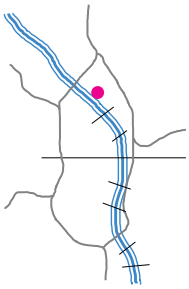
- Street/Auto
- Sidewalk
- Adjacent parking
- No transit stop

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

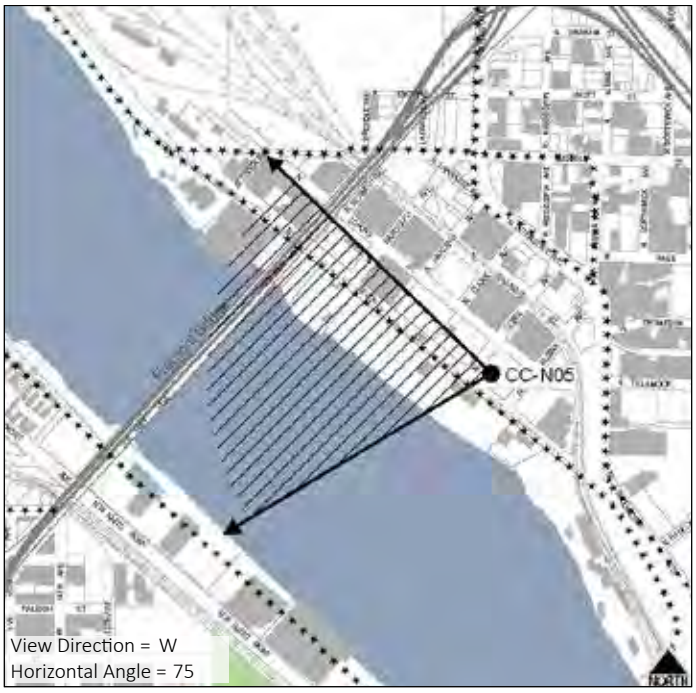
- This viewpoint is in a very industrial location.
- N Tillamook Street does not cross over I-5 to the east.

Access

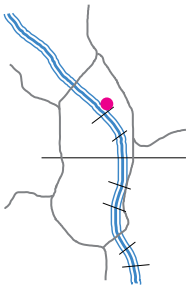
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop

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. Overgrown 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

Management Considerations

- There's no sidewalk on the west side of N Larrabee Avenue.
- Overgrown 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.

Access

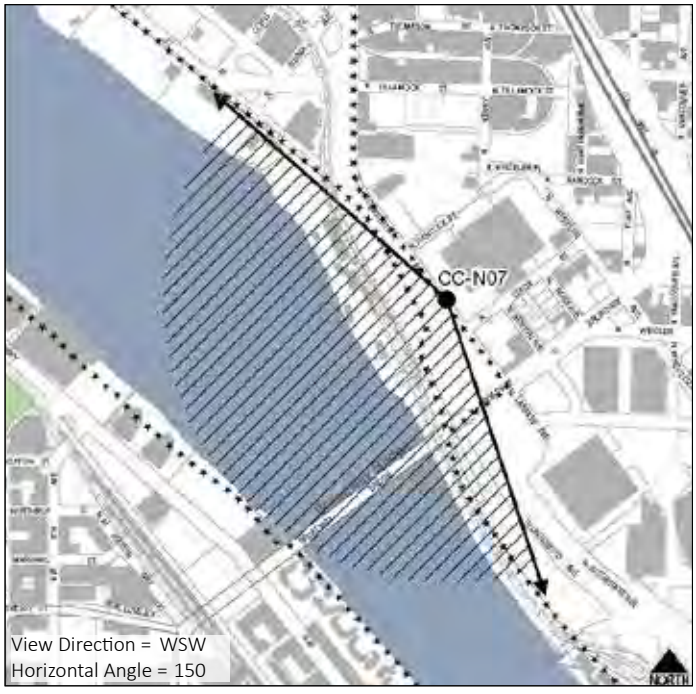
- Street/Auto
- Bike lane
- No transit stop
- Parking across the street



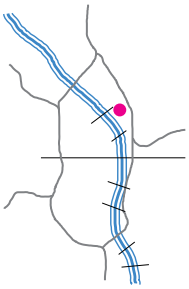


Old SRI ID: VB17-06

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

Management Considerations

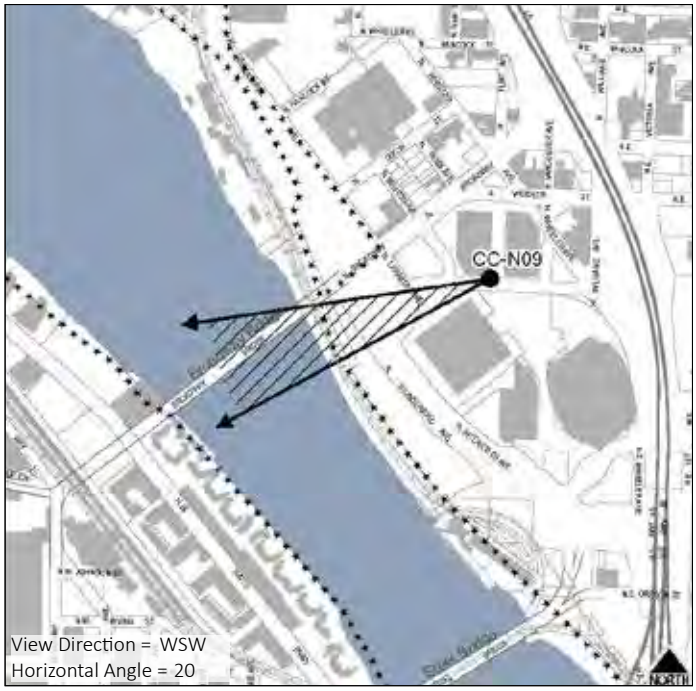
- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view and reveal more of the Broadway Bridge, West Hills, and potentially even the downtown skyline.

Access

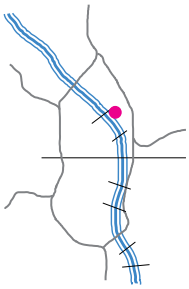
- Street/Auto
- Sidewalk
- Transit stop
- Limited parking

Old SRI ID:

Old Central City ID:



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

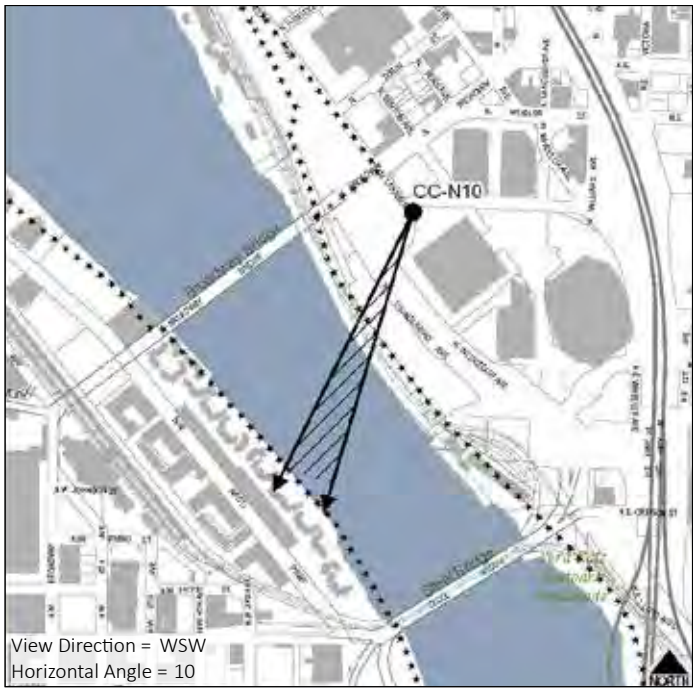
- Overgrown vegetation encroaches on this view from the sides; vegetation management could open up the view.

Access

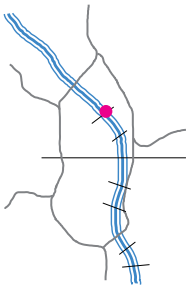
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- Limited parking

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
Focal Features: 7.67
Vegetation: 3.83
Iconic: 7.83
Horizon/Ridgetops: 3.17
Water: 6.33



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

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.

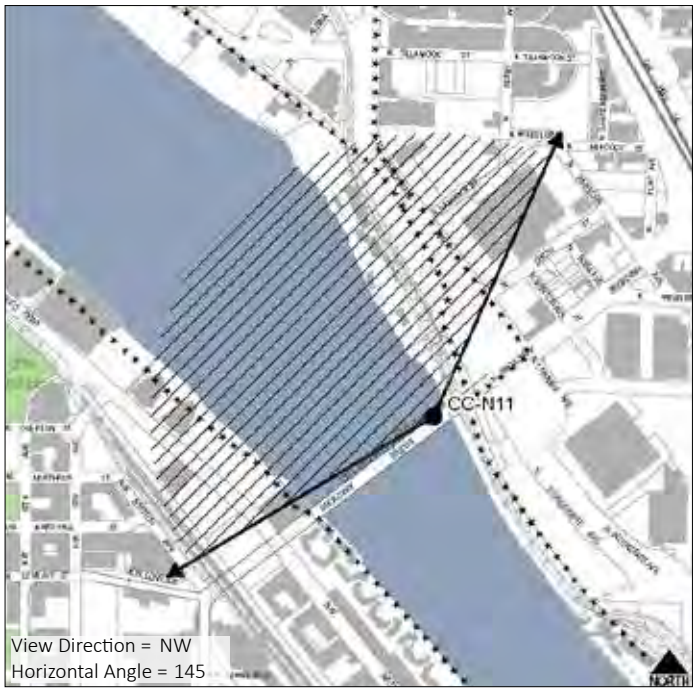
Access

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

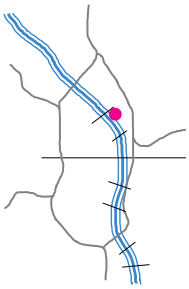


Old SRI ID: VB24-32

Old Central City ID:



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. 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.

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



View of Union Station from N Larrabee and N Interstate Avenues

Viewpoint Amenities

- None

Management Considerations

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

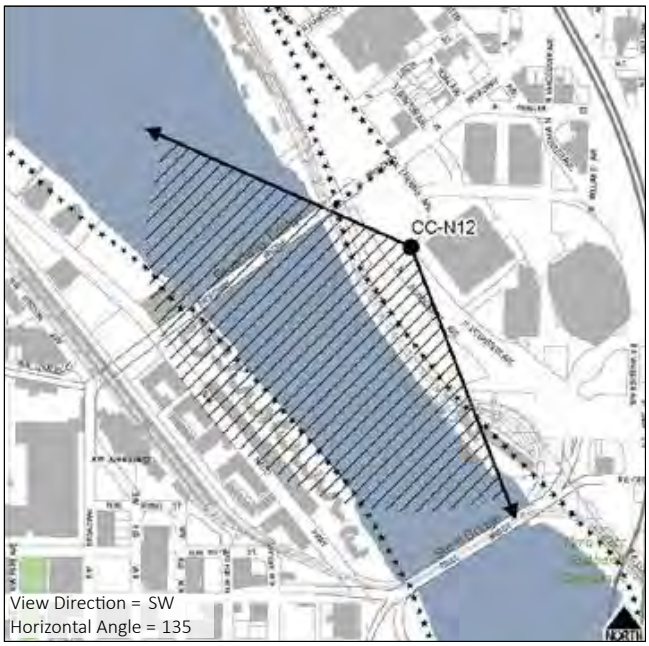
Access

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

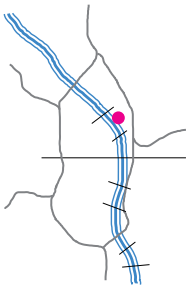


Old SRI ID:

Old Central City ID:



CCN13: N DREXLER DRIVE AND N INTERSTATE AVENUE



SCORE: N/A **TIER:** II

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 some characteristics with high rated upland views: focal bridge, natural vegetation, panoramic view.



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

Management Considerations

- There's no sidewalk on the west side of N Interstate Avenue between N Larrabee Avenue and N Drexler Drive.
- Overgrown 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.

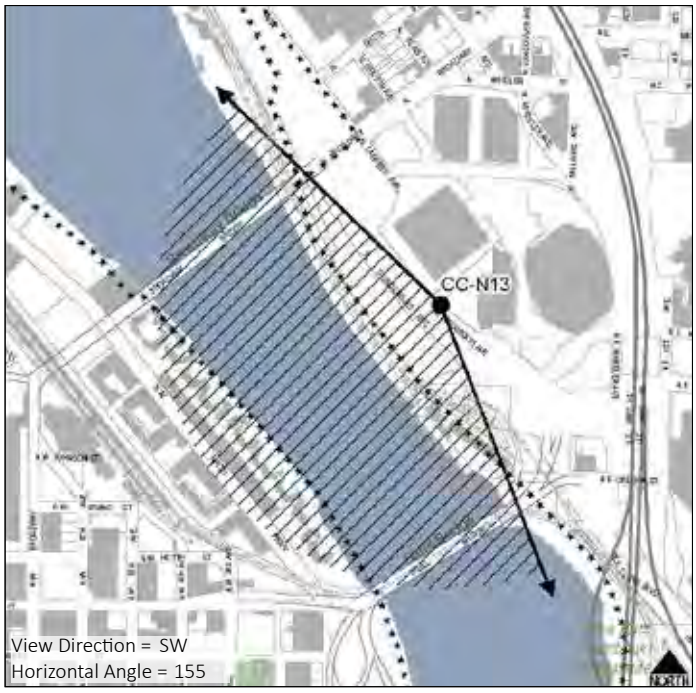
Access

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

Old SRI ID:

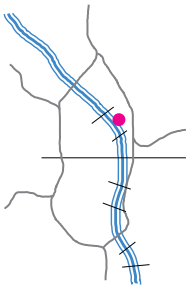
Old Central City ID:





35597

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

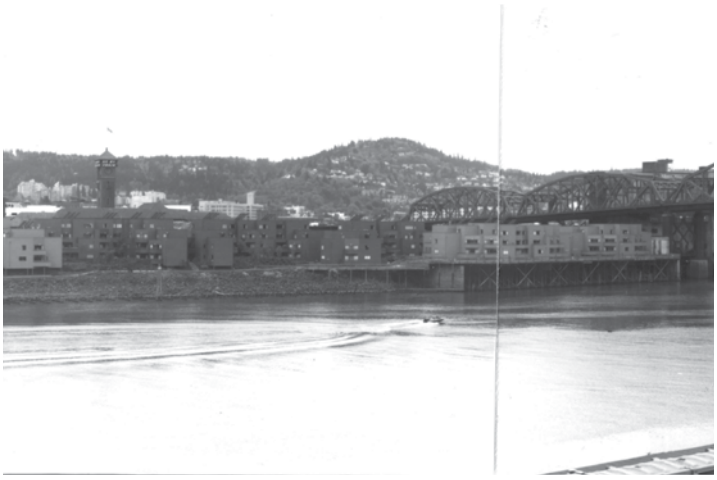
Skyline: 6.14
Focal Features: 5.29
Vegetation: 2.14
Iconic: 6.14
Horizon/Ridgetops: 3.14
Water: 5.00



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



Viewpoint at N Thunderbird Way site



Historic view from N Thunderbird Way site

Viewpoint Amenities

- None

Management Considerations

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

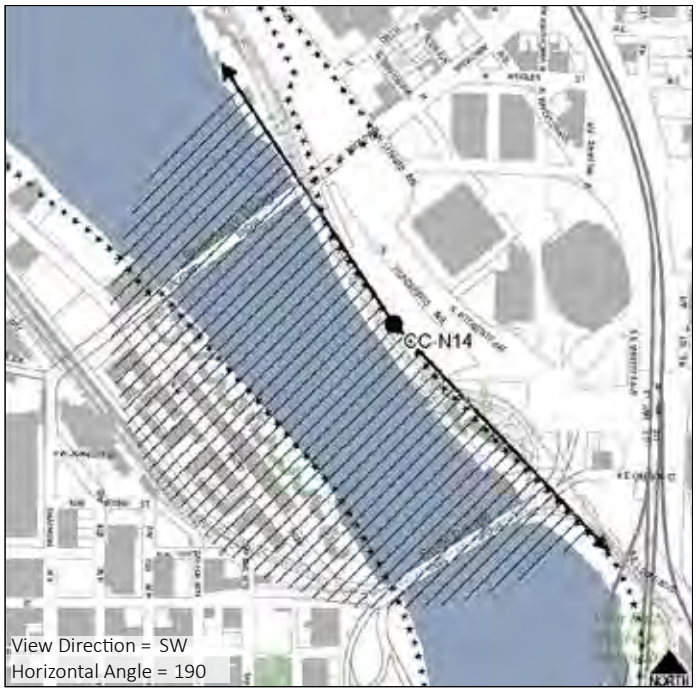
Access

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

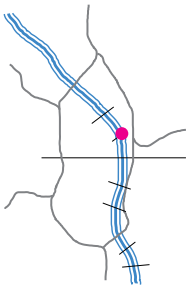
Old SRI ID: VC24-47

Old Central City ID:





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

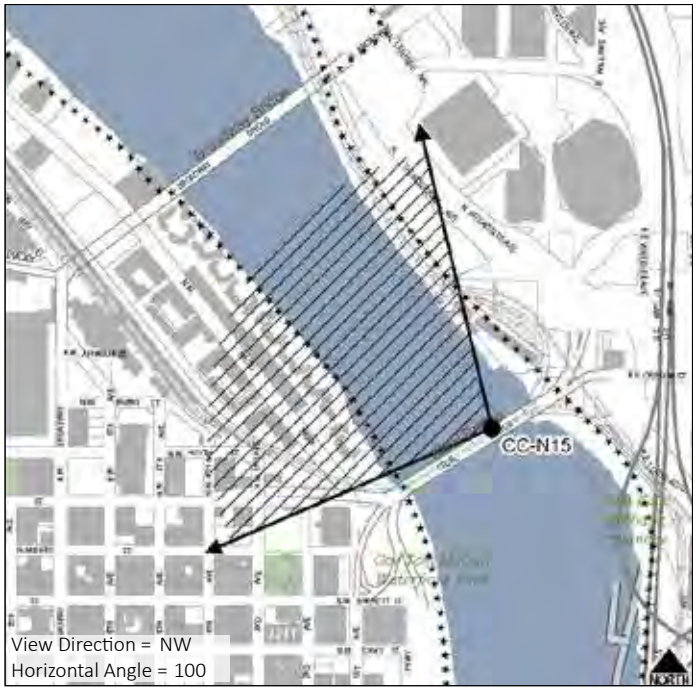
Management Considerations

- 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.



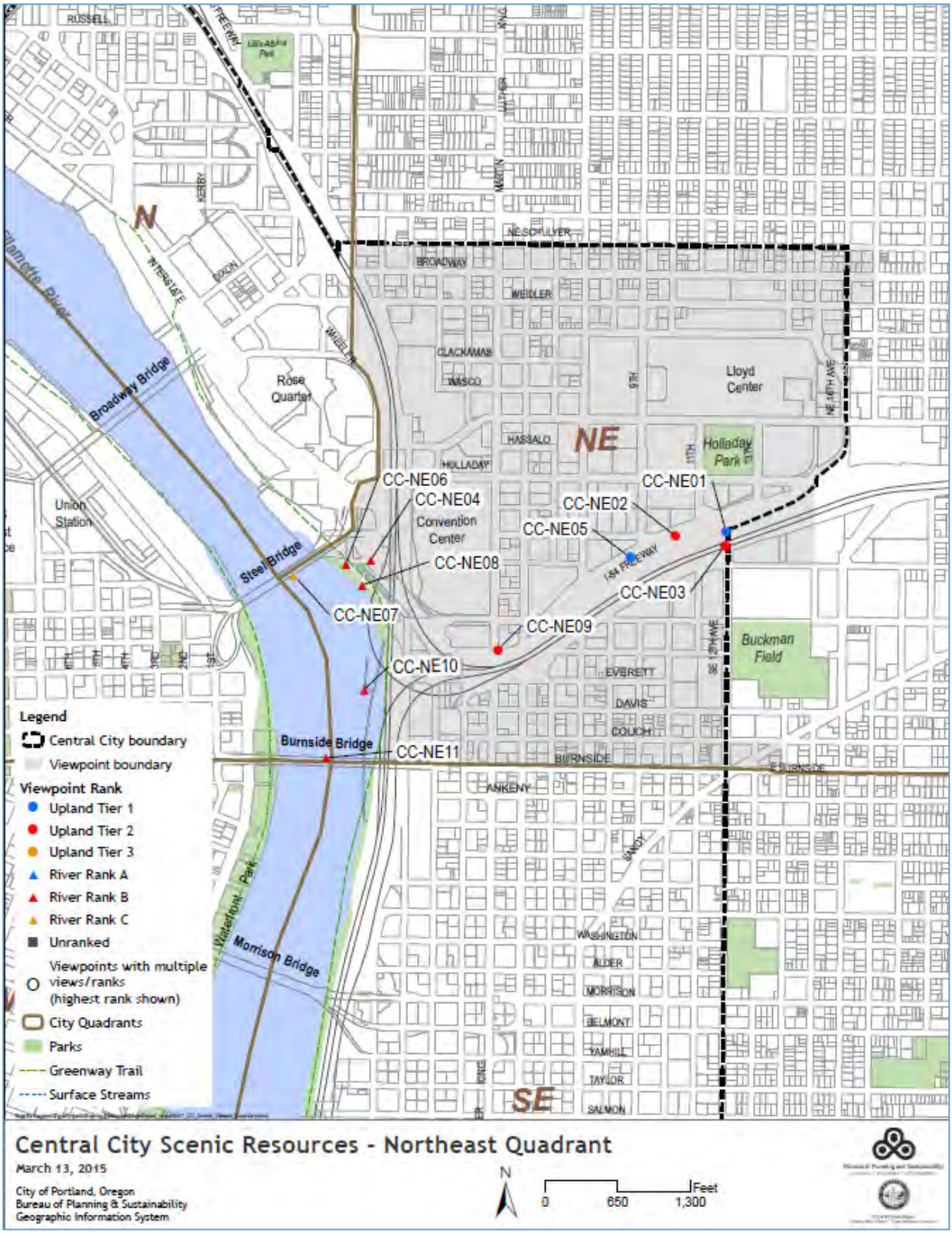
Old SRI ID:

Old Central City ID:



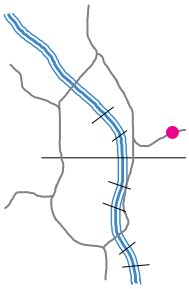
3.b.4. Results for Northeast

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.



Map 7: Scenic Views and Viewpoints - Northeast Quadrant

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

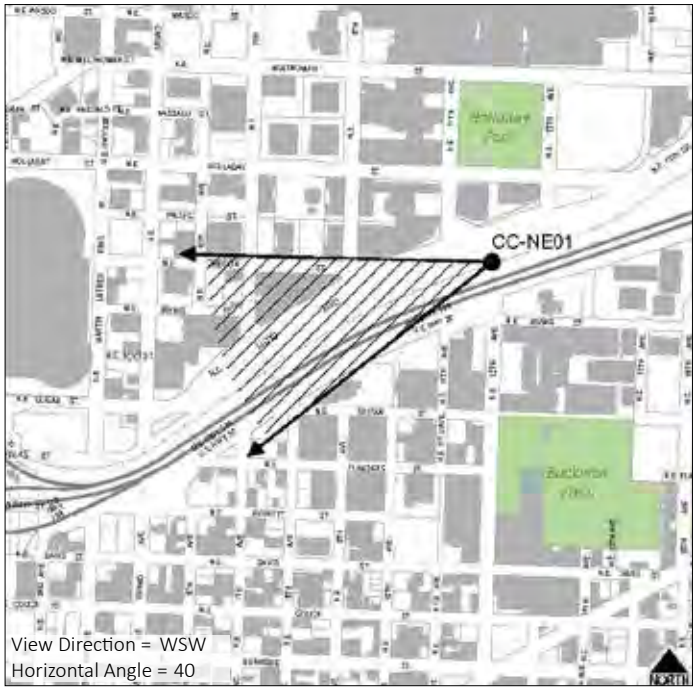
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- Limited parking

Management Considerations

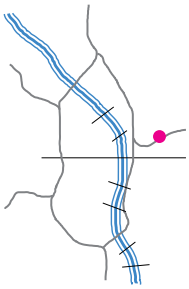
- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view.
- Central vegetation helps screen I-84 traffic.
- Lower growing vegetation along the north side of I-84 could help maintain screening while opening up the view of the Downtown skyline.

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

Management Considerations

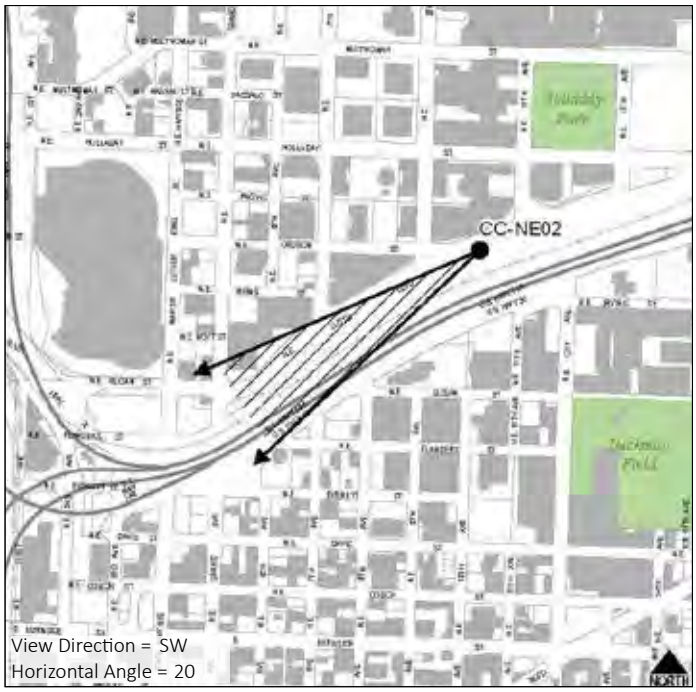
- Overgrown vegetation encroaches on the view; vegetation management could open up the view.
- A similar view to the west (NE05) has a narrower view of the Downtown skyline but more of the West Hills are visible and I-84 is less visible from that viewpoint.

Access

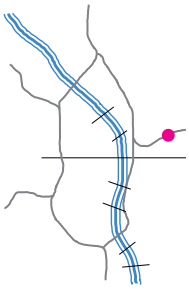
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- No parking

Old SRI ID:

Old Central City ID:



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



View from NE 12th Avenue and I-84 overpass

Viewpoint Amenities

- Guardrail

Management Considerations

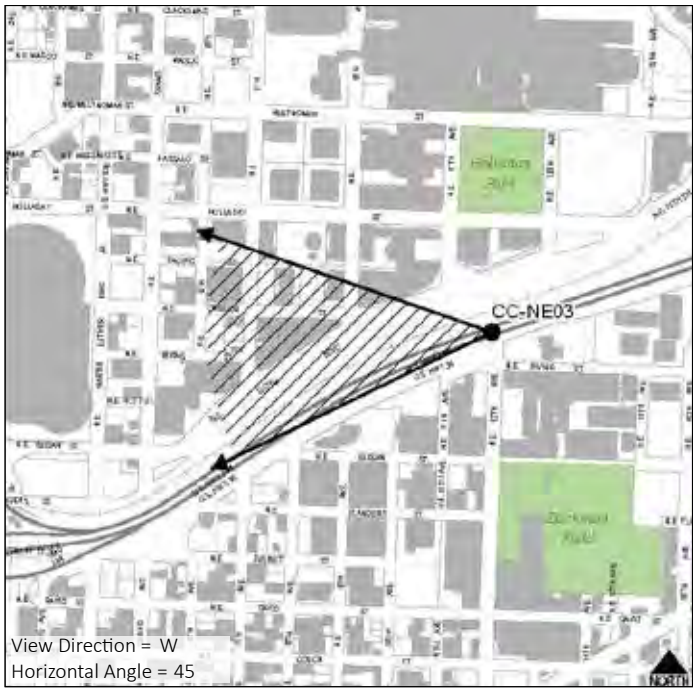
- Overgrown vegetation encroaches on the view from the bottom and left; vegetation management could open up the view.
- A similar view just north of this point (NE01) minimizes the discordance of I-84.

Access

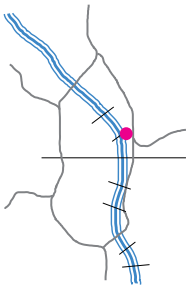
- Street/Auto
- Sidewalk
- Bike lane
- Transit stop
- Limited parking

Old SRI ID:

Old Central City ID:



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 overgrown 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
Focal Features: 5.00
Vegetation: 3.14
Iconic: 5.57
Horizon/Ridgetops: 1.71
Water: 4.14



View from Peace Park



Viewpoint at Peace Park



View of downtown and White Stag sign from Peace Park

Viewpoint Amenities

- Seating wall
- Platform
- Guardrail
- Lighting

Access

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

Management Considerations

- Overgrown 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.

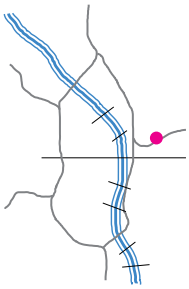


Old SRI ID: VC24-06

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



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

Viewpoint Amenities

- None

Management Considerations

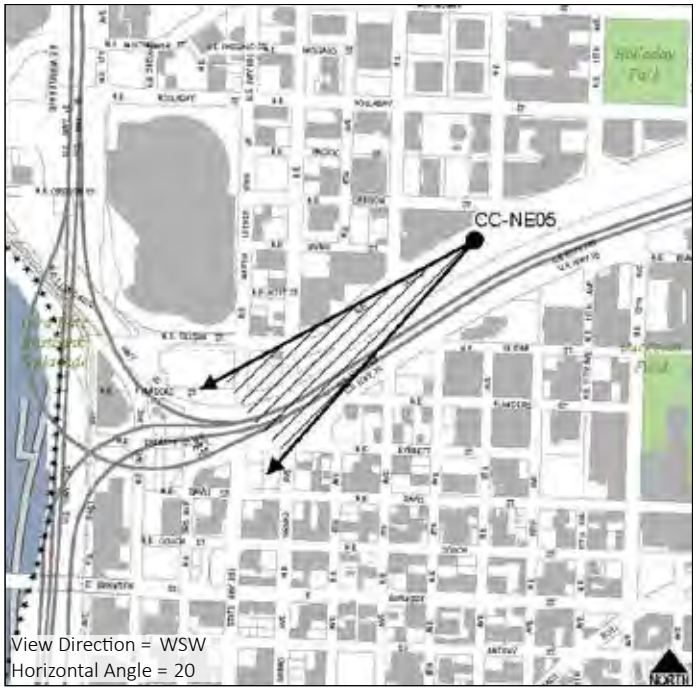
- Overgrown vegetation encroaches on the view; vegetation management could open up the view.
- A similar view to the east (NE02) shows more of the Downtown skyline, but I-84 is more discordant to that view.

Access

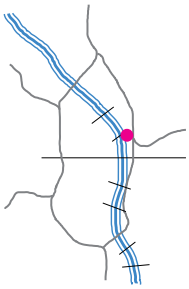
- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- No parking

Old SRI ID:

Old Central City ID:



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



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



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



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

Viewpoint Amenities

- Platform
- Guardrail

Management Considerations

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

Access

- Formal trail
- No transit stop
- No parking

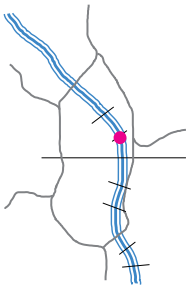
Old SRI ID:

Old Central City ID:





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
Focal Features: 2.29
Vegetation: 1.43
Iconic: 3.14
Horizon/Ridgetops: 0.00
Water: 2.43



View from Steel Bridge lower deck bike/pedestrian path



Viewpoint along Steel Bridge lower deck bike/pedestrian path



View from Steel Bridge lower deck bike/pedestrian path

Viewpoint Amenities

- Guardrails

Access

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

Management Considerations

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

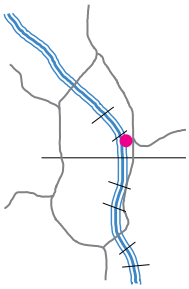
Old SRI ID:

Old Central City ID:





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



View from Eastbank Esplanade south of Steel Bridge



Viewpoint along Eastbank Esplanade south of Steel Bridge



View of Steel Bridge from Eastbank Esplanade south of Steel Bridge

Viewpoint Amenities

- Guardrail

Management Considerations

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

Access

- Formal trail
- No transit stop
- No parking

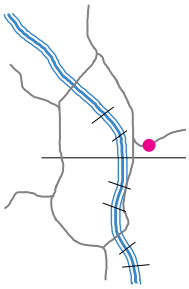


Old SRI ID:

Old Central City ID: CCPV26



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.

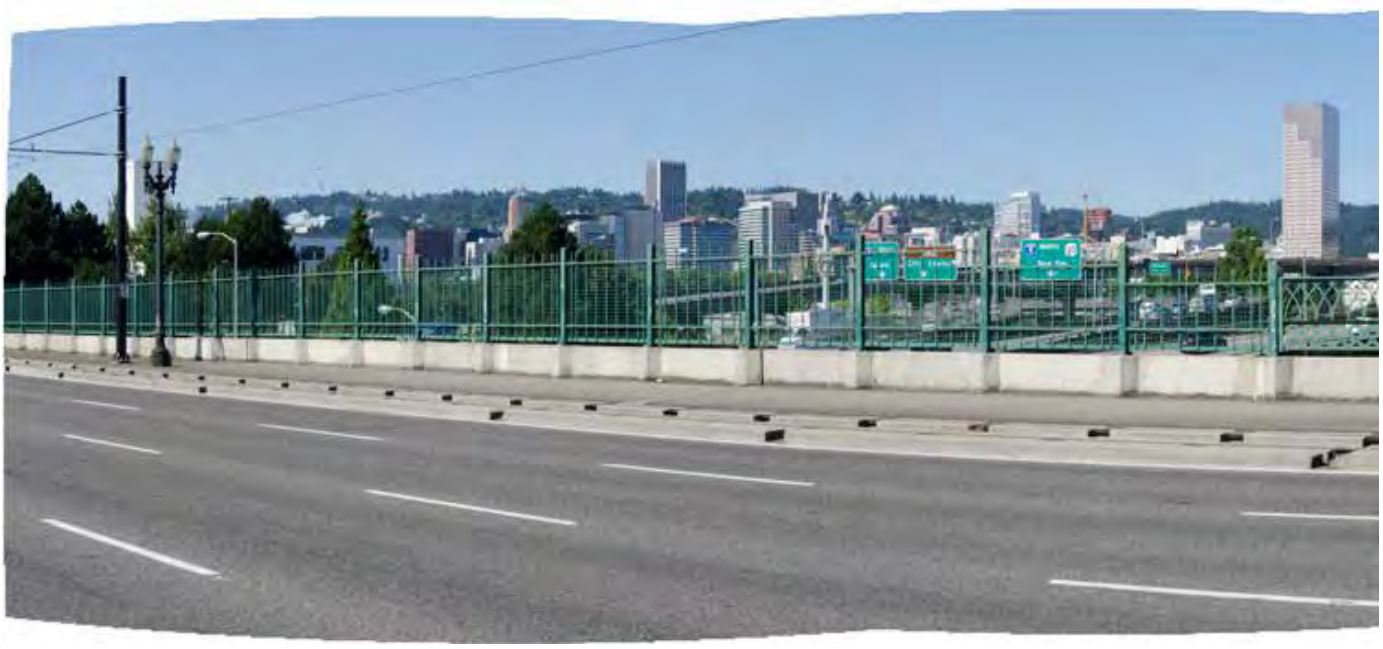
Primary Focal Feature(s): West Hills, Downtown skyline
Secondary Focal Feature(s):

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

Management Considerations

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

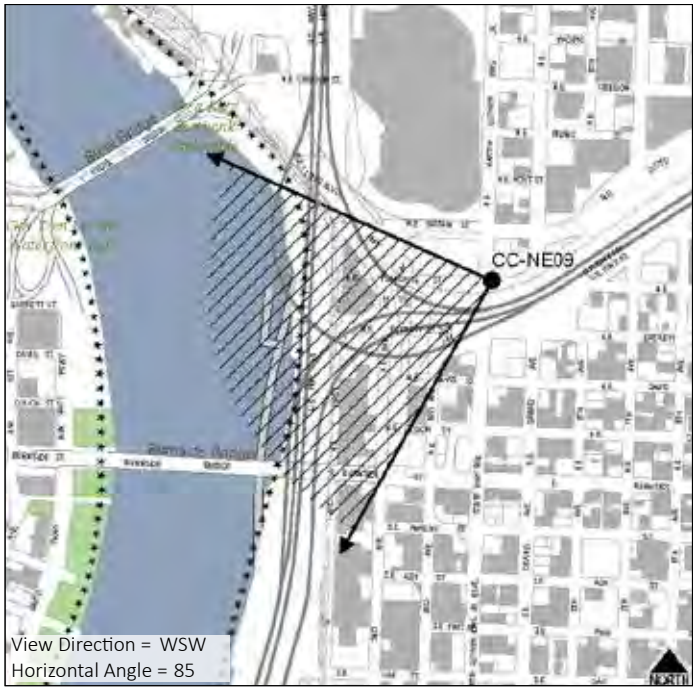
Access

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

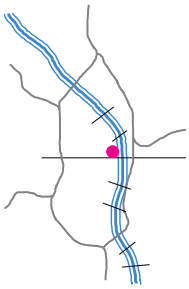


Old SRI ID:

Old Central City ID:



CCNE10: DUCKWORTH DOCK - SOUTH END



GROUP: B

Description

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

Primary Focal Feature(s): Willamette River, Steel Bridge, Burnside Bridge
Secondary Focal Feature(s): Downtown skyline, Old Town/Chinatown skyline, Waterfront Park, White Stag sign

RANKINGS

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

Contributing Factors

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



View from Duckworth Dock south end



Viewpoint at Duckworth Dock south end



View from Duckworth Dock south end

Viewpoint Amenities

- Lighting

Access

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

Management Considerations

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

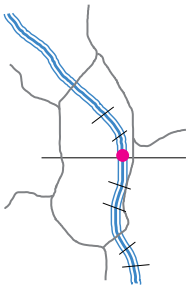


Old SRI ID:

Old Central City ID:



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
Focal Features: 6.71
Vegetation: 3.43
Iconic: 6.14
Horizon/Ridgetops: 2.57
Water: 5.29



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

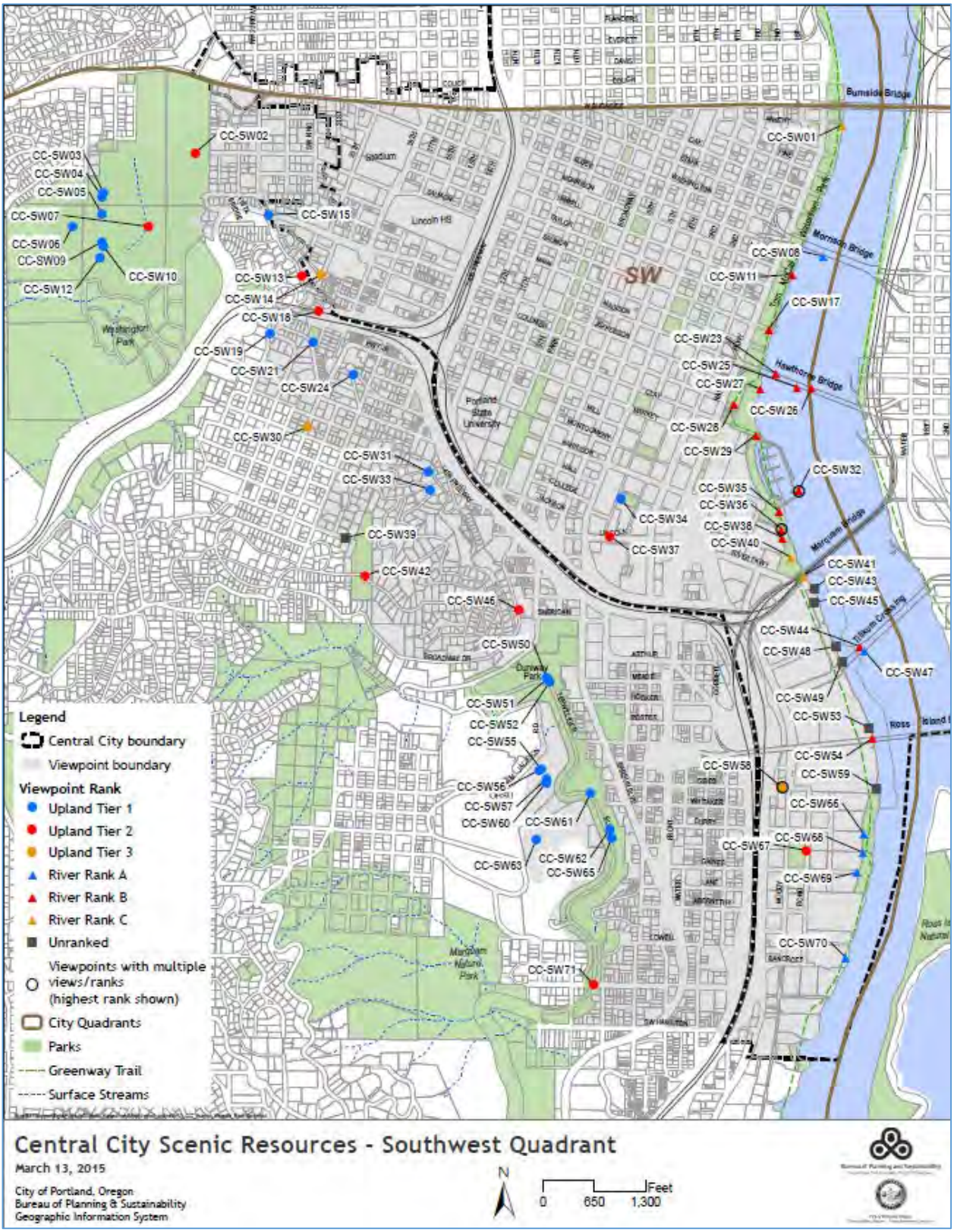




3.b.5. Southwest

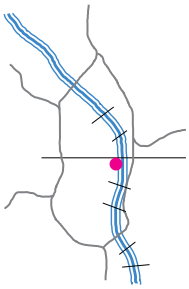
There are 67 viewpoints in the southwest quadrant of the Central City Scenic Resources Inventory. The viewpoints are numbered within the quadrant starting in the northwest corner and progressing left to right from W Burnside Street south to SW Hamilton Court (the boundary of the Central City 2035 Plan area).

Note – Viewpoints CCSW20, CCSW22, CCSW39, and CCSW64 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.



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

Management Considerations

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

Access

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

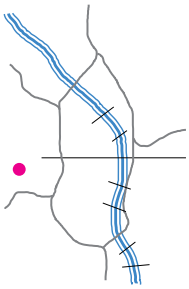
Old SRI ID: VB24-26

Old Central City ID: CCPV21





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
Secondary Focal Feature(s): Mt Hood

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

Management Considerations

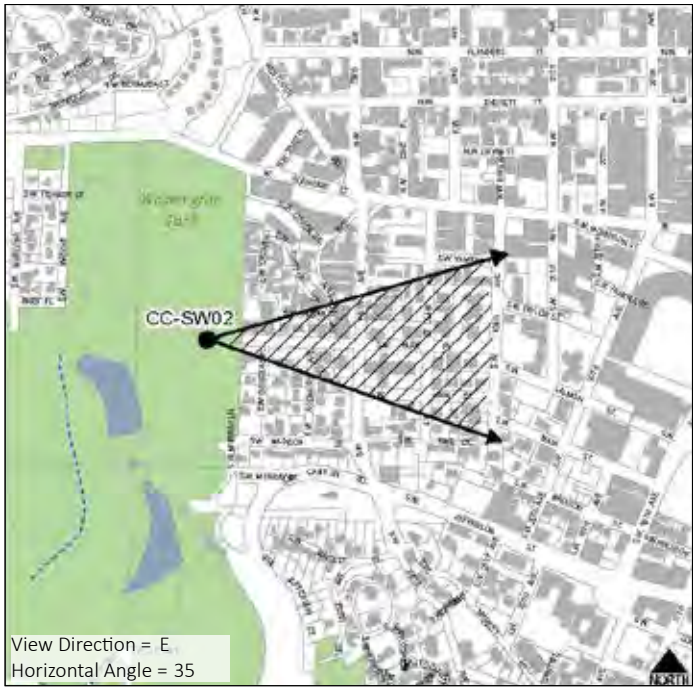
- Development obscures the view of Mt Hood.
- Landscaped vegetation or street trees could grow and obscure the view of Mt Hood; vegetation management is needed to preserve the view.

Access

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

Old SRI ID: VC23-04

Old Central City ID:



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

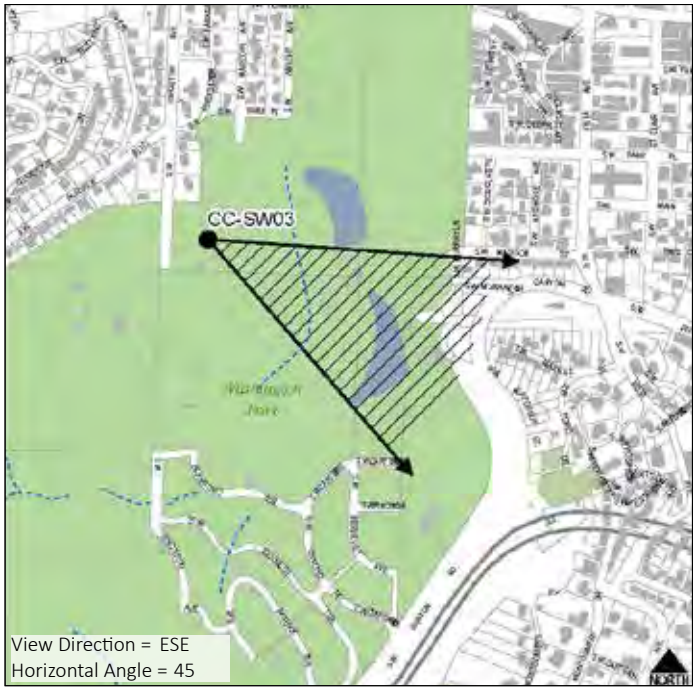
- Street/Auto
- Sidewalk
- No transit stop
- Adjacent parking

Management Considerations

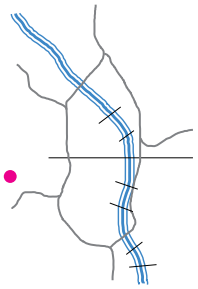
- Overgrown vegetation is beginning to encroach on this view, particularly from the bottom; vegetation management could open up the view.
- This is one of the least obstructed current views of Mt Hood from the Rose Garden, but it's less developed as a viewpoint compared to others.
- Additional amenities, 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

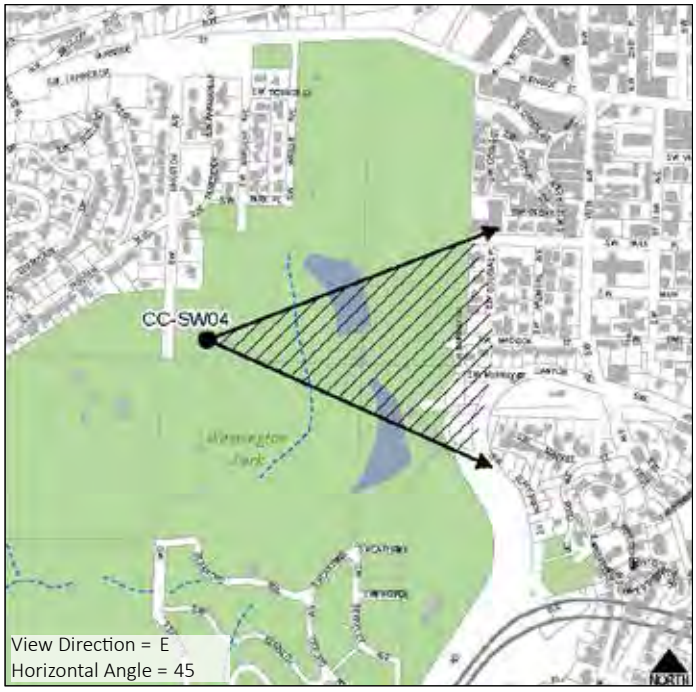
- Street/Auto
- Sidewalk
- Transit stop
- Adjacent parking

Management Considerations

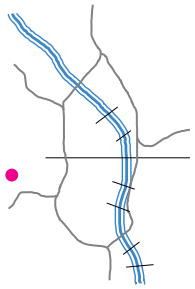
- Overgrown vegetation is encroaching on the view from the bottom and sides; vegetation management could open up the view to reveal more of the city skyline and Mt Hood.
- Mt Hood is partially obscured by a Douglas fir.
- The rose garden in the foreground positively contributes to the scenic quality 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

Management Considerations

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

Access

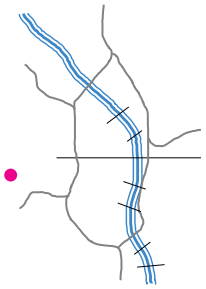
- Street/Auto
- Sidewalk
- Transit stop
- Adjacent parking

Old SRI ID: VM23-08

Old Central City ID:



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



Historic view from Portland Japanese Garden (March 1971)

Viewpoint Amenities

- Platform

Access

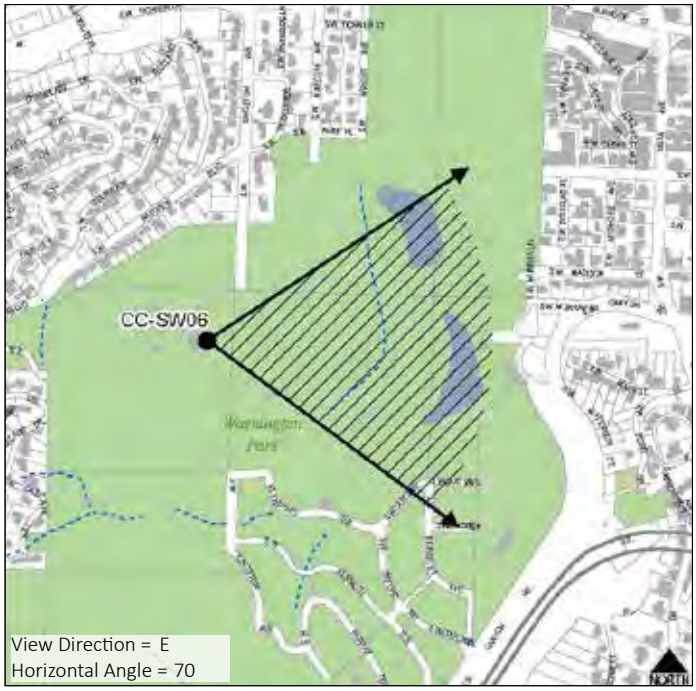
- Informal trail
- No transit stop at top but shuttle from SW Kingston Ave up to garden
- No parking

Management Considerations

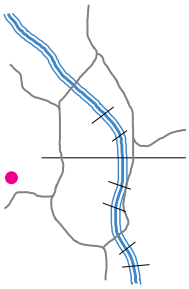
- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view.
- Mt St Helens could be visible if the view were to be significantly opened up to the left.
- This is the only viewpoint that requires an entrance fee, which limits accessibility.

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.

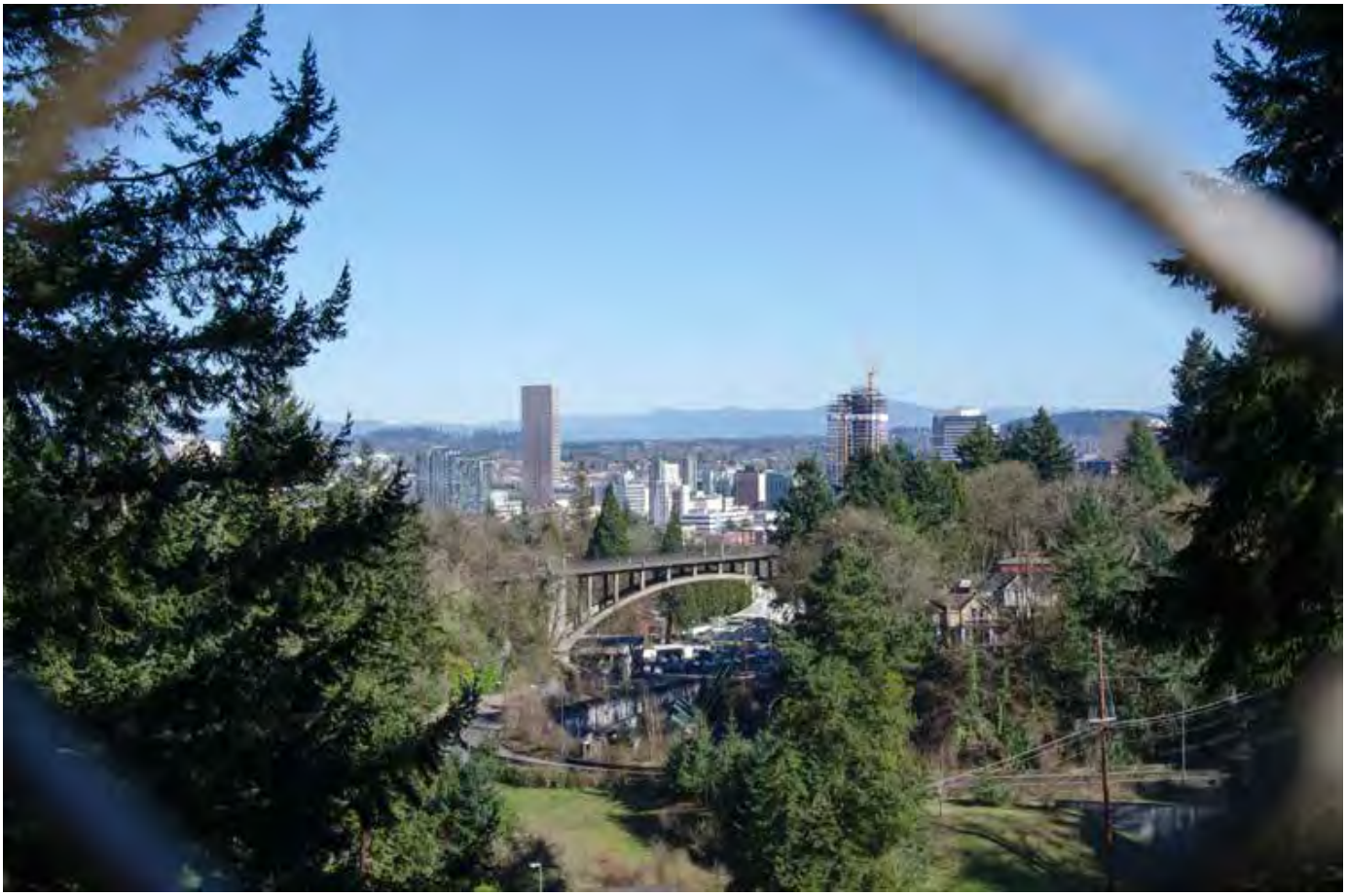
Primary Focal Feature(s): Vista Bridge
Secondary Focal Feature(s): Downtown skyline, eastern foothills, Mt Tabor, Rocky Butte

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

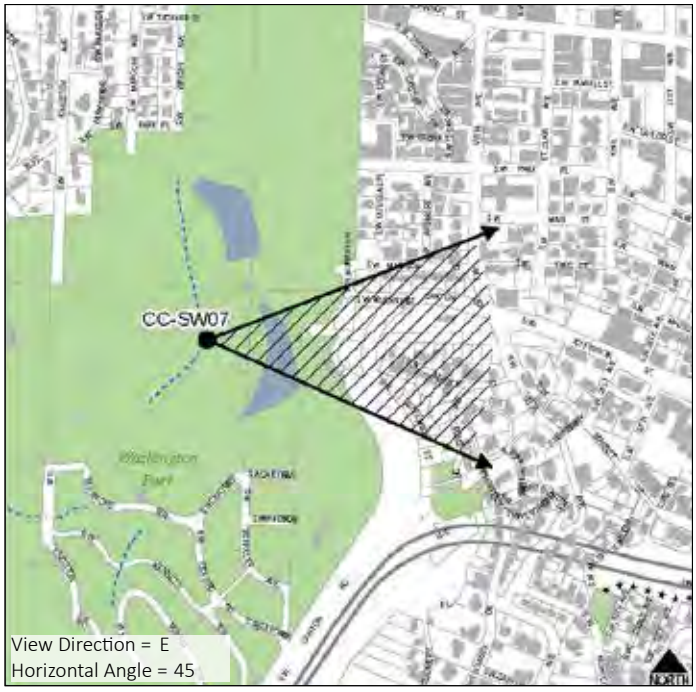
- Street/Auto
- Informal trail
- No sidewalk
- No bike lane
- No transit stop
- Adjacent parking

Management Considerations

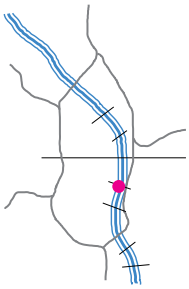
- The chain-link fence is highly discordant to this view; removal of the fence could enhance the view.
- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view.
- Development around Reservoir 4 will affect this view.

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



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.

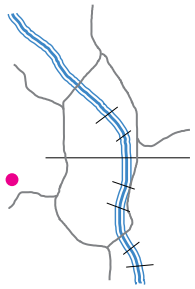
Old SRI ID:

Old Central City ID: CCPV19





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

Management Considerations

- Overgrown 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.

Access

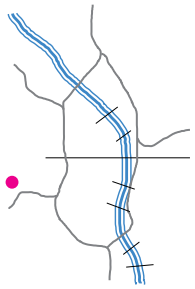
- Street/Auto
- Sidewalk
- Transit stop
- Adjacent parking

Old SRI ID:

Old Central City ID:



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

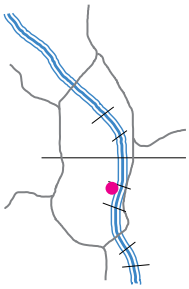
- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view.
- Mt Hood is partially blocked by development.
- This is a highly developed viewpoint with many amenities.

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
Focal Features: 5.86
Vegetation: 2.14
Iconic: 5.29
Horizon/Ridgetops: 1.71
Water: 4.43



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



Viewpoint at Greenway Trail between SW Morrison and SW Yamhill Streets



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

Viewpoint Amenities

- Benches
- Lighting
- Guardrail

Management Considerations

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

Access

- Formal trail
- No transit stop
- Limited parking nearby

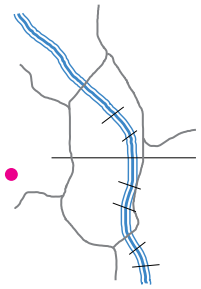
Old SRI ID: VM24-46 (Relocated)

Old Central City ID:





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

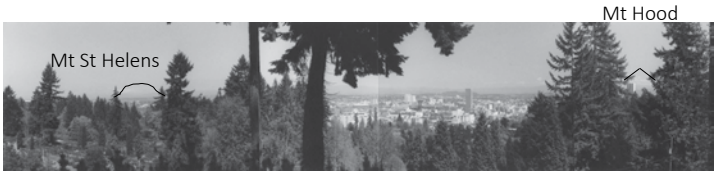


View from Washington Park zoo train station platform



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

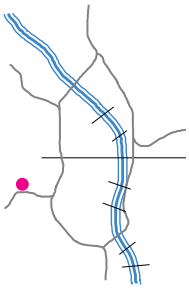
- Historically, this was a panoramic view with views of the Downtown skyline, Mt St Helens, and Mt Hood.
- Today, overgrown vegetation completely blocks Mt Hood and the Downtown skyline, even during leaf-off, and encroaches on the view from the bottom and sides; vegetation management could open up this 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

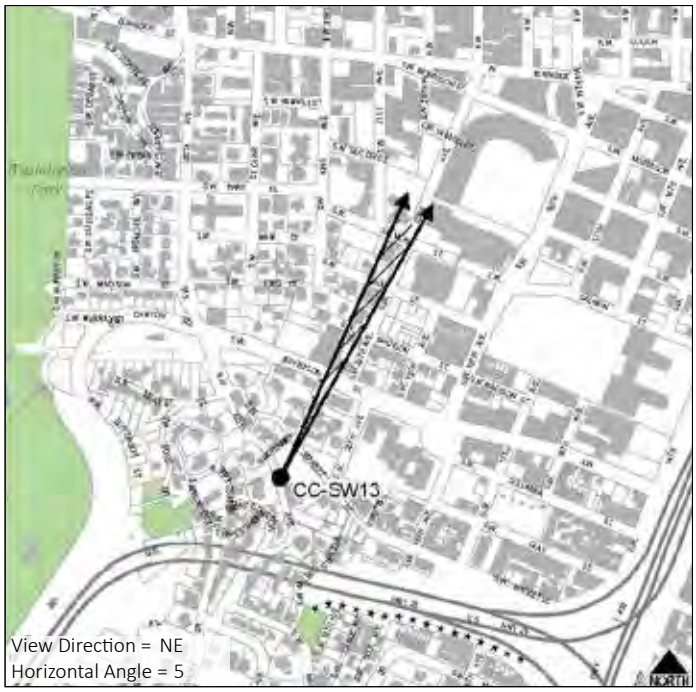
- Street/Auto
- Sidewalk
- No bike lane
- Transit stop
- Limited parking

Management Considerations

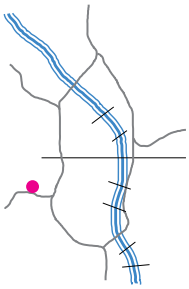
- Overgrown vegetation is encroaching on the view from all sides; vegetation management could open up the view significantly.
- Development constrains the view on the right.
- This is the original viewpoint from the northern part of the property; there's a similar view from just south of this property 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

Management Considerations

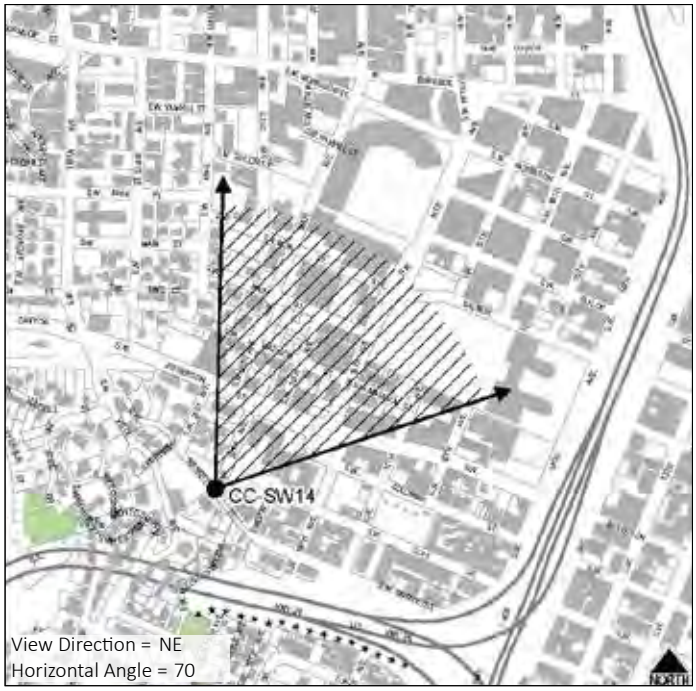
- Overgrown vegetation encroaches on the view; vegetation management could open up the view.
- Overhead utility lines are discordant to this view; underground utility placement could improve the view.
- Development constrains the view on the right.

Access

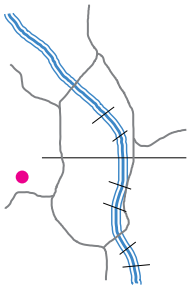
- Street/Auto
- Sidewalk
- Stairs connect down to SW 20th Avenue
- No bike lane
- No transit
- Adjacent parking

Old SRI ID: VC23-28

Old Central City ID:



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

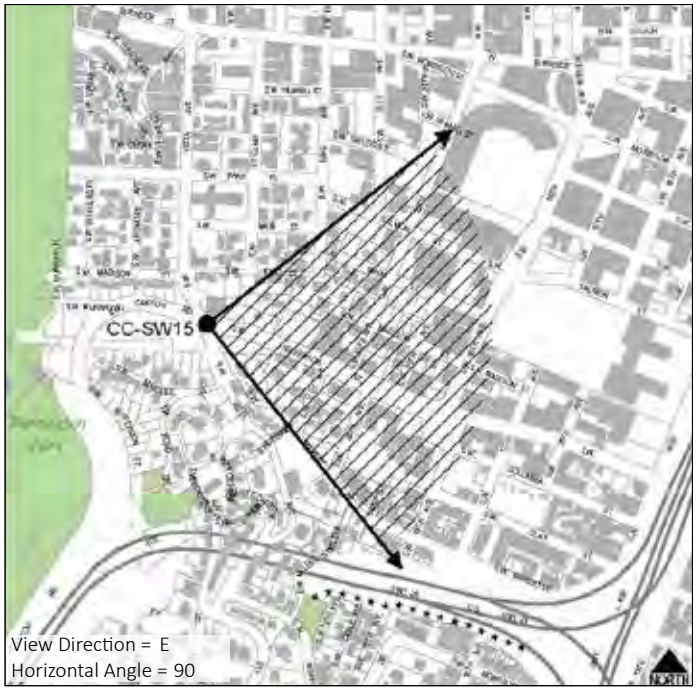
- Street/Auto
- Sidewalk
- No bike lane
- Transit stop
- No parking

Management Considerations

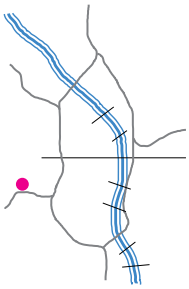
- The chain-link fence is highly discordant and blocks access to the bridge's viewing benches; removal of the chain-link fence would restore access to the viewing benches and improve the view.
- Staff were unable to take a panoramic photo due to the interfering fence.
- Overgrown vegetation is encroaching 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. Overgrown vegetation prevents the view from opening up to the right; vegetation management could enhance the view. This viewpoint is on SW Vista Avenue at the top of the public staircase just north of SW Montgomery Drive; it is not a highly trafficked or accessible part of Portland. This view has less discordant vegetation than the view from the nearby historically designated viewpoint just north of here (see CCSW13).

Primary Focal Feature(s): Mt St Helens, Central City West skyline
Secondary Focal Feature(s): Mt Adams, eastern foothills

RANKINGS

Universal Scenic Quality: Extrapolated **Access to Viewpoint:** 0.5

Developed as a Viewpoint: 0 **Use as a Viewpoint:** 0

Contributing Factors

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



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



Viewpoint at SW Vista Avenue north of SW Montgomery Drive



Mt Adams from SW Vista Avenue north of SW Montgomery Drive

Viewpoint Amenities

- Guardrail

Management Considerations

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

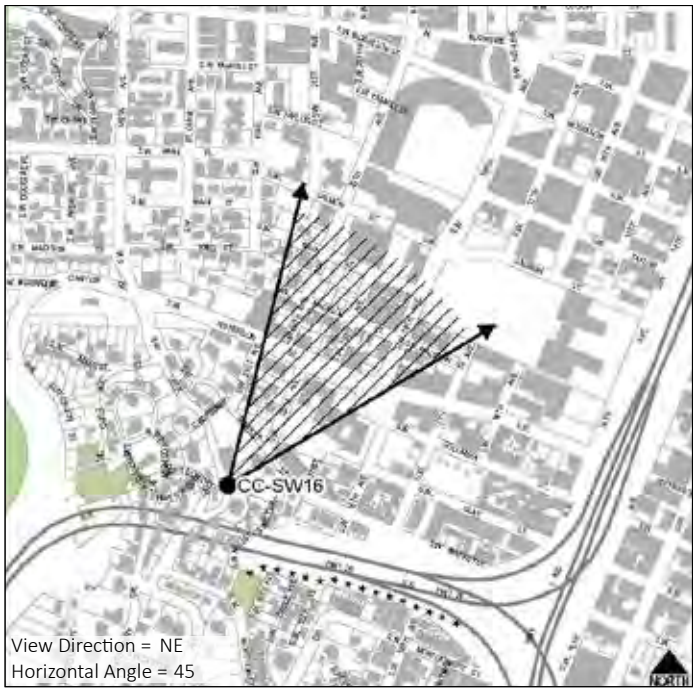
Access

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

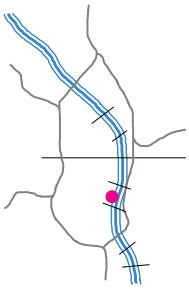


Old SRI ID:

Old Central City ID:



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
Focal Features: 5.43
Vegetation: 2.57
Iconic: 6.00
Horizon/Ridgetops: 2.57
Water: 4.43



View from Greenway Trail at Salmon Street Springs



Viewpoint along Greenway Trail at Salmon Street Springs



Salmon Street Springs

Viewpoint Amenities

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

Access

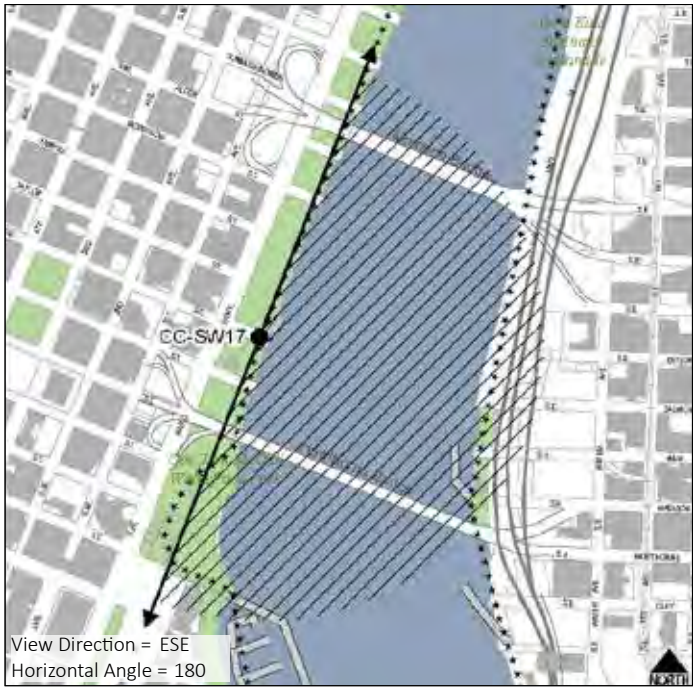
- Formal trail
- Dock (Portland Spirit)
- No transit stop
- Limited parking

Management Considerations

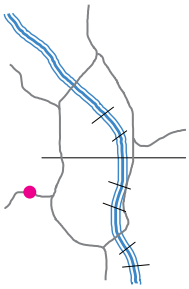
- Adjacency of this viewpoint to Salmon Street Springs and the Portland Spirit loading dock results in a very high amount of traffic.
- This viewpoint has multiple vantage points from which to enjoy the view.
- Additional amenities, such as benches closer to the water, could enhance the viewer's experience.

Old SRI ID: VM24-45, VB24-31
Old Central City ID: CCPV18





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.

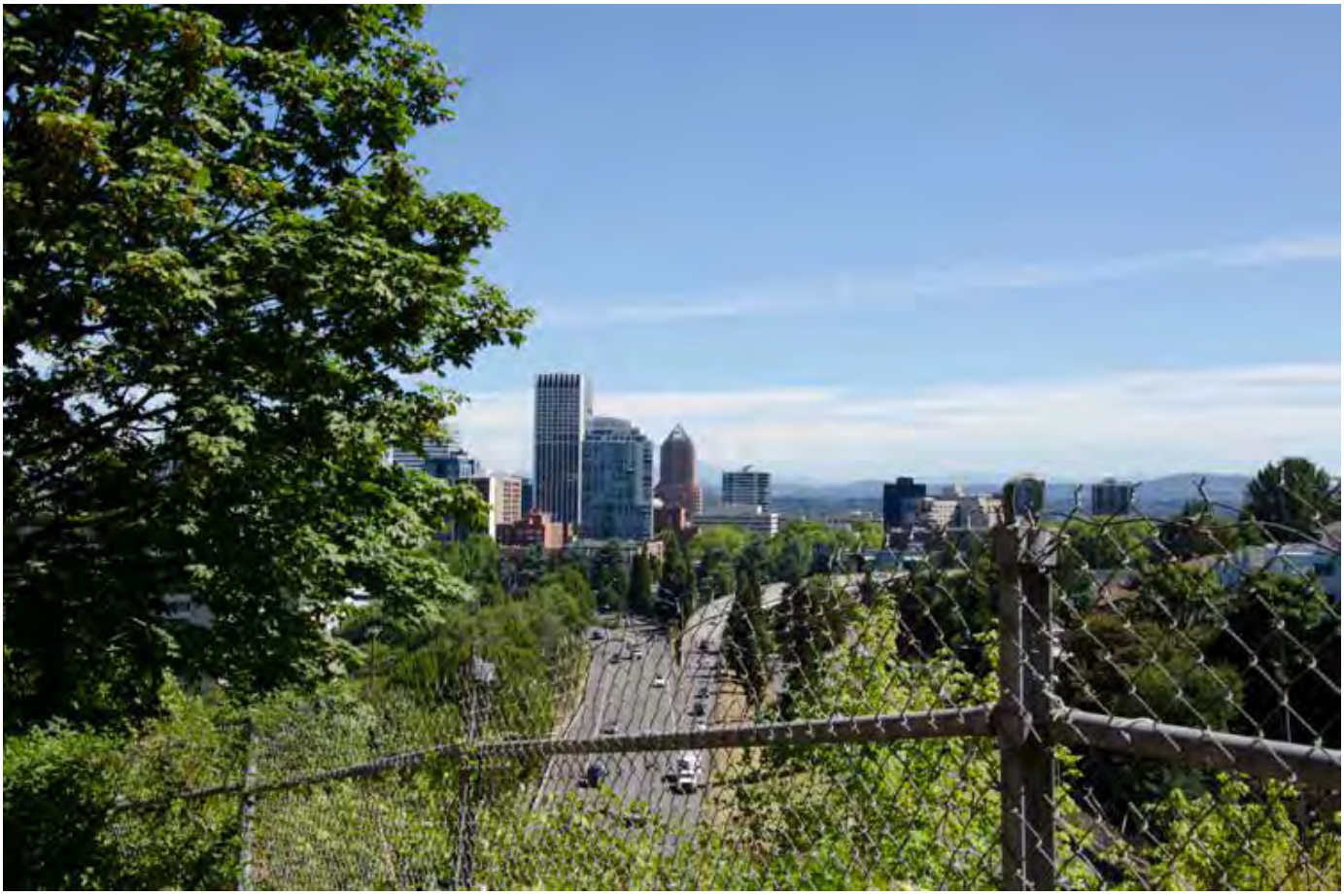
Primary Focal Feature(s): Downtown skyline
Secondary Focal Feature(s): Eastern foothills, Mt Hood, South Downtown/University District skyline

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



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

Viewpoint Amenities

- Guardrail

Management Considerations

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

Access

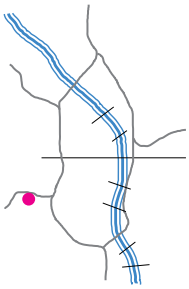
- Street/Auto
- Sidewalk
- No bike lane
- No transit stop
- Adjacent parking

Old SRI ID: VC23-30

Old Central City ID:



CCSW21: SW MONTGOMERY DRIVE AT FRANK L KNIGHT CITY PARK



SCORE: N/A **TIER:** II

Description

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

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

RANKINGS

Universal Scenic Quality: Extrapolated **Access to Viewpoint:** 0

Developed as a Viewpoint: 0 **Use as a Viewpoint:** 0

Contributing Factors

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



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



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

Viewpoint Amenities

- Guardrail

Management Considerations

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

Access

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

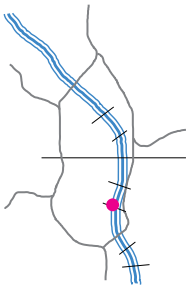


Old SRI ID: VC23-29

Old Central City ID:



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



Historic view from Hawthorne Bridge north side west of center

Viewpoint Amenities

- Guardrail (between sidewalk and river)

Access

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

Management Considerations

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

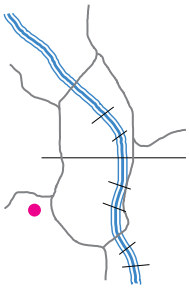
Old SRI ID: VB24-37

Old Central City ID:





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



View from SW Upper Hall Street

Viewpoint Amenities

- Guardrail

Management Considerations

- Overgrown 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.

Access

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

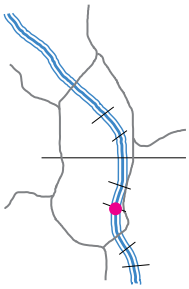
Old SRI ID: VP24-01

Old Central City ID:





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



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.

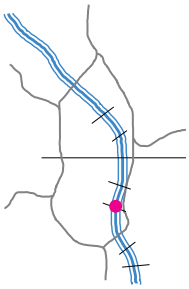
Old SRI ID:

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
Focal Features: 4.43
Vegetation: 3.29
Iconic: 6.00
Horizon/Ridgetops: 0.14
Water: 4.57



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.

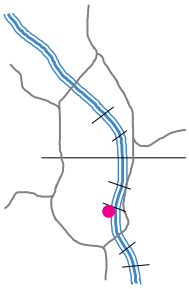
Old SRI ID:

Old Central City ID: CCPV16





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
Focal Features: 4.71
Vegetation: 1.29
Iconic: 4.86
Horizon/Ridgetops: 0.29
Water: 4.00



View from Greenway Trail north of Hawthorne Bowl



Viewpoint along Greenway Trail north of Hawthorne Bowl



View from Greenway Trail north of Hawthorne Bowl

Viewpoint Amenities

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

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.

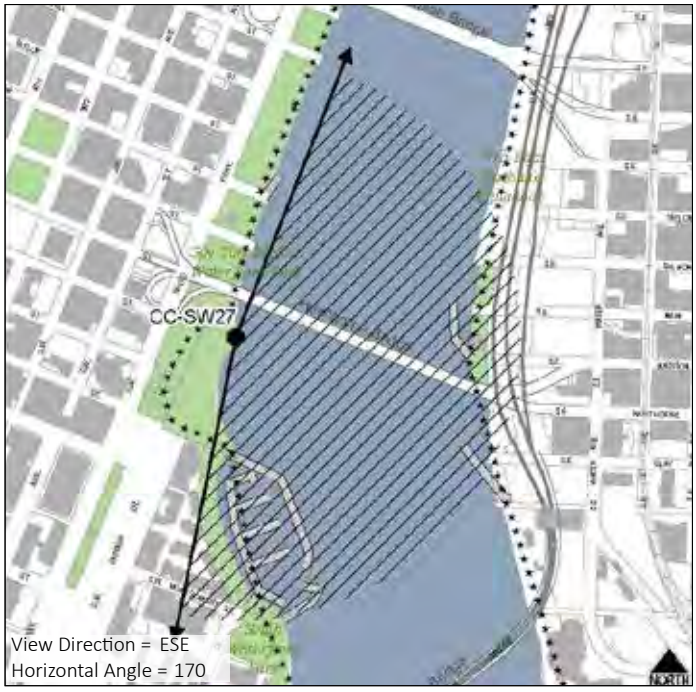
Access

- Formal trail
- Transit stop
- No parking

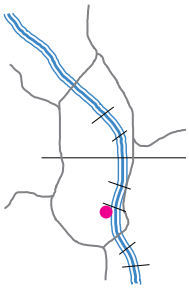


Old SRI ID: VB24-24 (Relocated)

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
Focal Features: 4.43
Vegetation: 3.14
Iconic: 4.86
Horizon/Ridgetops: 0.14
Water: 3.14



View from Hawthorne Bowl



Viewpoint at Hawthorne Bowl



Historic view from Hawthorne Bowl

Viewpoint Amenities

- Seating wall
- Lighting
- Amphitheater-style staircase

Access

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

Management Considerations

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

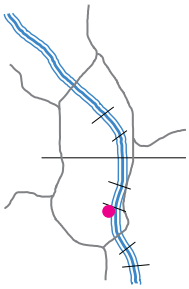


Old SRI ID: VB24-35 (Relocated)

Old Central City ID:



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
Focal Features: 4.57
Vegetation: 1.14
Iconic: 4.71
Horizon/Ridgetops: 0.14
Water: 4.00



View from Greenway Trail at SW Clay Street



Viewpoint along Greenway Trail at SW Clay Street



Historic view from Greenway Trail at SW Clay Street

Viewpoint Amenities

- Platform
- Benches
- Telescope
- Lighting
- Guardrail

Management Considerations

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

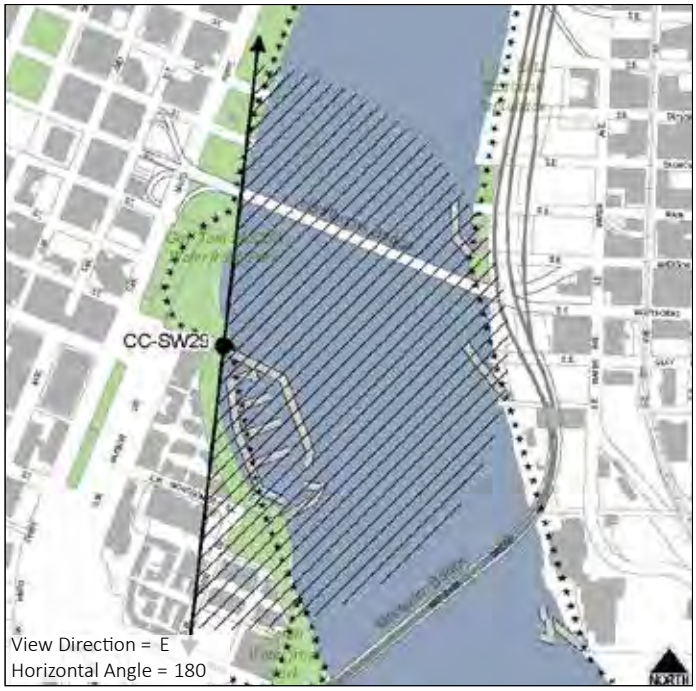
Access

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

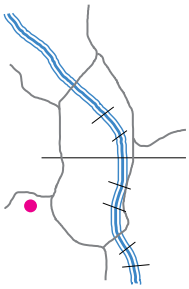


Old SRI ID: VB24-34

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

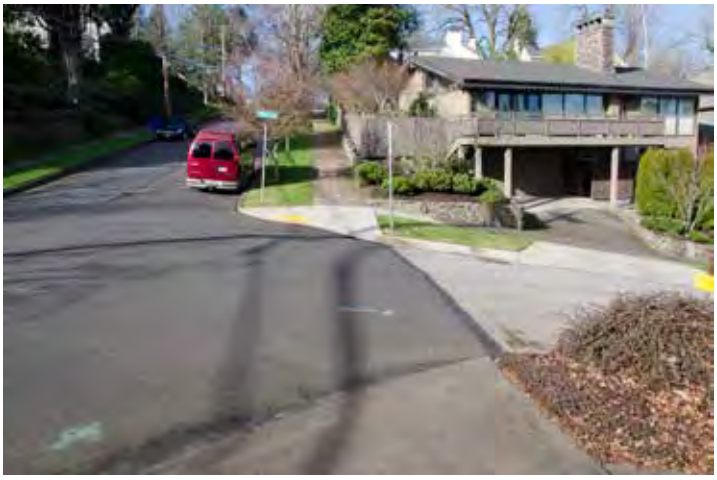
Universal Scenic Quality: 2.8
Access to Viewpoint: 0
Developed as a Viewpoint: 0
Use as a Viewpoint: 0

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



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

Viewpoint Amenities

- None

Access

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

Management Considerations

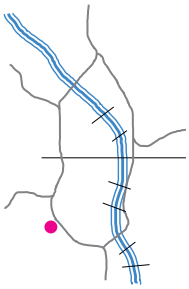
- Overgrown vegetation almost entirely blocks the view, particularly during leaf-on; vegetation management could open up the view.
- The powerlines are highly discordant; underground utility placement could enhance the view.
- The best vantage point is from the middle of the intersection which is not 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 overgrown vegetation during leaf-on, though vegetation management could restore the view. There are also discordant utility lines cutting through the view. The viewpoint is adjacent to an undeveloped private property which offers a similar but less obstructed view. This viewpoint is not in a highly trafficked area of Portland and is difficult to access.

Primary Focal Feature(s): Mt St Helens
Secondary Focal Feature(s): Eastern foothills, Downtown skyline, Fremont Bridge

RANKINGS

Universal Scenic Quality: Extrapolated **Access to Viewpoint:** 0

Developed as a Viewpoint: 0 **Use as a Viewpoint:** 0

Contributing Factors

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



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



Viewpoint at SW Cardinell Drive, top of stairs



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

Viewpoint Amenities

- None

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.

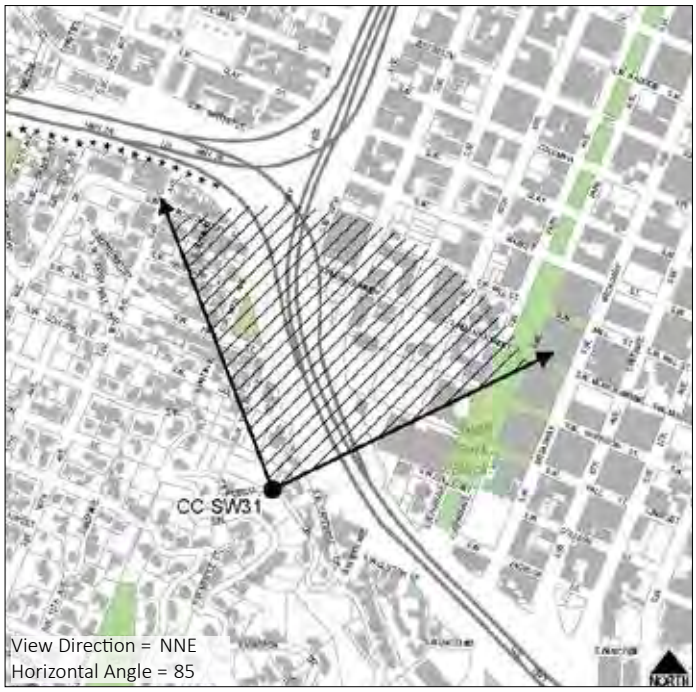
Access

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

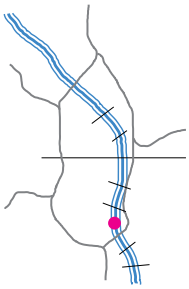


Old SRI ID: VC24-53

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



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

Viewpoint Amenities

- Platform
- Bench
- Guardrail

Management Considerations

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

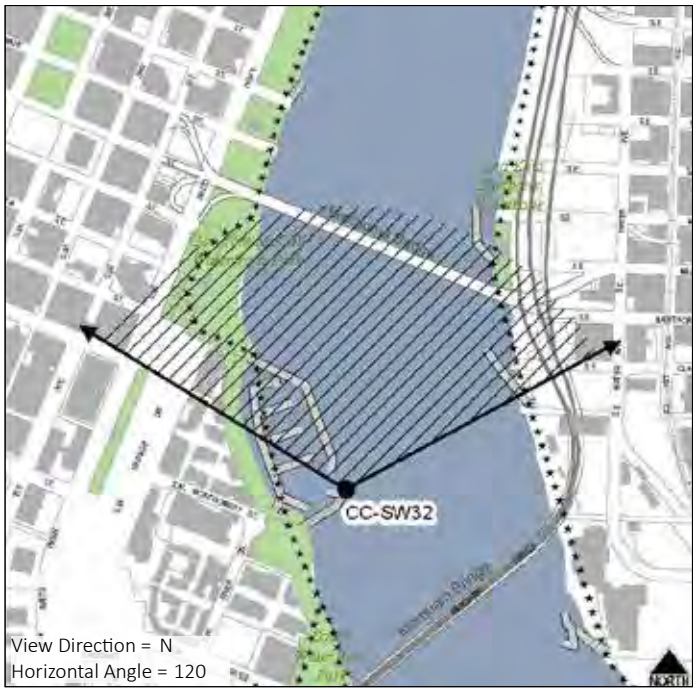
Access

- Sidewalk
- Dock
- No transit stop
- No parking

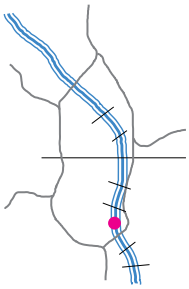


Old SRI ID: VB24-33, VC24-43

Old Central City ID: CCPV29



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



View from end of Riverplace south public dock

Viewpoint Amenities

- Platform
- Bench
- Guardrail

Management Considerations

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

Access

- Sidewalk
- Dock
- No transit stop
- No parking

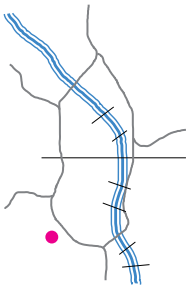
Old SRI ID: VB24-09

Old Central City ID: CCPV29





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

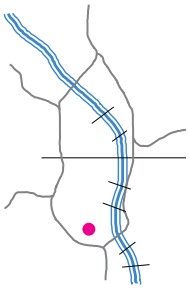
Old SRI ID: VC24-54

Old Central City ID:





CCSW34: LOVEJOY FOUNTAIN



SCORE: N/A **TIER:** I

Description

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

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

RANKINGS

Universal Scenic Quality: Extrapolated **Access to Viewpoint:** 0.5

Developed as a Viewpoint: 0 **Use as a Viewpoint:** 0

Contributing Factors

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



View from Lovejoy Fountain



Viewpoint behind Lovejoy Fountain



View of Mt Hood from Lovejoy Fountain

Viewpoint Amenities

- Benches
- Seating wall
- Shelter

Management Considerations

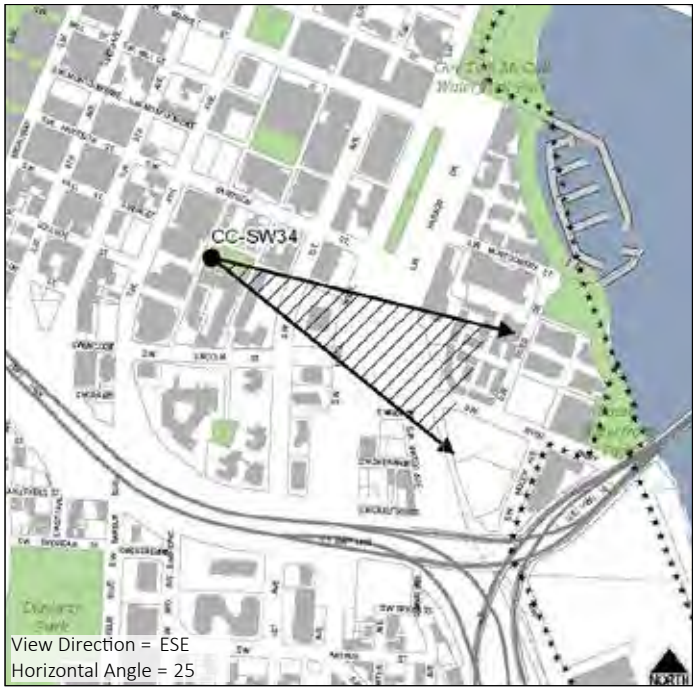
- The view of Mt Hood is currently framed by vegetation; if the vegetation expands outward, it could obscure the view.
- Development blocks the bottom of Mt Hood.

Access

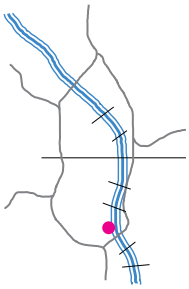
- Formal trail
- Transit stop
- No parking

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
Focal Features: 5.43
Vegetation: 2.43
Iconic: 5.57
Horizon/Ridgetops: 0.57
Water: 4.86



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.

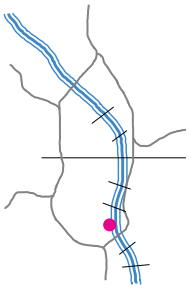
Old SRI ID:

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 overgrown 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
Focal Features: 6.29
Vegetation: 3.29
Iconic: 6.29
Horizon/Ridgetops: 2.14
Water: 4.86



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

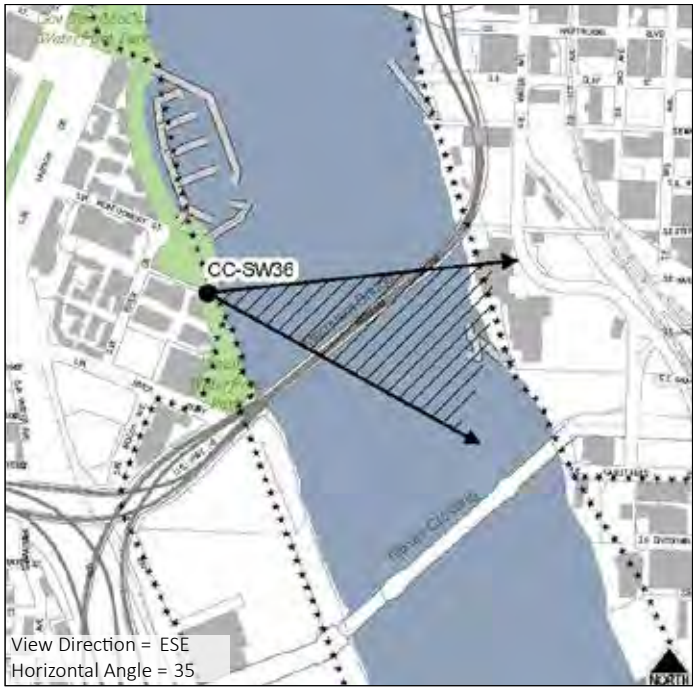
- Formal trail
- No transit stop
- No parking

Management Considerations

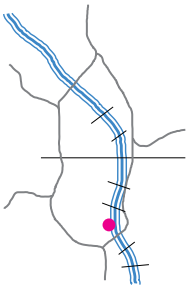
- Overgrown vegetation is encroaching on the view from the right; vegetation management could open up the view.
- Mt Hood is partially obscured by a row of columnar maples on the Eastbank Esplanade by OMSI; there is a similar but less obscured view of Mt Hood just south of here (see CCSW38).

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. Overgrown 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

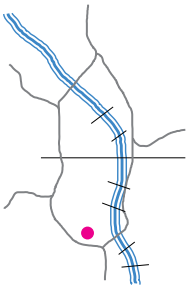
- Overgrown vegetation is encroaching on the view; vegetation management could open up the view.

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

Management Considerations

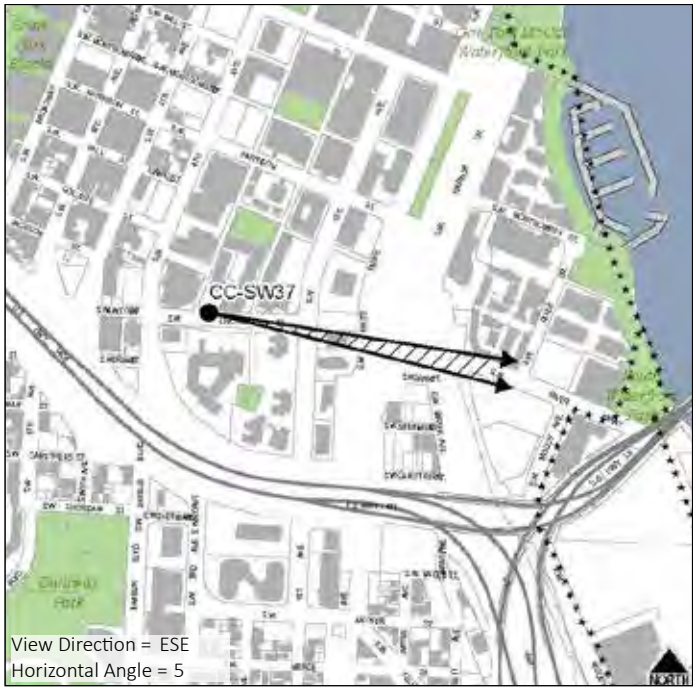
- MAX wires and vegetation partially obscure the view of Mt Hood; underground placement of MAX wires and vegetation management could open up the view, though the street lights and street signs are still discordant.

Access

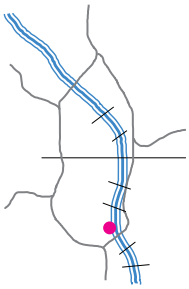
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- No parking

Old SRI ID:

Old Central City ID:



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 overgrown 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
Focal Features: 8.00
Vegetation: 5.00
Iconic: 7.43
Horizon/Ridgetops: 3.00
Water: 5.43



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

Management Considerations

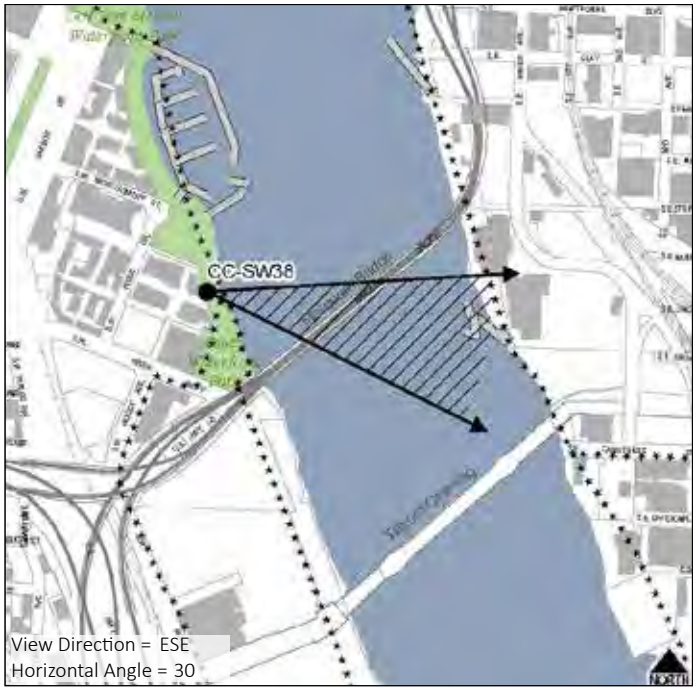
- Overgrown vegetation encroaches on the view from the right; vegetation management could open up the view to reveal more of Tilikum Crossing.
- The developed viewpoint just north (CCSW36) offers a similar view but this is a less obstructed view of Mt Hood.

Access

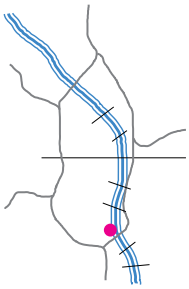
- Formal trail
- No transit stop
- No parking

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. Overgrown 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



Greenway Trail at SW Hall Street

Viewpoint Amenities

- Platform
- Benches
- Lighting
- Guardrail

Management Considerations

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

Access

- Formal trail
- No transit stop
- No parking

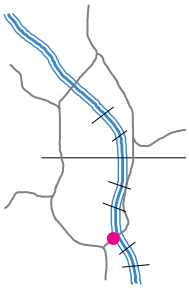


Old SRI ID:

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
Focal Features: 3.29
Vegetation: 1.86
Iconic: 3.43
Horizon/Ridgetops: 0.86
Water: 4.00



View from Greenway Trail under Marquam Bridge



Viewpoint along Greenway Trail under Marquam Bridge



View from Greenway Trail under Marquam Bridge

Viewpoint Amenities

- Platform
- Seating rocks
- Lighting
- Guardrail

Management Considerations

- Currently there's no connection to the Greenway Trail to the south.
- Overgrown vegetation partially blocks the view of Tilikum Crossing to the right; vegetation management could open up the view.

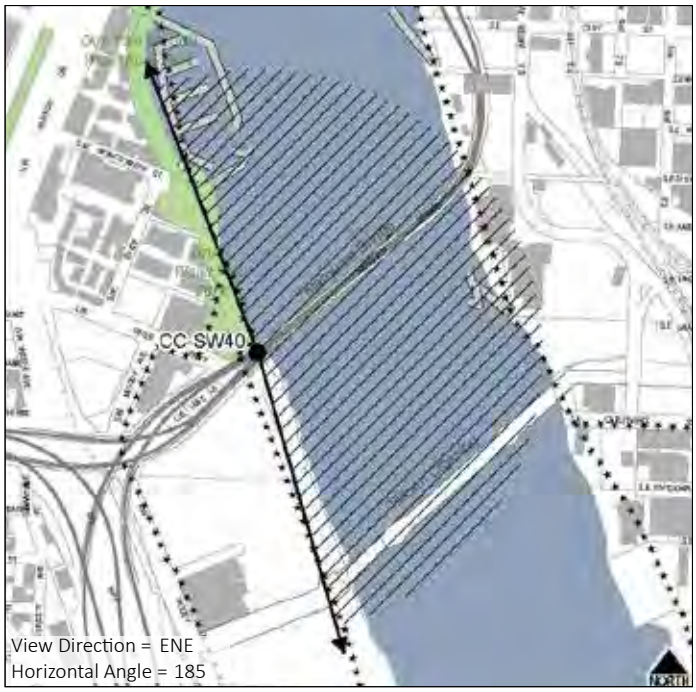
Access

- Formal trail
- No transit stop
- No parking

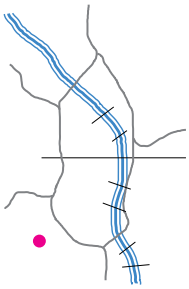
Old SRI ID:

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

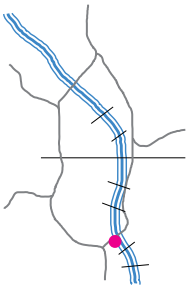
- Street/Auto
- Sidewalk
- Informal trail
- No bike lane
- No transit stop
- Adjacent parking

Old SRI ID: VC23-35

Old Central City ID:



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

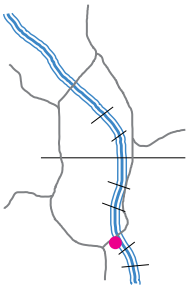


Old SRI ID:

Old Central City ID:



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

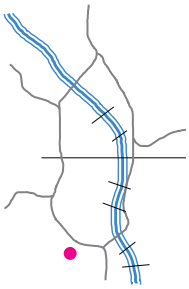
Access

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

Management Considerations

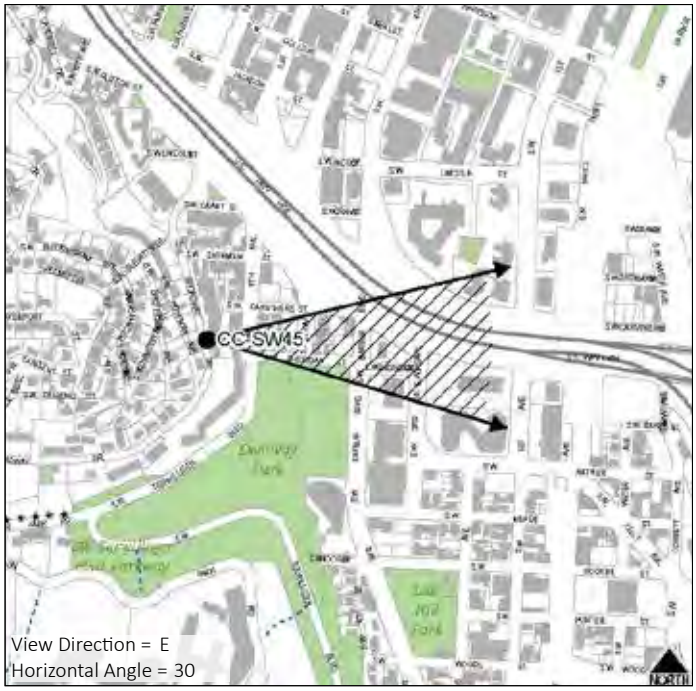
- Development constrains this view on both sides.
- The sidewalk ends just south of this viewpoint.
- Vegetation is beginning to encroach on the view of Tilikum Crossing; vegetation management could preserve the view of Tilikum Crossing.

Access

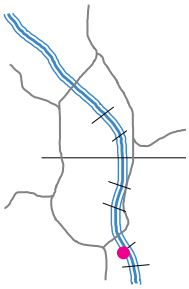
- Street/Auto
- Partial sidewalk
- No bike lane
- No transit stop
- Limited adjacent parking

Old SRI ID: VM31-36

Old Central City ID:



CCSW46: TILIKUM CROSSING - SOUTH SIDE, WEST



GROUP: A

Description

This view from the western bump-out on the south side of Tilikum Crossing looks south up the Willamette River toward the Ross Island Bridge, Ross Island, and the South Waterfront. The West Hills, multiple buttes, and Mt Hood are all visible in the distance. Tilikum Crossing is one of the few bridges with separated bicycle and pedestrian lanes as well as pedestrian bump-outs, creating a safe place for viewers to stop and enjoy the view. The bridge is only accessible to bikes, pedestrians, and public transit; automobiles are not allowed. Tilikum Crossing is currently under construction and scheduled to open in September 2015.

Primary Focal Feature(s): Willamette River, Ross Island Bridge, Mt Hood
Secondary Focal Feature(s): Ross Island, West Hills, South Waterfront, Mt Tabor, Kelly Butte, Mt Scott, riverbank

RANKINGS

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

Contributing Factors

Shares many characteristics with high rated river views: 3 distance zones, natural vegetation, focal bridge, view of mountain, high viewer position.



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



Viewpoint on Tilikum Crossing, south side, west bump-out



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

Viewpoint Amenities

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

Management Considerations

- 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

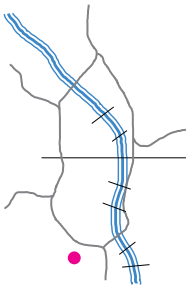
Old SRI ID:

Old Central City ID:





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



View of Duniway Park from Duniway Park

Viewpoint Amenities

- Bench

Management Considerations

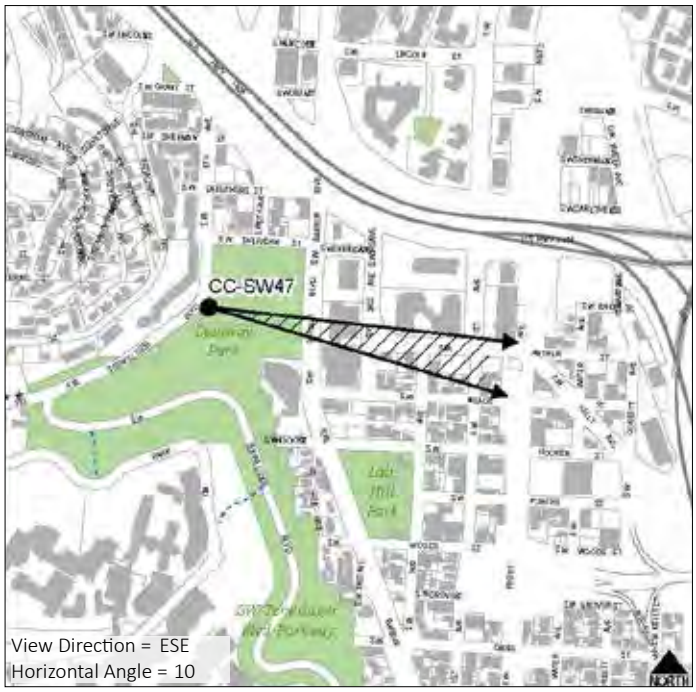
- Overgrown vegetation is encroaching on the view; vegetation management could open up the view.

Access

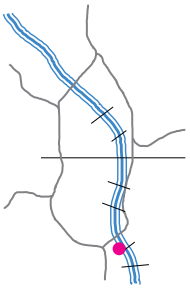
- Street/Auto
- Informal path
- Bike lane
- Sidewalk
- Transit stop
- No parking

Old SRI ID:

Old Central City ID:



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

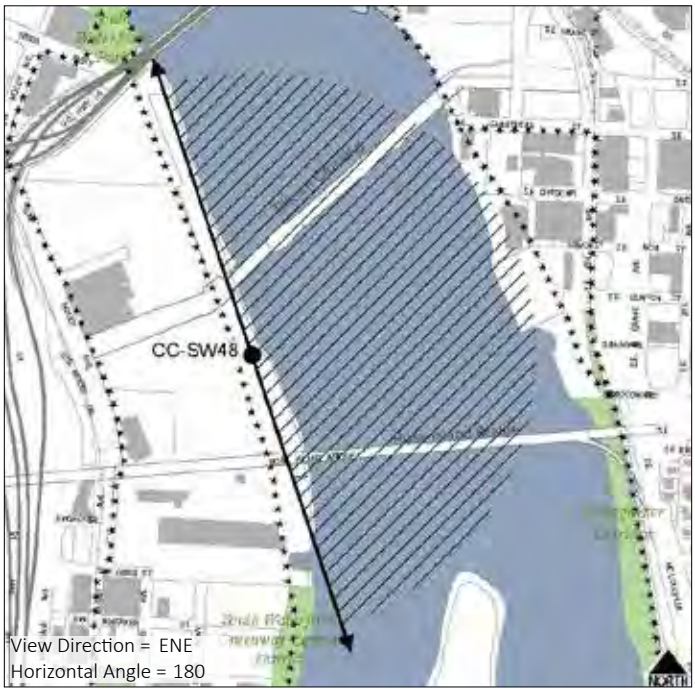
Viewpoint Amenities

Management Considerations

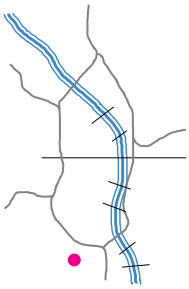
Access

Old SRI ID:

Old Central City ID: CCPV7



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

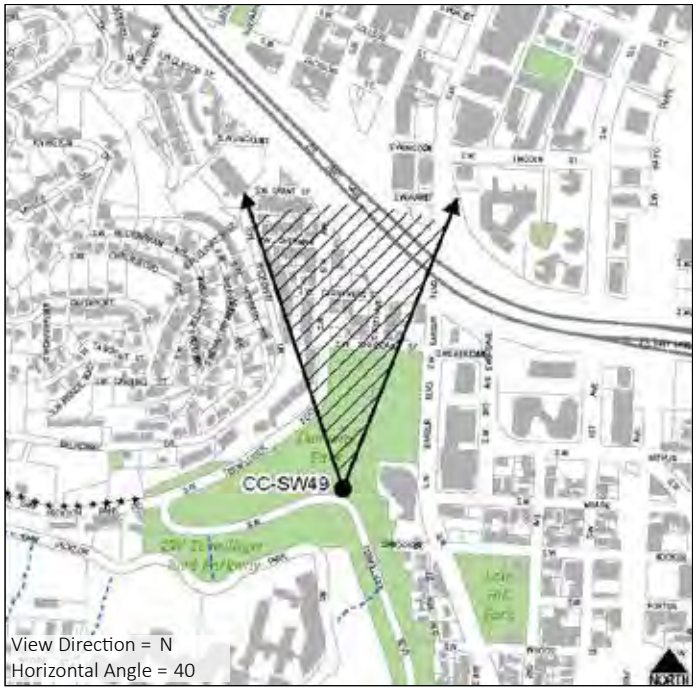
- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- Adjacent parking

Management Considerations

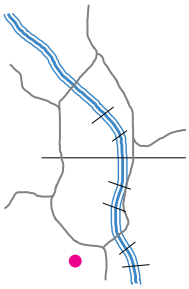
- Overgrown vegetation is encroaching on the view; vegetation management could potentially restore the view.
- Development partially blocks view of Mt St Helens.
- A panoramic view from this viewpoint at the picnic table is constrained by significant overgrown vegetation to the east.
- Additional amenities, 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, 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.

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



Historic view from SW Terwilliger Boulevard north of SW Campus Drive

Viewpoint Amenities

- Automobile pull-out

Management Considerations

- Overgrown 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.

Access

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

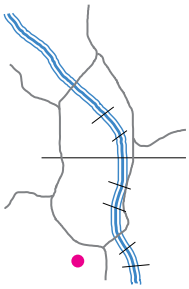
Old SRI ID: VP31-30

Old Central City ID:





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 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. 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

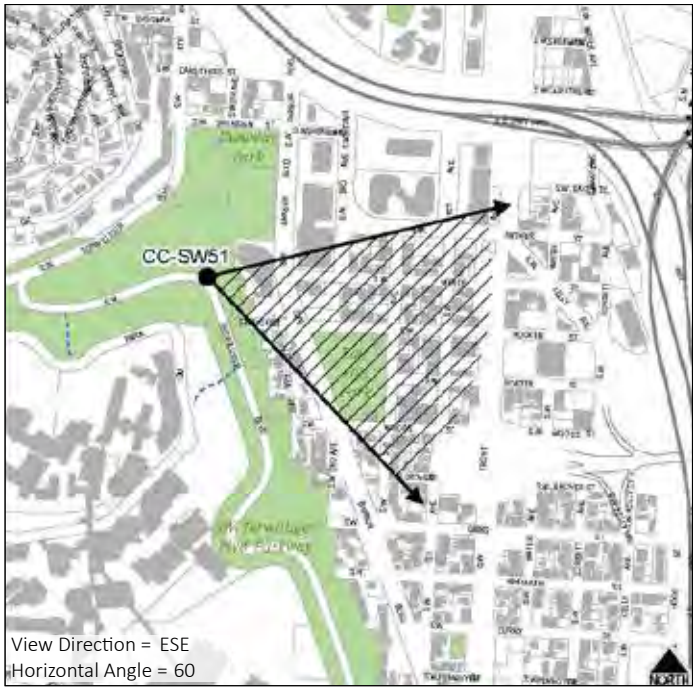
- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- Adjacent parking

Management Considerations

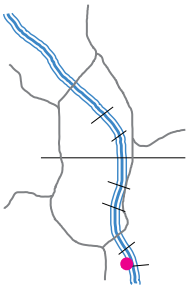
- Overgrown vegetation is encroaching on the view from the bottom and sides; vegetation management could open up the view.
- A panoramic view from this viewpoint at the bench is constrained by significant overgrown vegetation to the west.
- Additional amenities, such as bike racks, lighting, or a formalized viewing platform, could enhance the viewer's experience.

Old SRI ID: VM31-38

Old Central City ID:



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

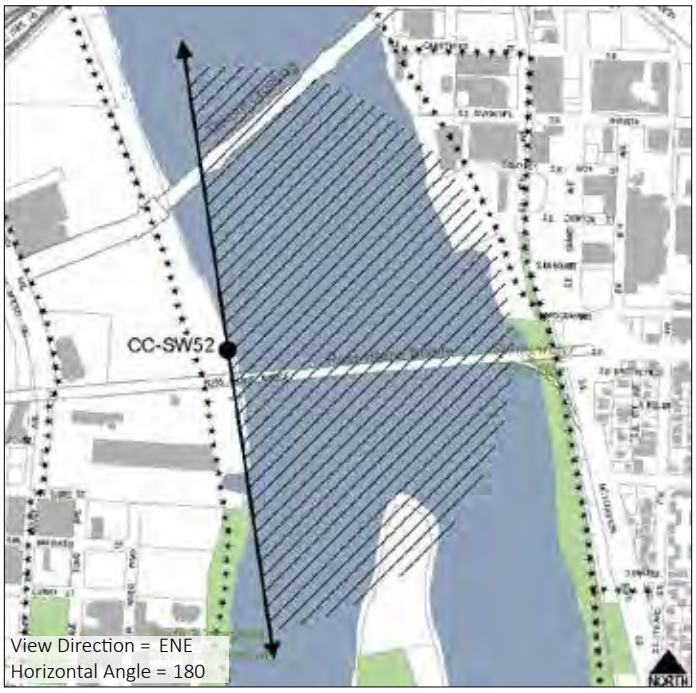
Viewpoint Amenities

Management Considerations

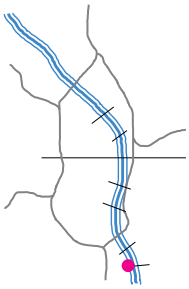
Access

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
Focal Features: 6.71
Vegetation: 2.57
Iconic: 6.29
Horizon/Ridgetops: 3.57
Water: 4.14



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.

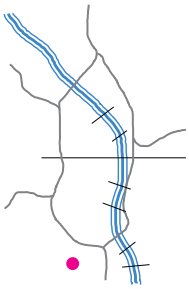
Old SRI ID:

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

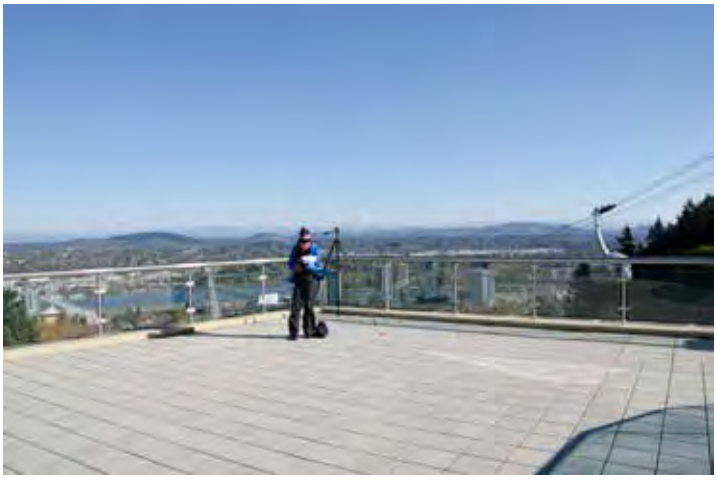
Developed as a Viewpoint: 1 **Use as a Viewpoint:** 0

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

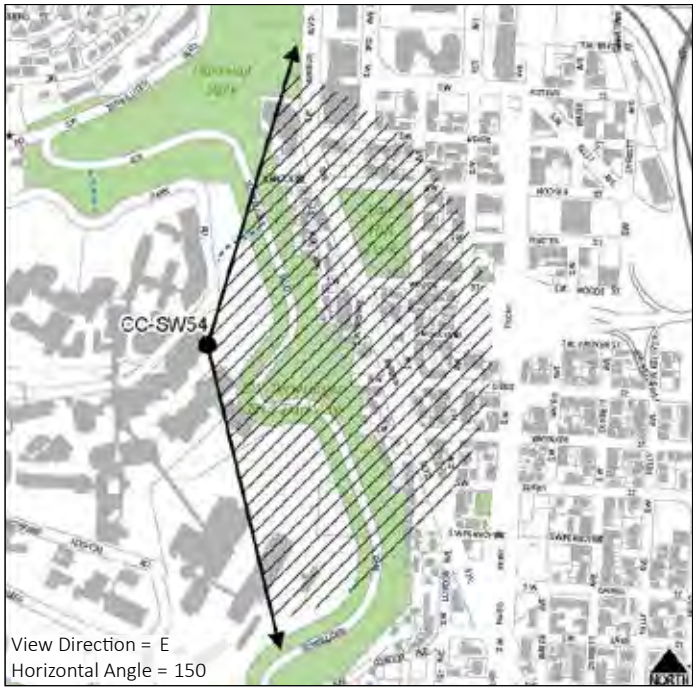
Management Considerations

- 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.

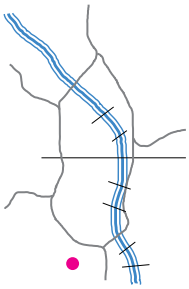


Old SRI ID: VM31-25

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.

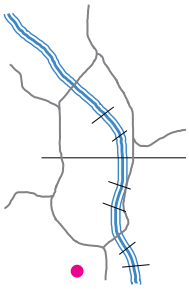
Old SRI ID: VM31-25

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

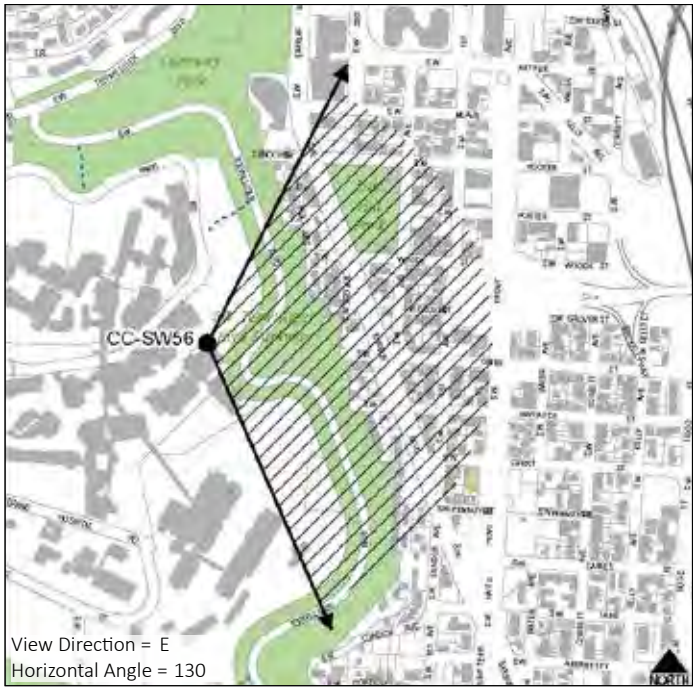
Management Considerations

- 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 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.

Primary Focal Feature(s): Mt Hood
Secondary Focal Feature(s): Willamette River, buttes, eastern foothills

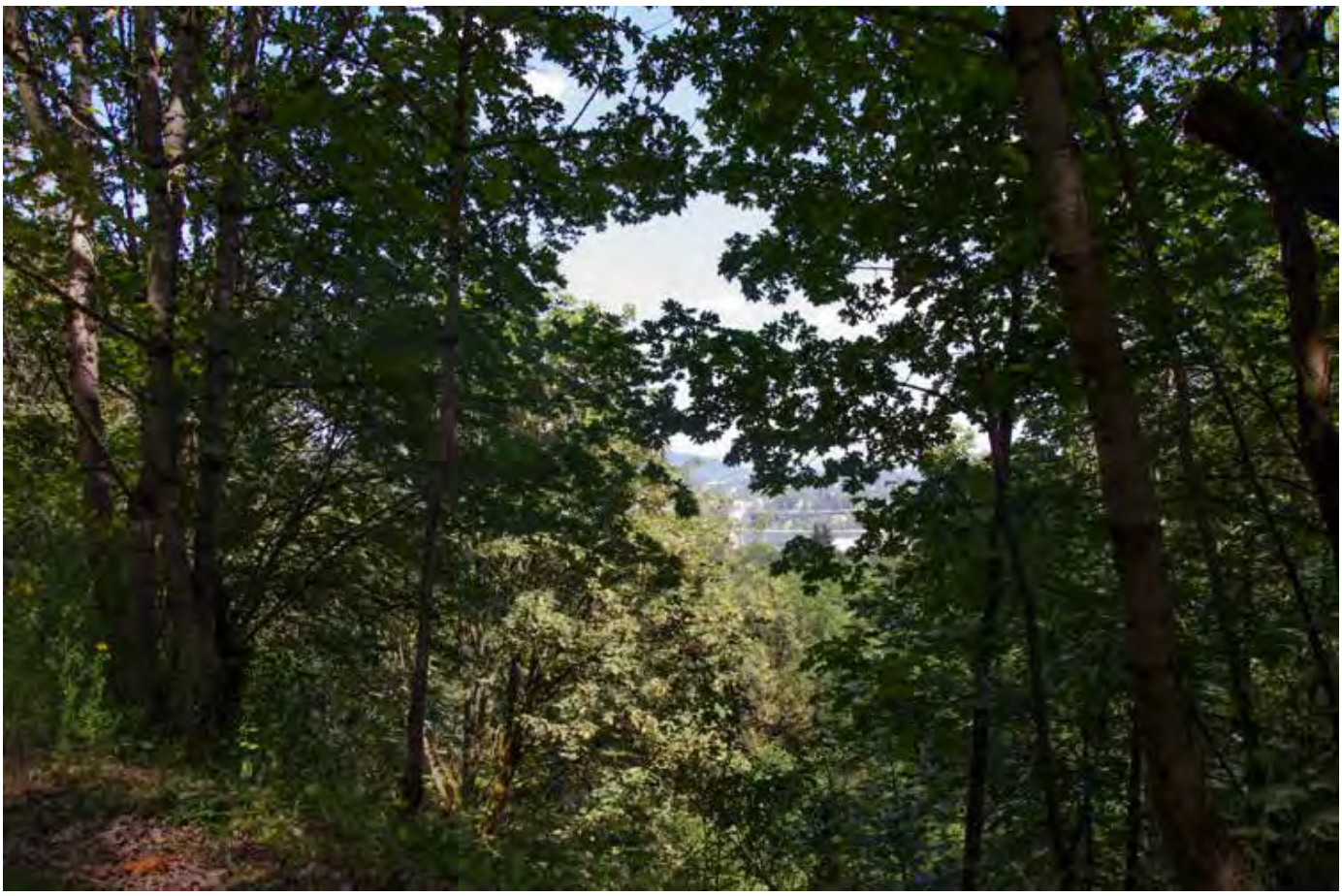
RANKINGS

Universal Scenic Quality: Extrapolated **Access to Viewpoint:** 0.5

Developed as a Viewpoint: 0 **Use as a Viewpoint:** 0

Contributing Factors

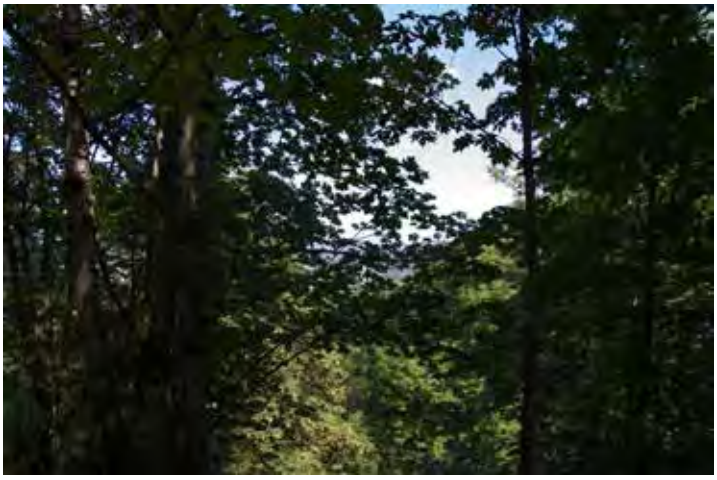
Shares some characteristics with high rated upland views (superior viewer position, 3 distance zones, view of mountain) but excessive overgrown vegetation in foreground detracts from view.



View from SW Terwilliger Boulevard at SW Campus Drive



Viewpoint along SW Terwilliger Boulevard at SW Campus Drive



View from SW Terwilliger Boulevard at SW Campus Drive

Viewpoint Amenities

- None

Management Considerations

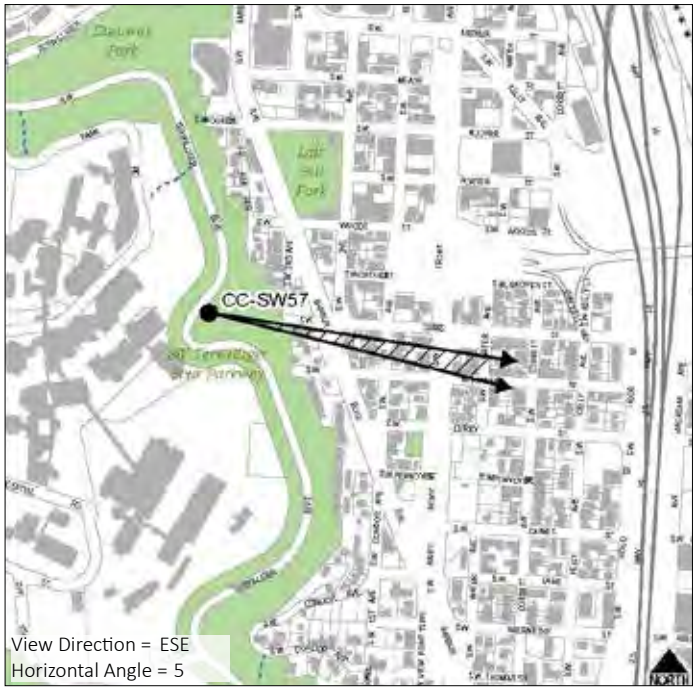
- Overgrown vegetation almost completely blocks this view; vegetation management could open up the view.
- Additional amenities, such as benches, could enhance the viewer's experience and direct where vegetation management should occur.

Access

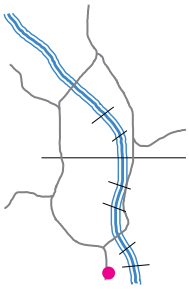
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- No parking

Old SRI ID:

Old Central City ID:



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

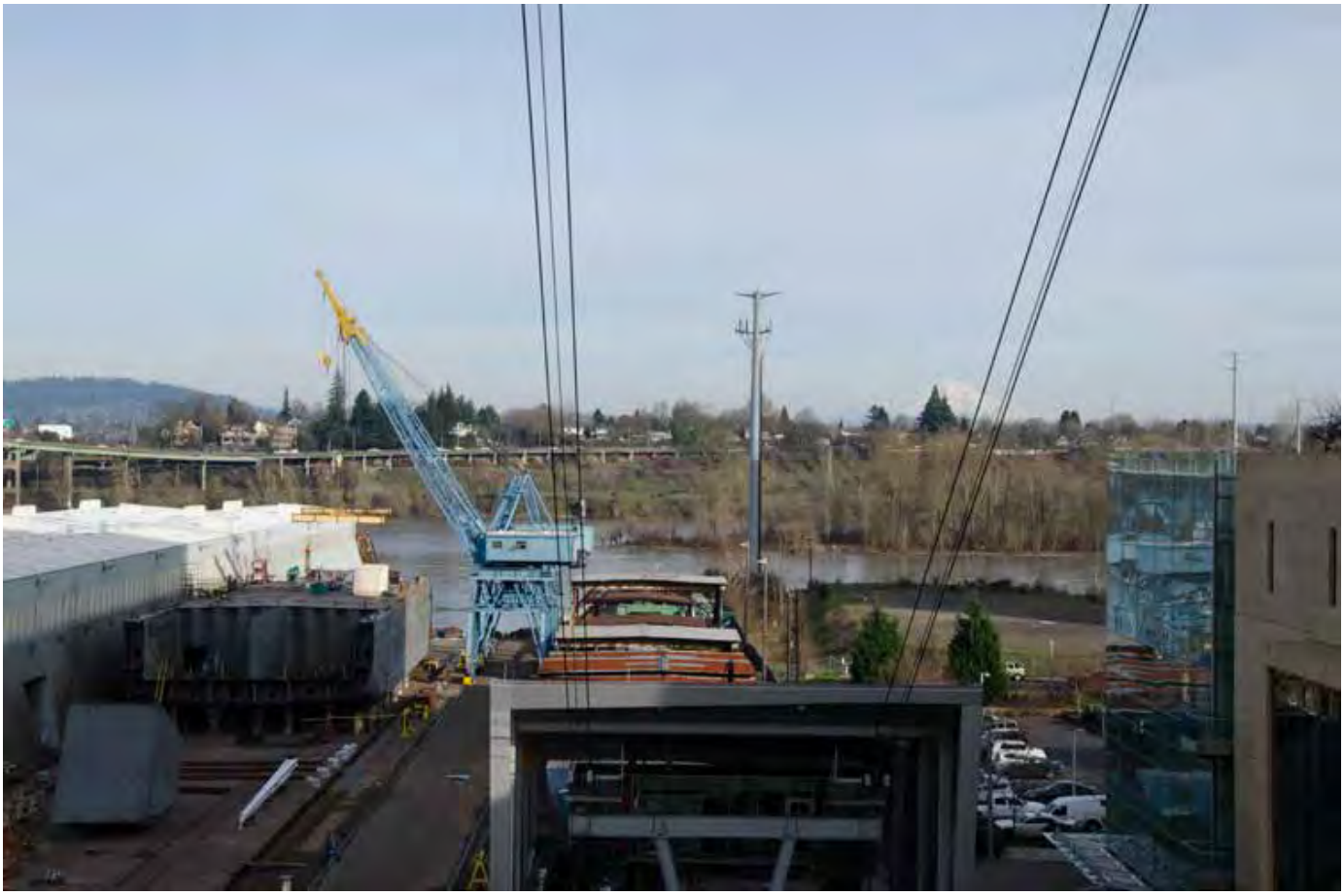
RANKINGS

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



View from SW Gibbs Street pedestrian bridge

Viewpoint Amenities

- Platform
- Guardrail

Management Considerations

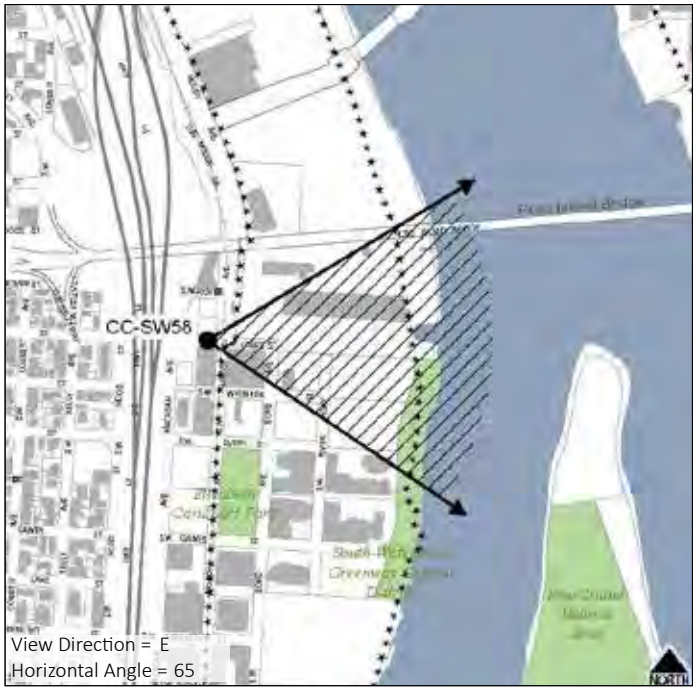
- Development of Zidell Yards will affect this view.
- Additional amenities, such as a bench, could enhance the viewer's experience.

Access

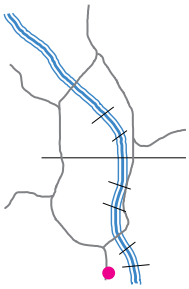
- Sidewalk
- Elevator/stairs
- Transit stop
- No parking

Old SRI ID:

Old Central City ID:



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

Management Considerations

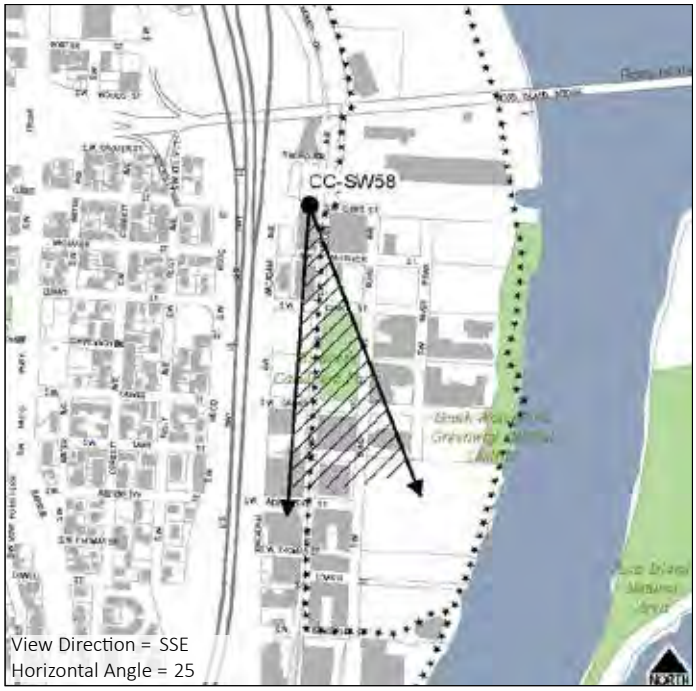
- Development constrains the view on the left and partially obscures the view of Caruthers Park.
- Additional amenities, such as a bench, could enhance the viewer's experience.

Access

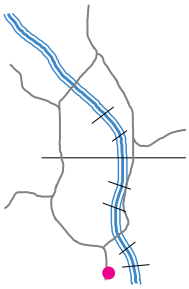
- Sidewalk
- Elevator/stairs
- Transit stop
- No parking

Old SRI ID:

Old Central City ID:



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



Mt St Helens from SW Gibbs Street pedestrian bridge

Viewpoint Amenities

- Platform
- Guardrail

Management Considerations

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

Access

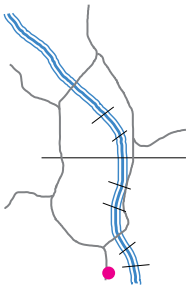
- Sidewalk
- Elevator/stairs
- Transit stop
- No parking

Old SRI ID:

Old Central City ID:



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

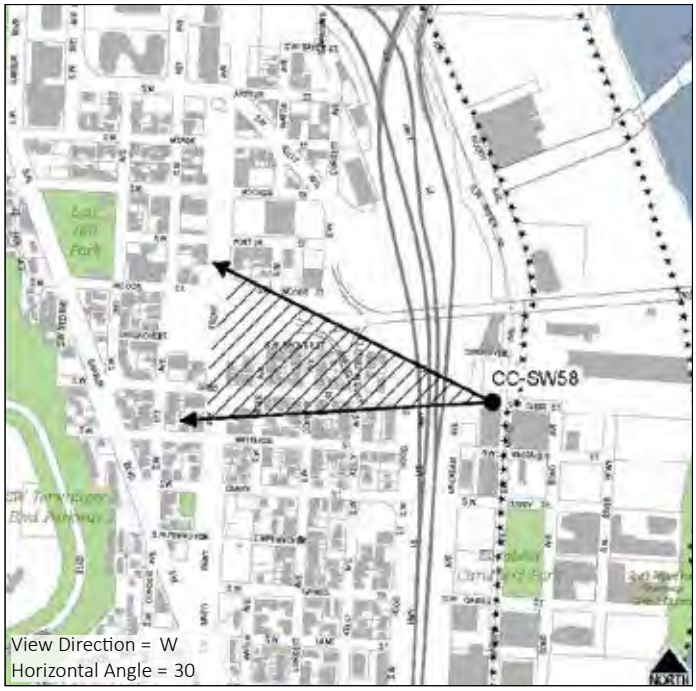
- The elevator structure constrains the view on the left.
- Additional amenities, such as a bench, could enhance the viewer's experience.

Access

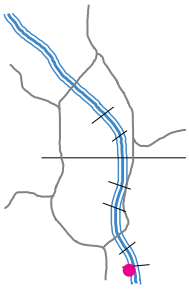
- Sidewalk
- Elevator/stairs
- Transit stop
- No parking

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



View of Ross Island from Greenway Trail at SW Gibbs Street

Viewpoint Amenities

- Bench
- Lighting
- Guardrail

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.

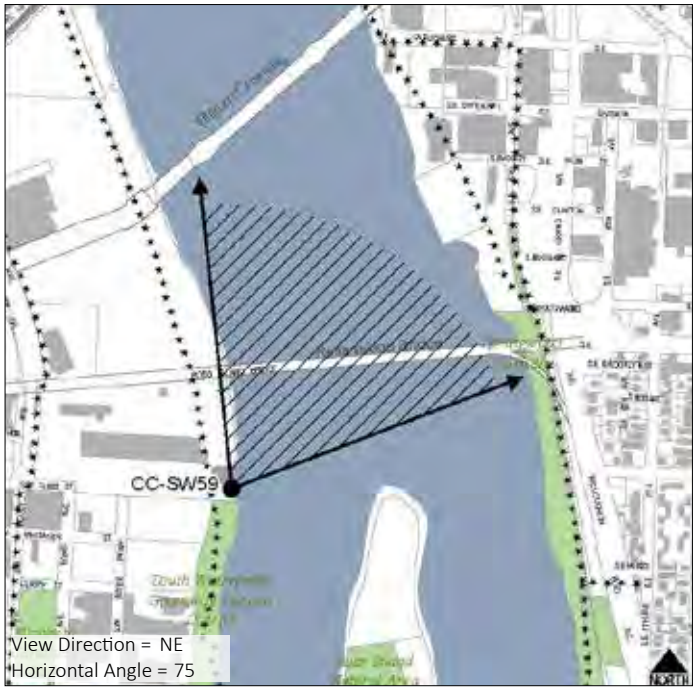
Access

- Formal trail
- No transit stop
- No parking

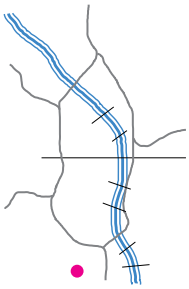
Old SRI ID: VB31-09

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

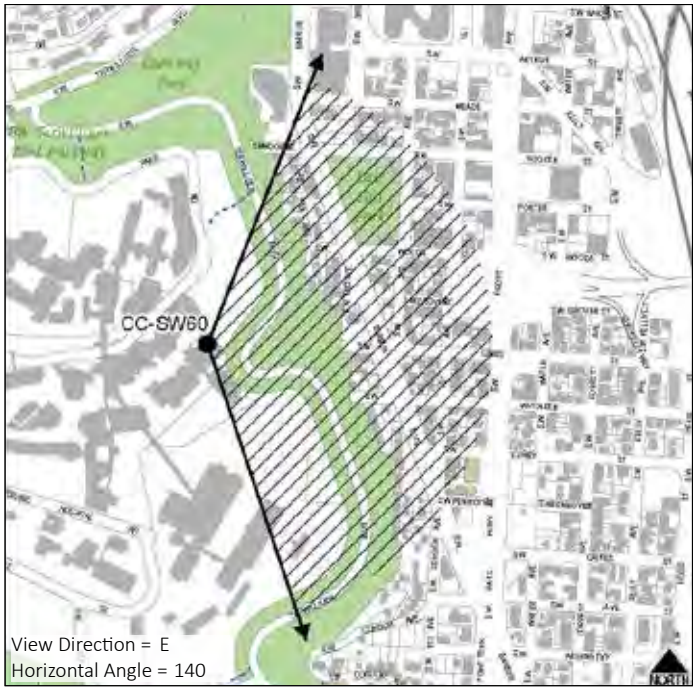
Management Considerations

- 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).

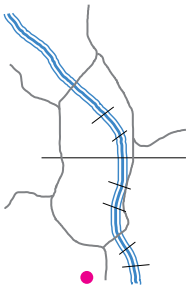
Old SRI ID:

Old Central City ID:





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.
- Overgrown 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:



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

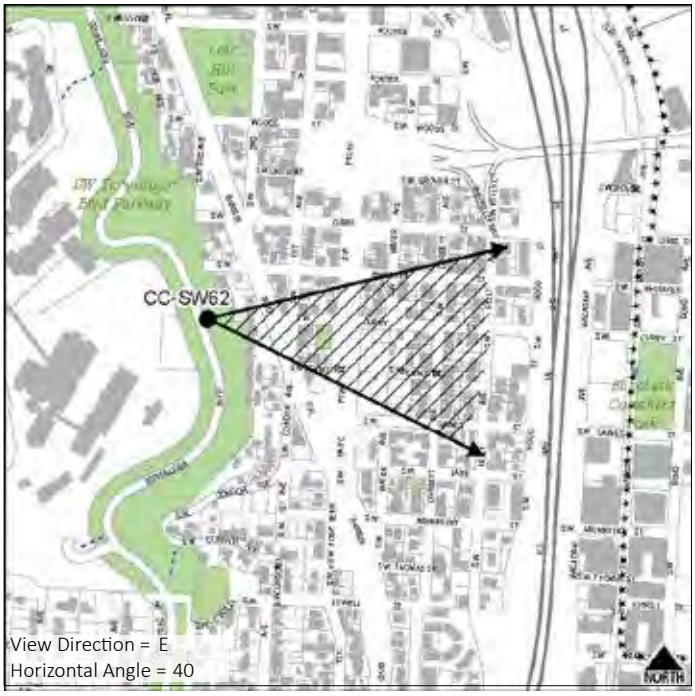
- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- Adjacent parking

Management Considerations

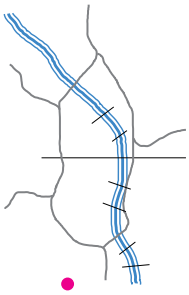
- Overgrown vegetation is encroaching on the view from the bottom and sides; vegetation management could open up the view.
- Historically, there was a panoramic view here with views of Mt Hood and the Downtown skyline.
- Additional amenities, such as benches, could enhance the viewer's experience and 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

Management Considerations

- There is significant glare from the window of the sky bridge.
- Overgrown 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.

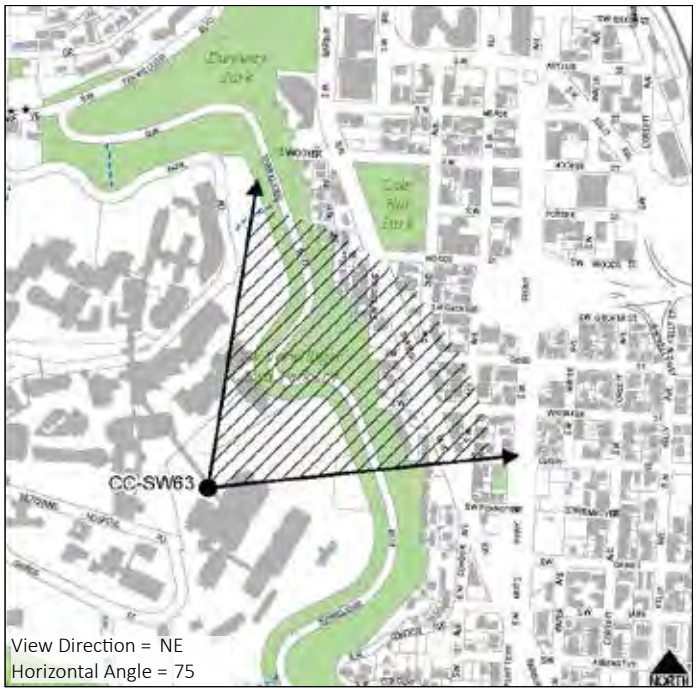
Access

- Sky bridge
- No transit stop
- No parking

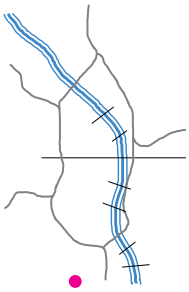


Old SRI ID: VM31-21 (Relocated)

Old Central City ID:



CCSW64: SW TERWILLIGER BOULEVARD - NORTH OF SW CONDOR LANE, SOUTH POINT



SCORE: N/A **TIER:** I

Description

Located at the automobile pull-out along the SW Terwilliger Boulevard north of SW Condor Lane, this view includes Mt St Helens, the Lloyd District, the Willamette River, and the eastern foothills. Multiple buttes, the Convention Center spires, Tilikum Crossing, and the Hawthorne, Marquam, and Ross Island Bridges are also visible. The view is almost entirely blocked by overgrown 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

Management Considerations

- Historic photos from this stretch of Terwilliger Boulevard show the downtown skyline and Mt Hood.
- Overgrown 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.

Access

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



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

Management Considerations

- Currently, there is a gap in the Greenway Trail between the Marquam Bridge and the South Waterfront Greenway Trail. There is also a gap in the trail to the south, between SW Lane Street and SW Bancroft Street.

Access

- Formal trail
- No transit stop
- Limited parking (guest only parking on SW Curry)

Old SRI ID:

Old Central City ID:





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

Management Considerations

- Currently, there is a gap in the Greenway Trail between the Marquam Bridge and the South Waterfront Greenway Trail. There is also a gap in the trail to the south, between SW Lane Street and SW Bancroft Street.

Access

- Formal trail
- No transit stop
- Limited adjacent parking

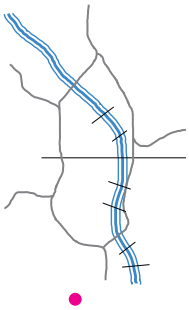
Old SRI ID:

Old Central City ID:





CCSW68: SW TERWILLIGER BOULEVARD - AT EAGLE'S POINT, NORTH VIEW



SCORE: N/A **TIER:** II

Description

There are two views from the property at Eagle's Point that was recently acquired by Portland Parks and Recreation. This view looks north, towards Mt St Helens and the Downtown skyline; the other looks east (see next page). The Wells Fargo Center and KOIN Center are visible through the overgrown vegetation; however, at this time, the view of Mt St Helens is completely obscured. There are two benches at Eagle Point along with plans for the site to become a more developed viewpoint in the future.

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

RANKINGS

Universal Scenic Quality: Extrapolated **Access to Viewpoint:** 0.5

Developed as a Viewpoint: 1 **Use as a Viewpoint:** 0

Contributing Factors

Shares some characteristics with high rated upland views (3 distance zones, view of mountain, superior viewing position) but significant overgrown vegetation in foreground detracts from view.



View from Eagle's Point, looking north



Viewpoint at Eagle's Point



View from Eagle's Point, looking north

Viewpoint Amenities

- Benches

Management Considerations

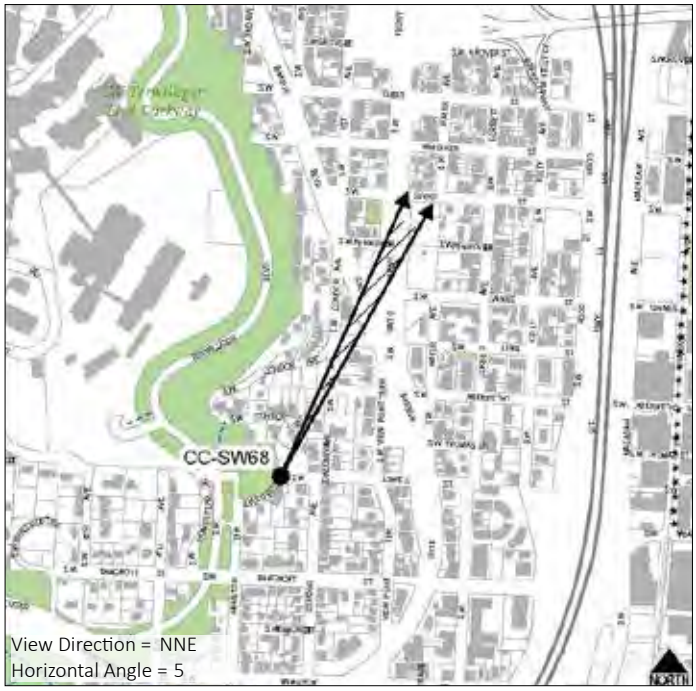
- Overgrown vegetation almost completely blocks this view; vegetation management could restore the view.
- The Eagle's Point property was recently acquired by Portland Parks and Recreation. There are plans to develop it as a viewpoint.

Access

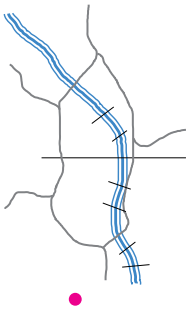
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- No parking

Old SRI ID:

Old Central City ID:



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

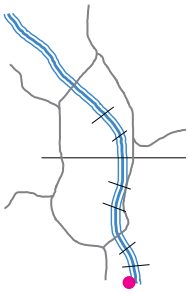
- Overgrown vegetation encroaches on this view and blocks a view of Mt Hood; vegetation management could open up the view and restore a view of Mt Hood.
- The Eagle's Point property was recently acquired by Portland Parks and Recreation. There are plans to develop it as a viewpoint.

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

Management Considerations

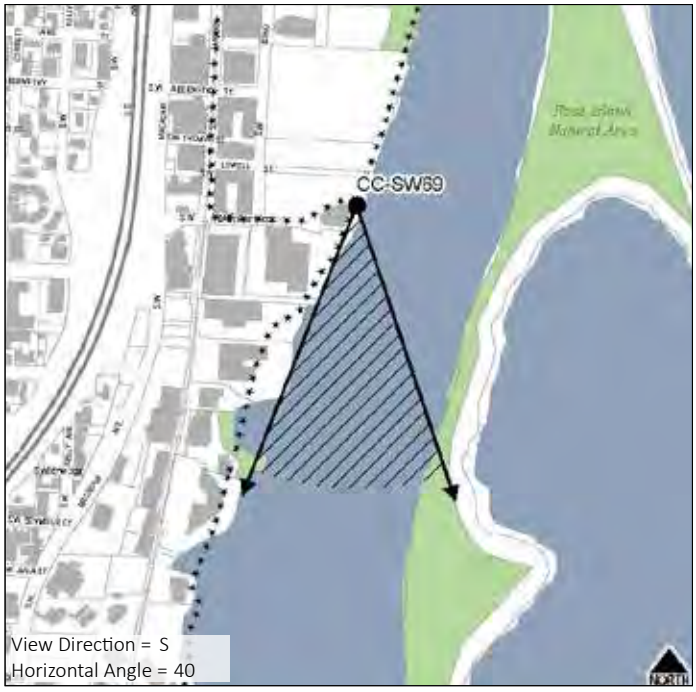
- There's a gap in the Greenway Trail just north of this viewpoint. There is also a gap to the south
- If the foreground vegetation grows much taller, it will block views of the Willamette River and Sellwood Bridge; vegetation management can preserve the view.

Access

- Formal trail
- No transit stop
- Limited parking (customer only parking for Old Spaghetti Factory)

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

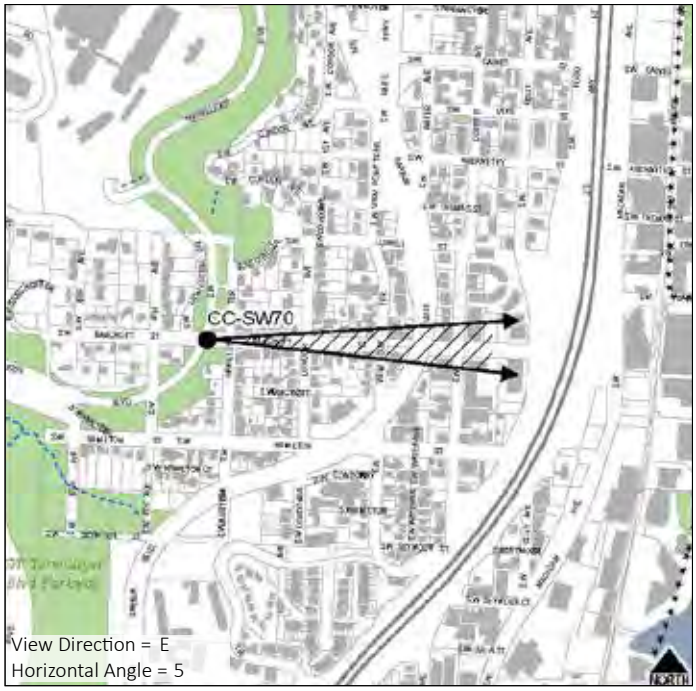
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- No parking

Management Considerations

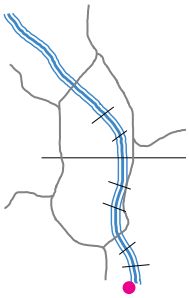
- The view from the original viewpoint on SW Terwilliger Boulevard is almost completely blocked by vegetation, even during leaf-off; vegetation management could restore and improve the view.
- A representative photo was taken from SW Bancroft Street and SW Hamilton Terrace, below SW Terwilliger Boulevard.
- 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



Viiewpoint along Greenway Trail at SW Unnamed Road (Google Street View)



View from Greenway Trail at SW Unnamed Road

Viewpoint Amenities

- None

Management Considerations

- Currently there is a gap in the trail to the north of SW Unnamed Road.
- Overgrown vegetation encroaches on this view from the sides; vegetation management could open up the view.

Access

- Formal trail
- No transit stop
- No parking



Old SRI ID:

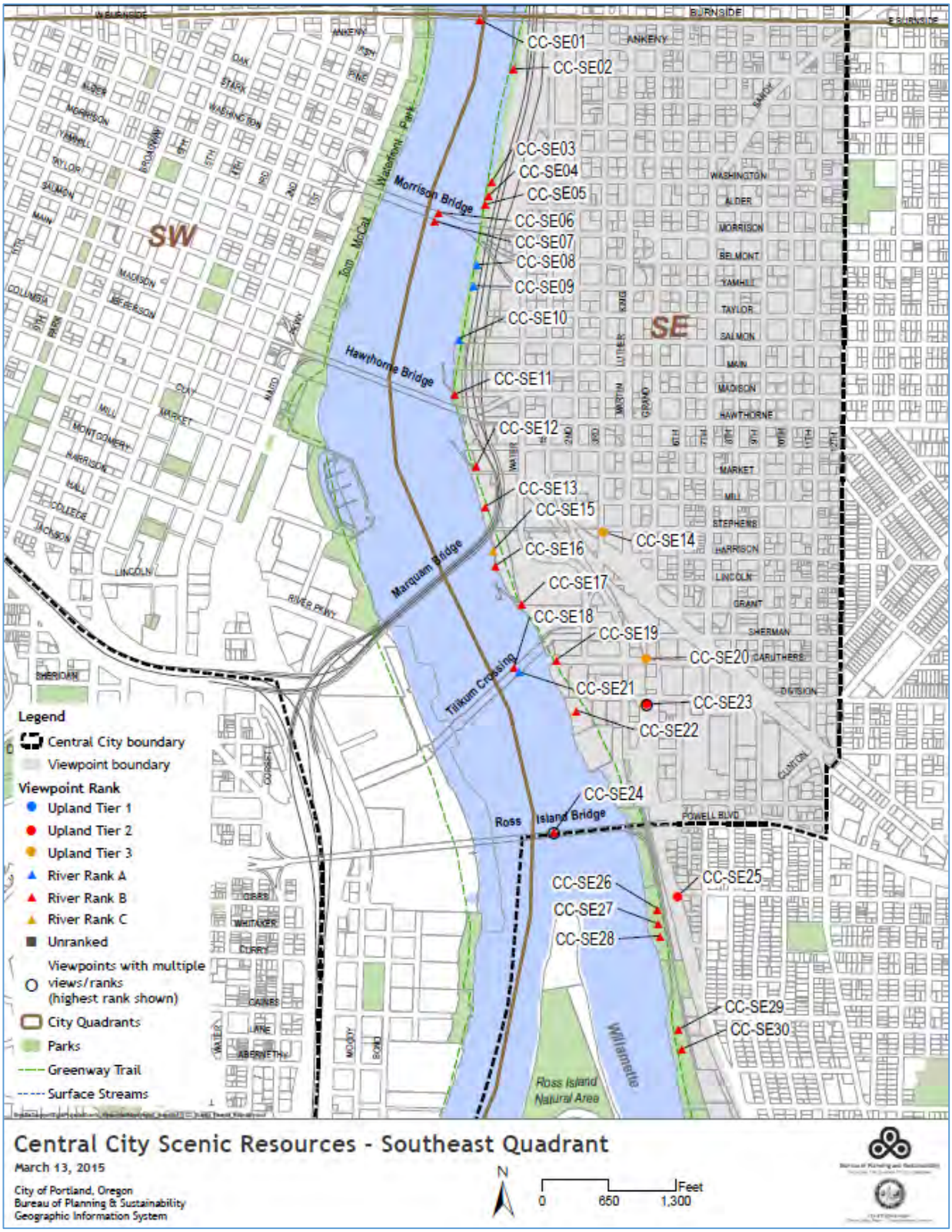
Old Central City ID:



3.b.6. Southeast

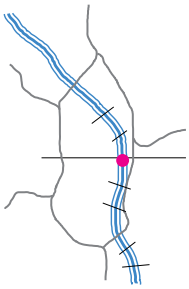
There are 30 viewpoints in the southeast quadrant of the Central City Scenic Resources Inventory. The viewpoints are numbered within the quadrant starting in the northwest corner and progressing left to right from E Burnside Street south to SE Haig Street.

Note – Viewpoints CCSE23 and CCSE24 have two views.



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)

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.

Access

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

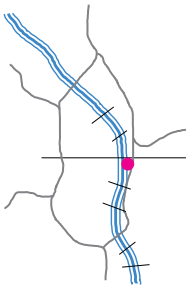
Old SRI ID:

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
Focal Features: 5.57
Vegetation: 5.14
Iconic: 6.71
Horizon/Ridgetops: 1.86
Water: 5.43



View from Eastbank Esplanade south of Burnside Bridge



Viewpoint along Eastbank Esplanade south of Burnside Bridge



White Stag sign from Eastbank Esplanade south of Burnside Bridge

Viewpoint Amenities

- Platform
- Benches
- Guardrail

Management Considerations

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

Access

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

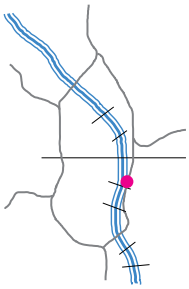


Old SRI ID: VB24-27

Old Central City ID: CCPV22



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



View from Eastbank Esplanade at SE Washington Street

Viewpoint Amenities

- Platform
- Guardrail

Management Considerations

- Overgrown 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.

Access

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

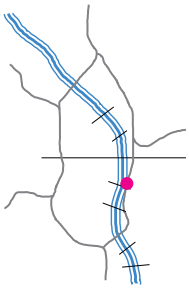
Old SRI ID:

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

Management Considerations

- Overgrown 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.

Access

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

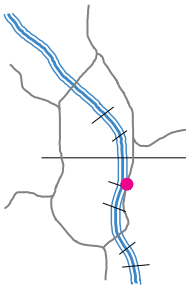
Old SRI ID:

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



View from Eastbank Esplanade at SE Alder Street

Viewpoint Amenities

- Platform
- Guardrail

Management Considerations

- Overgrown 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.

Access

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

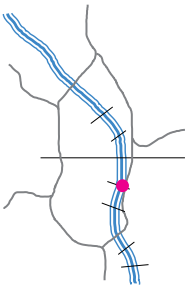
Old SRI ID:

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
Focal Features: 4.43
Vegetation: 4.14
Iconic: 6.00
Horizon/Ridgetops: 0.00
Water: 4.29



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)

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.

Access

- Street/Auto
- Sidewalk
- No bike lane
- No transit
- No parking
- Very limited access from east

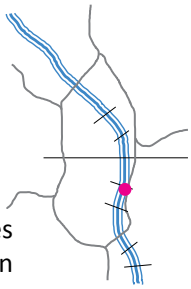
Old SRI ID:

Old Central City ID: CCPV20 (Relocated)





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.

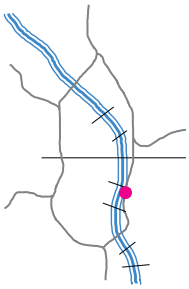


Old SRI ID:

Old Central City ID:



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
Focal Features: 4.71
Vegetation: 4.43
Iconic: 8.14
Horizon/Ridgetops: 3.43
Water: 7.57



View from Eastbank Esplanade just south of SE Belmont Street



Viewpoint along Eastbank Esplanade just south of SE Belmont Street



Historic view from Eastbank Esplanade just south of SE Belmont Street

Viewpoint Amenities

- 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.

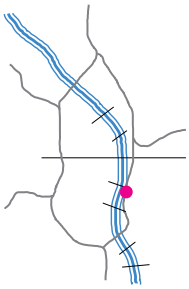


Old SRI ID: VB24-36

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

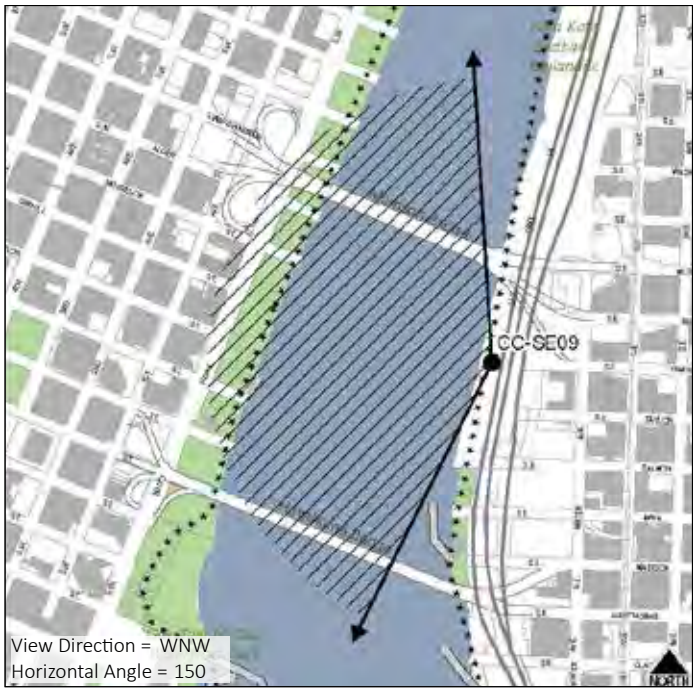
Management Considerations

- 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.

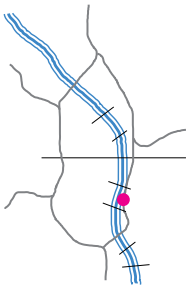


Old SRI ID: VC24-48

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

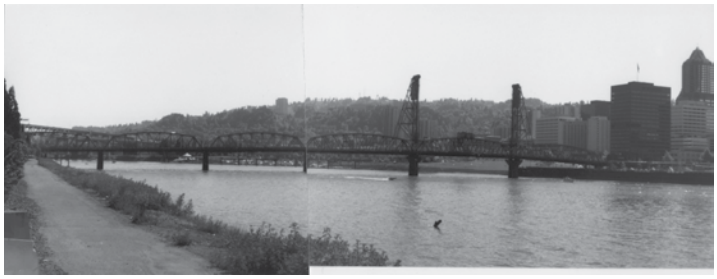
Skyline: 7.86
Vegetation: 4.29
Horizon/Ridgetops: 2.29
Water: 6.43
Focal Features: 5.29
Iconic: 7.43



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.

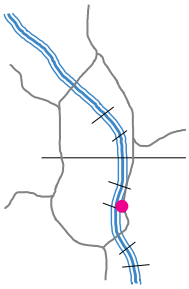


Old SRI ID: VB24-25 (Relocated)

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
Focal Features: 4.00
Vegetation: 2.00
Iconic: 6.33
Horizon/Ridgetops: 0.00
Water: 5.17



View from Eastbank Esplanade just north of Hawthorne Bridge



Viewpoint along Eastbank Esplanade just north of Hawthorne Bridge



Entrance to Madison Dock

Viewpoint Amenities

- Platform
- Benches
- Guardrail
- Lighting

Access

- Formal trail
- Dock
- No transit stop
- Adjacent parking (U-Park lot)
- Direct eastern access from SE Madison Street

Management Considerations

- The Fire Station 21 dock is partially accessible to the public.
- SE Madison Street is one of the few streets that connect the inner southeast to the Eastbank Esplanade.
- Additional benches at the western end of the viewing platform could enhance the viewer's experience.

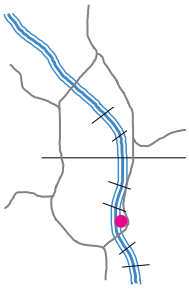
Old SRI ID:

Old Central City ID: CCPV17





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 overgrown 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
Focal Features: 5.00
Vegetation: 6.14
Iconic: 6.14
Horizon/Ridgetops: 2.14
Water: 4.29



View from Greenway Trail (east) at Holman Dock (winter 2015)



View from Greenway Trail (east) at Holman Dock (fall 2014)



Viewpoint along Greenway Trail (east) at Holman Dock



Signage on Greenway trail (east) at Holman Dock

Viewpoint Amenities

- Platform
- Benches
- Educational sign

Management Considerations

- Overgrown 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.

Access

- Formal trail
- Dock
- Access from east via SE Clay Street one block north
- No transit stop
- Adjacent parking



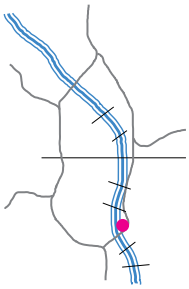


Old SRI ID:

Old Central City ID: CCPV13



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, overgrown 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
Focal Features: 6.00
Vegetation: 2.29
Iconic: 7.00
Horizon/Ridgetops: 3.43
Water: 6.00



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)

Management Considerations

- Overgrown 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.

Access

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

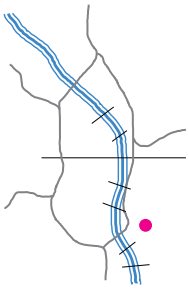
Old SRI ID: VC24-10

Old Central City ID:





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. Overgrown 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

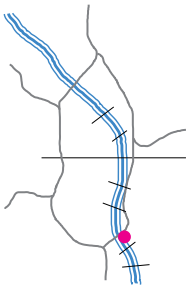
- The original viewpoint was on private property (Station L) located just west of SE Stephens Street and SE 3rd Avenue; the viewpoint has been relocated to the public ROW.
- Overgrown vegetation and fencing are encroaching on the view; vegetation management, removal of the fencing, or replacement of 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
Focal Features: 3.29
Vegetation: 1.71
Iconic: 3.86
Horizon/Ridgetops: 2.43
Water: 2.71



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.

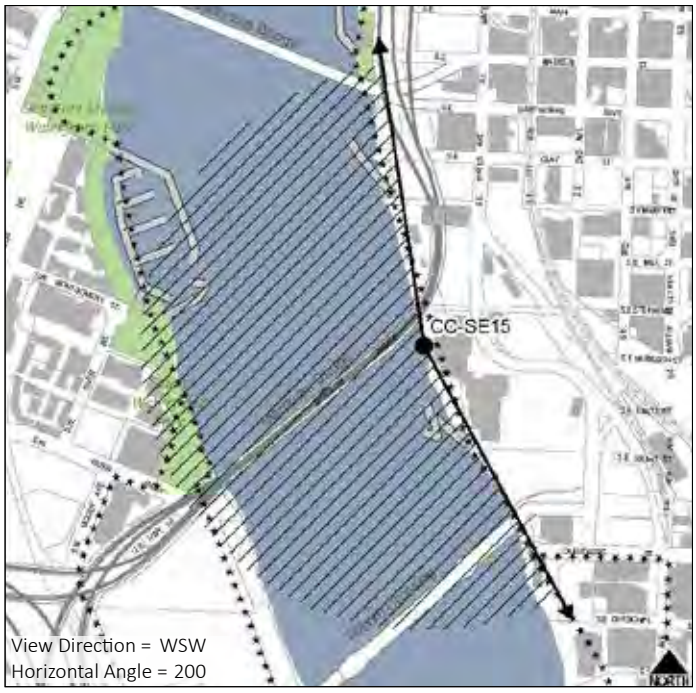
Access

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

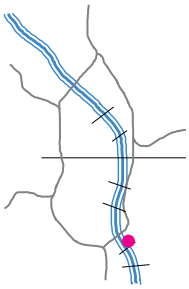


Old SRI ID:

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
Focal Features: 3.71
Vegetation: 1.71
Iconic: 4.29
Horizon/Ridgetops: 2.29
Water: 3.86



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

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
- No parking

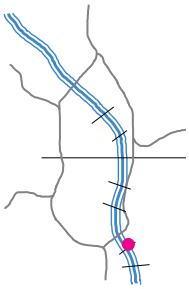


Old SRI ID:

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. Overgrown 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



Greenway Trail (east) at OMSI south viewpoint

Viewpoint Amenities

- Platform
- Lighting

Access

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

Management Considerations

- Overgrown 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

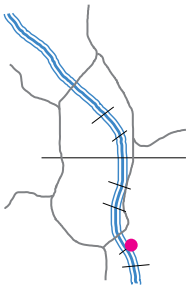
Old SRI ID:

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
Focal Features: 7.00
Vegetation: 3.00
Iconic: 7.00
Horizon/Ridgetops: 2.43
Water: 4.29



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

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.

Access

- Street/Auto
- Formal trail
- Sidewalk
- Limited access from east side
- No transit stop
- Adjacent parking

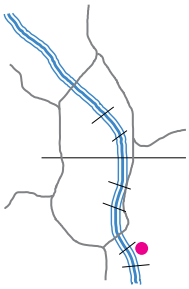
Old SRI ID:

Old Central City ID: CCPV8





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

Management Considerations

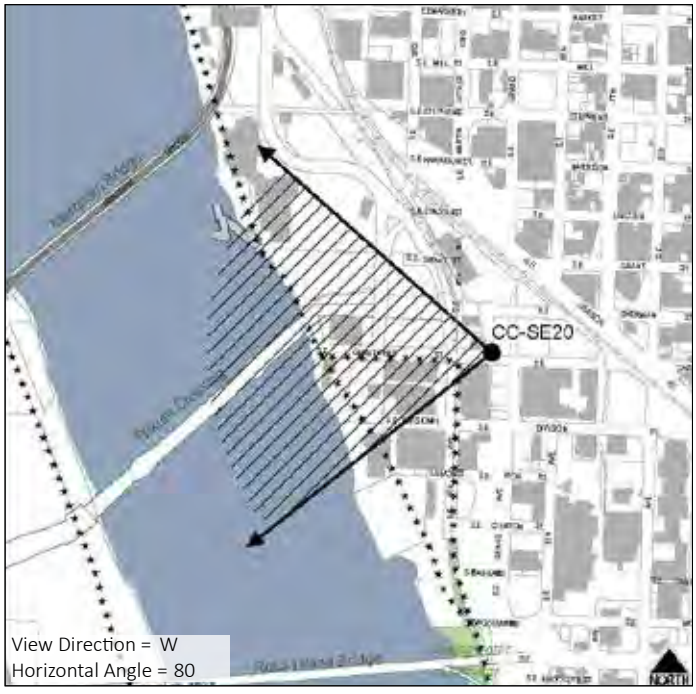
- This is a developed viewpoint but it's not heavily trafficked by pedestrians, it's inaccessible to bikes, and there's nowhere for cars to pull over to access the viewpoint.

Access

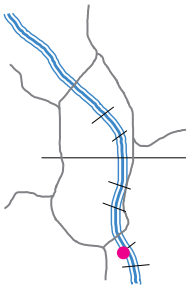
- Street/Auto
- Sidewalk
- No bike lane
- No transit stop
- No parking

Old SRI ID:

Old Central City ID:



CCSE21: TILIKUM CROSSING - SOUTH SIDE, EAST



GROUP: B

Description

This view from the eastern bump-out on the south side of Tilikum Crossing looks south up the Willamette River toward the Ross Island Bridge, Ross Island, and the South Waterfront. The West Hills, multiple buttes, and Mt Hood are all visible in the distance. Tilikum Crossing is one of the few bridges with separated bicycle and pedestrian lanes as well as pedestrian bump-outs, creating a safe place for viewers to stop and enjoy the view. The bridge is only accessible to bikes, pedestrians, and public transit; automobiles are not allowed. Tilikum Crossing is currently under construction and scheduled to open in September 2015.

Primary Focal Feature(s): Willamette River, Ross Island Bridge, Mt Hood
Secondary Focal Feature(s): Ross Island, West Hills, South Waterfront, Mt Tabor, Kelly Butte, Mt Scott, riverbank

RANKINGS

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

Contributing Factors

Shares characteristics with high rated river views (natural vegetation, focal bridge, focal mountain, superior viewer position) but view is dominated by east/left side which lacks prominent focal features.



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



Viewpoint on Tilikum Crossing, south side, east bump-out



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

Viewpoint Amenities

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

Management Considerations

- 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
- No parking
- No automobiles

Old SRI ID:

Old Central City ID:





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



View from Greenway Trail (east) between SE Division Place and SE Ivon Street



Viewpoint at Greenway Trail (east) between SE Division Place and SE Ivon Street



End of trail section of Greenway Trail (east) between SE Division Place and SE Ivon

Viewpoint Amenities

- None

Access

- Formal trail (but currently not connected to north or south)
- Access limited to SK Northwest business hours
- No transit stop
- Limited parking nearby

Management Considerations

- Overgrown 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.

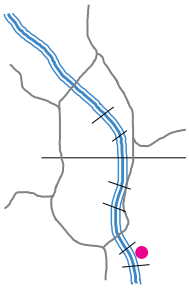


Old SRI ID:

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

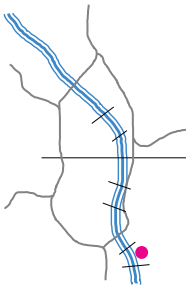
- This is a developed viewpoint but it's not heavily trafficked by pedestrians, it's inaccessible to bikes, and there's nowhere for cars to pull over to access the viewpoint; the most direct access is via a ramp up from SE Division Place and SE 4th Place.

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.

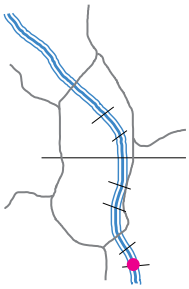
Old SRI ID:

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
Focal Features: 4.00
Vegetation: 5.00
Iconic: 4.57
Horizon/Ridgetops: 4.43
Water: 5.14



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

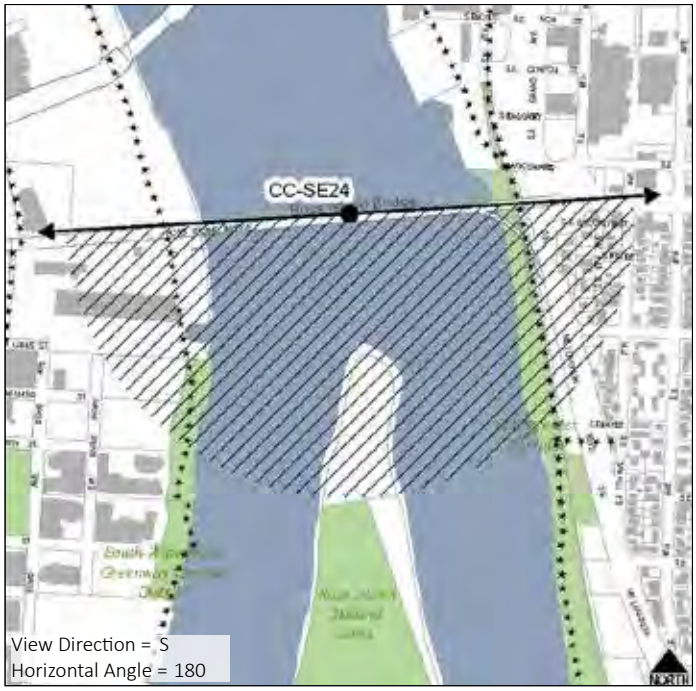
Management Considerations

- 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: SE McLOUGHLIN BOULEVARD AND SE FRANKLIN STREET



SCORE: 6.0 **TIER:** II

Description

This view is primarily of South Waterfront, the West Hills, and Ross Island Bridge. The Downtown skyline is also visible in the distance on the right. Multiple lanes of traffic and a concrete traffic barrier dominate and detract from the view; the west side of SE McLoughlin Boulevard would offer a better view with fewer obstructions but cannot be accessed by pedestrians or cyclists and there is not a safe place for automobiles to pull over. Traffic speeds on SE McLoughlin Boulevard also make the viewpoint feel unsafe.

Primary Focal Feature(s): Ross Island Bridge, West Hills, South Waterfront
Secondary Focal Feature(s): Downtown skyline

RANKINGS

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

Contributing Factors

Skyline: 5.14
Vegetation: 5.29
Horizon/Ridgetops: 6.43
Water: 2.43
Focal Features: 5.14
Iconic: 6.86
Depth: 5.29
Scope: 5.86



View from SE McLoughlin Boulevard and SE Franklin Street



Viewpoint at SE McLoughlin Boulevard and SE Franklin Street



View from SW McLoughlin Boulevard and SE Franklin Street

Viewpoint Amenities

- None

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 concrete lane divider; this view would be better from the west side but there's no sidewalk/access on the west side of the street from which to take in the view.
- Lots of car traffic creates an unsafe viewing environment.
- Overgrown vegetation encroaches on the view from the bottom; vegetation management could open up the view.
- There's a similar view from Springwater Corridor below which has fewer discordant elements and includes a view of the Willamette River (see CCSE26).

Old SRI ID: VB31-05

Old Central City ID:





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. Overgrown 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

- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view.
- Transient camping and separation from the main bike path make this viewpoint feel unsafe.

Access

- 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. Overgrown 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

- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view.
- Transient camping and separation from the main bike path make this viewpoint feel unsafe.

Access

- 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. Overgrown 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
Focal Features: 4.00
Vegetation: 5.14
Iconic: 6.29
Horizon/Ridgetops: 3.00
Water: 3.57



View from Springwater Corridor south of Ross Island Bridge between SE Franklin and SE Haig Streets, south point (winter 2015)



View from Springwater Corridor south of Ross Island Bridge between SE Franklin and SE Haig Streets, south point (fall 2014)



Viewpoint along Springwater Corridor between SE Franklin and Haig Streets



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

Viewpoint Amenities

- Picnic table

Management Considerations

- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view.
- Transient camping and separation from the main bike path make this viewpoint feel unsafe.

Access

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



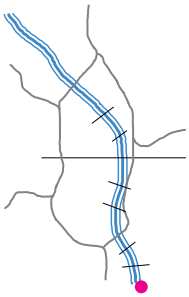


Old SRI ID: VB 31-24

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

Management Considerations

- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view.
- Transient camping and separation from the main bike path make this viewpoint feel unsafe.

Access

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

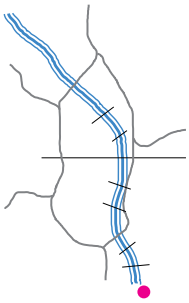
Old SRI ID: VP31-37

Old Central City ID:





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. Overgrown 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

Management Considerations

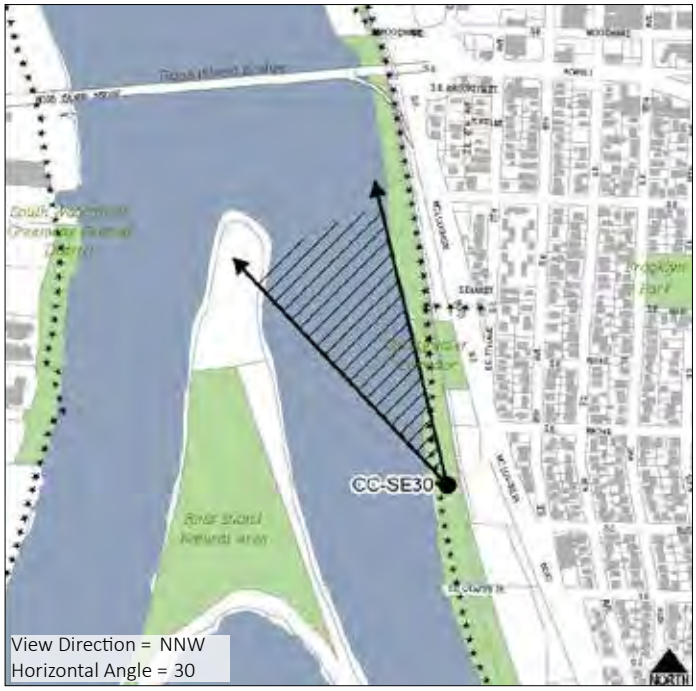
- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation management could open up the view.
- Transient camping and separation from the main bike path make this viewpoint feel unsafe.

Access

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

Old SRI ID: VP31-37

Old Central City ID:





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 4th Avenue; thus, the view street starts at SW 4th 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

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 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* 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[or?] 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.

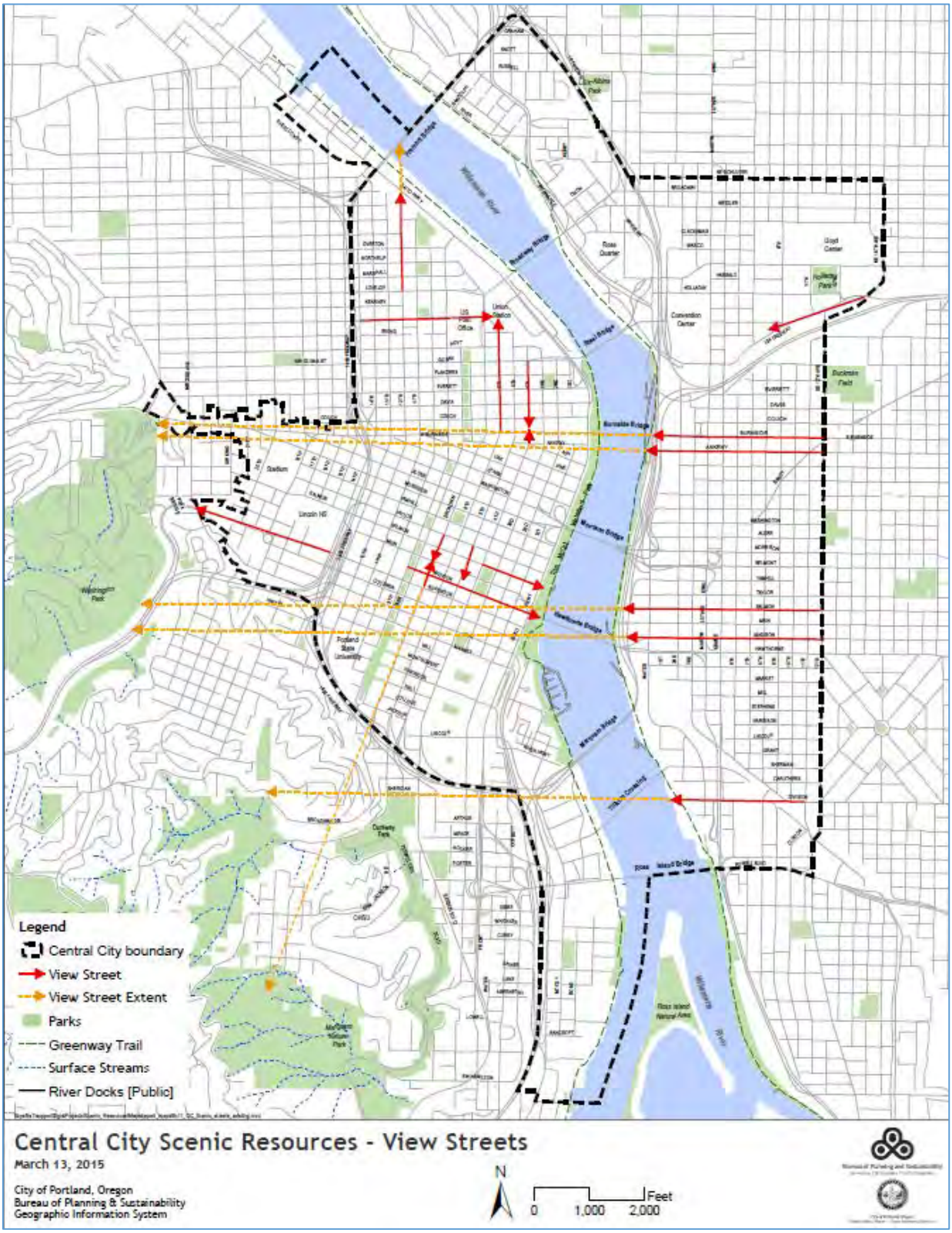
Staff further looked at the spacing of the potential river access ways. If there were multiple potential river access ways within very close proximity of each other, staff chose the most reasonable river access

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

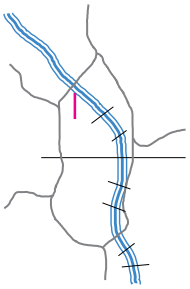
There are 15 view streets and X river access ways in the Central City. Each of the view streets ends at a focal terminus. However, some of the view streets also include an extended view beyond the end of the actual street. Map 10 shows each view street in red with the full extent of the view shown in an orange dashed line. River access ways have not been finalized. The potential river access ways are:

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



Map 10: View Streets (Access Ways will be included in the next draft of the map)

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

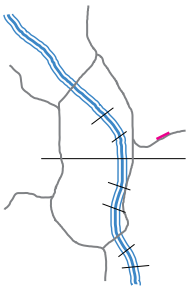
- Development blocks the east side of the Fremont Bridge.
- Vegetation is encroaching from below.

Old SRI Code:



Looking north from NW Lovejoy Street and NW 12th Avenue

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

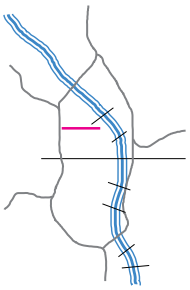
- Overgrown vegetation encroaches on the view from both sides; vegetation management could open up the view.
- Location under the off-ramp feels unsafe.

Old SRI Code: Gateway 49



Looking west from NE 16th Avenue under I-84 ramp

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

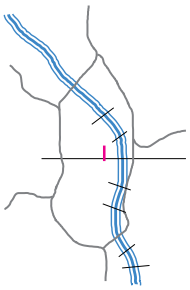
- Street trees partially obscure the view of the tower.
- The post office site partially blocks a view of the tower; development of the site will affect this view.
- NW Johnson Street is a designated Neighborhood Greenway

Old SRI Code:



Looking east from NW Johnson Street and NW 15th Avenue

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

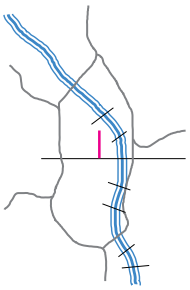
- The best view of the Chinatown Gate is from south of the gate but the view street in that direction can only extend back one block.
- There's a longer view street north of the gate, looking against the flow of traffic.

Old SRI Code:



Looking south from NW Glisan Street and NW 4th Avenue

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

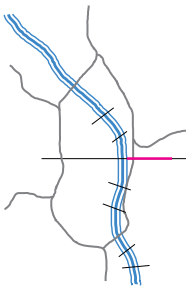
- Street trees partially obscure the view of the tower; there's a clearer view of the tower during leaf-off.
- NW 6th Avenue is part of Portland's Transit Mall.

Old SRI Code:



Looking north from W Burnside Street and NW 6th Avenue

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

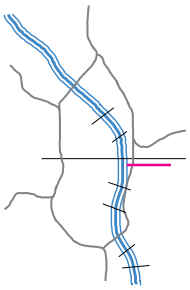
- Street trees on the left and right frame the view of the U.S. Bancorp Tower and West Hills but also disrupt the continuity of the ridgeline.

Old SRI Code: VC24-51



Looking west from E Burnside Street and NE 12th Avenue

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

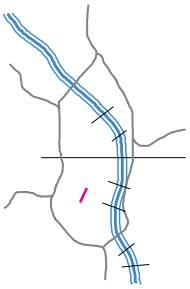
- Street trees on the left and right frame the view of the U.S. Bancorp Tower and West Hills but also disrupt the continuity of the ridgeline.
- SE Ankeny Street is a designated Neighborhood Greenway.

Old SRI Code:



Looking west from SW 12th Avenue and SE Ankeny Street

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

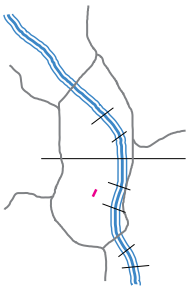
- Street trees partially obscure the Portland sign.
- The terminus focal point for this view street is in the middle of the full view extent.
- This section of SW Broadway is part of the Broadway Unique Sign District.

Old SRI Code:



Looking north from SW Broadway and SW Jefferson Street

SW 5th AVENUE AND SW TAYLOR STREET, LOOKING SOUTH



View Terminus Focal Point: Portlandia statue on the Portland Building

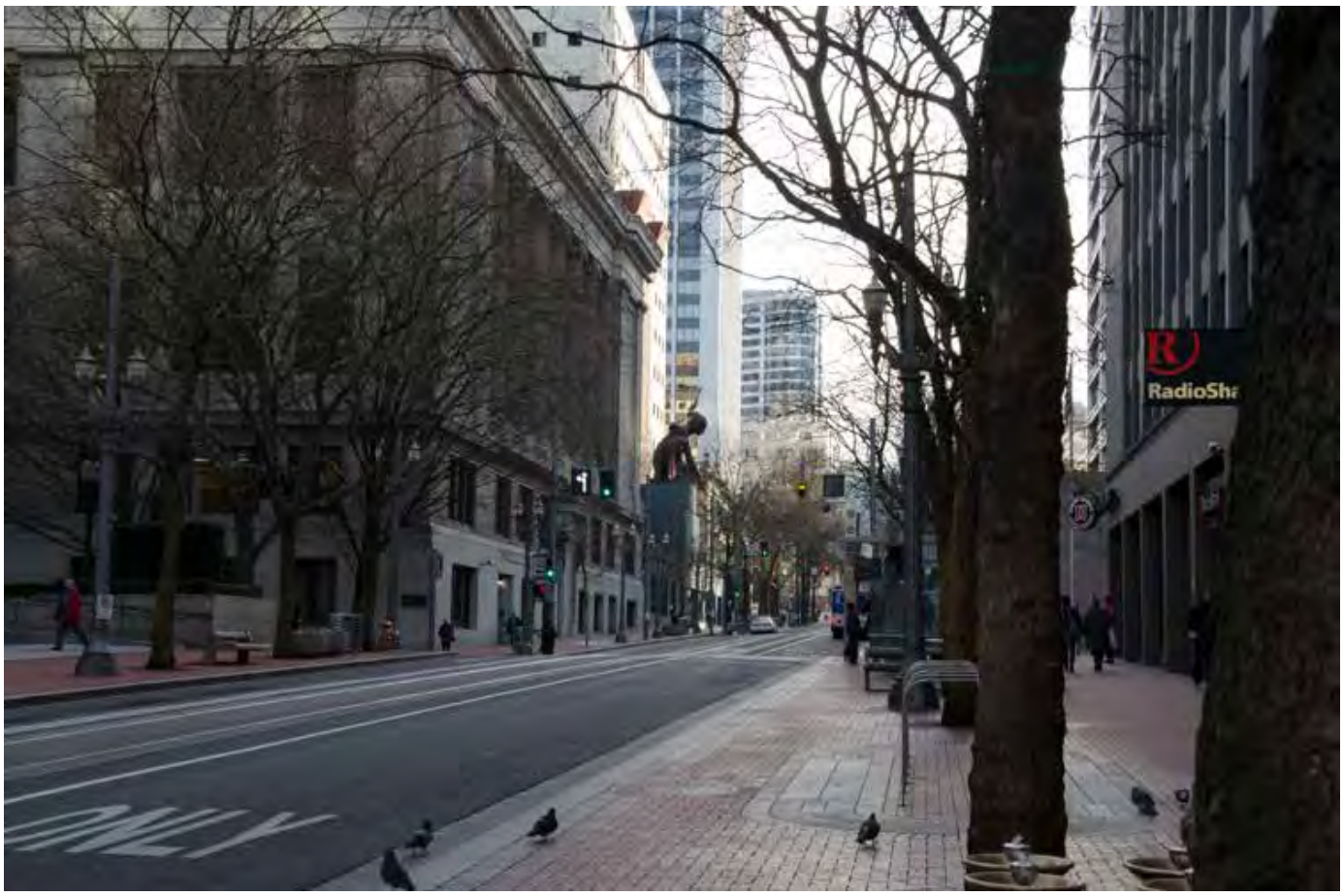
Description

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

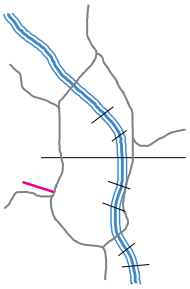
- This is a seasonal view street; street trees almost entirely block a view of Portlandia during leaf-on.
- SW 5th Avenue is part of Portland's Transit Mall.

Old SRI Code:



Looking south from SW 5th Avenue and SW Taylor Street

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. Overgrown 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

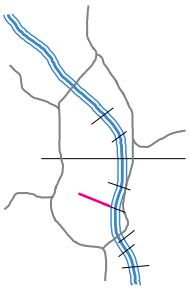
- Overgrown vegetation partially obscures the view of Vista Bridge.
- Overhead utilities are discordant.

Old SRI Code: VB23-14



Looking west from SW 14th Avenue and SW Jefferson 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

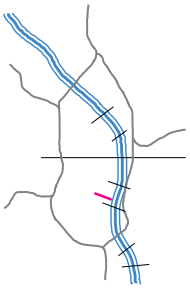
- Street trees partially obscure the bridge tower; the tower is more visible during leaf-off.

Old SRI Code:



Looking east from SW 2nd Avenue and SW Main Street

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

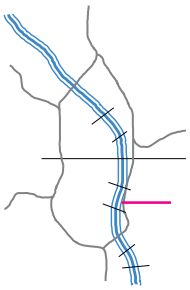
- Cars/trucks in traffic lanes block the view of Salmon Street Springs.

Old SRI Code: VC24-52



Looking southeast from SW 4th Avenue and SW Salmon Street

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

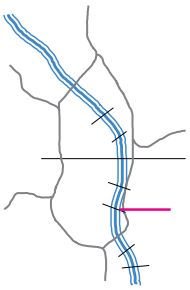
- Street trees completely block a view of the Wells Fargo Center and partially block the West Hills during leaf-on; the Wells Fargo Center and more of the West Hills are visible during leaf-off.
- SE Salmon Street is a designated Neighborhood Greenway.

Old SRI Code:



Looking west from SE 12th Avenue and SE Salmon Street

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

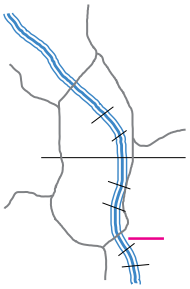
- Overhead utilities are discordant.
- SE Madison Street directly connects to the Hawthorne Bridge.

Old SRI Code:



Looking west from SE 12th Avenue and SE Madison Street

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

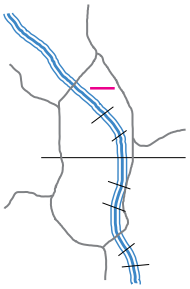
- Discordant utility lines, street lights, and street signs obscure the view of Tilikum Crossing.
- Street trees on the left cut off the west side of Tilikum Crossing.

Old SRI Code:



Looking west from SE 11th Avenue and SE Division Street

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



View Terminus Focal Point: Fremont Bridge, Forest Park

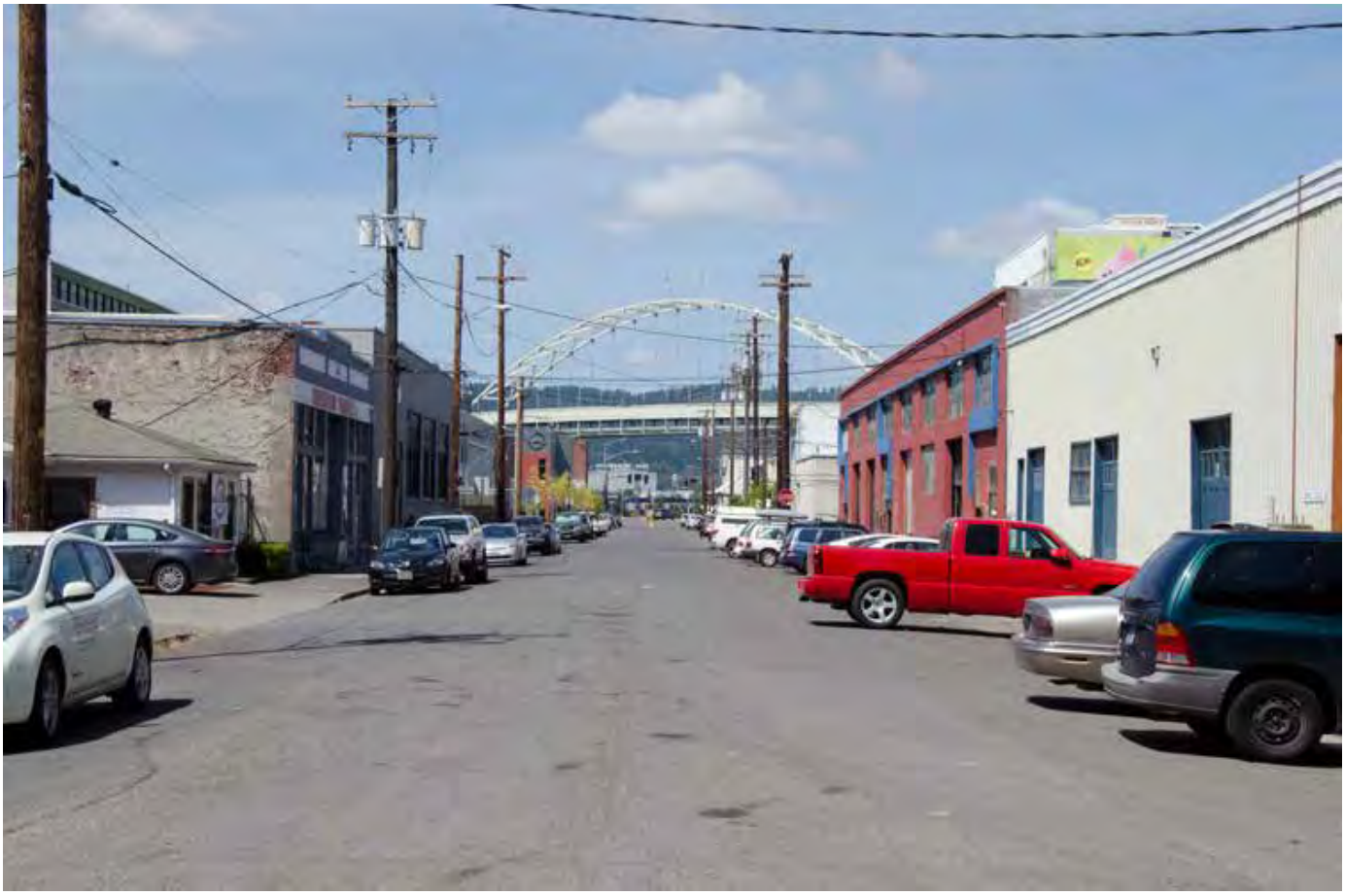
Description

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

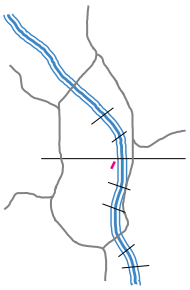
- Overhead utilities are discordant.
- This view street begins at a dead end one block east of N Kerby Avenue.

Old SRI Code:



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

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



The Hawthorne Bridge from Waterfront Park circa 1988.

5. Scenic Corridors

5.a. Approach and Methodology

A scenic corridor is a linear transportation feature, including but not limited to a road, rail, trail or waterway that is valued for its aesthetic qualities and accessed by car, bus, bike, train, foot, wheelchair or boat. A scenic corridor is differentiated from other transportation infrastructure by the presence of multiple views, viewpoints, visual focal points or scenic sites located along the corridor. The views may be interspersed with vegetation, built structures, or other obstructing features of the surrounding environment. There may be pull-outs, pedestrian refuges or designated viewpoints along the corridor where travelers can safely stop and move out of the travel lanes to enjoy a particularly nice view.

In the 1989 *Scenic Resource Inventory Map*, scenic drives (roads) and scenic waterways were identified. The 1991 *Scenic Resources Protection Plan* grouped scenic drives and waterways and called them scenic corridors. This inventory expands scenic corridors to include those two subsets as well as other forms of travel.

In order to produce an inventory of scenic corridors, the following approach was followed:

1. **Map existing inventoried scenic corridors**
2. **Identify other scenic corridors**
3. **Document scenic corridors**
4. **Designate scenic corridors**

Unlike views and viewpoints, where even those with a very low evaluation score remained in the inventory, scenic corridors underwent two screenings to determine if the corridor should be included in this inventory.

1. Map Existing Scenic Corridors

The *Scenic Resource Inventory Map* (1989) and *Scenic Resources Protection Plan* (1991) identified one scenic drive and one scenic waterway that have visual relationship to the Central City: SW Terwilliger Boulevard and the Willamette River.

SW Terwilliger Boulevard extends from SW Barbur Boulevard in the south to SW Sam Jackson Park Road in the north. There are multiple viewpoints along the scenic drive that are of, or across the Central City; however, the drive itself is not within the Central City. Therefore, this inventory does not include the SW Terwilliger Boulevard scenic drive itself; however, it does include the viewpoints located along the scenic drive that are of or across the Central City.

The Willamette River is a scenic waterway. A portion of that scenic waterway, from the Ross Island Bridge in the south to the Fremont Bridge in the north is within the Central City and included in this inventory.

2. Identify other Scenic Corridors

Staff identified potential scenic corridors. Linear transportation features that met all of the following criteria were included for documentation and further evaluation for inclusion in the inventory:

1. The corridor is publically owned and accessible to the general public either by car, bus, train, bike, foot, wheelchair or boat;
2. The corridor is at least 0.5 mile in length within the Central City (it may extend beyond the Central City boundaries);
3. There is at least one previously-documented scenic viewpoint that is developed with features that allow travelers to move out of traffic to enjoy the view, such features include an automobile pull-out, a pedestrian refuge or a bump-out; and
4. There is a combination of three or more of the following previously-documented scenic resources located along the corridor:
    a. Developed viewpoints,
    b. Visual focal points that are located immediately adjacent to the corridor, or
    c. Scenic sites that are located immediately adjacent to the corridor.

It should be noted that this inventory update focused only on *scenic* corridors. Many travel corridors may serve as corridors for other reasons (e.g., pedestrian access, way finding, commercial corridors) and have many elements along the corridor that are visually interesting. However, that alone does not mean they are *scenic* corridors. To be a *scenic* corridor, the corridor must meet all of the above criteria.

3. Document Scenic Corridors

Staff took the approach of documenting all existing and potential scenic corridors in the Central City. The approach was chosen because the previous scenic resource plan didn't use a standard set of criteria for inclusion in the inventory and staff were not able to determine if any potential scenic corridors were missed.

Data Collection

Staff drove, walked, biked or navigated nearly all existing and potential scenic corridors. The field assessment elements that were documented included:

- Type of corridor: road, rail, trail, path, river, stream
- Types of transportation modes corridor accommodates
- One-way or two-way direction of travel

- Location of start and terminus of the scenic corridor within the Central City. Some scenic corridors may extend beyond the boundaries of the Central City; those portions of the corridor will need to be updated during subsequent plan projects.
- Approximate length of scenic corridor within the Central City. Again, some scenic corridors may extend beyond the boundaries of the Central City; those portions of the corridors will need to be updated during subsequent plan projects.
- Types and description of the scenic resources located along the corridor that qualify it for inclusion in this inventory

Photographs

Photographs were taken along with the field assessment elements. All photographs were taken on a Nikon D7000 camera with a Nikon AF-S DX NIKKOR 18-105mm f/3.5-5.6G ED VR lens using the raw NEF format. The camera was set to the landscape scene function. A standard setting of 35mm was used. Due to safety concerns, it was not always feasible for staff to set up the tripod and take a standardized set of photographs for scenic corridors. Instead, photos were taken from safe locations where staff could get out of traffic or when it was possible for the passenger to take a photo from within a vehicle or boat. Because it was not always possible to take pictures while travelling (especially by bike), staff supplemented the photographs with Google Earth images and indicated as such in a footnote.

4. Designate Scenic Corridors

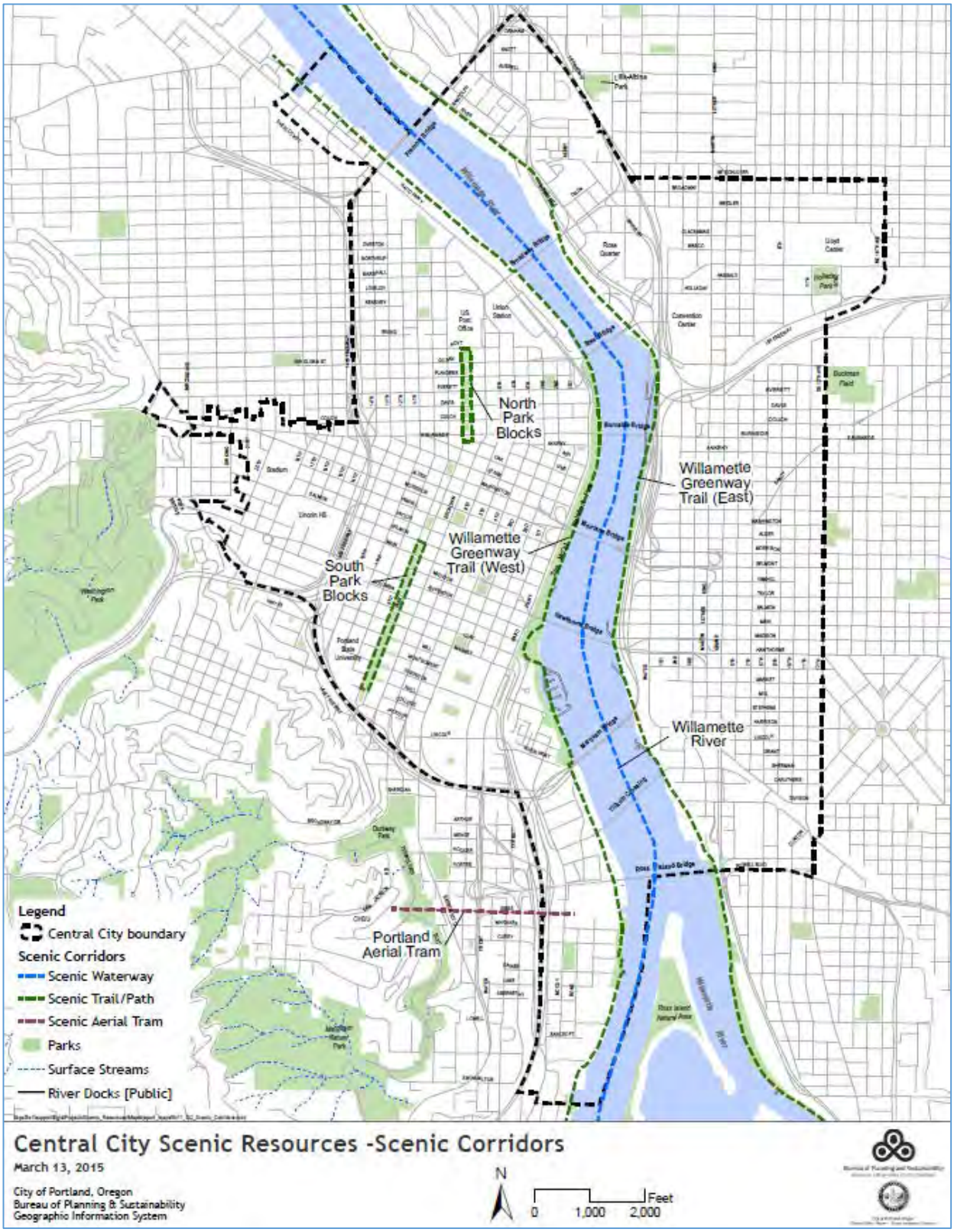
All scenic corridors that met the first screen were documented and photographs were taken. The photographs were then used to evaluate each scenic corridor to determine which would remain in this inventory. This evaluation was performed by city staff and verified by the project consultant.

Evaluation Criteria

1. Scenic Qualities - There are visual features, besides the formal viewpoints or scenic sites that add to the scenic quality of the corridor. Landscaping or natural vegetation lines portions of the corridor; open water is visible from the corridor; or historic buildings or cultural resources are located along the corridor.
2. Uniqueness – The scenic corridor is unique in Portland or within the neighborhood or district. There are views and features present along the corridor that can only be seen in this location. The scenic resources located along the corridor create an identity that helps define the neighborhood or district.
3. Predominance – There are a predominance of scenic resources and visual features that contribute to the scenic quality of the corridor. This is a subjective evaluation. It is based on whether most of the corridor appears scenic to the viewer or if the viewer is just traveling to a particular viewpoint or scenic site.

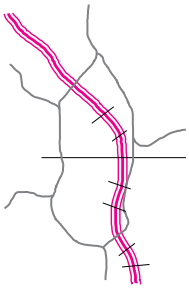
5.b. Scenic Corridors Results

There are six scenic corridors in the Central City. Some of the scenic corridors extend beyond the Central City; however those areas are not included in this inventory. Map 11 shows each scenic corridor.



Map 11: Scenic Corridors

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.

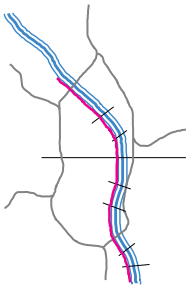
Ownership: 56% public; 44% private

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.

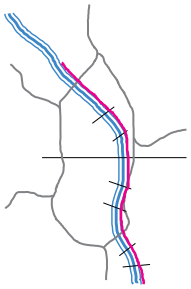
Ownership: Portland Parks & Recreation

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.

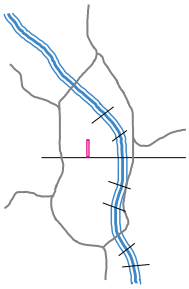
Ownership: Portland Parks & Recreation

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.

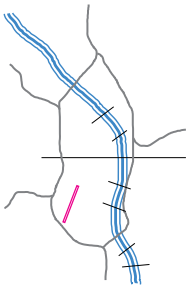
Ownership: City of Portland

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.

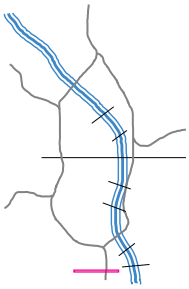
Ownership: City of Portland

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

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.

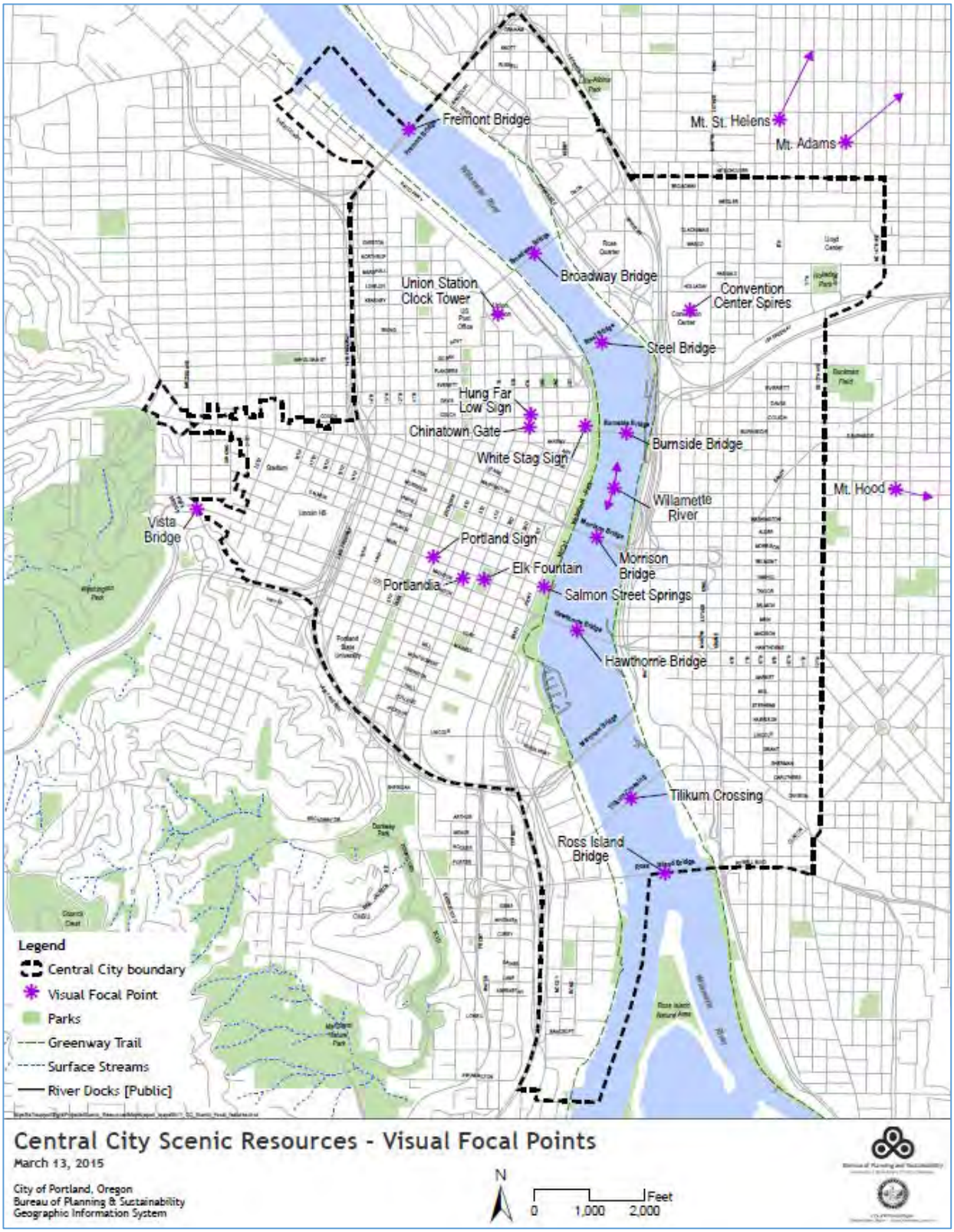
6.b. Visual Focal Points Results

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

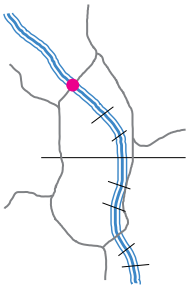
16. Mt Adams
17. Willamette River
18. Portland Sign (on the Arlene Schnitzer Concert Hall)
19. Convention Center Spires

21. Elk Fountain
22. Hung Far Low Sign
23. Ross Island
24. West Hills
25. Eastern Buttes



Map 12: Visual Focal Points

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

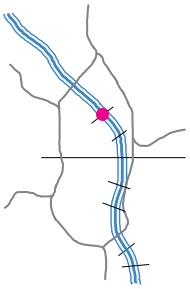


The Fremont Bridge from the Greenway Trail (west)



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)

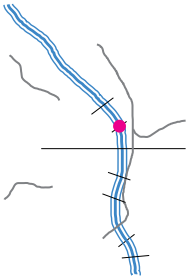


The Broadway Bridge from the Greenway Trail (west)



The Broadway Bridge from the Steel Bridge

STEEL BRIDGE



Location: Willamette River mile 12.1
Ownership: Union Pacific Railroad
Status on other lists:



The Steel Bridge from the Broadway Bridge

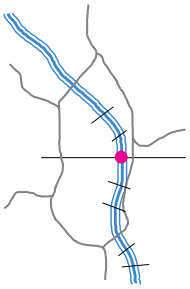


The Steel Bridge from the Greenway Trail (west)



The Steel Bridge from the Eastbank Esplanade

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)

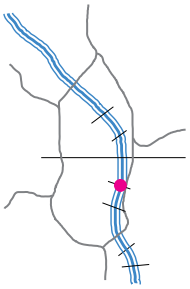


The Burnside Bridge from the Eastbank Esplanade circa 1988



The Burnside Bridge from the Eastbank Esplanade

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

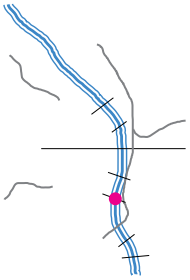


The Morrison Bridge from the Burnside Bridge at night



The Morrison Bridge from the Greenway Trail (west)

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

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

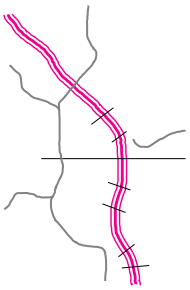


The Ross Island Bridge from Springwater Corridor circa 1988



The Ross Island Bridge from Tilikum Crossing

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

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

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

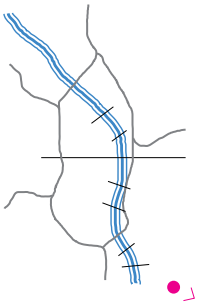


Mt Adams from the International Rose Test Garden



Mt Adams from the International Rose Test Garden

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

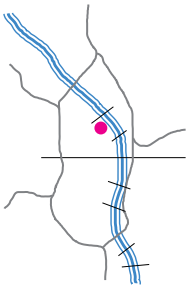


Mt Hood from the Greenway Trail (west) at Salmon Street Springs



Mt Hood from Pittock Mansion

UNION STATION CLOCK TOWER



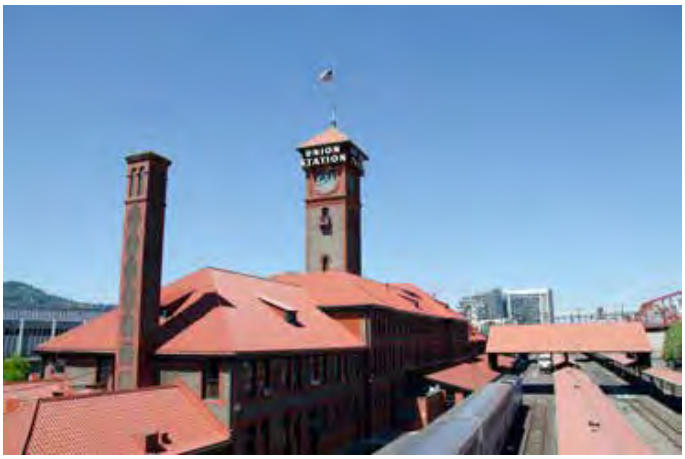
Location: 800 NW 6th Avenue

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

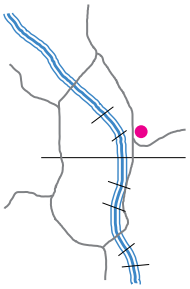


Union Station clock tower from the pedestrian bridge at Union Station



Union Station clock tower from the Broadway Bridge

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

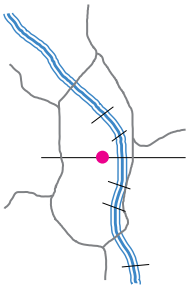


Oregon Convention Center spires from the Burnside Bridge at night



Oregon Convention Center spires from the Burnside Bridge

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

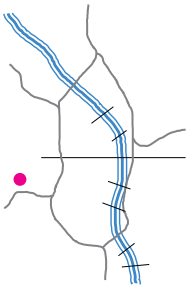


Chinatown Gate from NW 4th Avenue and NW Couch Street



Chinatown Gate from W Burnside Street and SW 4th Avenue

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

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

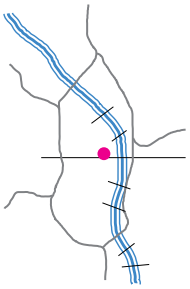


Salmon Street Springs from SW Naito Parkway and SW Salmon Street



Salmon Street Springs from Greenway Trail (west)

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)

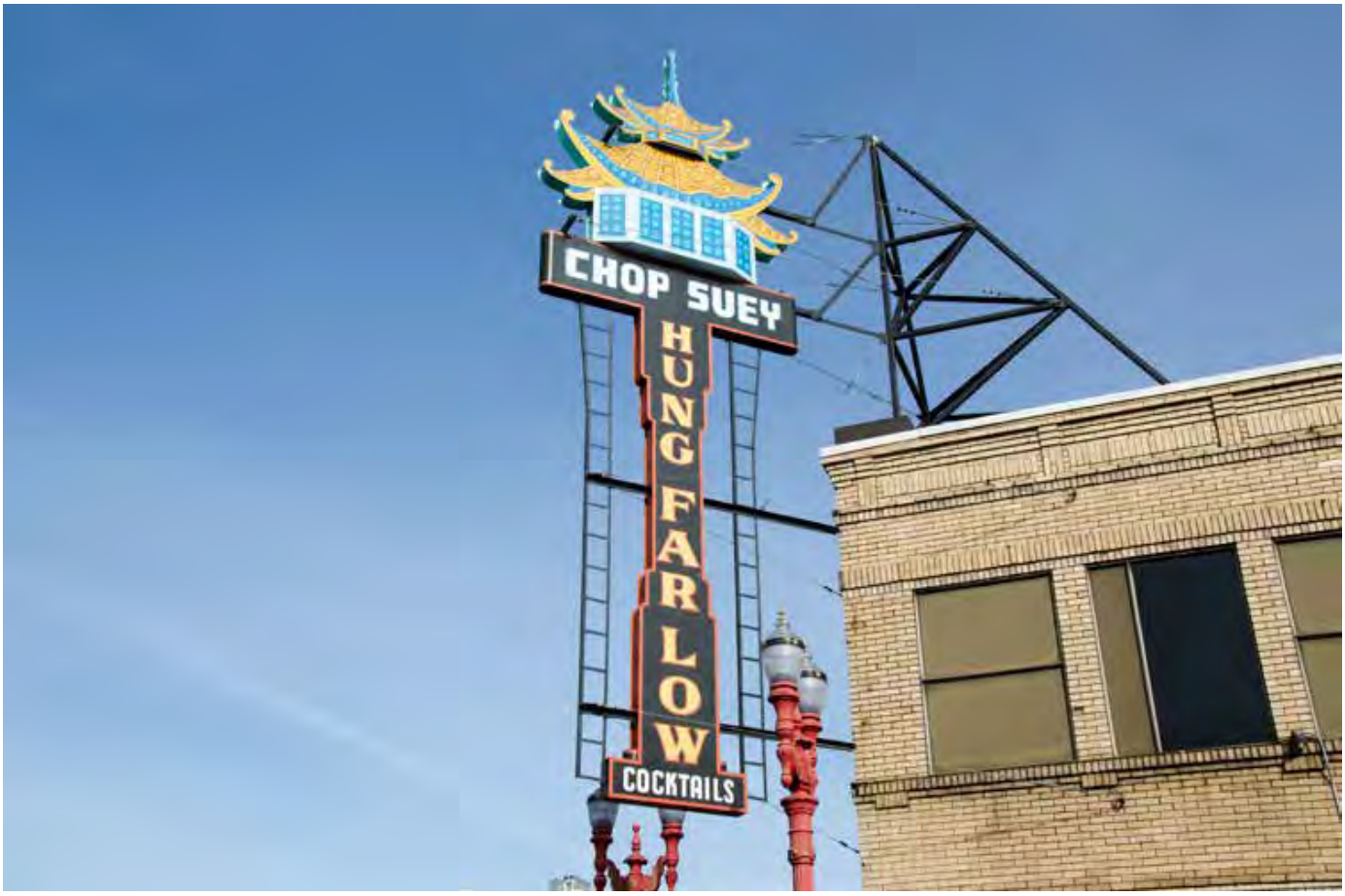
Status on other lists: Located in National Register of Historic Places New Chinatown/Japantown Historic District and New China/Japantown Unique Sign District



The Hung Far Low sign from NW 5th Avenue and NW Couch Street

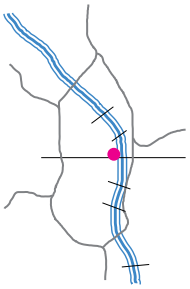


The Hung Far Low sign from NW 4th Avenue and NW Davis Street



The Hung Far Low sign from NW Couch Street at NW 4th Avenue

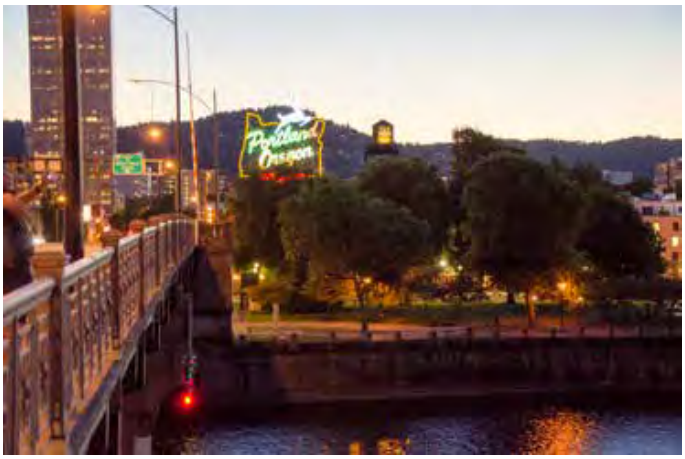
WHITE STAG SIGN



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

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

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

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

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

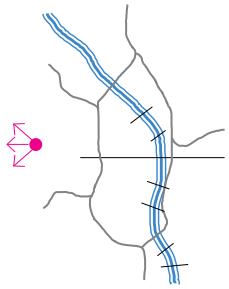


Ross Island from the South Waterfront Greenway Trail at SW Curry Street



Ross Island from the Greenway Trail (west) at SW Unnamed Road

WEST HILLS



Location: Western border of Multnomah County
Ownership:
Status on other lists:



The West Hills from N Winning Way and N Flint Avenue

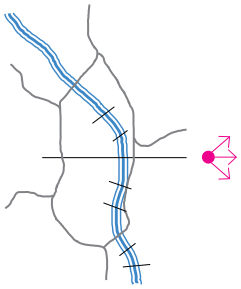


The West Hills from SE 12th Avenue and SE Ankeny Street



The West Hills from the Steel Bridge

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 148th and NE Halsey, and Shriner's Hospital. However, none of these 10 sites are within the Central City boundary nor are any positioned such that they have views of the Central City that could be blocked by development or vegetation within the Central City.

With the exception of Leach Botanical Garden, the scenic sites inventory conducted for the *Scenic Views, Sites and Drives Inventory* excluded parks and open spaces currently designated 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

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

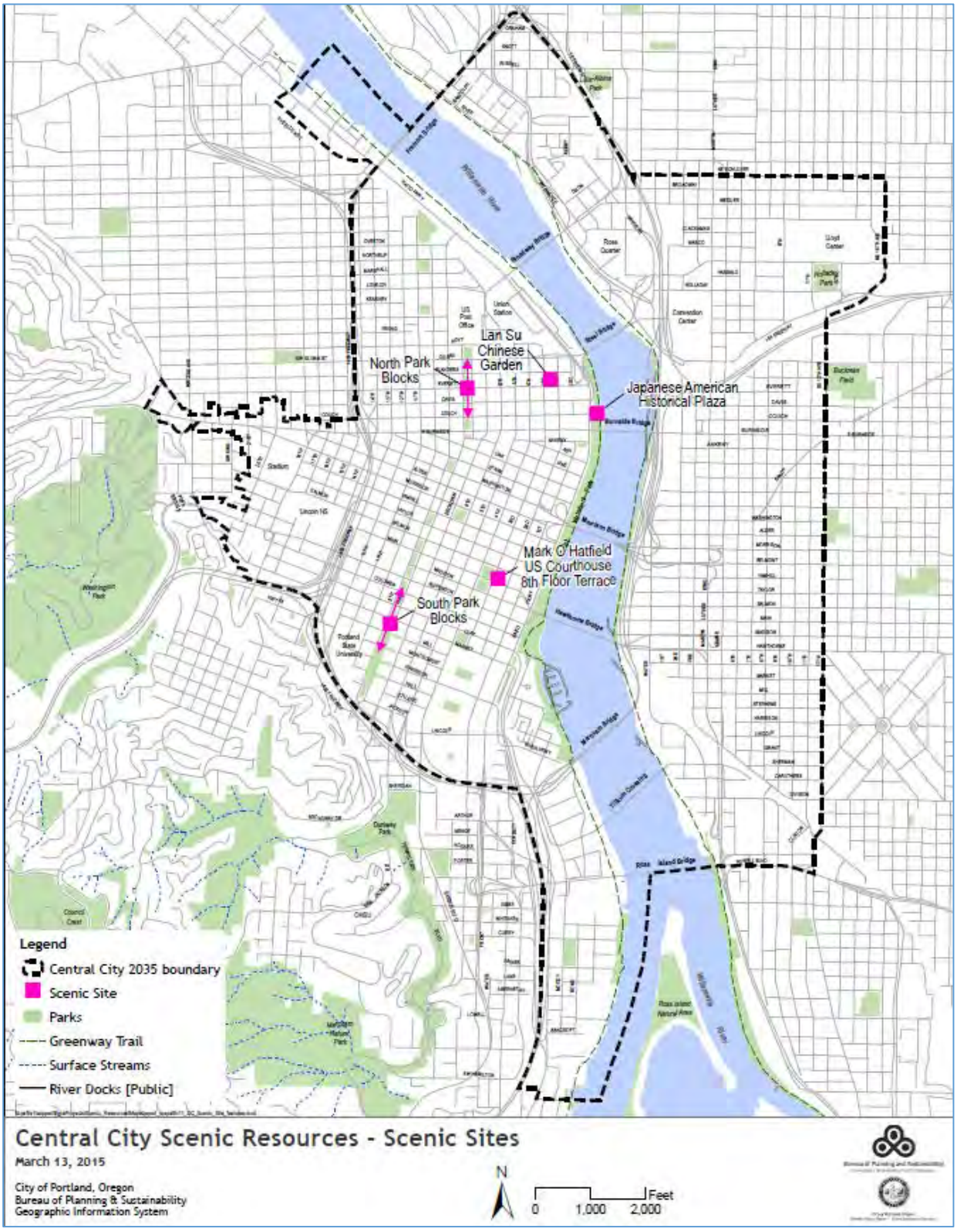
A minimum of one photograph of the scenic site was taken using the same methodology as was used for viewpoints. The photograph was taken such that the general feel of the scenic site was captured. If necessary, additional photos were taken to better capture the scenic site from multiple vantage points.

7.b. Scenic Sites Results

There are five scenic sites in the Central City:

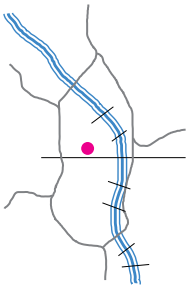
1. North Park Blocks

4. Mark O Hatfield US Courthouse 8th Floor Rooftop Terrace
5. South Park Blocks



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:

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).

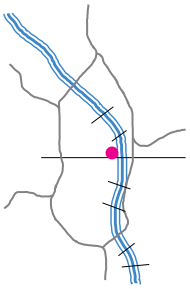
Ownership: City of Portland (contracts with Lan Su Chinese Garden non-profit to operate and maintain garden)

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.

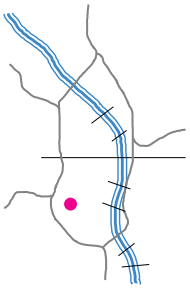
Ownership: City of Portland

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.

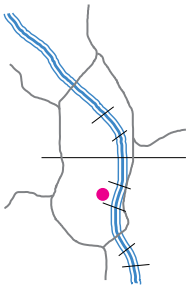
Ownership: City of Portland

Status on other lists: Two trees on Heritage Tree list; National Register of Historic Places (pending)



South Park Blocks

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:

Image not currently available



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

Supporting Resources

Akten, M., & Çelık, 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., Ezquerra Canalejoa, 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.

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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 Smardon, 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/

Edinburgh, Scotland

- 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/I5_Urban_Design.htm#URB_CPN_1_1
- Perry, N. Personal contact

Denver, Colorado

- https://www.denvergov.org/zoning/OtherRegulations/ViewPlanes/tabid/432623/Default.aspx

Napa County, California

- http://www.countyofnapa.org/planning/
- Planning@countyofnapa.org. Personal contact

Austin, Texas

- ftp://ftp.ci.austin.tx.us/LURTraining/Capitol%20View%20Corridors.pdf
- http://www.preservationaustin.org/advocacy/capitol-view-corridors/
- http://www.preservationaustin.org/uploads/Capitol_View_Corridors_map1.pdf

Honolulu, Hawaii

- Honolulu Department of Planning and Permitting. Personal contact

Auckland, New Zealand

Mississippi National River Park and Recreation Area

- Mississippi National River and Recreation Area Visual Resource Viewshed Analysis NPS, February 14
- Schwarzler, K. Personal contact

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 detractions.
- *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 map.pdf
- Ithaca view rating scale.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 thee 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.)[1]
- *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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[1] 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/

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 Crags
- 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

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/I5_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

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

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

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 ones perception of the view itself. This is not to imply that contrast with a 'built' fore or mid ground 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.

Portland Central City Scenic Views								
BMPs								
MIG 07/03/2014								
Place	**Date**	**Viewpoint identification**	**Inventory**	**Ranking method**	**Mapping**	**Protection methods**	**Experience**	**Notes**
Ithaca NY	1990s	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	Criteria first, then	27 views protected	Good mapping	Height limits, design review	Mixed results	Focus on shoreline, skyline
		establish view importance	view inventory to	complex 3-d view	& control			views to mountains, hillside development
		Expert group/delphi	seek out views that	metric				restrictions
		Public workshops	met criteria					
Edinburgh UK	2007	42 views analyzed	Photos	Not clear	View cones	New bldngs can't break into	Not known	Focus on local skylines,
		Public concern over views	Description	Skylines the focus	Sophisticated	sky space		hist. bldngs related to
					"Sky space"			hills & water features
								Sky space concept unique
Valencia Spain	2008	landscape assessment	4800 photos	Public preference	Mapped	Land use controls	Not known	Good method for visual
		rather than specific	368 used	Demographic control	landscapes	Billboard controls		preference/public
		views	Character typology	Photos on tables				Good predictive scientific framework
		scientific method						
San Francisco CA	1996?	Overlooks, viewpoints	No info	No info	No info	Height limits	Not known	Seeking more information
		open spaces, hill tops						
Denver CO	1968	Views to Front Range from	15 parks had ext.	Ranking not known	View planes	Inclined plane measured from	Long standing	Good method for height
	Additions	public parks	views of Front Range		for each	east edge of sites	program	control from viewpoints
		Skyline, airport	or river			1' per 100'	has expanded	
Napa County CA	2001	Views from designated	Not known	Slopes over 15% or	NA	Design review/viewshed manual	Not known	Large area view content protection
		scenic roads & corridors		on ridgeline				similar to CGNSA
National Park	2014	Method for each park/site	Local knowledge	landscape, viewpoint,	NA	Within park, management	New program	Includes natural & cultural features
Serice	Draft	to choose locally	Published views	significance, invstmnt		Outside, purchase or	Not adopted	Adaptable to urban areas
				use level, int themes		negotiation		Possibly useful scoring method
								Some flaws
Austin TX	2001	50+ view corridors to	Started with 60	Dropped some for	Cones	Variable height limits within	Hgt limits	Development pressure
	Hgt limits	capital bldng		economic reasons	mapped	1/4 mi of capital	breached	to violate rules building up
	since 1931						in 1960s	Single feature to protect

Honolulu HA	1960s	Views to Diamond Head	NA	NA	NA	Height limits across a district	Seems to	Came into place to prevent
		from public places				to prevent tall bldng	work	tall bldngs encroaching on
						encroachment		one major landform
						Design guidelines		
Seattle WA	1980s	Accessible public VP	Not known	Point system based	Not known	Exclusively design review	Pressure	Could not find point system used
		Prominence of view object		on significance			to weaken	May have some use to PDX, but
		Iconic, unique, noteworthy		high use, optimum			over time	better examples are out there
				Considered difficulty				
				of protecting view				
Cinncinati OH	2007	82 views evaluated	Field photos	Scoring matrix	Very good	Multiple	Not known	High concentration of views in a few areas
		From hilltops & Hillsides	& mapping	View quality	maps & GIS			Parks, streets, st. termini, steps, pkwys
		11 views OF hills		VP locale/type				Most vpts street related
				Seasonality				
				Saety				Great view typology summaries
				7 pts possible				
				By committee				
Mississippi River/Twin Cities	2014	Field driven, stakeholder	Field teams gatherd	Scoring system	NA	Being developed	Not in use yet	Seems like good inventory & ranking
	draft	& public involvement	data & photos	visual character		many jurisdictions involved		system with elements useable by Portland
				viewpoint quality				
				viewpoint use				
				staility/risk				
Auckland NZ	1976	ad hoc	ad hoc	None really	Good comp map	Height & setback control	appear to be	"Viewshafts" are the protected corridors
		Initially 3 popular views	add & subract sites	Islands, mountains,			problems	Cautionary tale on ad hoc systems
			over time	bay views predominate				
			87 present views					

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 Toulan School of Urban Studies and Planning, and as president of the City of Portland Planning Commission.

- **Judy Bluehorse Skelton** is a Senior Instructor in the Indigenous Nations Studies program at Portland State University. She is author of six collections of essays for teachers, including Native America: A Sustainable Culture (1999), and Lewis & Clark Through Native American Eyes (2003). She wrote and recorded 24 segments on Health & Healing and Sacred Landscapes for Wisdom of the Elders radio programs, airing on Public Broadcasting and AIROS (American Indian Radio on Satellite). Ms. Skelton received the Oregon Indian Education Association's award for Outstanding Indian Educator in 2006, and she serves on the boards of the Urban Greenspaces Institute, Portland Parks, and the Native American Community Advisory Council.

Printed books of photographs were sent to each expert in order to assure consistency in how the photo appeared. Each expert rated the scenes according to the methodology and definitions provided to them, which are described below. They entered their ratings into an online data collection form.

Each expert received two separate printed books of photographs that included sheets of colored stickers. The upland photo packet was received first, and the river packet followed a week later. Photos were taken with varying camera lens focal lengths and each scaled to a letter- or tabloid-sized page. The goal was to provide the best representative full-horizontal-cone view from the viewpoint for evaluation purposes. The photos were numbered so that experts could correlate them to the online survey. The experts were asked to make sure they matched the hard copy photo to the same number on the online survey form. Thumbnail images were provided on the online survey form for reference purpose.

The photographs were presented for rating in a random order, with each view assigned a numerical code. Some views were left out due to field factors, which could include temporary blocking of a view (e.g., temporary fencing), lack of access (e.g., photos from Tilikum Crossing were not accessible due to construction) and/or weather constraints. For those reasons, the experts did not review every view. The views that were not evaluated by the experts were assigned a rank by the project consultants by extrapolating the expert evaluation results for similar views.

Experts were instructed to make their ratings only with regard to the quality of the views depicted in the photographs. They were also instructed that a separate process would assess the value of the viewpoints themselves with regard to access, amenities, and use.

The experts were asked to provide ratings based upon their primary first impression of the qualities observed in each view. On average, each view's ratings were to take no more than one minute (the survey was intended to avoid having panelists over-analyze each photograph). The experts were instructed to avoid deliberation about the detailed composition or nuance of a view or the particular meaning or history of elements that are not widely known or recognized. The purpose of this was to focus the assessment on scenic values that can be readily appreciated by the general public.

The photographs were designed to document the full horizontal scope of each view. Most views were bound on both sides by a feature, such as a building or vegetation, which created a break in the extent of the view. The full vertical scope of some foreground features, such as bridges, was not necessarily fully depicted within each photograph due to camera lens constraints. In these cases, the experts were asked to 'complete' the images in their mind's eye when rating such views.

In addition, some photos were digitally enhanced to make distant mountains more visible, or, in some cases, the outline of mountains was drawn in to better reflect how the views appear in the field. This was done to make up for atmospheric condition that may have made distant features too faint to pick up in the printed photos, even though they were clearly visible to the naked eye. In all cases, these enhancements were clearly noted on the photographs.

Some photos were taken through construction or other fencing (e.g., safety fencing on a bridge). The experts were asked to try to ignore fencing in the picture and focus on the elements of the view.

The photographs were taken at representative photographic positions that offer interesting views with depth and scope that are safely available to pedestrians, bicyclists, or drivers. Many of the views were designated in a previous inventory, as noted earlier in this document. Whenever possible, the photograph was taken from the original position. Some of the photographs, therefore, include a street, parking lot or vacant lot, or vegetation that has grown up in the immediate foreground. In these cases, the experts were asked to rate the views accounting for the extent to which the average viewer would focus beyond the immediate foreground but might still be aesthetically affected by it.

The experts were provided definitions of the criteria to be rated, and instructed to read the definitions carefully and do their best to follow them. They were also allowed to employ a wide range of rating values for each criterion across all the views in order to determine levels of each criterion among the views.

Accordingly, before starting to rate the views, the experts were asked to quickly flip through all the photos to gain a sense of the diversity of views and to help frame their intuitive standards for rating all the criteria. The experts were also asked to rate the views based on the criteria in the standard order presented for each scene in the online survey beginning with the overall criteria followed by more detailed attributes. They were also asked to place colored stickers on the photos to identify highly discordant features for all the views as well as primary and secondary focal features, and contributing skyline, ridge top, water, and vegetation features for those criteria they rated seven or higher.

Below are the criteria used to rate the views. The experts were asked to rate each image on a scale of 0-10 for each criterion, with 10 being the highest rating possible and 0 meaning that specific criterion was not present in the view. The first three criteria of the whole scene are the same for both upland and river views; some of the additional criteria of features within the views differed between upland and river views.

Upland View Criteria

For the upland photo set, the experts were first asked to rate three criteria of the whole scene:

1. **Universal Scenic Quality** – This criterion refers to the scenic beauty of the view in an urban context. This is the instantaneous basic visual appeal that anyone from anywhere would find in the view irrespective of where in the world the view might be found. How much does the content and composition of the view draw one's aesthetic attention and enjoyment, invite one to pause or rest a bit and look, to stop thinking or worrying about other matters, to remember the view, or to come back again (perhaps with another person).
2. **Essence/Iconic of Portland** – This criterion refers to the degree to which a view includes or expresses distinctive and unique content specific to Portland and how it sits in its local or regional landscape setting. This local expression may be simple and intuitively noticed just from visual cues in the view so that it will very likely be appreciated by outside visitors. Or, appreciation of the essence of Portland in a view might require some basic and generally held knowledge of the city's history, landscape evolution, cultural identities or collective

sense of place. A view that is iconic of Portland because it is often employed in media about the city would be a clear case of high essence of Portland.

3. **Portland Imageability** - This criterion tends to combine both of the above criteria, with the added dimension of strong place identification. An imageable view helps orient the viewer and helps her/him understand where she/he is in relation to a commonly shared mental map of Portland. Imageability refers, in part, to the degree that a view includes readily recognizable features and patterns (such as nodes, landmarks, paths and districts) that generate positive notice, activate strong place identification and emotional attachment, and secure "placement" in the world. ("Imageability" is more place-specific than "universal scenic quality" which would apply to a view just as well if it were found in another city.)

Next, experts were asked to rate seven criteria of features within the upland views:

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

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

River View Criteria

For the river photo set, the experts were asked to rate the same three criteria of the whole view as the upland set:

1. **Universal Scenic Quality** – This criterion refers to the scenic beauty of the view in an urban context. This is the instantaneous basic visual appeal that anyone from anywhere would find in the view irrespective of where in the world the view might be found. How much does the content and composition of the view draw one's aesthetic attention and enjoyment, invite one to pause or rest a bit and look, to stop thinking or worrying about other matters, to remember the view, or to come back again (perhaps with another person).

2. **Essence/Iconic of Portland** – This criterion refers to the degree to which a view includes or expresses distinctive and unique content specific to Portland and how it sits in its local or regional landscape setting. This local expression may be simple and intuitively noticed just from visual cues in the view so that it will very likely be appreciated by outside visitors. Or, appreciation of the essence of Portland in a view might require some basic and generally held knowledge of the city's history, landscape evolution, cultural identities or collective sense of place. A view that is iconic of Portland because it is often employed in media about the city would be a clear case of high essence of Portland.
3. **Portland Imageability** - This criterion tends to combine both of the above criteria, with the added dimension of strong place identification. An imageable view helps orient the viewer and help her/him understand where she/he is in relation to a commonly shared mental map of Portland. Imageability refers, in part, to the degree that a view includes readily recognizable features and patterns (such as nodes, landmarks, paths and districts) that generate positive notice, activate strong place identification and emotional attachment, and secure "placement" in the world. ("Imageability" is more place-specific than "universal scenic quality" which would apply to a view just as well if it were found in another city.)

Next, experts were asked to rate five criteria of features within the river views:

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

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

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

Viewpoint Evaluation

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

1. **Developed Viewpoint** – This was documented during field visits. A location may be developed in general, but if it is not developed specifically as a viewpoint it did not receive points under this criterion. A developed viewpoint would include at least one of the following improvements: pedestrian refuge or bump-out, automobile pull-out, bench, viewing telescopes, etc. A developed viewpoint indicates public investment in that location as a viewpoint.
   - Developed as a viewpoint = 1 point
   - Not developed as a viewpoint = 0 points
2. **Viewpoint Accessibility** – This was documented during field visits and was based on the staff experience accessing the viewpoint. Access that is possible by car, bike, and foot was documented along with whether the viewpoint had adjacent parking and whether there was a transit stop within two blocks of the viewpoint.
   - Low accessibility = 0 points – the viewpoint is difficult to find and can only be accessed well by one mode of transportation.
   - Moderate accessibility = 0.5 point – the viewpoint is either difficult to find but can be accessed well by multiple modes of transportation, or the viewpoint is easy to find but can only be accessed well by one mode of transportation.
   - High accessibility = 1 point – the viewpoint is easy to find and can be accessed well by multiple modes of transportation.
3. **Amount of Use as a Viewpoint** – This was documented during field visits and was based on observations during the field visits as well as professional knowledge regarding the use of different destinations in Portland. It is important to note that a viewpoint may have high use, but not as a viewpoint. For example, Tom McCall Waterfront Park has very high use; however, not all of the viewpoints in the park have high use as a viewpoint. To receive a score of 1, the viewpoint must be a destination for taking in a view. For example, people travel to Pittock Mansion specifically for the view of the city and Mt Hood. However, people using the Eastbank Esplanade may stop anywhere along it to enjoy views of the river, bridges and downtown skyline but the entire Eastbank Esplanade is not a destination viewpoint.
   - Low use as a viewpoint = 0 points (e.g., SW 2nd and Salmon's view of Salmon Street Springs)
   - Moderate use as a viewpoint = 0.5 point (e.g., the Eastbank Esplanade's view of the city skyline)
   - High use as a viewpoint = 1 point (e.g., Pittock Mansion's view of Mt Hood and the city skyline)

Score, Rank and Group Views and Viewpoints

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

Upland Views

Scoring Methodology for Upland Views

The total score for upland views is the average expert score for universal scenic quality plus the staff scores for the viewpoint.

Expert scores of the three criteria that served to rate whole upland views (universal scenic quality, essence/iconic of Portland and Portland imageability) had the potential to serve, either by themselves or in combination, as the basis for producing an overall score for the views. To determine which of these criteria to use, and among which experts, a reliability coefficient (coefficient of determination) was calculated across all the experts for each of these three qualities. These coefficients are called "average correlations" in Figure 2 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 2 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).

PEARSON PRODUCT MOMENT CORRELATION MATRIX OF RATINGS

UPLAND VIEWS **UNIVERSAL SCENIC QUALITY**

	Expert 1	Expert 2	Expert 3	Expert 4	Expert 5	Expert 6	Expert 7	Average by Expert
Expert 1	1.00	0.75	0.73	0.16	0.53	0.78	0.72	0.61
Expert 2	0.75	1.00	0.72	0.29	0.58	0.76	0.62	0.62
Expert 3	0.73	0.72	1.00	0.38	0.62	0.65	0.62	0.62
Expert 4	0.16	0.29	0.38	1.00	0.31	0.30	0.27	0.29
Expert 5	0.53	0.58	0.62	0.31	1.00	0.60	0.41	0.51
Expert 6	0.78	0.76	0.65	0.30	0.60	1.00	0.63	0.62
Expert 7	0.72	0.62	0.62	0.27	0.41	0.63	1.00	0.55

Average Correlation with Expert 4 Included = 0.54
Average Correlation without Expert 4 = 0.59

PEARSON PRODUCT MOMENT CORRELATION MATRIX OF RATINGS

UPLAND VIEWS **ESSENCE/ICONIC OF PORTLAND**

	Expert 1	Expert 2	Expert 3	Expert 4	Expert 5	Expert 6	Expert 7	Average by Expert
Expert 1	1.00	0.60	0.48	0.18	0.41	0.60	0.55	0.47
Expert 2	0.60	1.00	0.65	0.19	0.47	0.63	0.51	0.51
Expert 3	0.48	0.65	1.00	0.34	0.60	0.57	0.46	0.52
Expert 4	0.18	0.19	0.34	1.00	0.38	0.32	0.20	0.27
Expert 5	0.41	0.47	0.60	0.38	1.00	0.57	0.41	0.47
Expert 6	0.60	0.63	0.57	0.32	0.57	1.00	0.42	0.52
Expert 7	0.55	0.51	0.46	0.20	0.41	0.42	1.00	0.43

Average Correlation with Expert 4 Included = 0.45
Average Correlation without Expert 4 = 0.49

PEARSON PRODUCT MOMENT CORRELATION MATRIX OF RATINGS

UPLAND VIEWS **PORTLAND IMAGEABILITY**

	Expert 1	Expert 2	Expert 3	Expert 4	Expert 5	Expert 6	Expert 7	Average by Expert
Expert 1	1.00	0.49	0.43	0.17	0.37	0.61	0.53	0.43
Expert 2	0.49	1.00	0.52	0.20	0.43	0.57	0.50	0.45
Expert 3	0.43	0.52	1.00	0.28	0.60	0.56	0.38	0.46
Expert 4	0.17	0.20	0.28	1.00	0.27	0.31	0.29	0.25
Expert 5	0.37	0.43	0.60	0.27	1.00	0.57	0.41	0.44
Expert 6	0.61	0.57	0.56	0.31	0.57	1.00	0.46	0.51
Expert 7	0.53	0.50	0.38	0.29	0.41	0.46	1.00	0.43

Average Correlation with Expert 4 Included = 0.43
Average Correlation without Expert 4 = 0.46

Key to Colors:		
	Highly acceptable reliability indicator.	r>.70
	Acceptable reliability indicator.	r=.60-.69
	Marginally acceptable reliability indicator.	r=.50-.59
	Marginally unacceptable reliability indicator.	r=.40-.49
	Unacceptable reliability indicator.	r<.40

Figure 2: 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 3) 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.

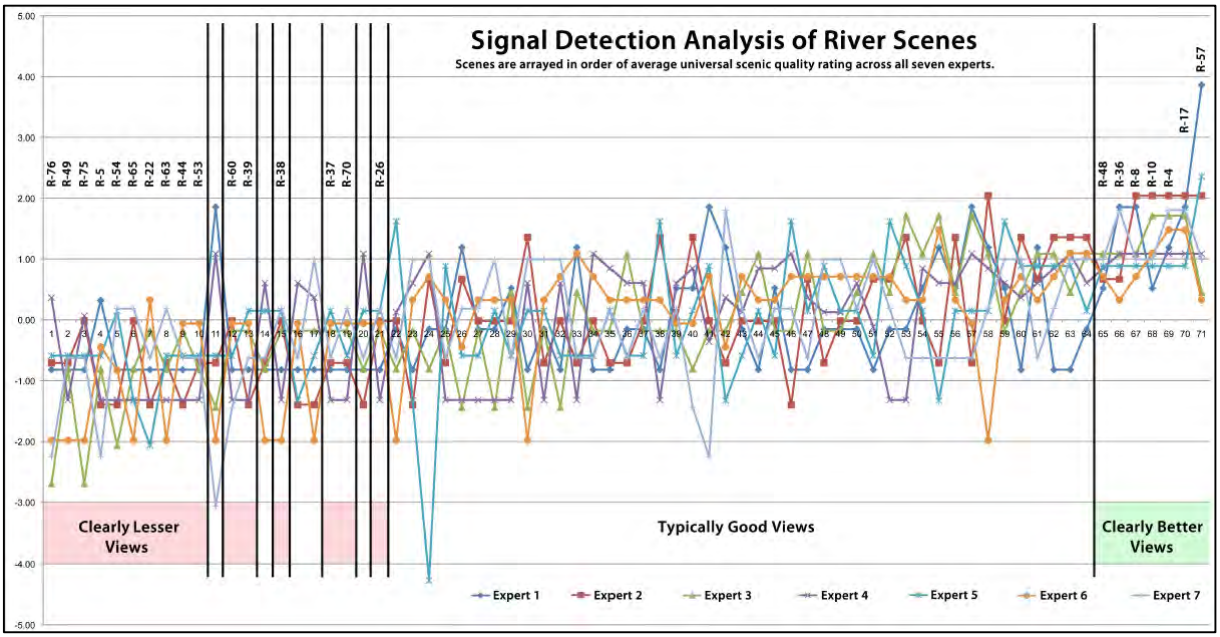


Figure 3: Signal Detection for the Experts' Scores of River Views

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 give 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.

NOTE: This table needs to be updated as some of the new codes have changed.

Appendix C: Scenic Resources Inventory ID Code Crosswalk (note: needs to be updated)

2015 SRI ID Code	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	Russell St under I-5 overpass			U-35	new	
CC_N02	Lillis Albina Park - West Edge			U-67	new	
CC_N03	N Commercial at 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	relocated	Relocated to the east side of Larrabee because west side of street has no sidewalk
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, east of center			R-66	new	
CC_NE01	NE 12th Ave I-84 overpass		VC 24-16	U-16	existing	
CC_NE02	NE Lloyd Blvd, west of 11th			U-48	new	
CC_NE03	12th st I 84 overpass			U-46	new	
CC_NE04	Greenway viewpoint at Convention Center Plaza		VC 24-06	R-1	existing	
CC_NE05	NE Lloyd Blvd, west of 9th			U-47	new	
CC_NE06	Greenway Trail developed VP above EB 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	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, N pt.			R-37	new	
CC_NW08	The Fields Park, southeast trail			U-65	new	
CC_NW09	Greenway Trail between Fremont and Broadway, 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 just south of Broadway Bridge			R-64	new	
CC_NW16	Greenway between Broadway and Steel Bridges	CCPV29	VB 24-29	R-14	existing	
CC_NW17	Pedestrian bridge b/w railyards dev and union sta			U-53	new	
CC_NW18	Ped bridge between yards development and station		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	CCPV27		R-42	existing	
CC_NW21	NW Glisan and 4th			U-52	new	
CC_NW22	Greenway south of Steel Bridge			R-27	new	
CC_NW23	Greenway 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, north of Morrison Bridge			R-69	new	
CC_SE04	Eastbank Esplanade between Washington and Alder			Not included	new	three very similar photos were taken (SE93, SE04 and SE05), one was sent to experts; other two extrapolated
CC_SE05	Eastbank Esplanade at Alder			Not included	new	three very similar photos were taken (SE93, 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 Salmon St developed viewpoint
CC_SE11	Eastbank Esplanade, just north of Hawthorne Bridge	CCPV17, GVP		R-23	existing	
CC_SE12	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 Stephens & 3rd
CC_SE15	EastGreenway Trail south of Marquam Bridge at OMSI	CCPV11		R-53	existing	
CC_SE16	Eastbank Esplanade bw Marquam and Tilikum			R-74	new	
CC_SE17	East Greenway Trail south of OMSI			R-67	new	
CC_SE18	Tilikum Crossing - Northeast Pedestrian Bumpout			not included	new	Under construction
CC_SE19	SE Caruthers at Willamette River	CCPV8		R-28	existing	
CC_SE20	SE McLoughlin/Grand at Caruthers			U-55	new	
CC_SE21	Tilikum Cross - Southeast Pedestrian Bumpout			R-30	new	
CC_SE22	East Greenway trail in front of SK northwest			R-29	new	
CC_SE23	SE McLoughlin/Grand 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	SE McLoughlin and Franklin	GVP	VB 31-05	U-15	existing	
CC_SE26	Springwater Corridor, south of Ross Island Bridge			R-72	new	
CC_SE27	Springwater Trail - Franklin/Haig, middle bench			Not included	new	photo taken during leaf-off; results extrapolated
CC_SE28	Springwater Corridor dirt path, S of Ross Island B		VB 31-24	R-73	existing	
CC_SE29	Springwater Trail - SW Rhone St, north bench			Not included	new	photo taken during leaf-off; results extrapolated
CC_SE30	Springwater Trail - SW Bush St, north seating area			Not included	new	photo taken during leaf-off; results extrapolated
CC_SW01	Greenway 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 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 at Salmon Springs	CCPV18	VM 24-45, VB 24-31	R-71, R-16 (A,B)	existing	This is a large viewpoint with multiple vantanges 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 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	Replocated to the landscape feature with plam trees and seating
CC_SW29	Waterfront 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 dock by Newport Seafood	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 VP at S end of gardens by Montgomery			R-59 (A,B)	new	
CC_SW37	SW Lincoln and Pedestrian Walkway			not included	new	
CC_SW38	Greenway bw VPs at S end of Mont garden & 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	Greenway trail VP at end of SW Hall			R-60	new	
CC_SW41	Greenway trail under Marquam Bridge	CCPV10		R-54	relocated	Relocated to the developed viewpoint under the Marquam bridge.
CC_SW42	SW Davenport at Governor's Park		VC 23-35	Not included	existing	photo taken during leaf-off; results extrapolated
CC_SW43	Greenway trail south of Marquam Bridge	CCPV9		Not included	existing	Under construction
CC_SW44	Tilikum Crossing - Northwest Pedestrian Bumpout			Not included	new	Under construction; results extrapolated
CC_SW45	Greenway trail, south of Marquam Bridge		VB 24-18	Not included	existing	Under construction
CC_SW46	SW Broadway Dr, north of Hoffman		VM 31-36	U-12	existing	
CC_SW47	Tilikum Cross - Southwest Pedestrian Bumpout			Not included	new	Under construction; results extrapolated
CC_SW48	Greenway trail, north of Tilikum Crossing	CCPV7, GVP		Not included	existing	Under construction
CC_SW49	Greenway Trail at SW Aurther			R-21	new	under construction
CC_SW50	Terwilliger S of Sam Jackson		VC 31-31	U-10	existing	
CC_SW51	Terwilliger, south of Sam Jackson		VP 31-30	Not included	existing	photo retaken during leaf-off; results extrapolated
CC_SW52	Terwilliger N of Campus Dr.		VM 31-38	U-2	existing	
CC_SW53	Riverbank North of Ross Island Bridge	CCPV6		Not included	existing	Under construction
CC_SW54	Ross Island Bridge, west			R-33	new	
CC_SW55	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	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	OHSU Tram - North Platform at Top			U-30 (B)	new	
CC_SW58	SW Gibbs Street Pedestrian Bridge			U-56 (A,B, C, D)	new	

CC_SW59	Ross Island Bridge from South (Zidell)	CCPV3, GVP	VB 31-09	Not included	existing	Under construction
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	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 outisde of the CCSRI boundary
CC_SW65	SW Terwilliger N of Condor		29	U-5	existing	
CC_SW66	Greenway at SW Curry			R-75	new	Under construction; experts sent representive photos with construction fencing
CC_SW67	Caruthers Park - SW Bond at Pennoyer			U-29	new	
CC_SW68	Greenway at SW Pennoyer			R-76	new	Under construction; experts sent representive photos with construction fencing
CC_SW69	Greenway at SW Gaines			R-34	new	Under construction; experts sent representive photos with construction fencing
CC_SW70	Greenway Trail at Old Spaghetti Factory		CCPV2	R-57	existing	
CC_SW71	Bancroft, Hamilton, Terwilliger		View 30	U-6	existing	
Redesignated	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_SW65)
Retired	SW Terwilliger Blvd		Viewpoint 75	Not Included		No developed viewpoint at this location; two developed viewpoints immediately to the north (CC_SW62 & CC_SW65)

Redesignated	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	Montgomery St Stairs		VC 24-44	Not Included		View is completely blocked by development
Retired	South Park Blocks, near Jackson St		VM 24-21	Not Included		View is completely blocked by development
Retired	Gazebo at 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 Ankeny			U-20		View west from 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:

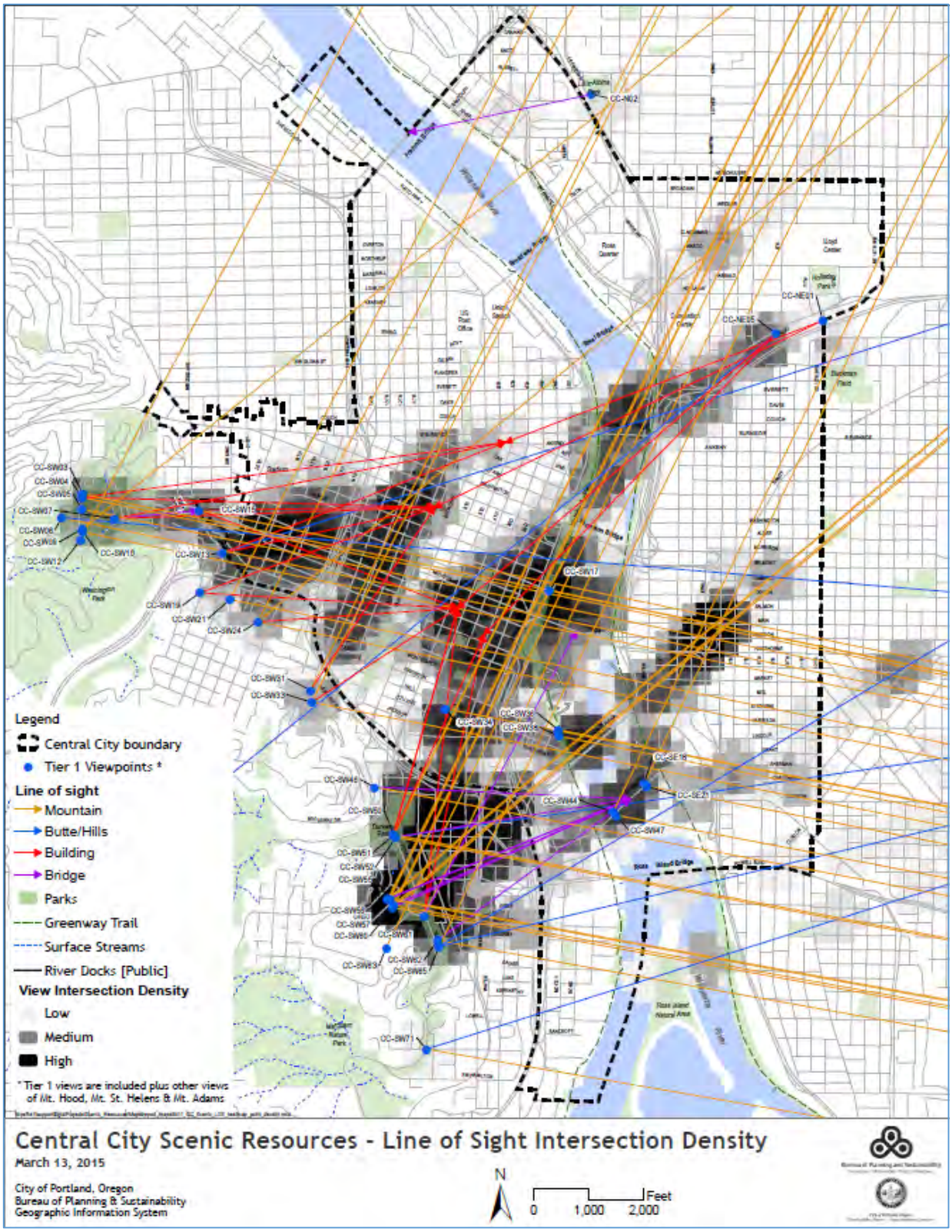
1) 500 ft distance (Map 2)
2) 750 ft distance (Map 3)
3) 1,000 ft distance (Map4)

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.

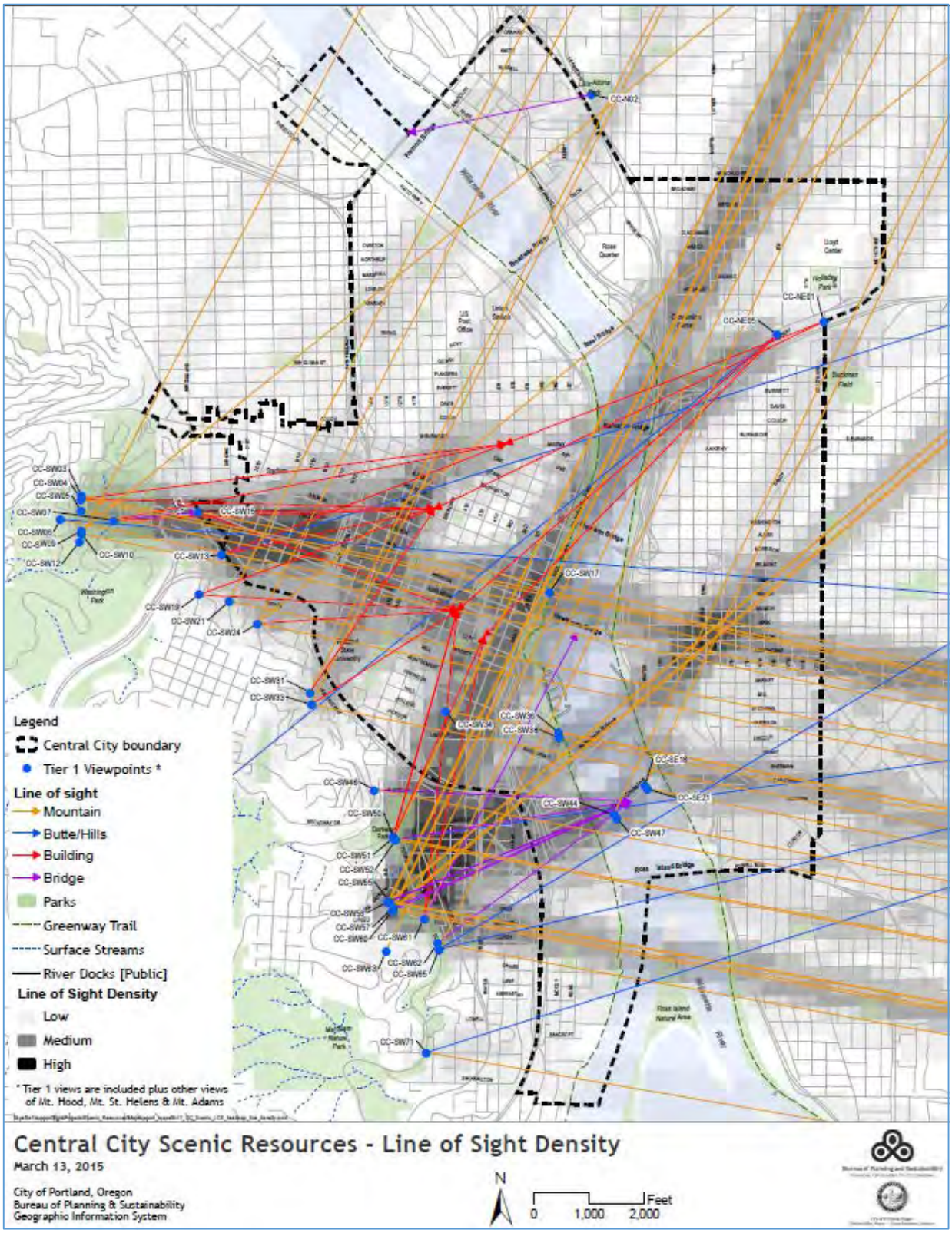
Staff chose the 750 ft resampling distance as providing an adequate and appropriate level of detail for understanding the relationship between the lines of sight.

DRAFT

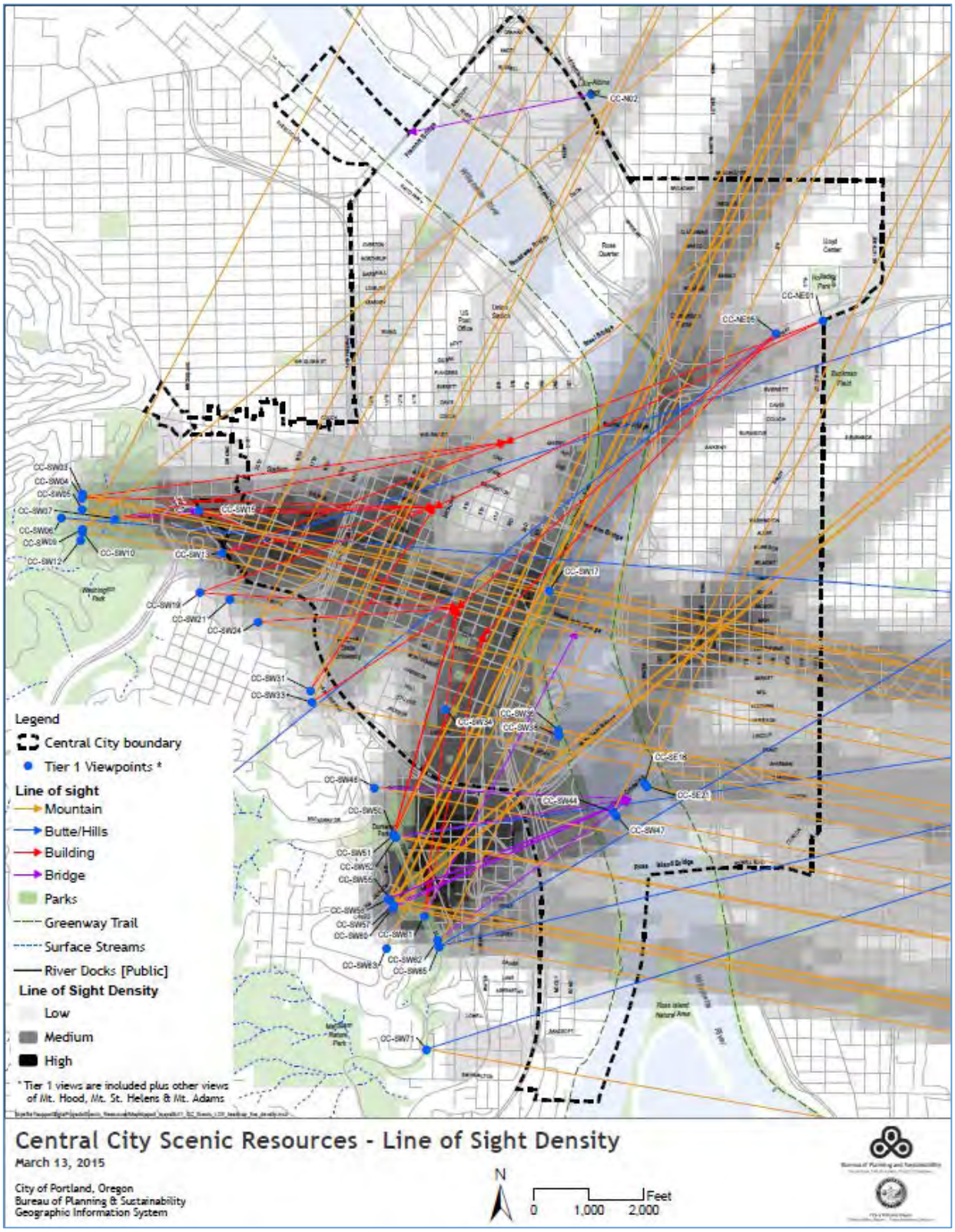
Map 1: Line of Sight Intersection Density



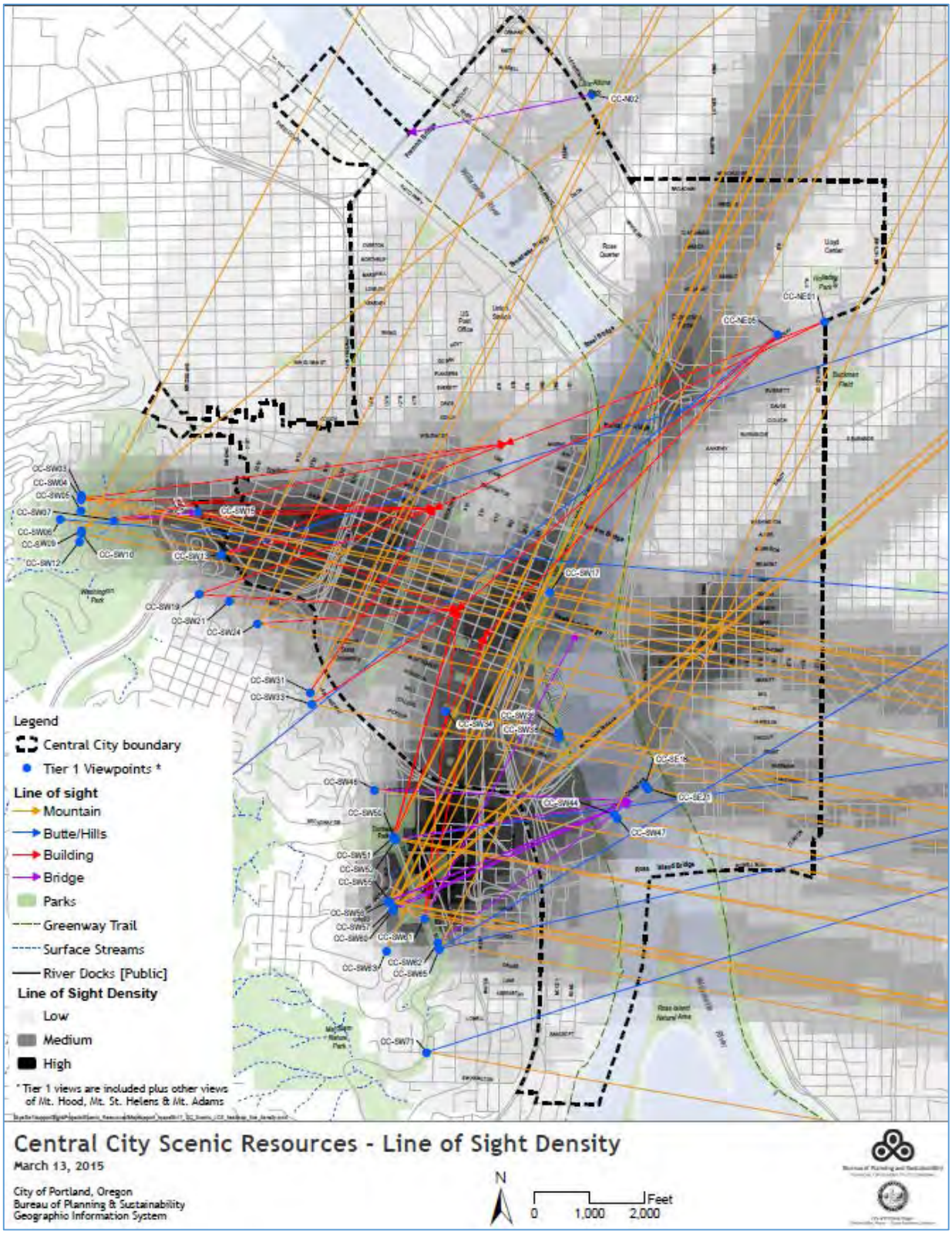
Map 2: Line of Sight Line Density (500 ft)



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.

Description | **Current photo** | **Historic photo**

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.



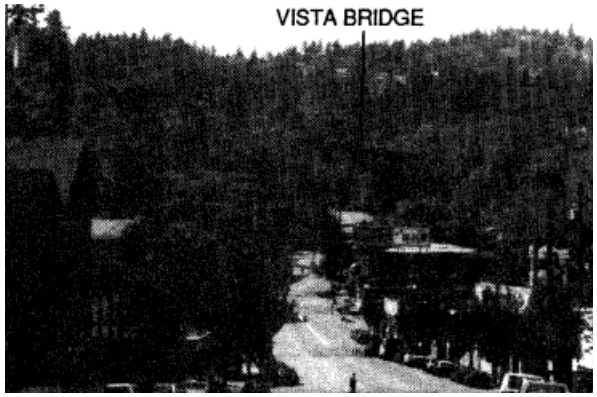


Vista Bridge from SW Jefferson

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.



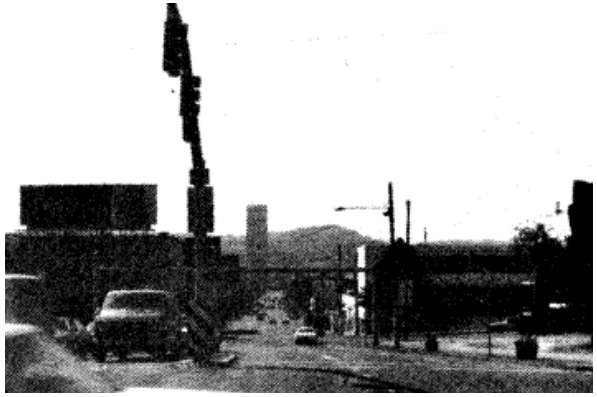


First Interstate Tower from East Burnside

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.





Description | **Current photo** | **Historic photo**

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.



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

Description | **Current photo** | **Historic photo**

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.



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

Description | **Current photo** | **Historic photo**

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.



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

Description | **Current photo** | **Historic photo**

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.



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).





Description | **Current photo** | **Historic photo**

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.





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.





Description | **Current photo** | **Historic photo**

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.





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

Description | **Current photo** | **Historic photo**

Morrison Bridge - north side, center

Old ID: CCPV20 **NEW ID:** CCSE06

RELOCATED. The original viewpoint was located on the north side of the Morrison Bridge in the center. There is no pedestrian refuge at this location, no guardrail separating the sidewalk from traffic lanes, and the sidewalk is very narrow. The Morrison Bridge has two pedestrian refuges on the north side, one east of center and one west of center. This viewpoint was relocated to the eastern pedestrian refuge on the north side and is included in this inventory as CCSE06.

No current photo

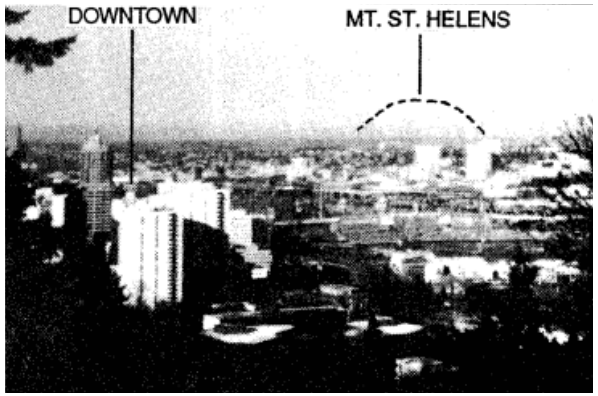
No historic photo

View of St Helens from Veteran's Hospital

Old ID: VM31-21 **New ID:** CCSW63

RELOCATED. Historically, this was described as a view of downtown, the Willamette River, the east side, and Mt St Helens. The viewpoint was located "behind the new Veteran's Hospital at the edge of the loading area." Today, Mt St Helens is mostly obscured by vegetation and the sky bridge from this location. This view has been relocated to the Veterans Hospital/OHSU sky bridge and is included in this inventory as CCSW63.



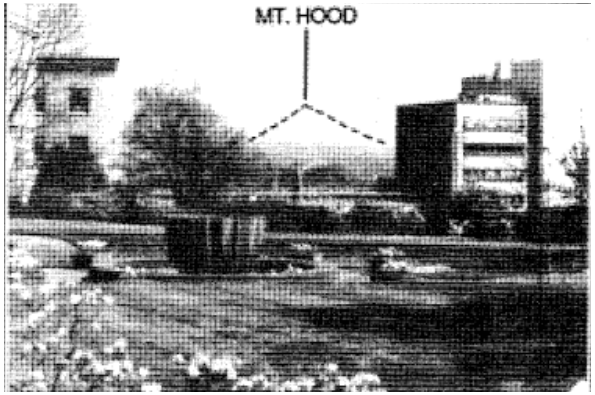


View of Mt Hood from OHSU

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).





Description | **Current photo** | **Historic photo**

View of Mt Hood from the Broadway Bridge

Old ID: VM24-38 **NEW ID:** CCNW14

RELOCATED. Historically, this view of Mt Hood was taken from the north sidewalk on the Broadway Bridge looking through the bridge supports. The viewpoint has been moved to the south side of the bridge to remove the discordance of the bridge supports and allow for the photo to be taken as a panorama. The relocated viewpoint is included in this inventory as CCNW14.

No current photo

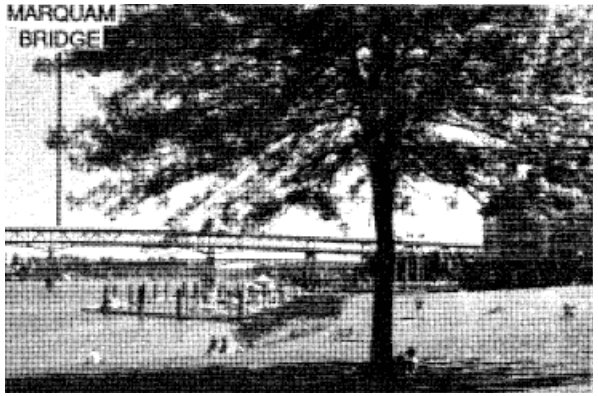


Marquam & RI Bridges from Waterfront Park

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.





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).







Description

Hawthorne Bridge from Eastbank Esplanade

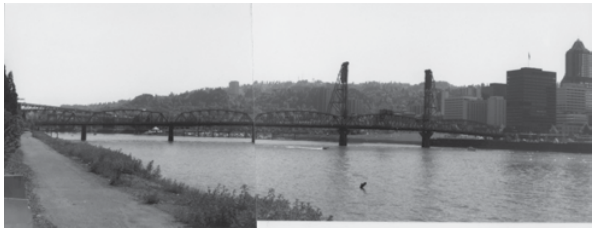
Old ID: VB24-25 **NEW ID:** CCSE10

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



Historic photo

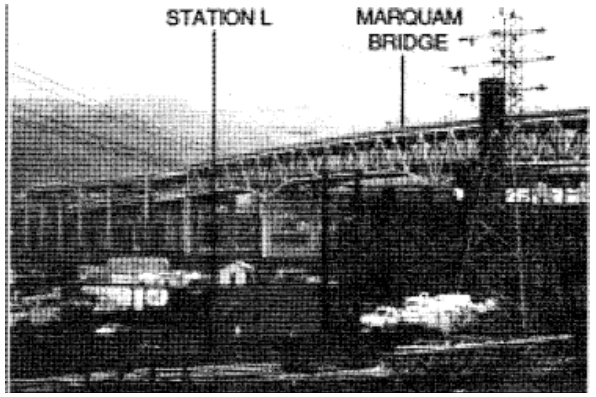


View of Marquam Bridge from Station L

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



Old ID: **New ID:**

Description

SW Terwilliger north of SW Campus Drive

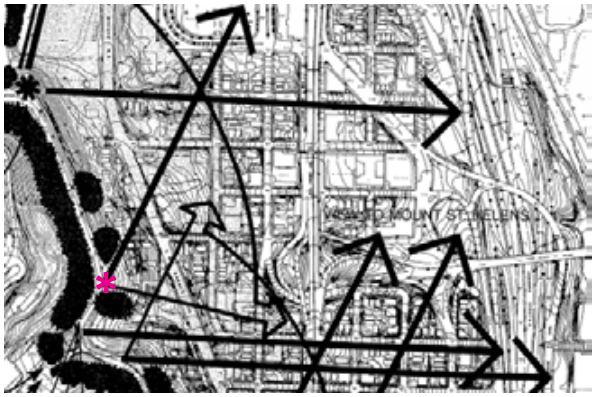
Source Plan: Terwilliger Landscape Concept Plan

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

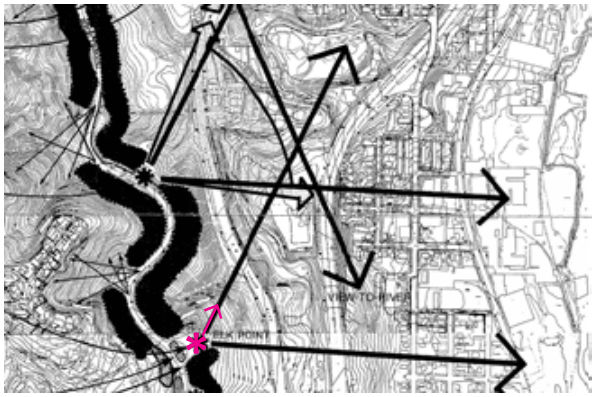


SW Terwilliger at Elk Point - Mt St Helens view

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.



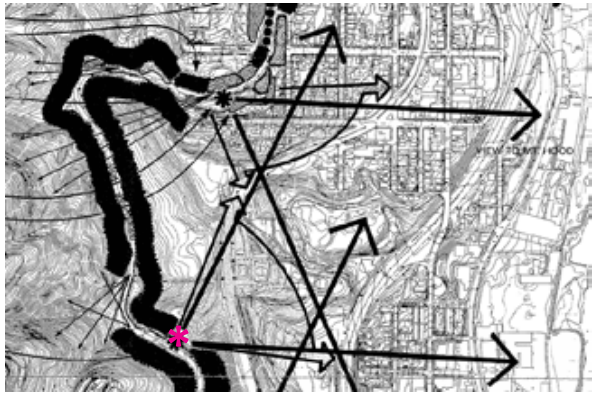


SW Terwilliger north of Elk Point

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.





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

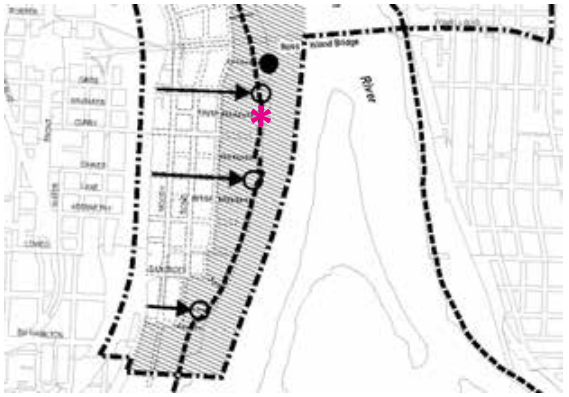


Greenway Trail West at SW Whitaker Street

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.



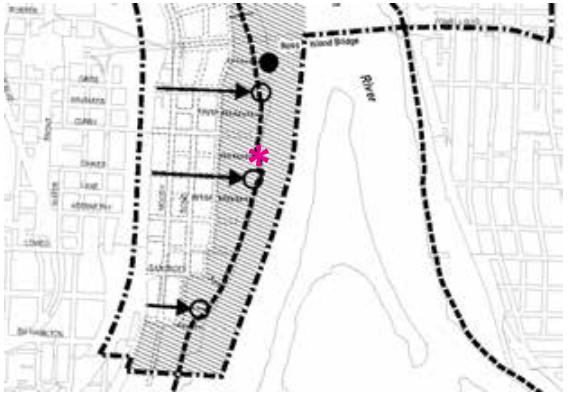


Greenway Trail West at SW Pennoyer Street

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.





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



Source Plan:

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.

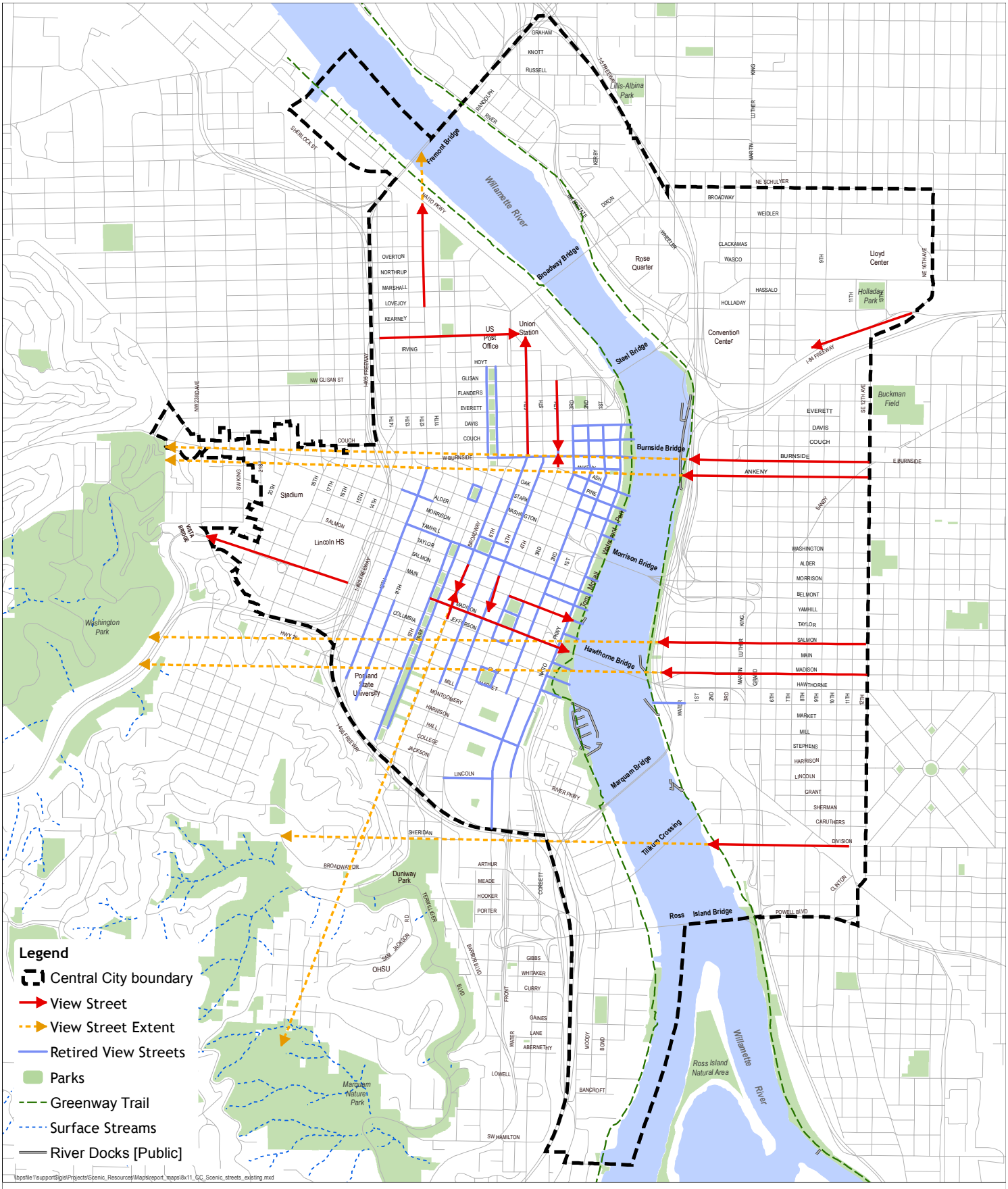
The old view corridors that were retained as view streets have been updated to include the full extent of the view. Some view streets were extended because the focal terminus could be seen from a further distance, while other view streets were shortened because vegetation or development obscures the 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

N

0 1,000 2,000 Feet

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

35998

Acknowledgments

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Amanda Fritz, Commissioner
Steve Novick, Commissioner
Dan Saltzman, Commissioner

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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.

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.

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 an important to Portland's tourism economy. Views from the Rose Garden and Pittock Mansion 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 that 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 their 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 brief history explains how scenic resources have been protected and managed in and around the Central City. There are other plans and studies for 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) 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. 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 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 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 downtown 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.

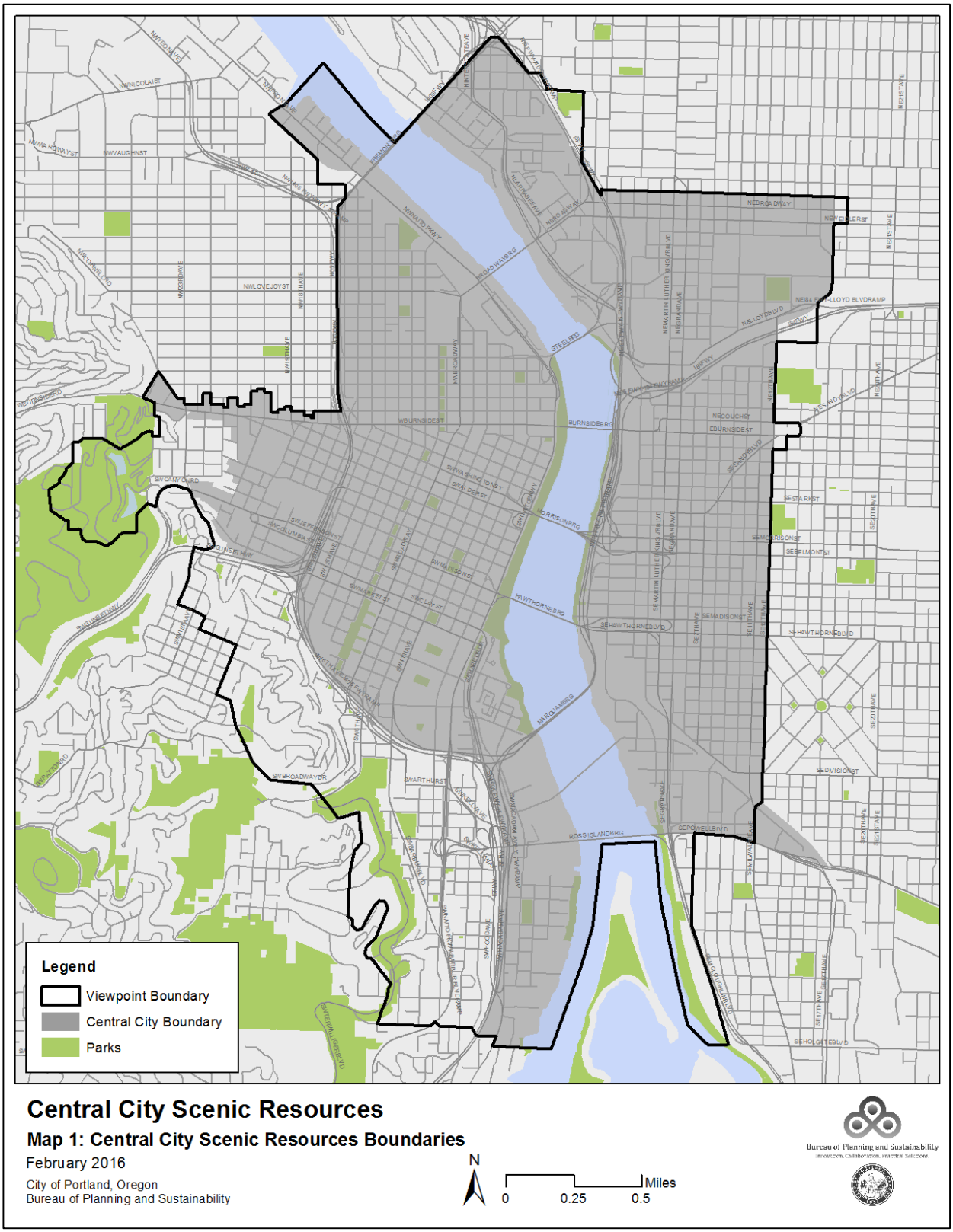
2002 South Waterfront Plan & 2006 Public Views and Visual Permeability Assessment

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

The City of Portland is updating its plan for the Central City. The *Central City 2035 Plan* (CC2035) will be a new plan with policies, actions, and updates to land use regulations. As part of CC2035, the City is reevaluating its scenic resources and the impacts of potential in building heights and vegetation management on the resources. The SRPP analysis informed updates to the zoning code including revisions to the maximum 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).


Legend
Viewpoint Boundary
Central City Boundary
Parks
Central City Scenic Resources
Map 1: Central City Scenic Resources Boundaries
February 2016
City of Portland, Oregon
Bureau of Planning and Sustainability
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Miles
Bureau of Planning and Sustainability

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.* Maintain and enhance 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 5.8 *Regional corridors and connections.* Elevate 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 Economic, Social, Environmental and Energy Analysis* (CCESEE) methodologies and results; describes the policy priorities for the resources; provides an at-a-glance summary of the protection decisions; and updates portions of the city-wide *Scenic Resources Protection Plan* (1991), scenic overlay zones and zoning code, and the maximum building heights that are applied through the land use review and building permit processes. The adopting ordinance and zoning code and map updates are also included in Part 1.

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 Economic, Social, Environmental and Energy Analysis (CCESEE) – The CCESEE 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 CCESEE 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 resource. Both Parts also provide recommendations about on-going management and improvements that would enhance the resources.

The CCSRPP, Parts 1-3, maintains 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* (CCESEE). 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 and 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.

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 152 views from 144 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 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 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 6th Ave.

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. The CCSRI includes 15 view streets. Examples of view streets include a view of Salmon Street Springs looking down SW Salmon Street from SW 4th Avenue and a view of Union Station looking north on NW 6th Avenue starting at W Burnside Street.

Scenic Corridors

A scenic corridor is a linear transportation feature including, but not limited to, a road, rail, trail, or waterway valued for its aesthetic qualities and accessed by car, bike, train, 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 Greenway Trail (west), the Willamette Greenway Trail (east), the Portland Aerial Tram, and the Willamette River.



Willamette Greenway Trail.

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 22 visual focal points. Examples of visual focal points include the Chinatown Gate, 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 8th floor rooftop terrace sculpture garden.



Japanese American Historical Plaza.

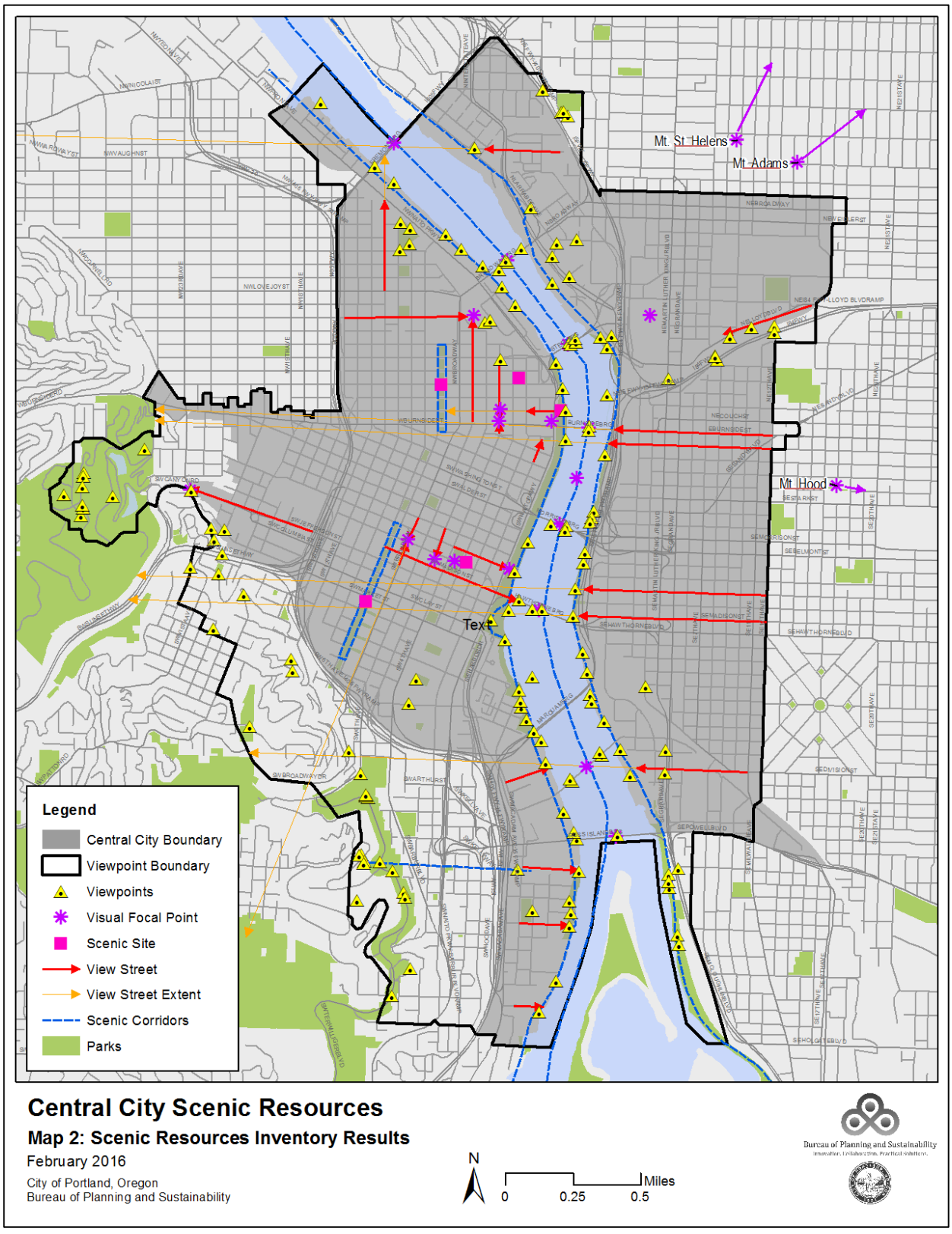


View of Tilikum Crossing from SE Caruthers Street

3. Results

The CCSRI includes a mix of scenic resources: 152 views from 144 viewpoints, 15 view streets, six scenic corridors, 22 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 # shows all of the scenic resources.

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


Mt. St. Helens
Mt. Adams
Mt. Hood
Text
Legend
Central City Boundary
Viewpoint Boundary
Viewpoints
Visual Focal Point
Scenic Site
View Street
View Street Extent
Scenic Corridors
Parks
Central City Scenic Resources
Map 2: Scenic Resources Inventory Results
February 2016
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B. Economic, Social, Environmental and Energy Analysis

The next step of the CCSRPP was to conduct the *Central City Scenic Resources Economic, Social, Environmental and Energy Analysis* (CCESEE). The purpose of the CCESEE is to identify uses that may conflict with (e.g., block, 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, which is a requirement of Goal 5, 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 is a general recommendation 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. The first part was to determine, of the Tier I and Group A views that received a *prohibit* decision, which views could be impacted by buildings based on the current maximum heights in the Central City. The analysis used GIS to create a view corridor between each viewpoint and primary focal feature and compare that with the maximum height for every site within the view corridor (see figure X 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 none. 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 be eliminated and the per-square-foot value, in terms of money and jobs, of those stories. The result is a dollar value and number of jobs that would not be realized by fully protecting the view.

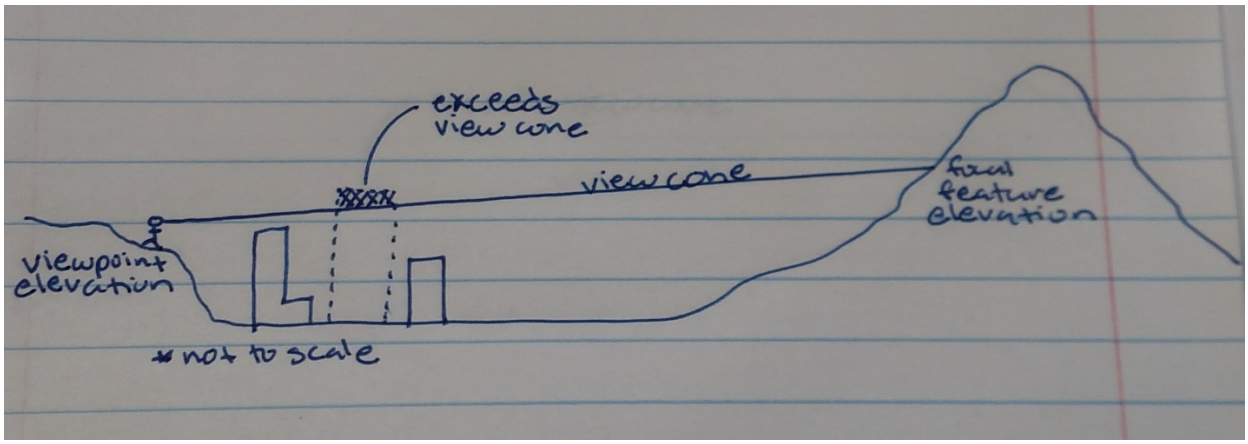


Figure 1: Example view corridor surface elevation and building height

The fifth, and final, step was to apply the general recommendations to each individual scenic resource and make adjustments as appropriate based on site conditions and the additional economic impact analysis done for views and viewpoints. 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.

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

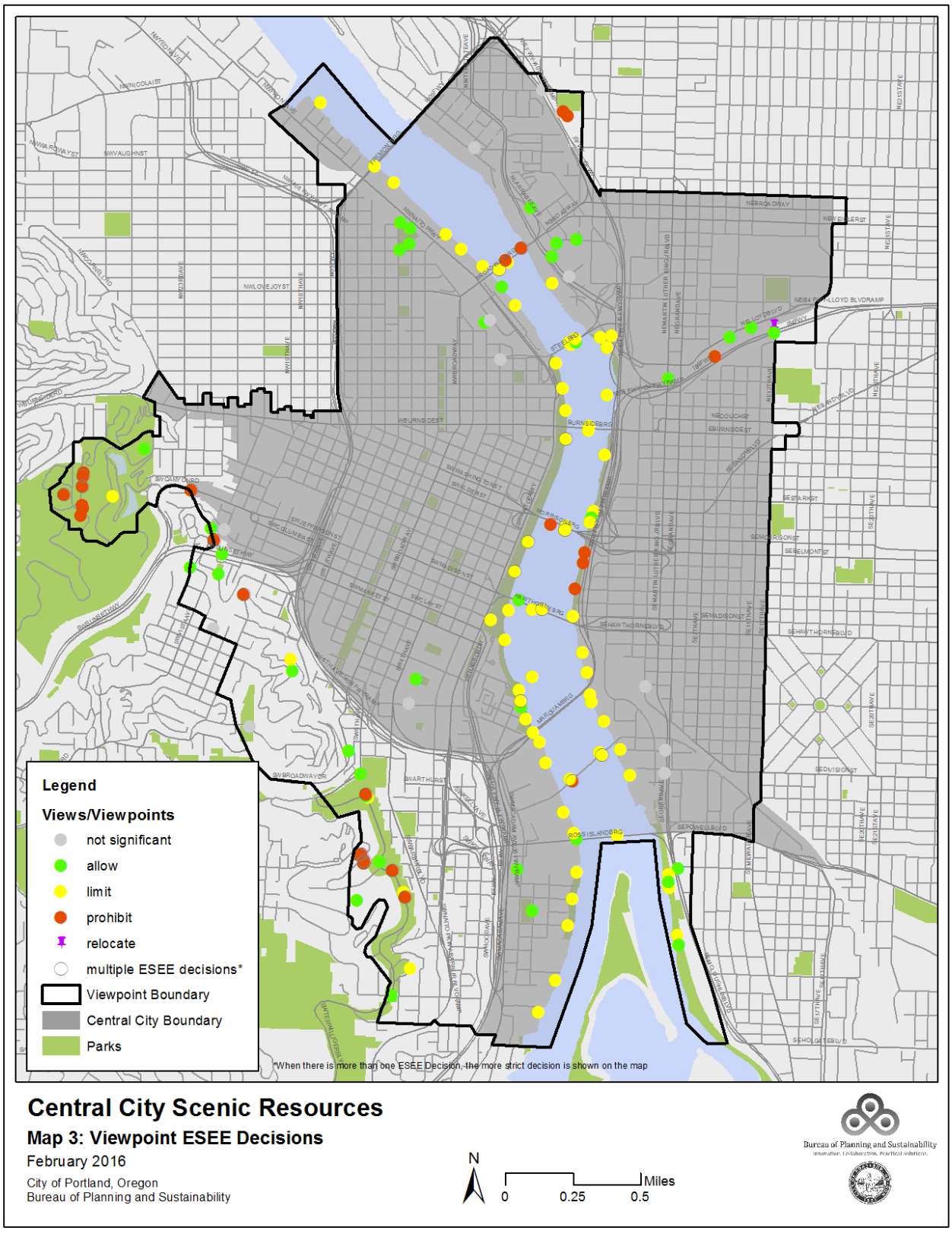
Below is a short summary of the CCESEE results.

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 CCESEE 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, 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 a group of 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.


Legend
Views/Viewpoints
not significant
allow
limit
prohibit
relocate
multiple ESEE decisions*
Viewpoint Boundary
Central City Boundary
Parks
*When there is more than one ESEE Decision, the more strict decision is shown on the map
Central City Scenic Resources
Map 3: Viewpoint ESEE Decisions
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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, tall trees that can be limbed up can be used 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 vegetation framing a focal feature.

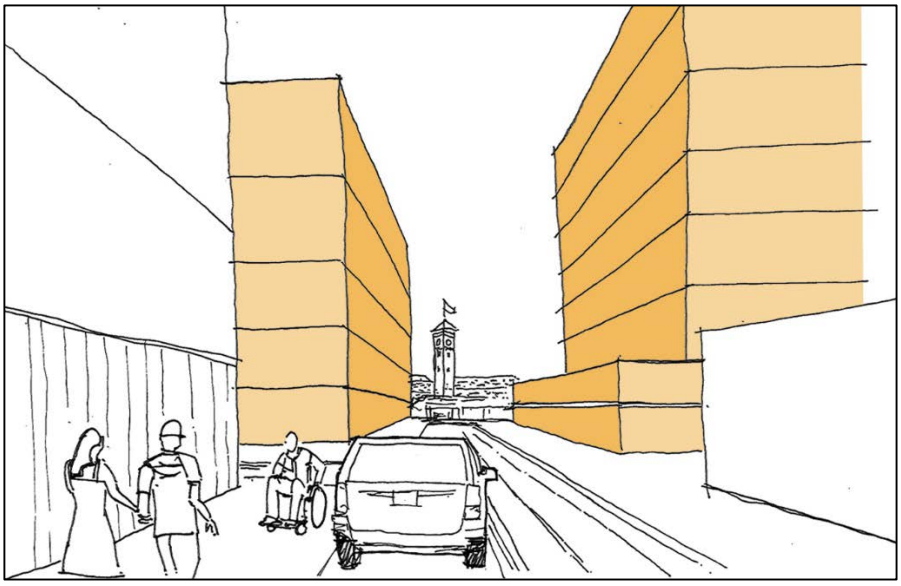
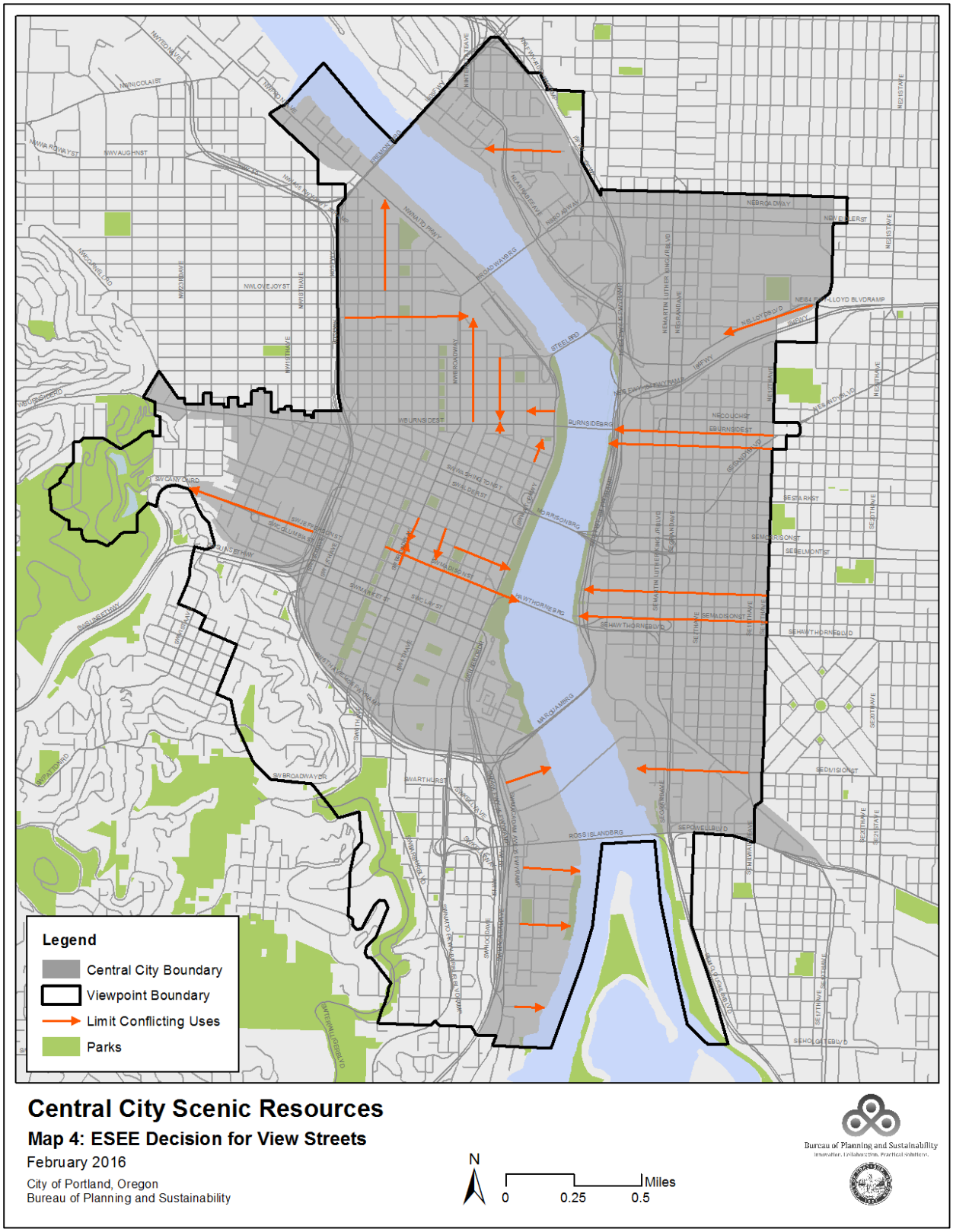


Figure 3: Example of air space around a focal feature.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Central City Scenic Resources
Map 4: ESEE Decision for View Streets
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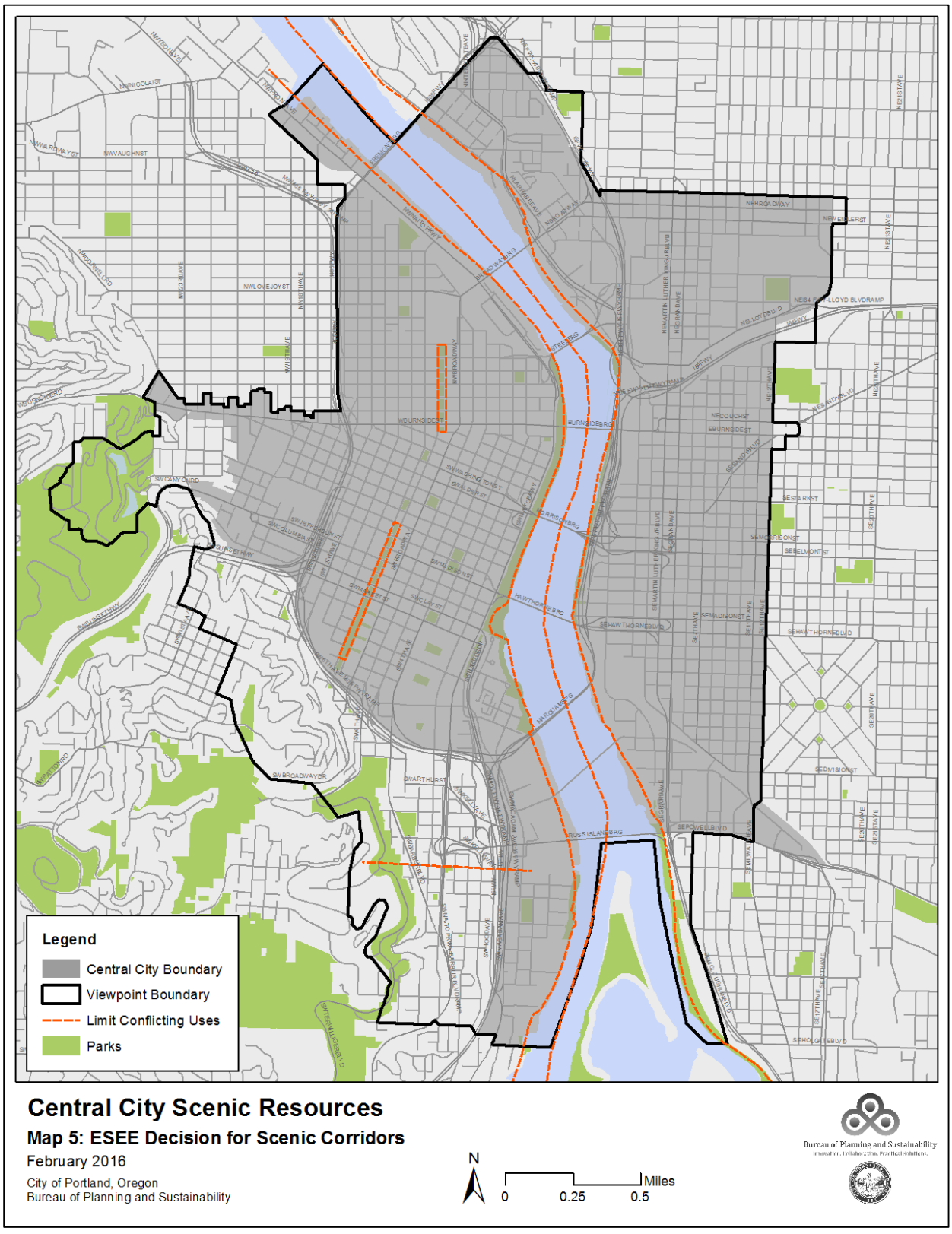
Scenic Corridors

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.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Limit Conflicting Uses
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Central City Scenic Resources
Map 5: ESEE Decision for Scenic Corridors
February 2016
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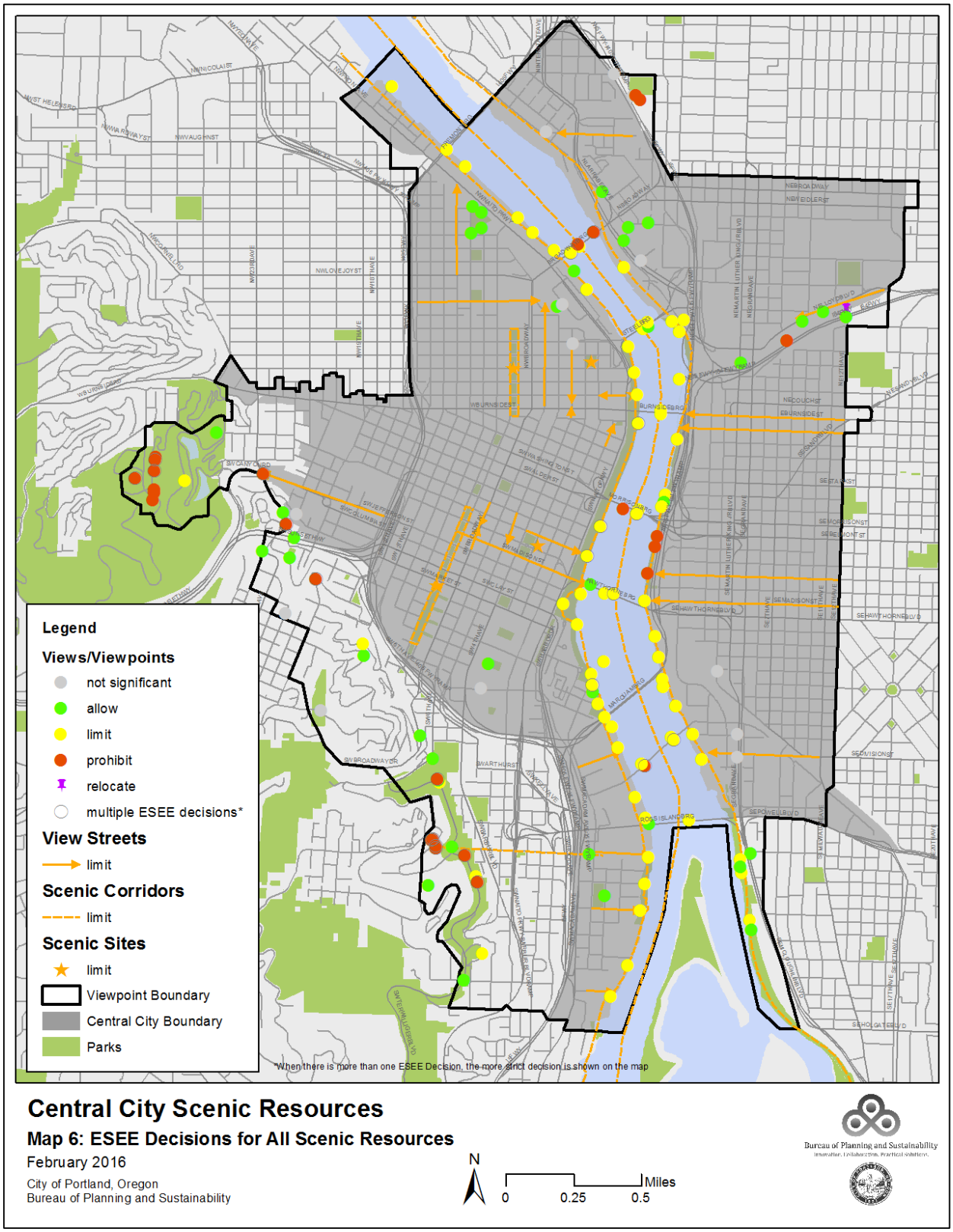
Scenic Sites

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 8th 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.

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.


Legend
Views/Viewpoints
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Scenic Sites
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Viewpoint Boundary
Central City Boundary
Parks
*When there is more than one ESEE Decision, the more strict decision is shown on the map
Central City Scenic Resources
Map 6: ESEE Decisions for All Scenic Resources
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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 2 summary of ESEE results.

Viewpoints and view corridors are protected by limitations on maximum 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 maximum 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. Following the summary are the updated zoning codes and maps.

A. Policy Priorities

The policy priorities are intended to describe the general approach to protection of 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 Economic, Social, Environmental and Energy Analysis* (CCESEE).

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 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 limits on building heights and floor to area ratios that incentivize towers that occupy half or quarter blocks, rather than 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

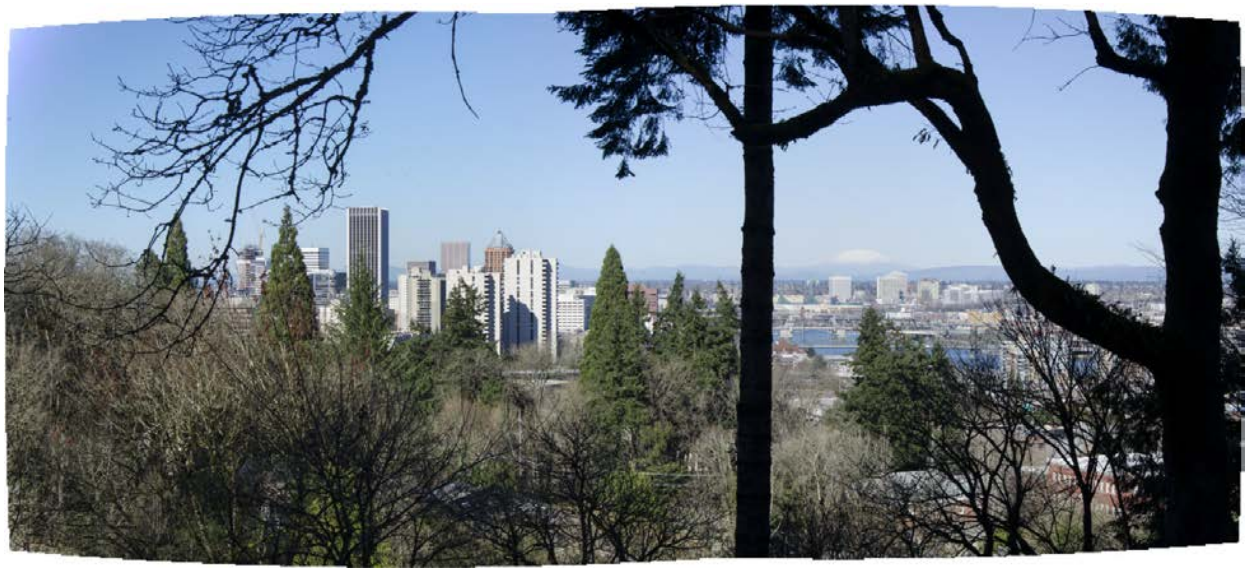
Portland's terrain includes hills on the west side of the Willamette River and flatter areas on the east side, with a few prominent buttes and ridges. By virtue of their height, there are many views from the West Hills to the Central City skyline and area mountains. This allows more flexibility when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



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 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 developed viewpoint with parking and sidewalk.

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.



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 CCESEE 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 maximum 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.

Table 1: Viewpoint and View Corridor Summary of ESEE Decisions							
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 maximum height limits. Upgrades to the park should include developing a formal viewpoint.	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.	X	X

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
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.		
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 heavily 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		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
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. Recommendation: No height limits are necessary. When the Greenway Trail is developed a formal viewpoint should be included. 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
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.		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
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.		
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.		
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

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
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
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

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
NW	24	Greenway Trail West – NW Couch Street	Willamette River	limit	Viewpoint located on a seawall; no height limits or vegetation management necessary.		NCU
NE	1	NE 12th Ave I-84 overpass – west side, north	Central City Skyline	prohibit	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.	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		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
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
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. Invest in developing the viewpoint.		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 12th 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	There are X viewpoints from Willamette River bridges and Y 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. 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 had the least impact (see SE21 and SW46). Recommendation: allow building heights to impact the view of Mt Hood. The viewpoint is located on a bridge, therefore neither height limits nor vegetation management are necessary to protect views of the Willamette River.		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. Invest in developing the viewpoint.	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. Invest in developing the viewpoint.	NCU	X
SE	10	Eastbank Esplanade – at SE Salmon Street	Central City Skyline, Willamette River, Hawthorne Bridge	prohibit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. Invest in developing the viewpoint.	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. Invest in developing the viewpoint.		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 X viewpoints from Willamette River bridges and Y 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.		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	SE McLoughlin Blvd & SE Franklin Street	Ross Island Bridge	allow	This is a Tier II view at an undeveloped viewpoint in a location difficult to access and not frequently visited by a lot of people. The view of the Ross Island Bridge is adequate, but there are much better views in many other locations.		
SE	26	Springwater Corridor – between SE Franklin & Haig Streets, north point	Willamette River, Ross Island Bridge, Ross Island	limit	There are three developed viewpoints located along this section of the Springwater Corridor. The recommendation is to manage vegetation to maintain the views.		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 consider 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	allow	The view of Mt Hood is compromised by development. Vegetation should be managed as long as the view remains		
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	Continue assessing if height limitations are needed.	X	X
SW	05	International Rose Test Garden – top of stairs above gazebo	Mt Hood, Central City Skyline	prohibit limit	Continue assessing if height limitations are needed.	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. Invest in developing the viewpoint.		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
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

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	10	International Rose Test Garden – near garden store, south point	Mt Hood	prohibit	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 should not be re– established because it would require significant tree removal on a steep slope.	X	X
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	prohibit	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
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.		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
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
SW	17	Greenway Trail West – at Salmon Street Springs	Willamette River, Mt Hood	limit allow	See notes for SE07		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.		
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.		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
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, Mt Hood, Central City Skyline	limit prohibit	The existing building height limitations would remain surrounding the immediate viewpoint. Building height limitations in the Central City would be removed because this viewpoint is undeveloped, difficult to access, has low use and serves primarily the local neighborhood. Buildings in the Central City could impact the view of the mountains; however, the elevation of the viewpoint means that much of the view would remain. Vegetation should be managed to protect the view of the Central City skyline and mountains, while they remain visible.	X	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
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

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
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. SW31 has a limit recommendation because it is located at the top of a public staircase.		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
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.		

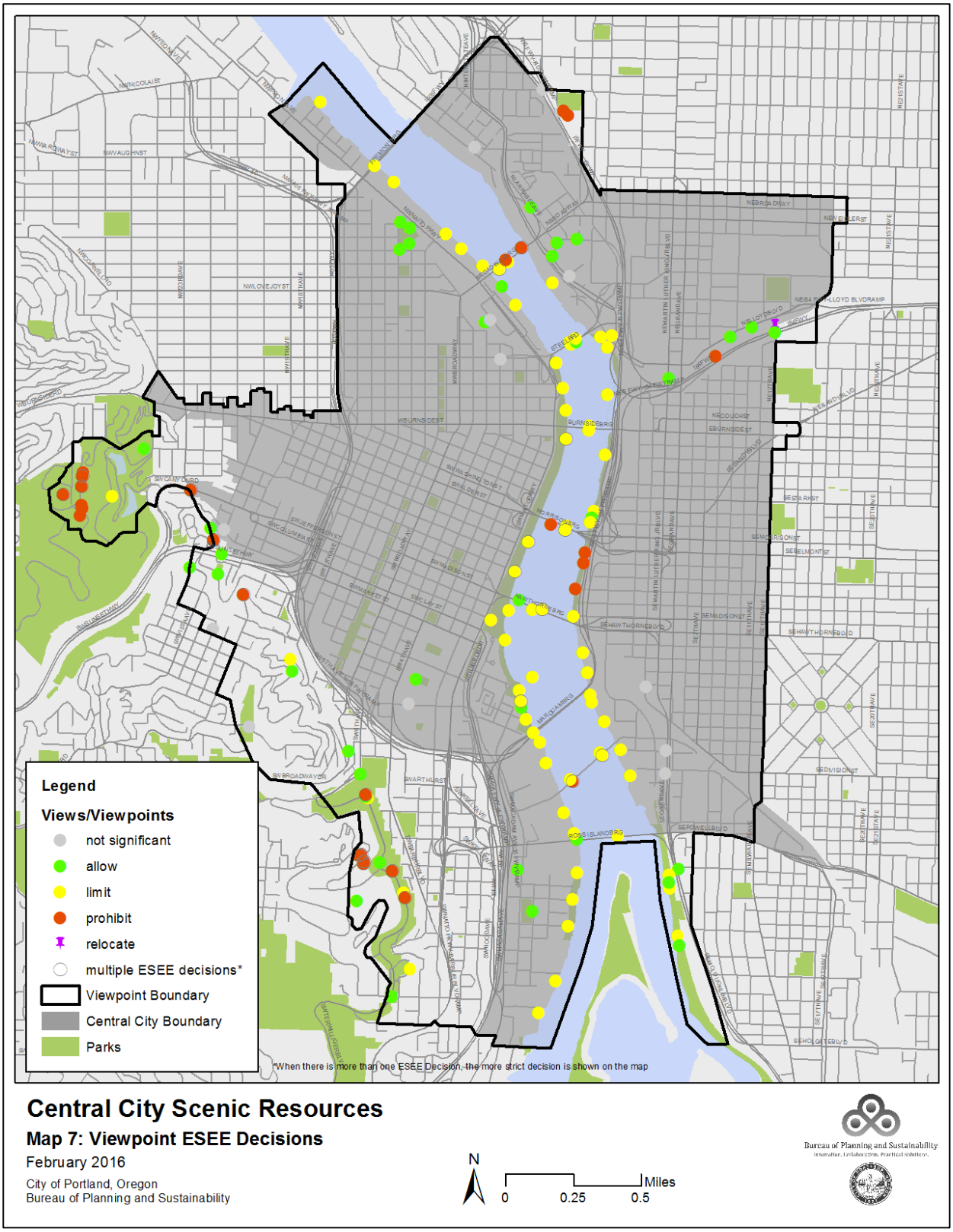
Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	39	Greenway Trail West – north of Marquam Bridge	Willamette River	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		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. Invest in developing the viewpoint.		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. Invest in developing the viewpoint.		X
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. 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	46	Tilikum Crossing – southwest	Mt Hood, Willamette River	prohibit limit	There are X viewpoints from Willamette River bridges and Y 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. The economic analysis results showed that protection of any of the views would have a significant impact on development at 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.	X	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. Invest in developing the viewpoint.		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	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. Invest in developing the viewpoint.		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, 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, Hawthorne and Morrison Bridges	prohibit limit	No conflicting uses associated with building heights; vegetation should be managed to maintain the view.	NCU	X
SW	56	OHSU – Tram loading deck, north	Mt Hood, Mt St Helens, 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	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. Additional vegetation management should occur to maintain the view.		
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. Invest in developing the viewpoint.		X
SW	60	OHSU – Tram loading deck, south	Mt Hood, Mt St Helens, Hawthorne and Morrison Bridges	prohibit limit	No conflicting uses associated with building heights; vegetation should be managed to maintain the view.	NCU	X
SW	61	SW Terwilliger Blvd – south of SW Campus	Mt St Helens, Central City skyline	prohibit limit	No conflicting uses associated with building heights; vegetation should be managed to maintain the view.		X
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.		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	64	SW Terwilliger Blvd – north of SW Condor (S)	Mt St Helens	prohibit limit	No conflicting uses associated with building heights; vegetation should be managed to maintain the view.	NCU	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
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. Invest in developing the viewpoint.		X


Legend
Views/Viewpoints
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multiple ESEE decisions*
Viewpoint Boundary
Central City Boundary
Parks
*When there is more than one ESEE Decision, the more strict decision is shown on the map
Central City Scenic Resources
Map 7: Viewpoint ESEE Decisions
February 2016
City of Portland, Oregon
Bureau of Planning and Sustainability
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Miles
Bureau of Planning and Sustainability

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 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 5 along the Greenway Trail and 5 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 economic impact ranges from $2M-$67M and from 240 to 8,500 jobs per viewpoint. Two of the viewpoints warranted additional evaluation due to their location and high frequency of use: Salmon Springs and Tilikum Crossing.

Salmon Springs (SW17)

This viewpoint was further evaluated because of the high volume and frequency of use as a tourist destination; the easy access from all modes of transportation; and the amount of investment in the viewpoint. Salmon Springs is located at Governor Tom McCall Waterfront Park just north of the Hawthorne Bridge. There is a large constructed viewpoint, with seating 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.

The view from Salmon Springs extends across the Willamette River and 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 25 feet near I-5 to 40 ft along Martin Luther King Jr. (MLK) and Grand Boulevards. The current regulations would allow a 200 ft tall building along MLK and Grand. The economic impact of protecting the view of Mt Hood from Salmon Springs is approximately $15.9M in lost development potential and approximately 2,200 potential jobs.

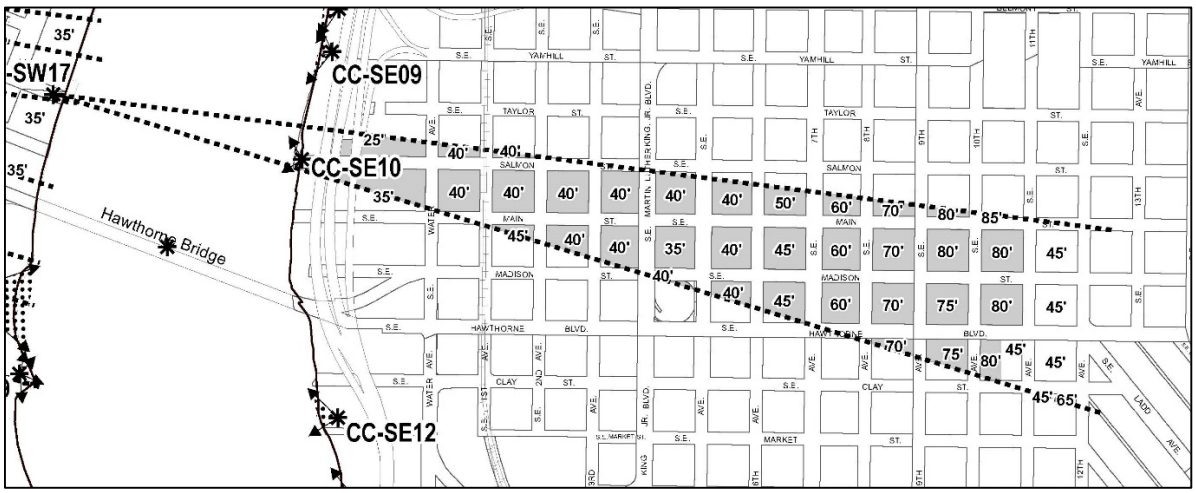


Figure 5: Draft potential height limitations from Viewpoint SW17 to Mt Hood.

Although Salmon Springs is the most used viewpoint in the Governor Tom McCall Waterfront Park and offers a view of Mt Hood today, the economic impacts outweigh protecting the view long term. The recommendation is to maintain the Salmon Springs viewpoint as a view of the Willamette River, Hawthorne Bridge, and the Central Eastside skyline; and not to protect the view of Mt Hood.

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. Because it is not feasible to protect a view of Mt Hood from any other location along the Willamette River, it becomes increasingly important to protect one of the two views from the Tilikum Crossing.

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).

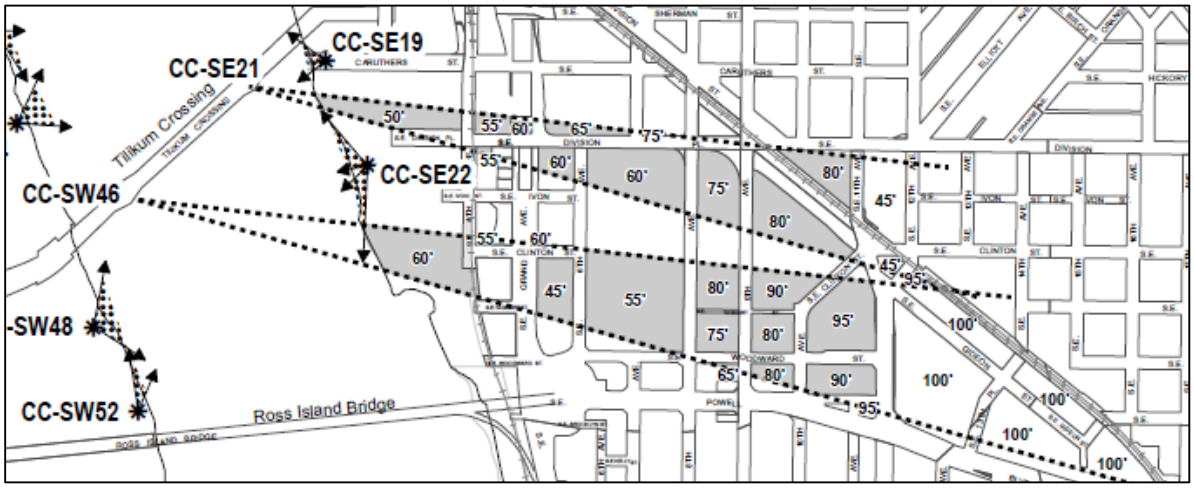


Figure 6: Draft potential height limitations from viewpoints SE21 and SW46 to Mt Hood.

The economic impacts of protecting one of the views ranges from $1.7M to $3M in lost potential development and 240 to 420 lost potential jobs. However, the real impact would 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. In other words, the development and jobs potential could be made up on the same sites immediately outside of the view corridors. 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.

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 7 and 8 depict how the view may change under the existing maximum building heights and the proposed maximum building heights. The figures show each vacant or underutilized lot with a potential building envelope that is extruded to the maximum height allowed under the existing or proposed zoning. Those building envelopes are shown in yellow. What these figures show is that under existing maximum building heights, two lots could be built with buildings that would partially block the view of Mt Hood from viewpoint SW46. The proposed maximum building heights would reduce the heights and protect the view.

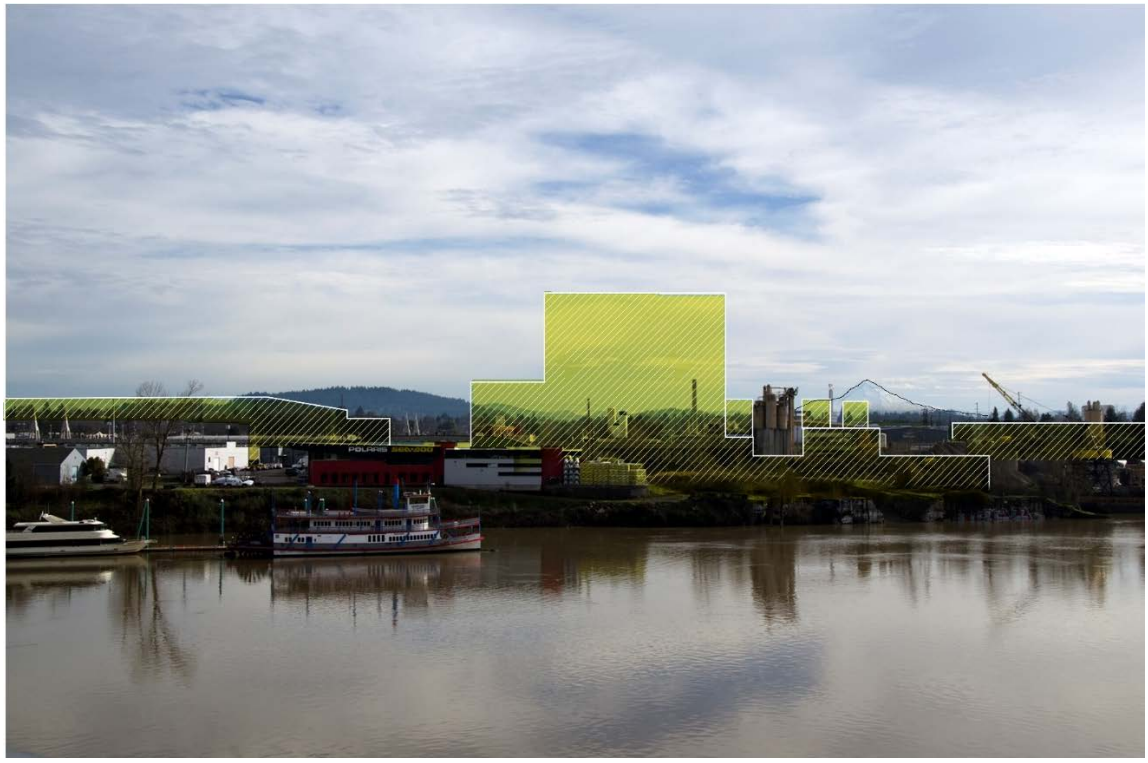


Figure 7: View of Mt Hood from SW46 – Existing Maximum Building Heights

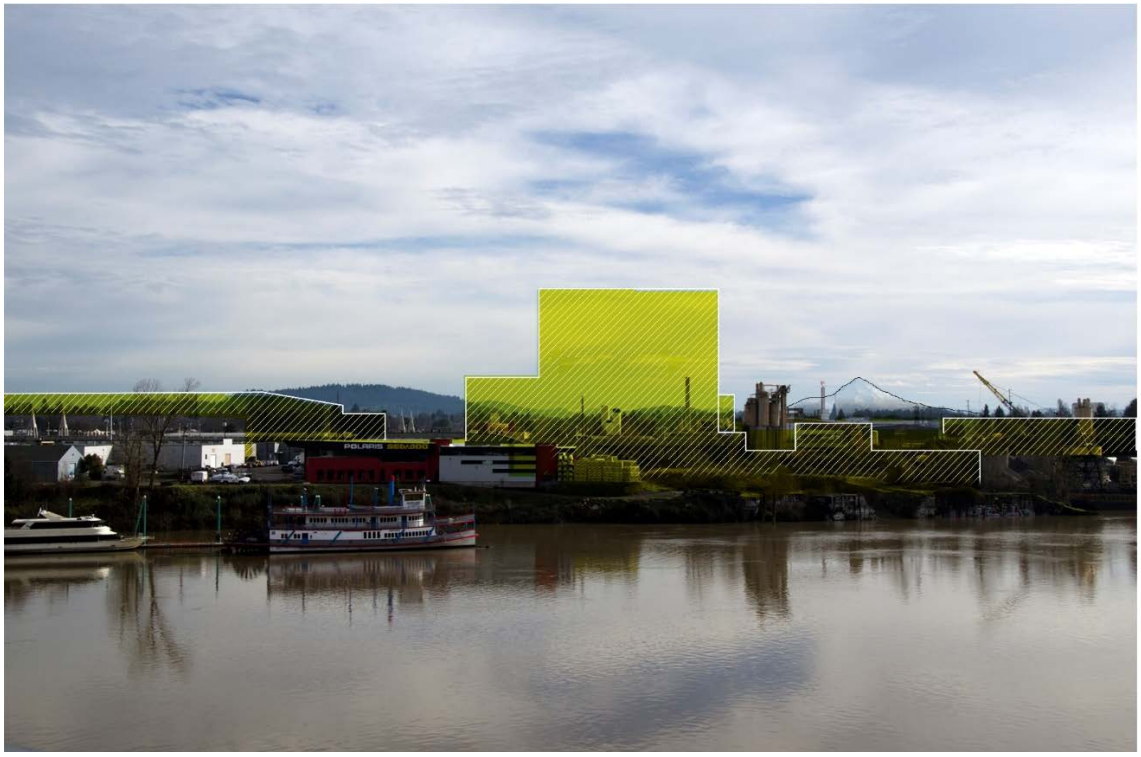


Figure 8: View of Mt Hood from SW46 – Proposed DRAFT Maximum Building Heights

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 reason, 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.



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

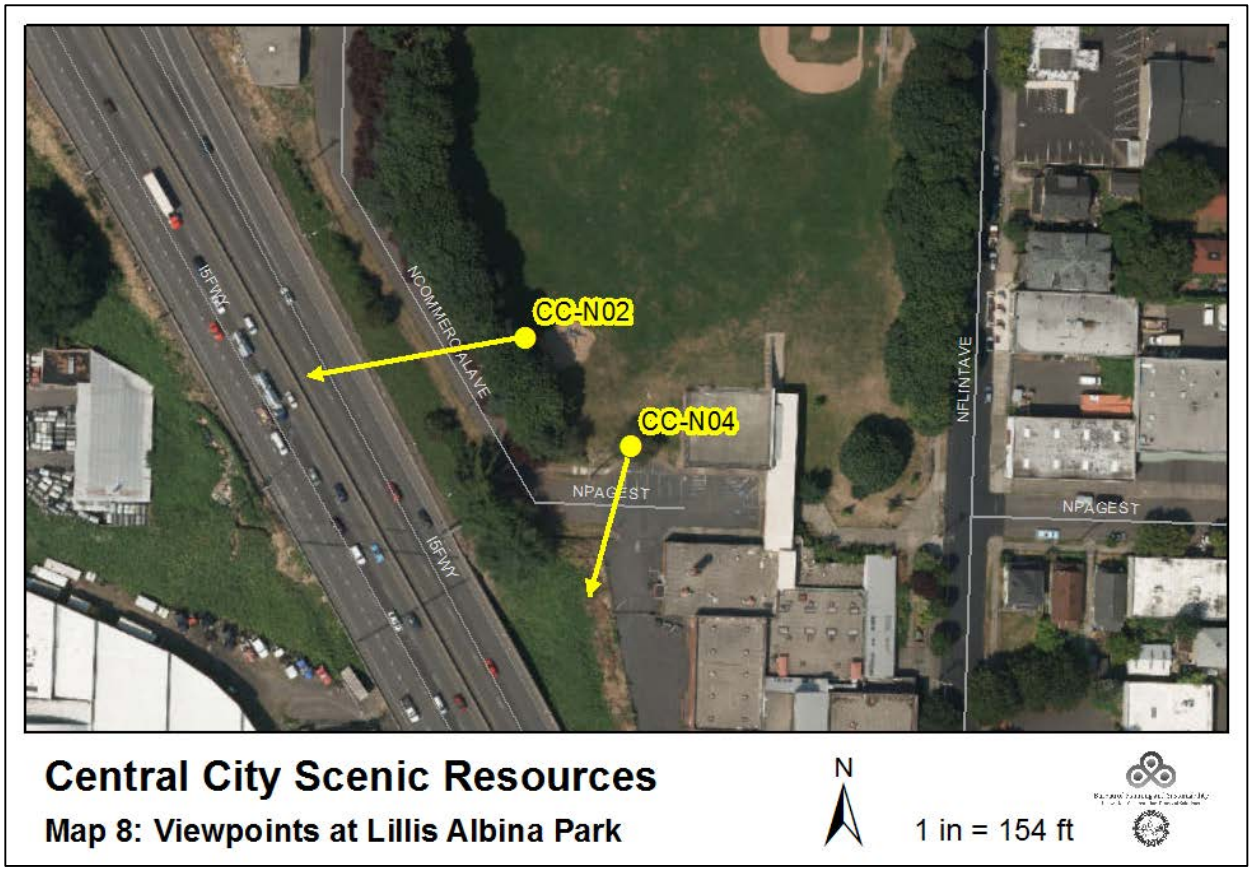


View of Mt St Helens and Mt Adams from Oregon Health and Science University, Peter O. Kohler Pavilion Upper Level (SW55).

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. The North/Northeast Quadrant Plan the policy to protect a view corridor from Lillis Albina Park to the Central City skyline was reconfirmed.

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 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 maximum 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 view between existing trees, across the industrial Lower Albina district to the Fremont Bridge with the West Hills in the background. Because the district is zoned for industrial uses, the building heights will likely remain lower even with redevelopment. Applying maximum 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 historic 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).

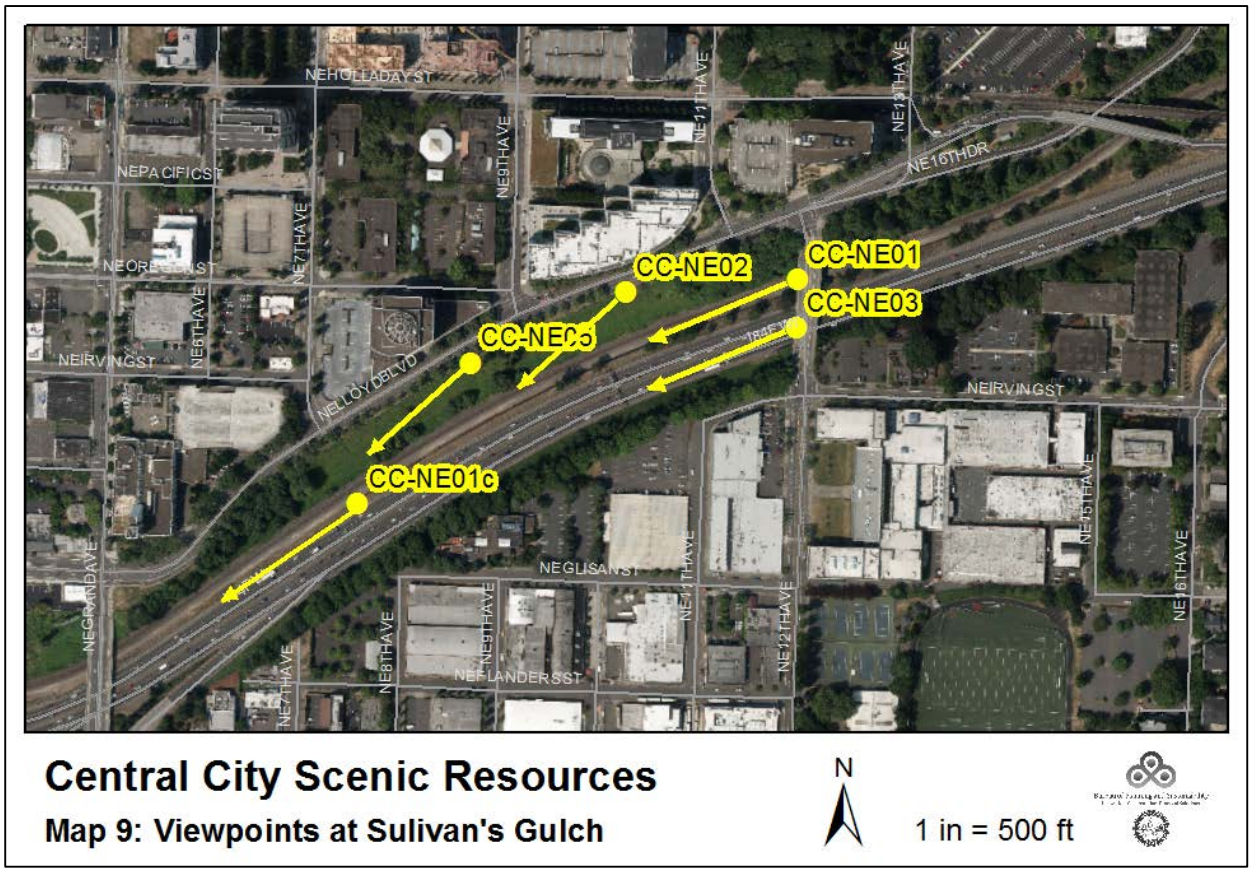


View of Central City Skyline from Lillis Albina Park.

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 12th Avenue has been designated and maximum building heights limited to protect the view.

During field visits, staff evaluated all 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 and two ranked Tier II. 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 7th and NE 8th Avenues. 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 12th Avenue overpass to a new I-84 overpass between NE 7th and NE 8th 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 X and Y illustrate how the maximum building heights are adjust to protect the view from NE01c. 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. However, the view corridor used to create the maximum building heights is set based on viewpoint NE01c.

Figures 9 and 10 depict how the view may change under the existing maximum building heights and the proposed maximum building heights. The figures show each vacant or underutilized lot with a potential building envelope that is extruded to the maximum height allowed under the existing or proposed zoning. Those building envelopes are shown in yellow. What these figures show is that under existing maximum building 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). The proposed maximum building heights would reduce the heights and protect the view.



Figure 9: View of Central City from NE01 – Existing Maximum Building Heights



Figure 10: View of Central City from NE01 – Proposed DRAFT Maximum Building Heights

Vista Bridge

The historic Vista Bridge is located in the West End over SW Jefferson Street. The view from Vista Bridge across the Central City to Mt Hood has long been designated and protected. Building heights in the Central City were refined in 1991 to continue to protect the view of Mt Hood. However, the technology available in 1991 was not as accurate as it is today and staff discovered that the building heights had not fully protected the view. Encroachment into the view of Mt Hood has compromised part of the view, although one can still see most of Mt Hood. This view is iconic and is located on a known tourist attraction in Portland.

It is recommended that the view of Mt Hood continue to be protected by limiting building heights. However, the view corridor has been changed 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. In fact, the timberline is no longer visible. The view corridor has also been narrowed 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.

Figures 11 and 12 depict how the view may change under the existing maximum building heights and the proposed maximum building heights. The figures show each vacant or underutilized lot with a potential building envelope that is extruded to the maximum height allowed under the existing or proposed zoning. Those building envelopes are shown in yellow. The white building envelopes show where a shade analysis is required. The shade analysis determines how tall a building could be without significantly shading a park or open space. The white building envelopes depict the ultimate height. What these figures show is that buildings could be taller without blocking or partially blocking the view of Mt Hood from viewpoint SW15. The view of the Central City skyline is also protected, although the view will change as new buildings are constructed.

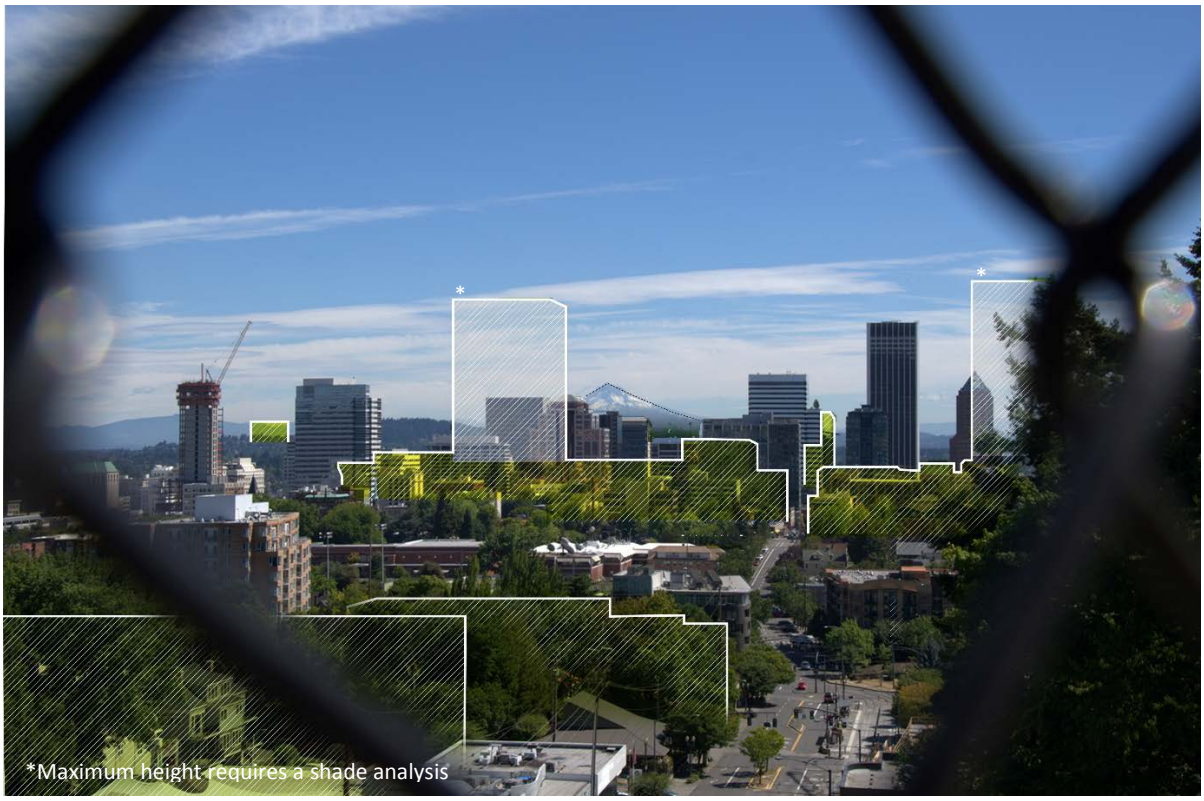


Figure 11: View of Central City and Mt Hood from SW15 - Existing Maximum Building Heights

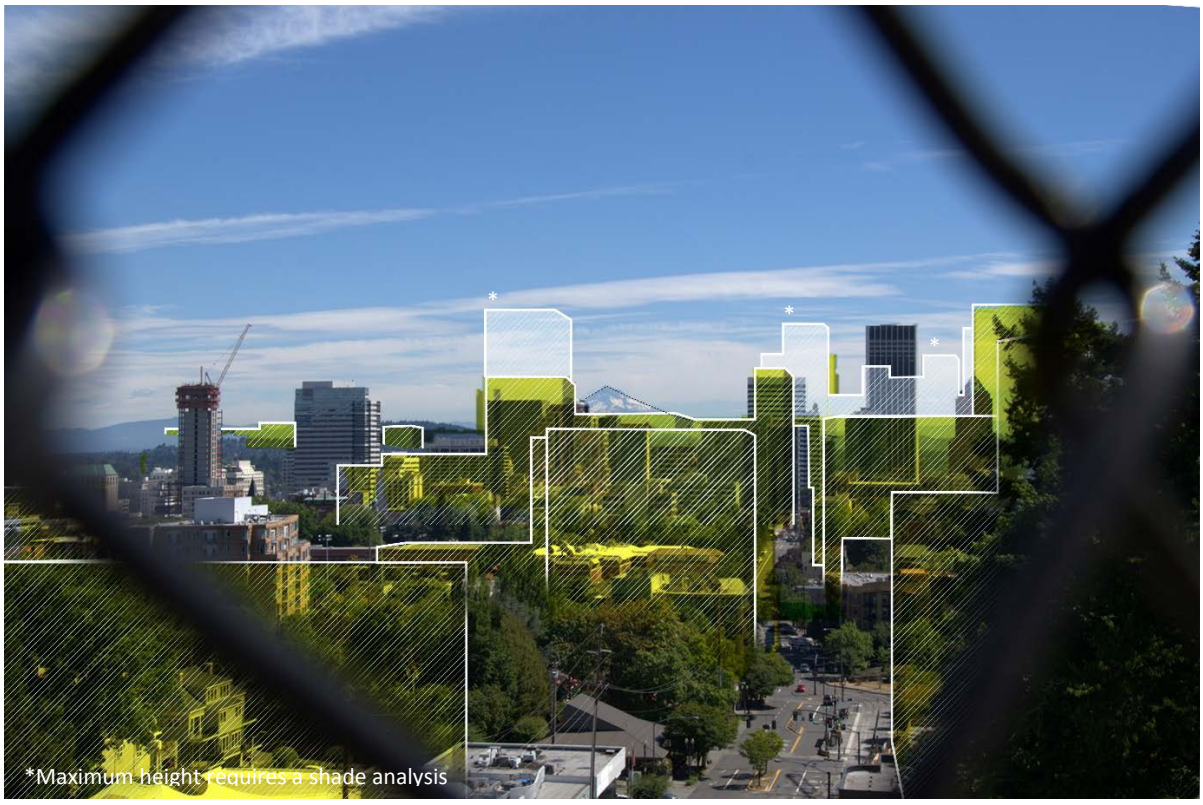


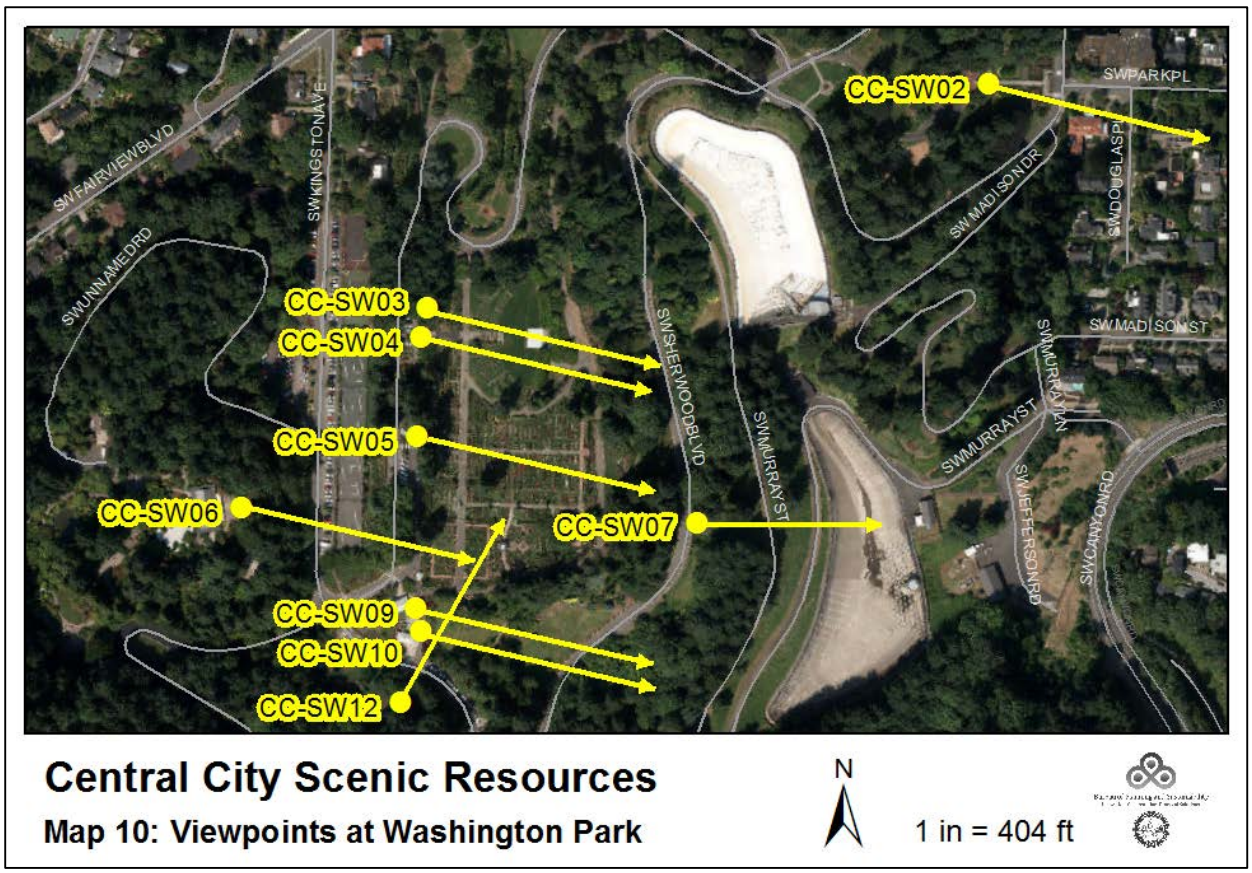
Figure 12: View of Central City and Mt Hood from SW15 – Previous Maximum Building Heights

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 are 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. This viewpoint is at a lower elevation and the view of Mt Hood is already compromised by development. It is recommended that the vegetation be managed to retain a view of Mt Hood as long as the view remains.



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

- 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 SW05 and SW07.

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 maximum building heights 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.

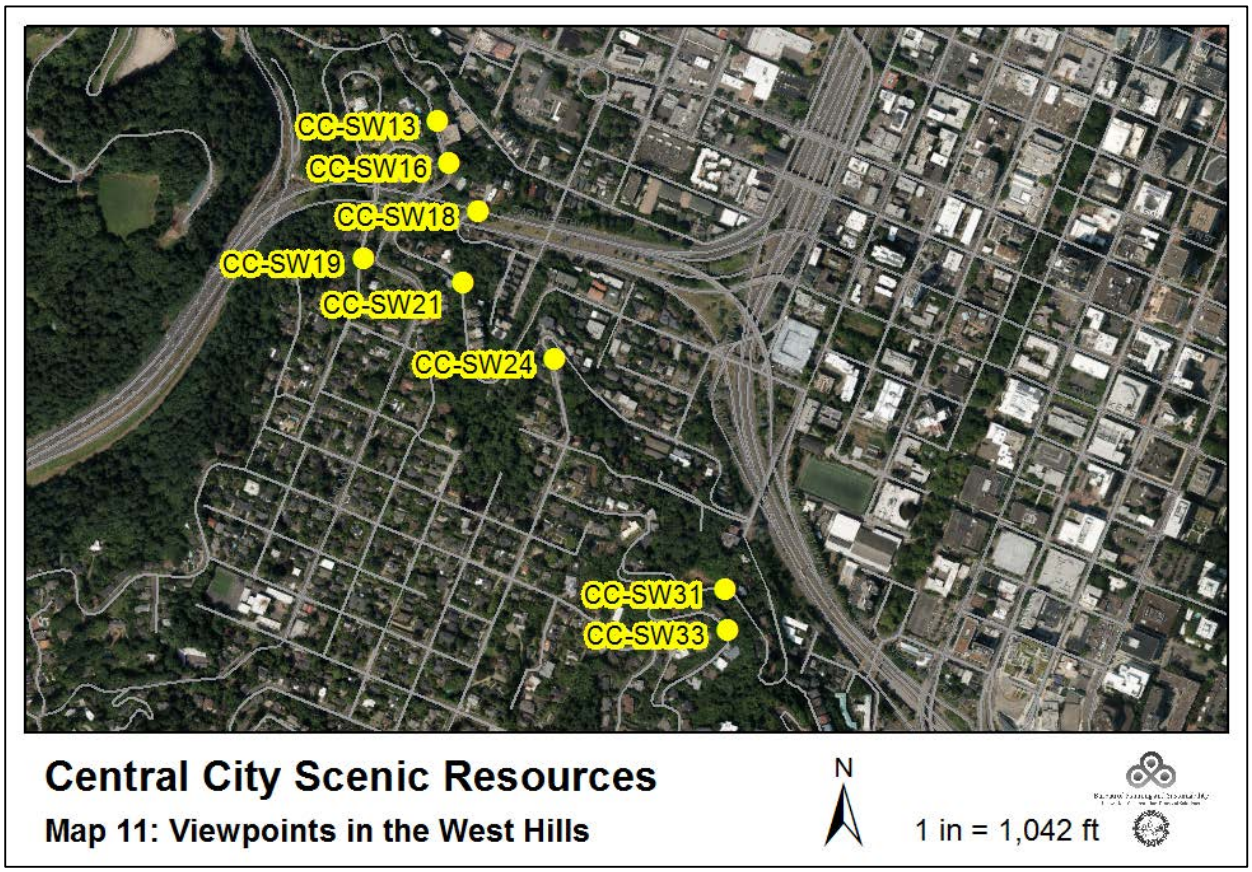
SW06 is located at the Japanese Garden, in front of the tea house. The view is of Mt Hood and the Central City skyline. SW12 is located at the Washington Park Zoo Train station with a view of Mt St Helens with Mt Rainier behind. This is a unique view at a location where many people exit and enter the 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 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 and the view of Mt St Helens 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 maintenance. The view includes all three mountains – Mt Hood, Mt Adams, and Mt St Helens – as well as the Central City skyline. However, the viewpoint itself is difficult to find and there is very little nearby parking, no bus stops, and the sidewalk is not continuous. There is little opportunity to add amenities such as a bench. The viewpoint serves primarily the local neighborhood. It is recommended that building heights immediately surrounding the viewpoint be maintained at their current height limit of 35 ft and vegetation continue to be maintained to protect the view. However, it is recommended that the height limitations within the Central City be removed. There is little conflict with building heights in the Central City due to the elevation of the viewpoint, but new buildings could impact portions of the views of area mountains.



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

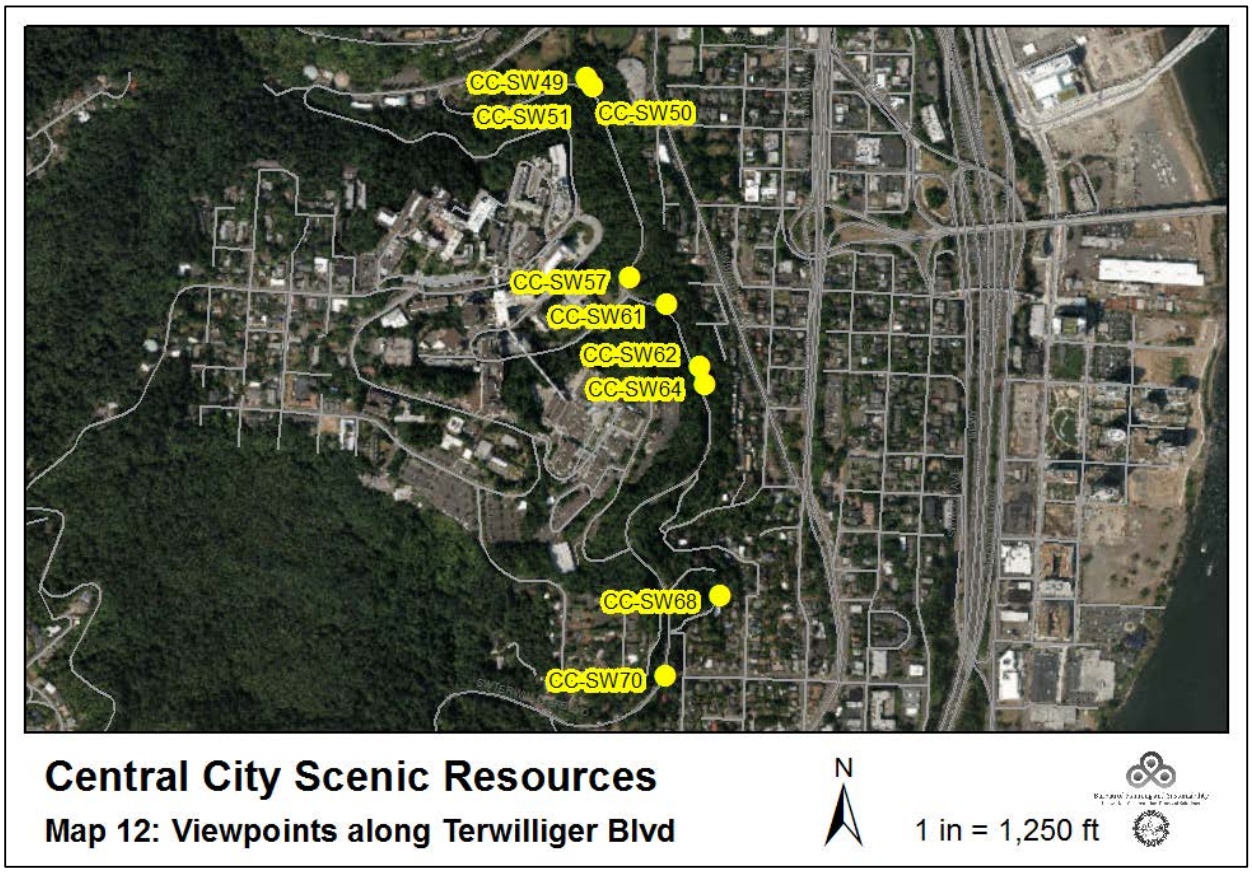
There are two viewpoints in close proximity that offer a view of Mt St Helens and the Central City skyline. SW31 is located on SW Cardinell Drive and SW33 is located on SW Rivington Drive. Although SW33 is located at a slightly higher elevation providing a slightly better viewing perspective, SW31 is 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. From here there 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 13 and 14 depict how the view may change under the existing maximum building heights and the proposed maximum building heights. The figures show each vacant or underutilized lot with a potential building envelope that is extruded to the maximum height allowed under the existing or proposed zoning. Those building envelopes are shown in yellow. What these figures show is that taller buildings could be allowed without blocking or partially blocking the view of Mt St Helens from viewpoint SW49.

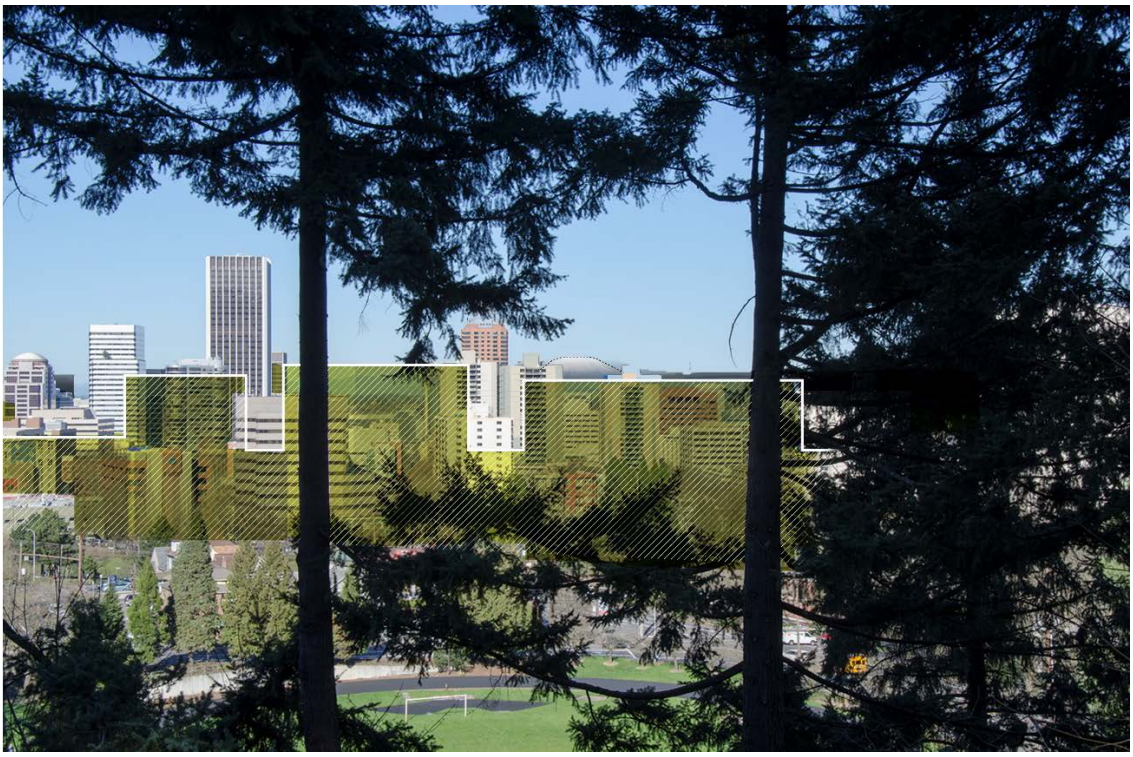


Figure 13: View of Central City and Mt St Helens from SW49 - Existing Maximum Building Heights

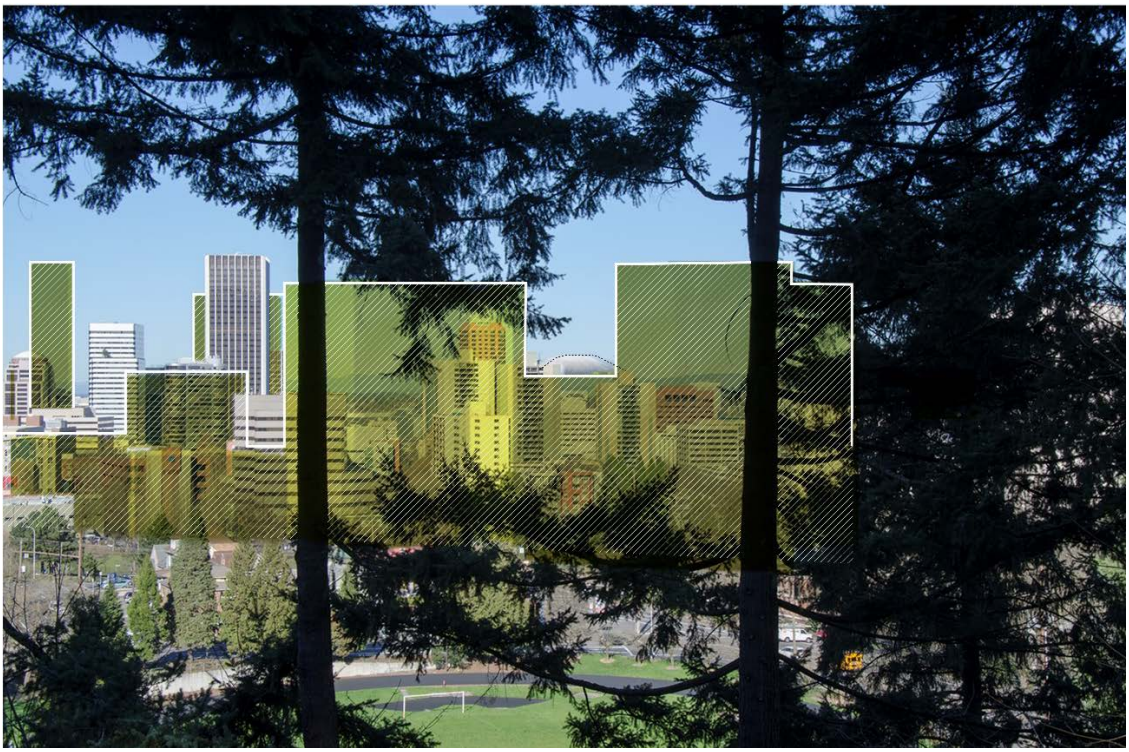


Figure 14: View of Central City and Mt St Helens from SW49 – Proposed Maximum Building Heights

The views of Mt Hood from this location and from other 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.



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 between views of the mountains and building heights. However, there are view conflicts with vegetation. It is recommended that the viewpoints be maintained and vegetation be selectively pruned or removed to protect the views of Mt Hood, Mt Adams, Mt St Helens, and the Central City skyline.



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.

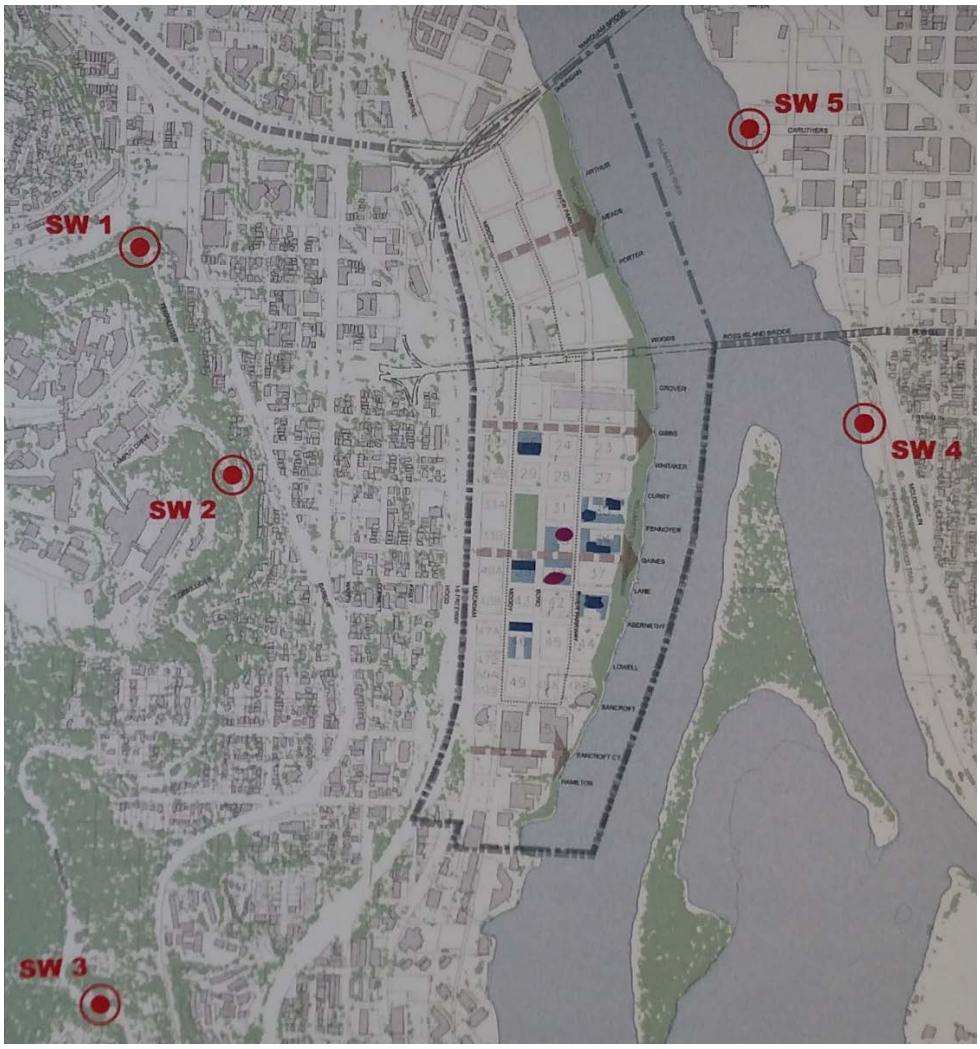
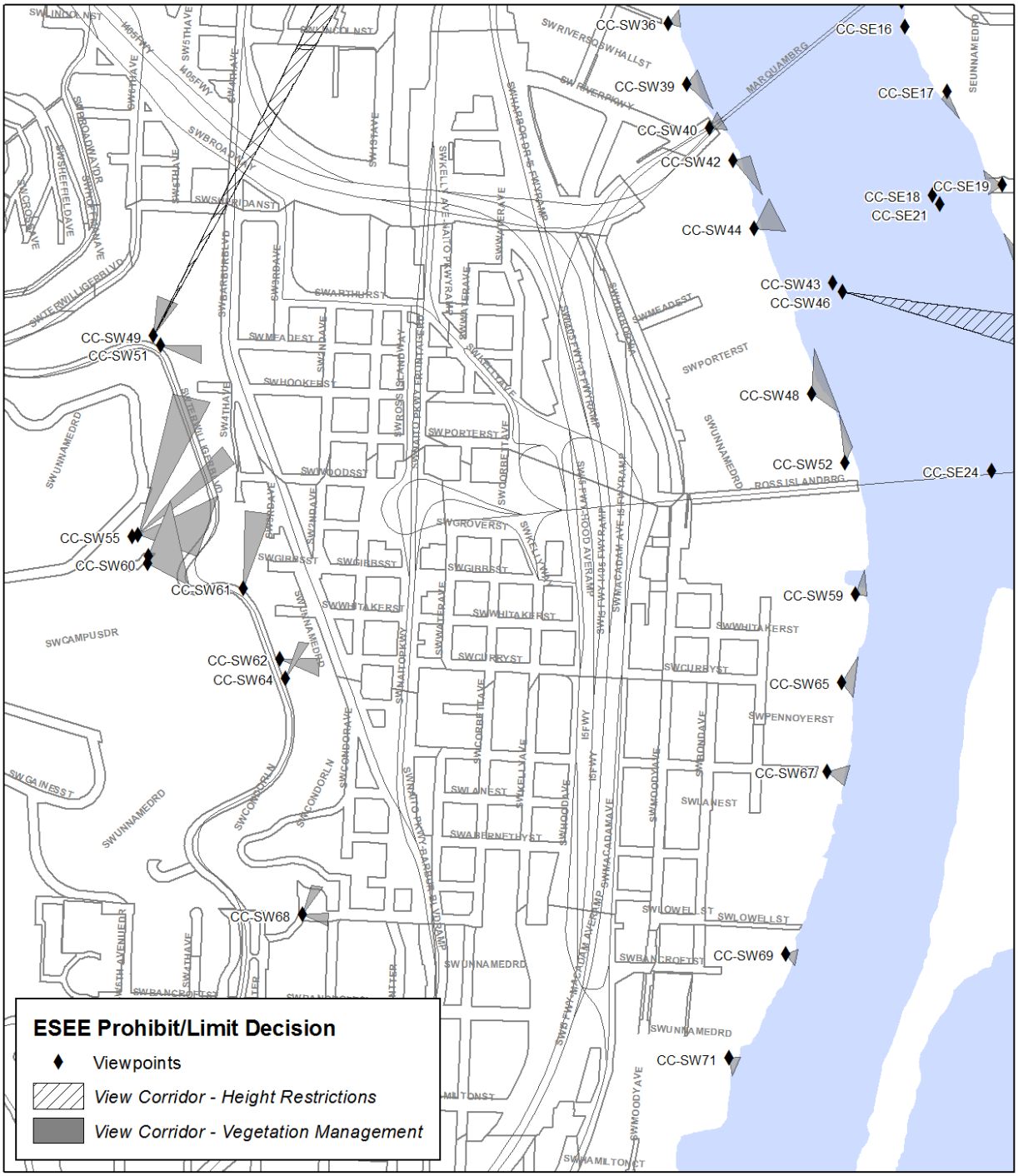


Figure 15: South Waterfront Public Views and Visual Permeability Assessment Viewpoints.

All of the viewpoint and view corridor recommendations are include in maps 13a-13f.



Central City Scenic Resources

Map 13a: ESEE Decisions Viewpoints and View Corridors

February 2016

City of Portland, Oregon
Bureau of Planning and Sustainability

N

0 0.075 0.15 Miles

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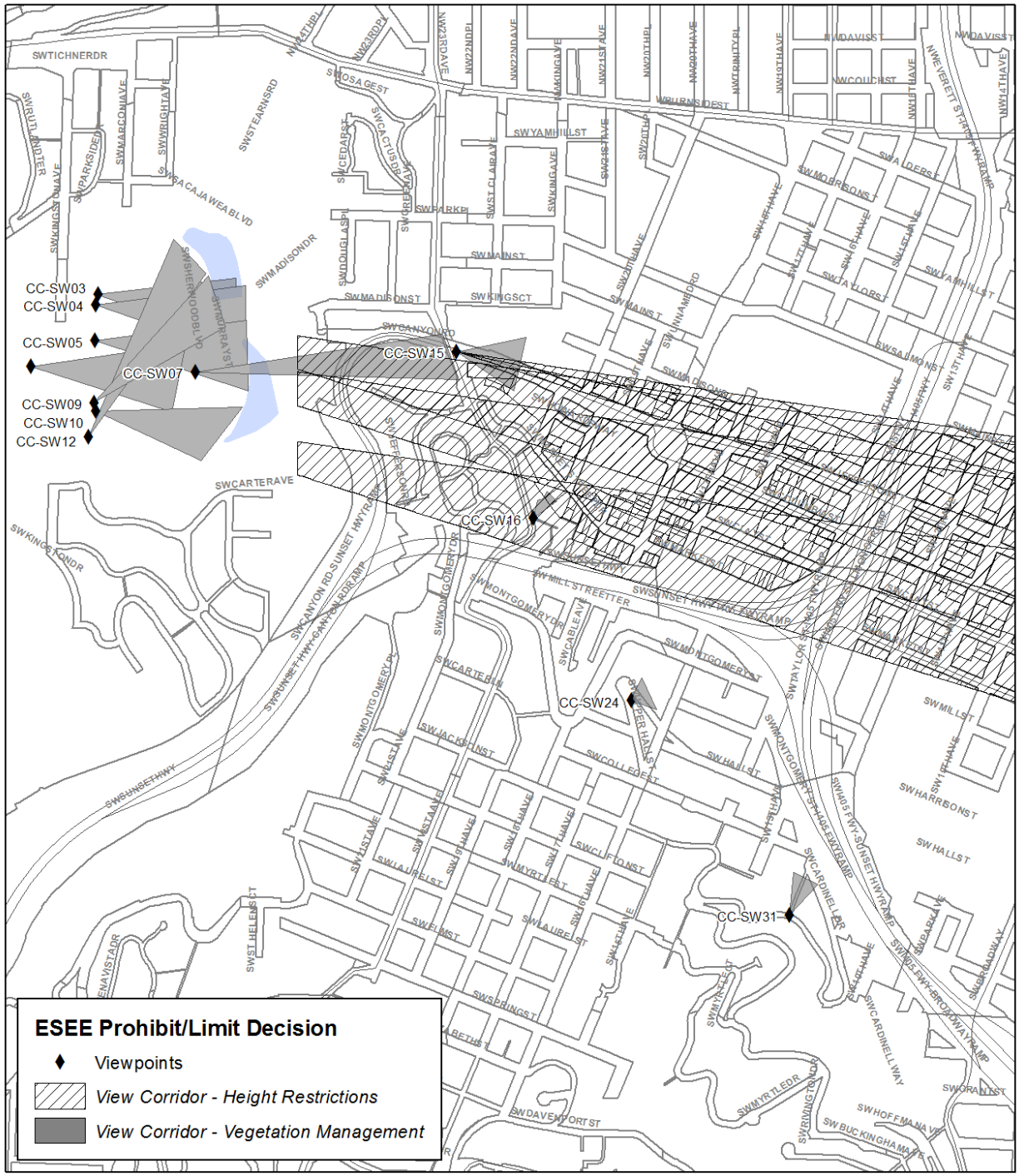

Central City Scenic Resources

Map 13b: ESEE Decisions Viewpoints and View Corridors

February 2016

City of Portland, Oregon
Bureau of Planning and Sustainability

N

0 0.075 0.15 Miles

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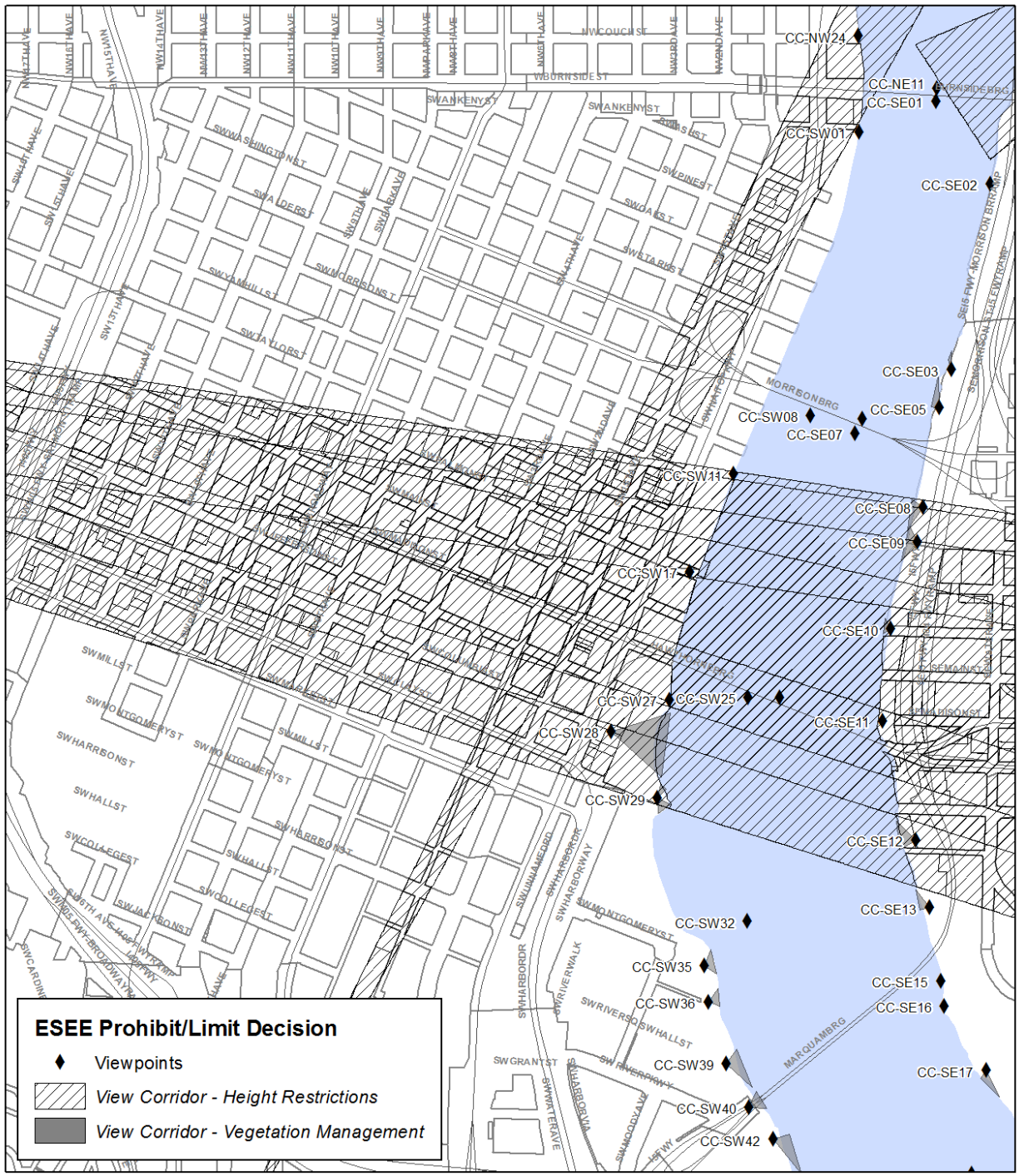

Central City Scenic Resources

Map 13c: ESEE Decisions Viewpoints and View Corridors

February 2016

City of Portland, Oregon
Bureau of Planning and Sustainability

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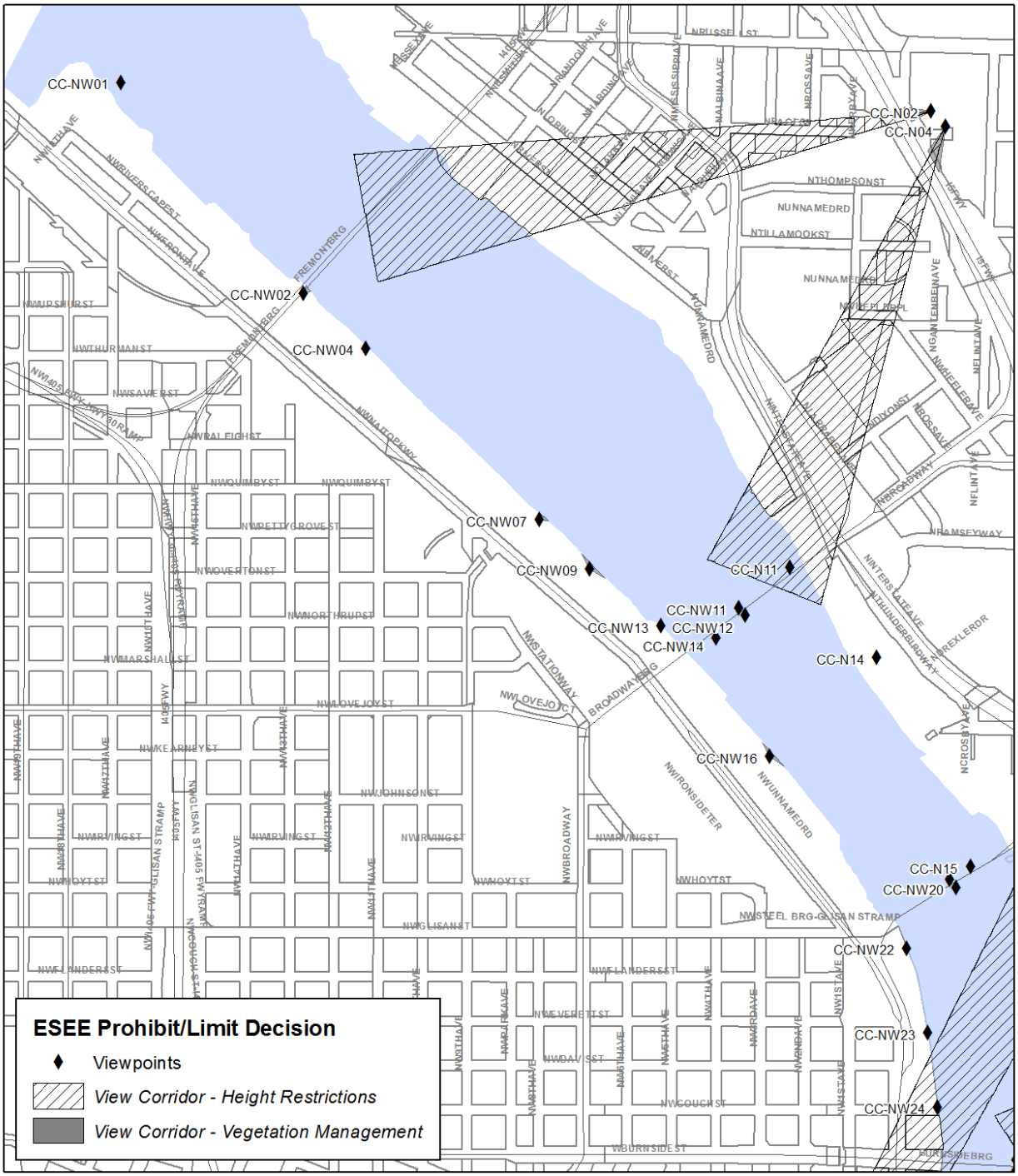

Central City Scenic Resources

Map 13d: ESEE Decisions Viewpoints and View Corridors

February 2016

City of Portland, Oregon
Bureau of Planning and Sustainability

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0 0.075 0.15 Miles

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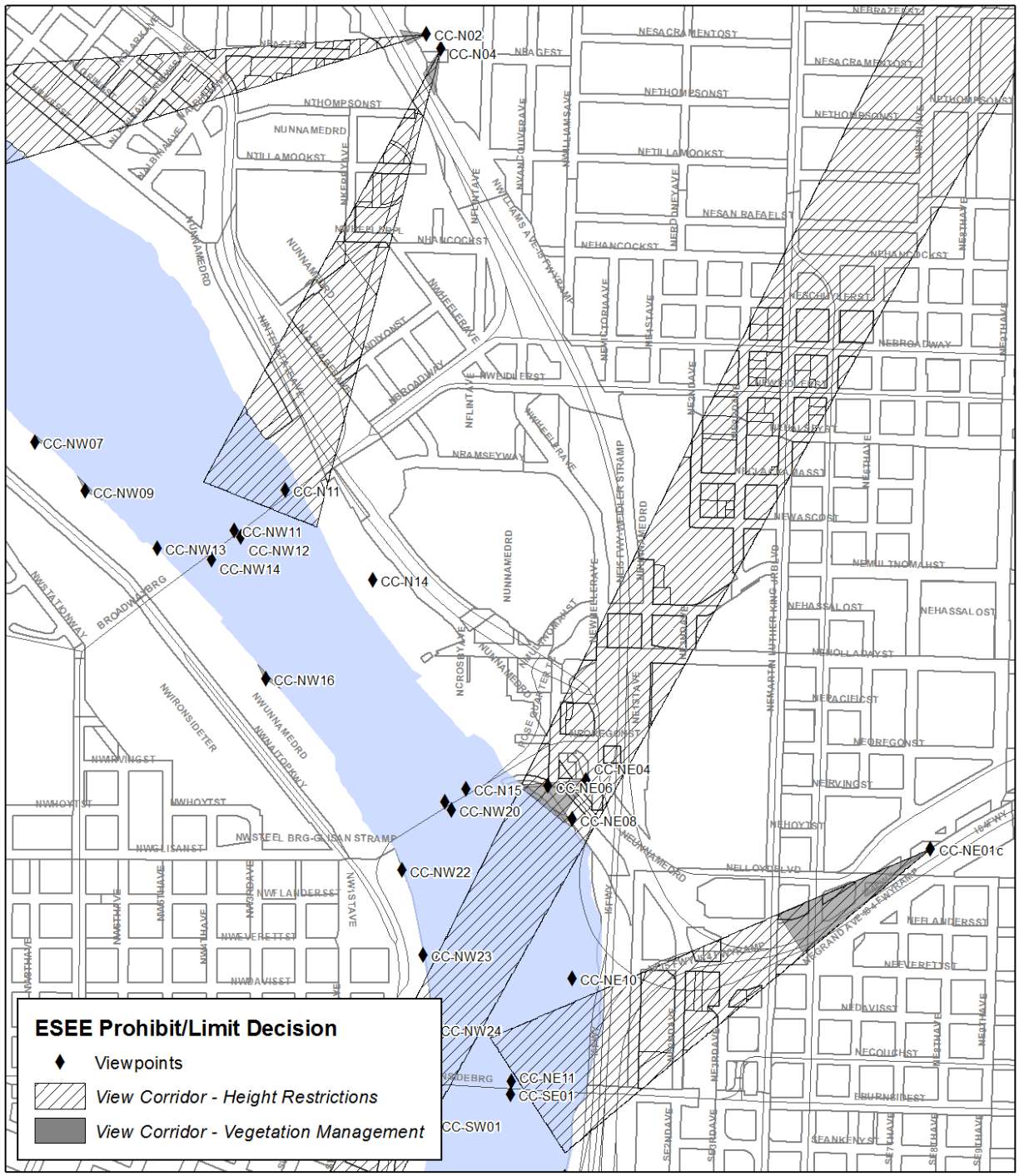

Central City Scenic Resources

Map 13e: ESEE Decisions Viewpoints and View Corridors

February 2016

City of Portland, Oregon
Bureau of Planning and Sustainability

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Bureau of Planning and Sustainability
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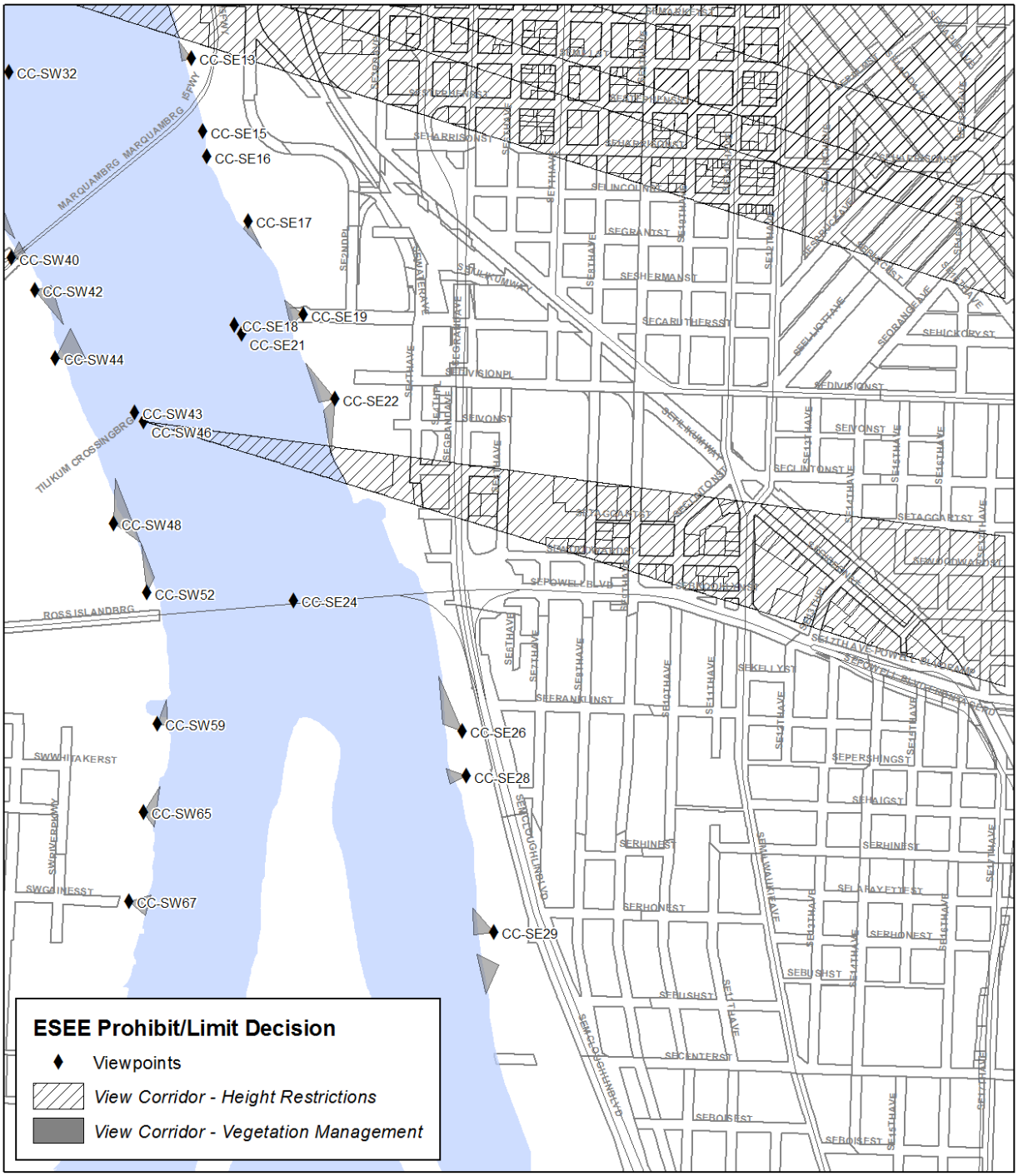
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MARQUAMBRG
TILIKUM CROSSINGBRG
ROSSISLANDBRG
SWWHITAKERST
SWRIVERPKWY
SWGIBBSST
SEHAWTHORNEBLVD
SEPOWELLBLVD
SEHOLGATEBLVD
SEMILWAUKIEAVE
SEMCLOUGHINBLVD
SEDIVISIONPL
SEDIVISIONST
SEHICKORYST
SEINCOLNST
SEGRANTST
SESHERMANST
SEBURNSIDEST
SEMORRISONST
SEHARRISONST
SEYAMHILLST
SEMAINST
SEIVONST
SECLINTONST
SETAGGARTST
SEKELLYST
SEFRANKLINST
SEPERSHINGST
SEHAIGST
SEHINESST
SELAFAYETTEST
SEHONEST
SEBUSHST
SECENTERST
SEBOISEST
SEGIBBSST
SEGRANDAVE
SEMLKINGJRBLVD
SEMLKINGJRWAY
SEMARTINLUTHERKINGJRBLVD
SEMLKINGJRPKWY

4. Implementation Tools

This section contains amendments to the City's zoning code 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, scenic corridors and scenic sites and clarifications to the zoning code.
- 33.510, Central City – Maximum building heights were adjusted to be protective of views.
- 33.430, Environmental Zones – A new that allows tree removal 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. Also, all view corridors that coincide with an environmental overlay zone will be added to the official zoning map as scenic 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 maximum building heights and areas eligible for height increases using bonuses or transfers. Map 510-4 is the maximum building heights inclusive of increases. The Central City Economic, Social, Environmental and Energy Analysis (CCESEE) decisions were used to adjust maximum heights 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 2 contains the specific zoning code and map changes.

5. Citizen Involvement

Scenic resources have been an important issue in the Central City dating back to the late 1970s. Citizens 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. Citizens 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. An email 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, including the updated CCSRI, Central City Economic, Social, Environmental and Economic Analysis (CCESEE), was published with the CC2035 on February 8, 2016. The CC2035 Discussion Draft was announced via:

- Press release
- Y postcard mailings
- Z emails

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

DATE	MEETING/EVENT
February 24, 2016	Public Open House
March 2, 2016	Public Open House

Note – As public meetings and events take place, they will be added to the table.

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 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.

Relocated or Re-designated 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

Retired View Corridors

- 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*.

Description | **Current photo** | **Historic photo**

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.



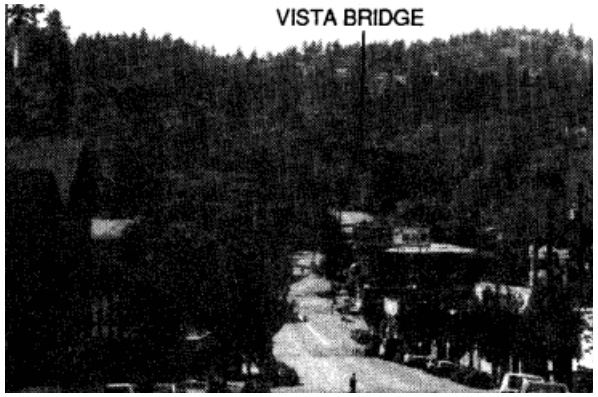


Vista Bridge from SW Jefferson

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.



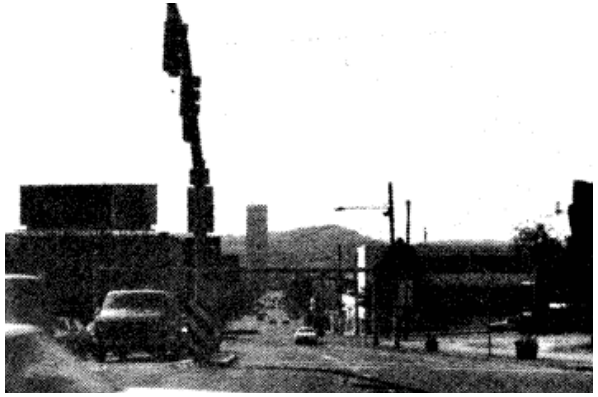


First Interstate Tower from East Burnside

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.





Description | **Current photo** | **Historic photo**

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.



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

Description | **Current photo** | **Historic photo**

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.



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

Description | **Current photo** | **Historic photo**

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.



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

Description | **Current photo** | **Historic photo**

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.



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).





Description | **Current photo** | **Historic photo**

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.





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.





Description | **Current photo** | **Historic photo**

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.





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.





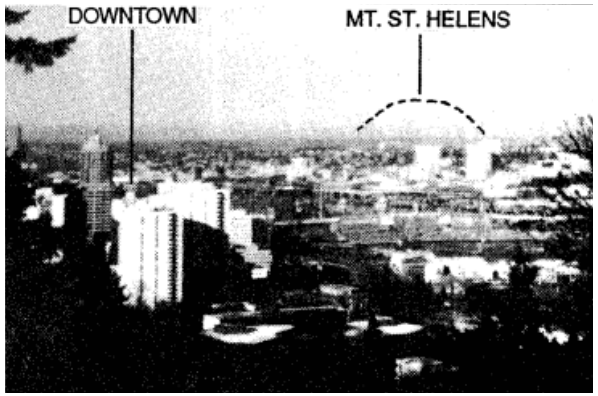
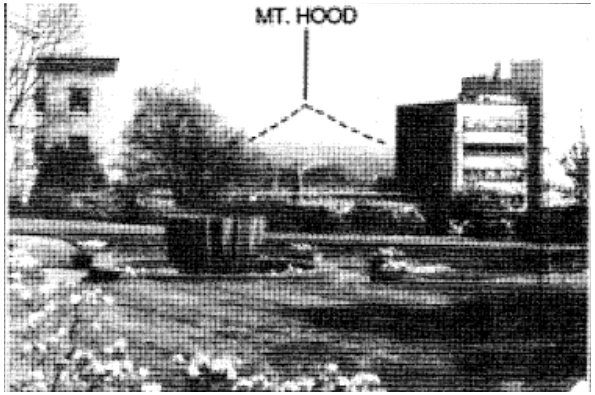
SW Spring St at SW 15th

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

Description	Current photo	Historic photo
Morrison Bridge - north side, center **Old ID:** CCPV20 **NEW ID:** CCSE06 **RELOCATED**. The original viewpoint was located on the north side of the Morrison Bridge in the center. There is no pedestrian refuge at this location, no guardrail separating the sidewalk from traffic lanes, and the sidewalk is very narrow. The Morrison Bridge has two pedestrian refuges on the north side, one east of center and one west of center. This viewpoint was relocated to the eastern pedestrian refuge on the north side and is included in this inventory as CCSE06.	No current photo	No historic photo
View of St Helens from Veteran's Hospital **Old ID:** VM31-21 **New ID:** CCSW63 **RELOCATED.** Historically, this was described as a view of downtown, the Willamette River, the east side, and Mt St Helens. The viewpoint was located "behind the new Veteran's Hospital at the edge of the loading area." Today, Mt St Helens is mostly obscured by vegetation and the sky bridge from this location. This view has been relocated to the Veterans Hospital/OHSU sky bridge and is included in this inventory as CCSW63.		
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).		

Description | **Current photo** | **Historic photo**

View of Mt Hood from the Broadway Bridge

Old ID: VM24-38 **NEW ID:** CCNW14

RELOCATED. Historically, this view of Mt Hood was taken from the north sidewalk on the Broadway Bridge looking through the bridge supports. The viewpoint has been moved to the south side of the bridge to remove the discordance of the bridge supports and allow for the photo to be taken as a panorama. The relocated viewpoint is included in this inventory as CCNW14.

No current photo

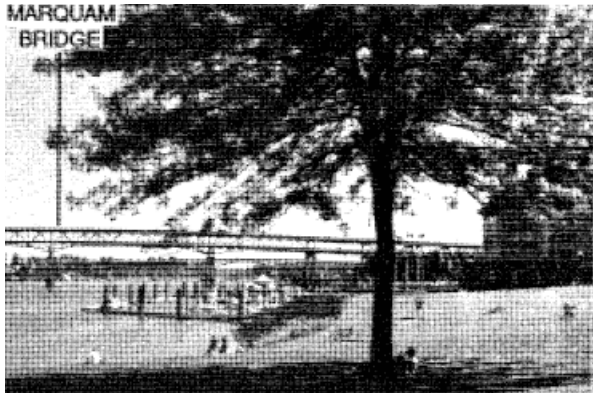


Marquam & RI Bridges from Waterfront Park

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.



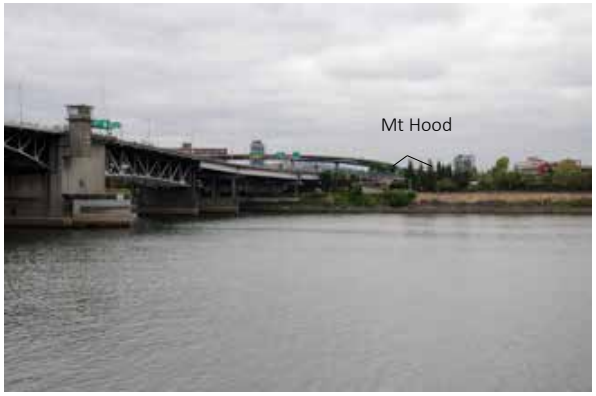


Description | **Current photo** | **Historic photo**

Mt Hood from south of Morrison Bridge

Old ID: VM24-46 **NEW ID:** CCSW11

RELOCATED. Historically, this viewpoint was located along the Greenway Trail at SW Morrison Street, with "Mt Hood visible above the eastern off-ramps of the Morrison Bridge." The view of Mt Hood is less obscured if the viewer moves a bit south due to the relative positioning of the off-ramps and the mountain. Thus, this viewpoint was relocated south of the original to the Greenway Trail between SW Morrison and SW Yamhill Streets. There are also benches at this new viewpoint location. This viewpoint is retained in the inventory as CCSW11.





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.





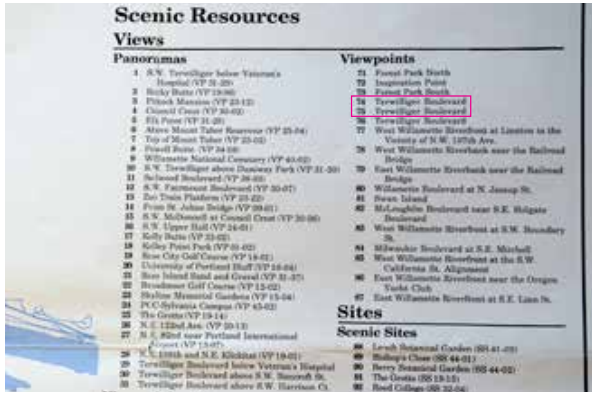
SW Terwilliger Blvd Viewpoint 75

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).







Description

Hawthorne Bridge from Eastbank Esplanade

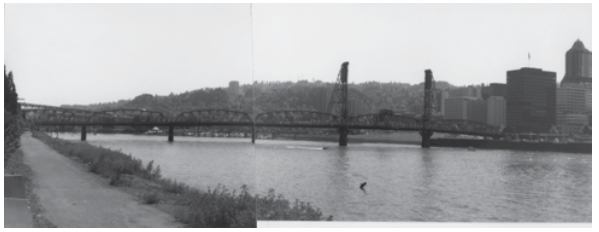
Old ID: VB24-25 **NEW ID:** CCSE10

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



Historic photo

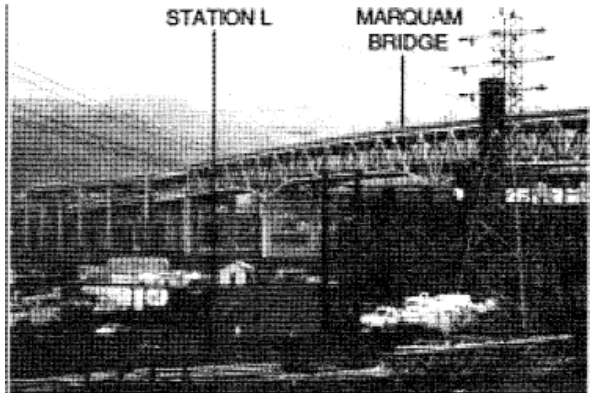


View of Marquam Bridge from Station L

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



Old ID: **New ID:**

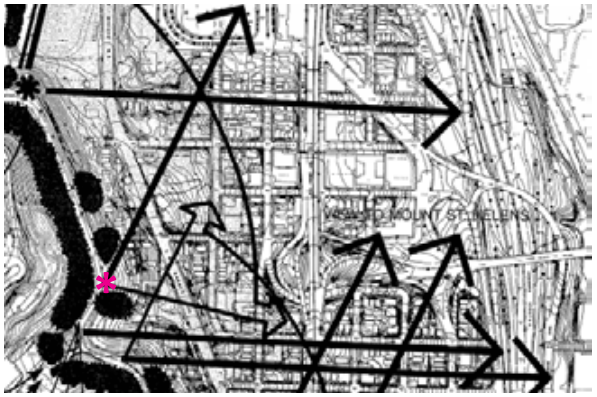
Description | **Current photo** | **Source Plan**

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.



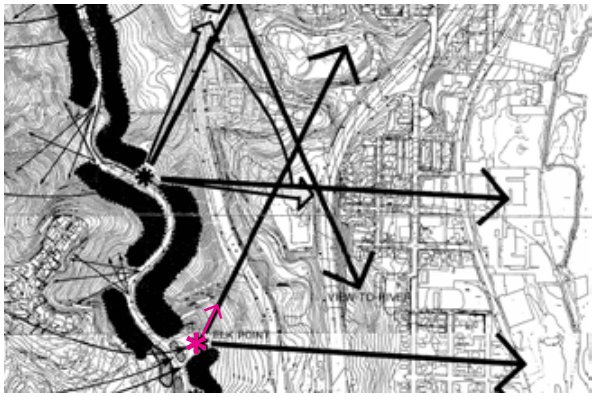


SW Terwilliger at Elk Point - Mt St Helens view

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.



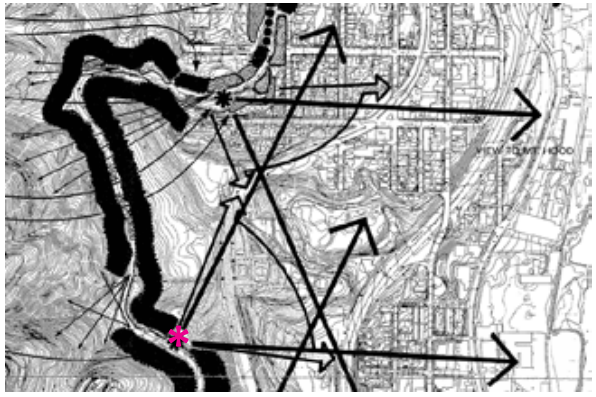


SW Terwilliger north of Elk Point

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.





Description | **Current photo** | **Source Plan**

SW Terwilliger north of Eagle Point

Source Plan: Terwilliger Landscape Concept Plan

Based on the 1983 Proposed Terwilliger Landscape Concept Plan, this was a view of Mt St Helens. The plan notes call to "selectively thin to improve view of Mount St. Helens." Today, there is a thick layer of trees blocking this view and significant thinning would be needed to restore the view. It is not a developed viewpoint nor is there an automobile pull-out. Eagle's Point (CCSW68) sits directly to the south of this viewpoint; it also has a view of Mt St Helens and will be developed as a viewpoint. Therefore, this viewpoint was not included in the inventory.



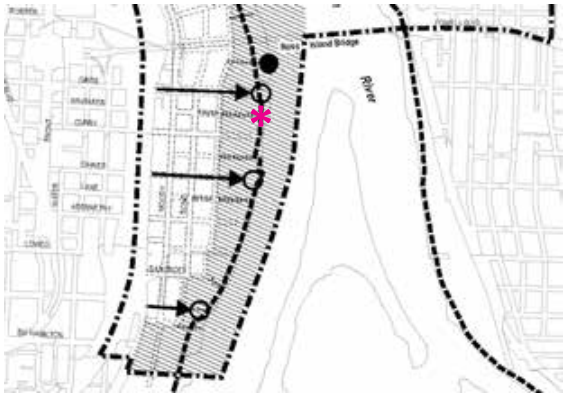


Greenway Trail West at SW Whitaker Street

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.





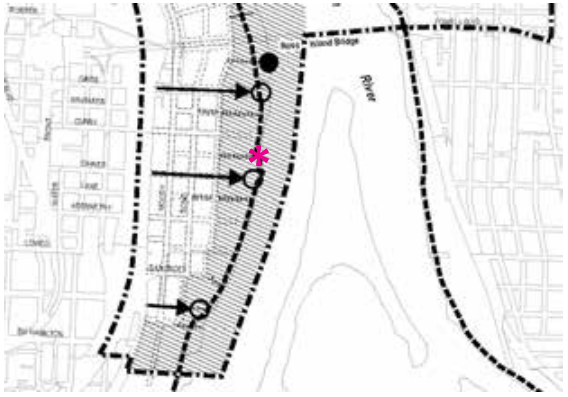
Greenway Trail West at SW Pennoyer Street

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.







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



Source Plan:

Source Plan:



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

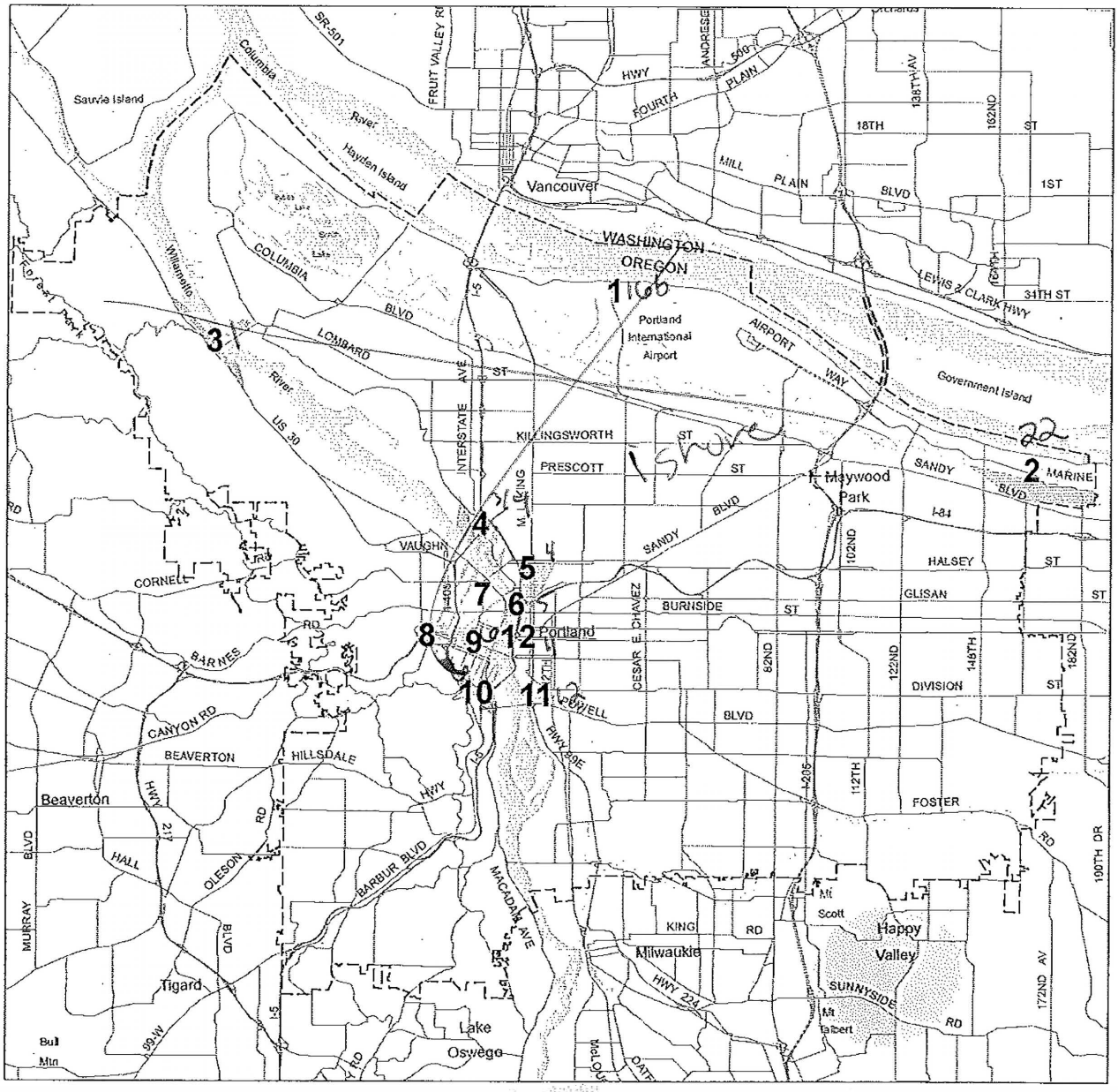
Let's change the order and make:
map A: w/ Height Restrictions
map B: w/o " Map B

Scenic Resources Protection Plan

View Corridors with Height Restrictions

Index Map

Map Revised Xxxxx X, 201X



Legend

------ City Boundary

NORTH

0 10,000 20,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Scenic Resources Protection Plan

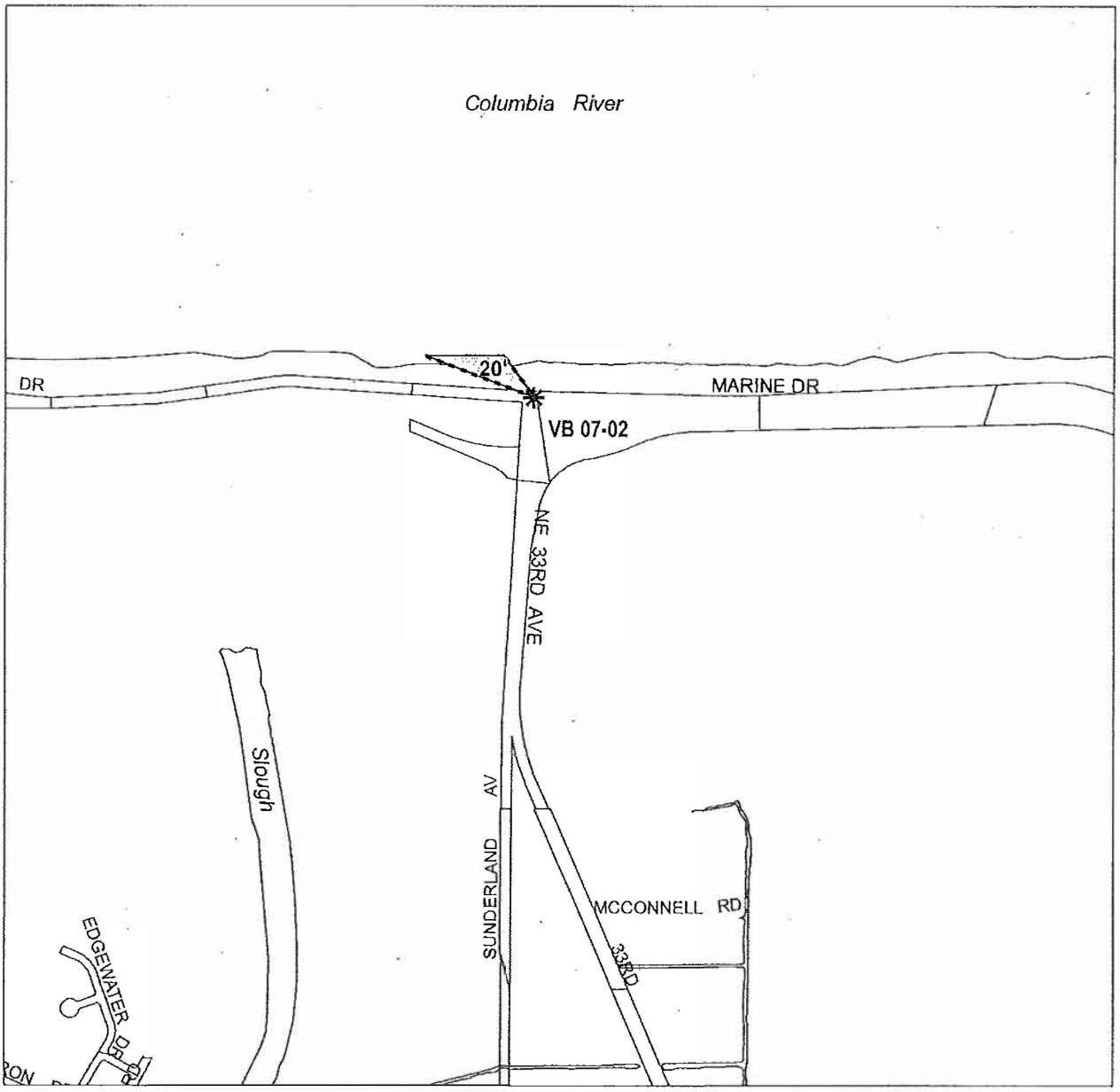
View Corridors with Height Restrictions

OK

Map B

Map 1 of 12

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors with height restrictions
- View Street

NORTH

0 700 1,400

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Scenic Resources Protection Plan

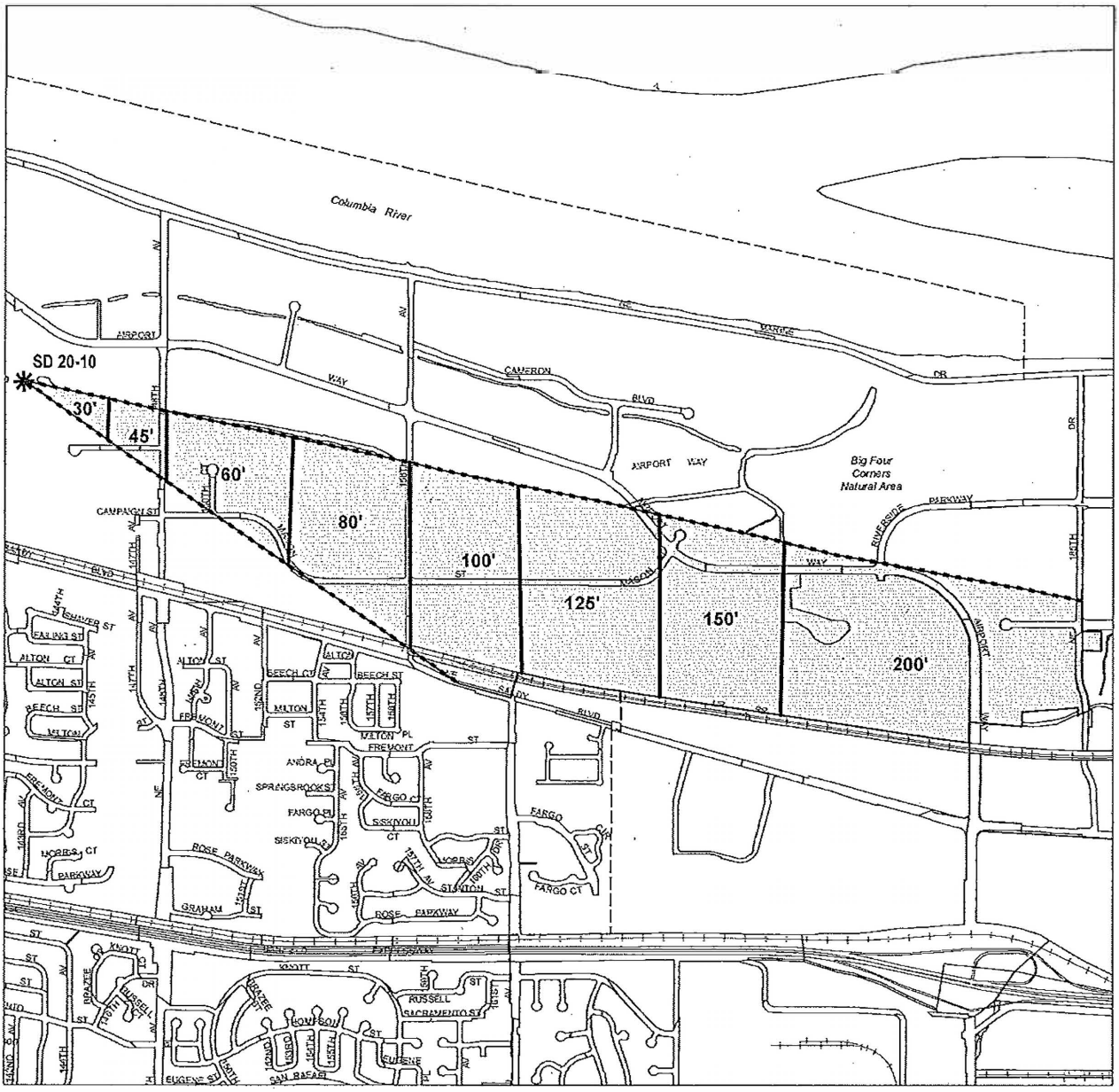
View Corridors with Height Restrictions

OK

Map B

Map 2 of 12

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors with height restrictions (75')
- View Street

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

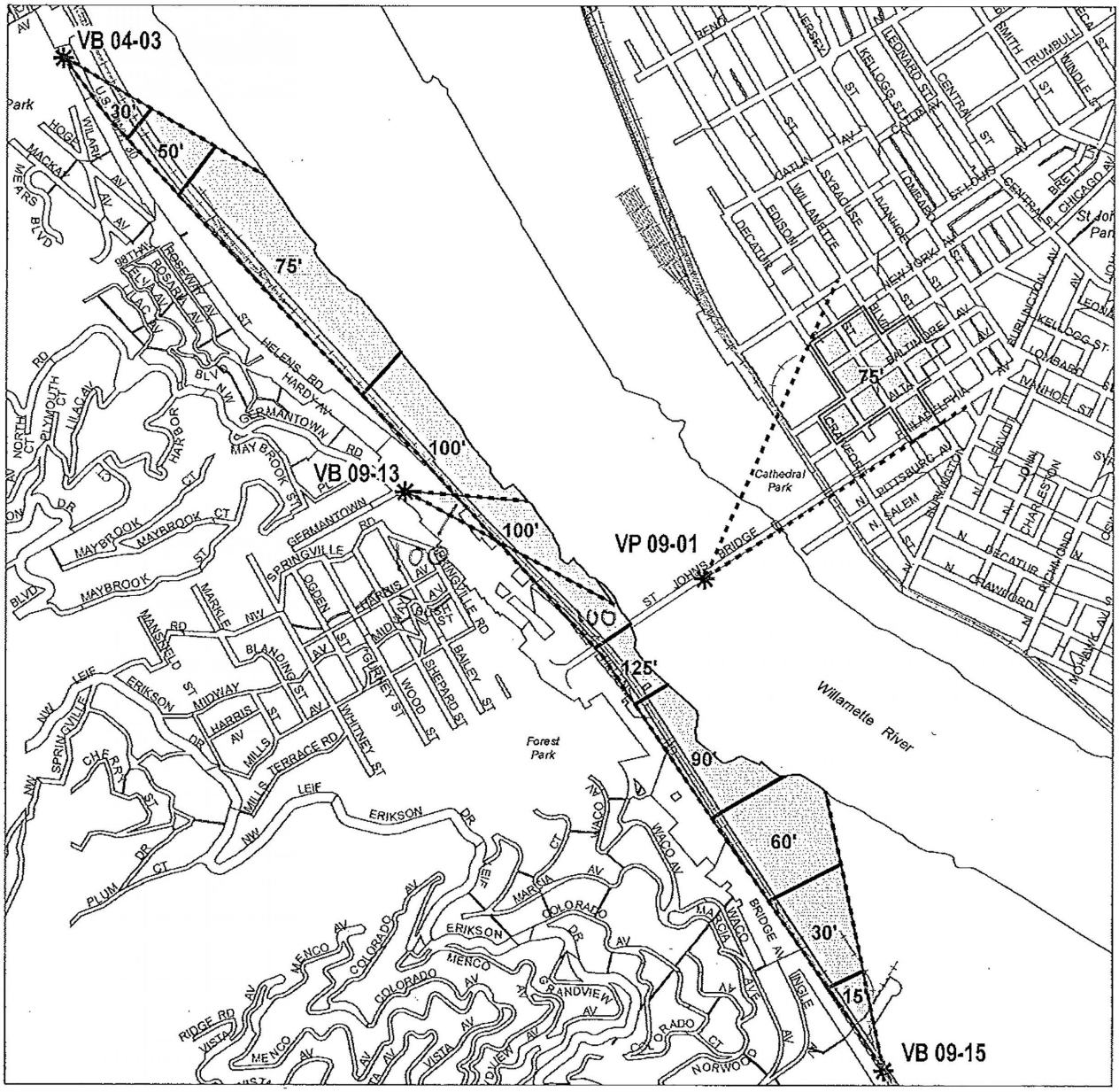
Scenic Resources Protection Plan

View Corridors with Height Restrictions

Map B

Map 3 of 12

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors with height restrictions
- View Street

NORTH

0 1,000 2,000

Scale in Feet

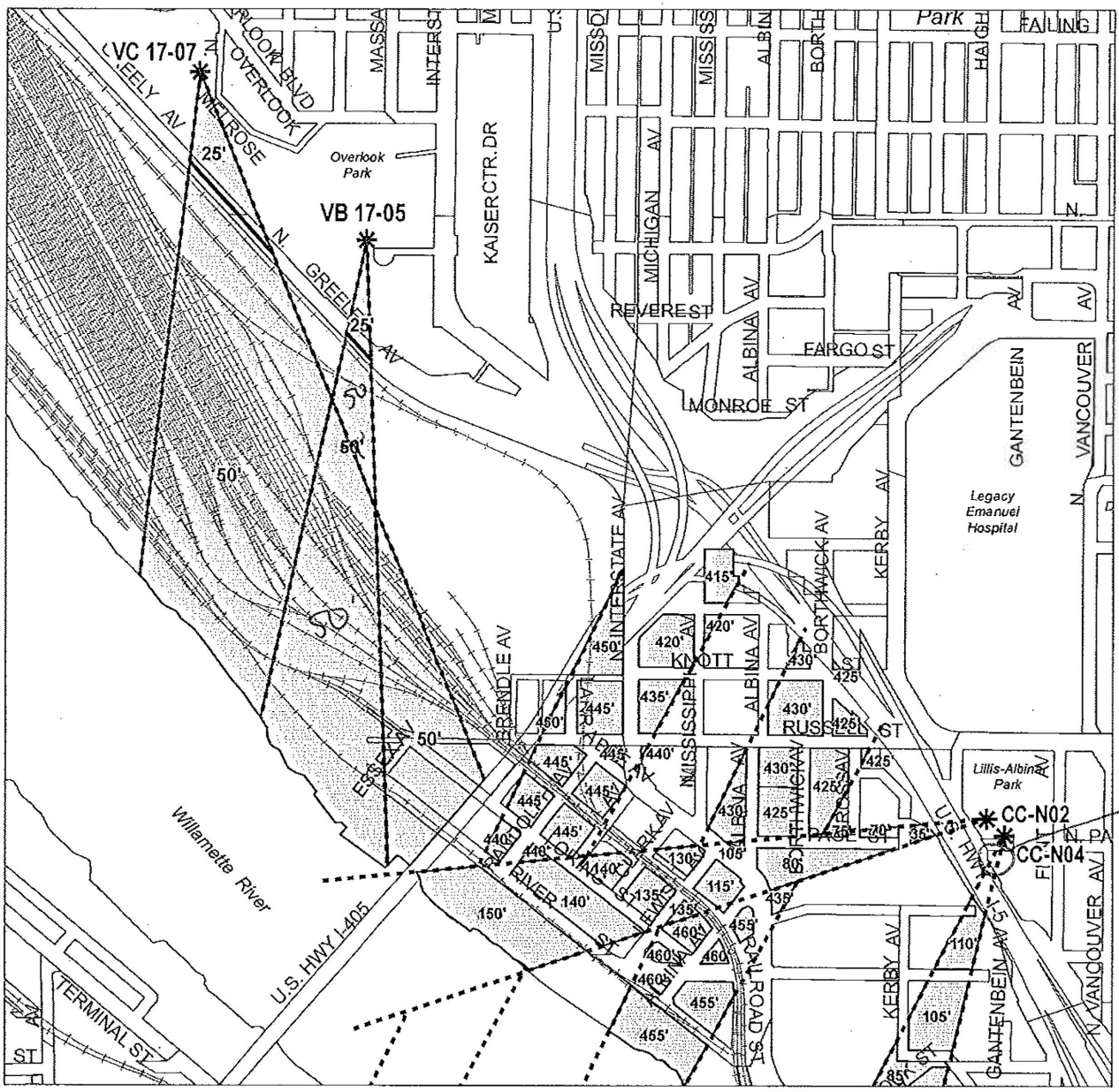
Bureau of Planning and Sustainability
Portland, Oregon

Scenic Resources Protection Plan

View Corridors with Height Restrictions

Map 4 of 12

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- 75' View corridors with height restrictions
- View Street

NORTH

0 700 1,400

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

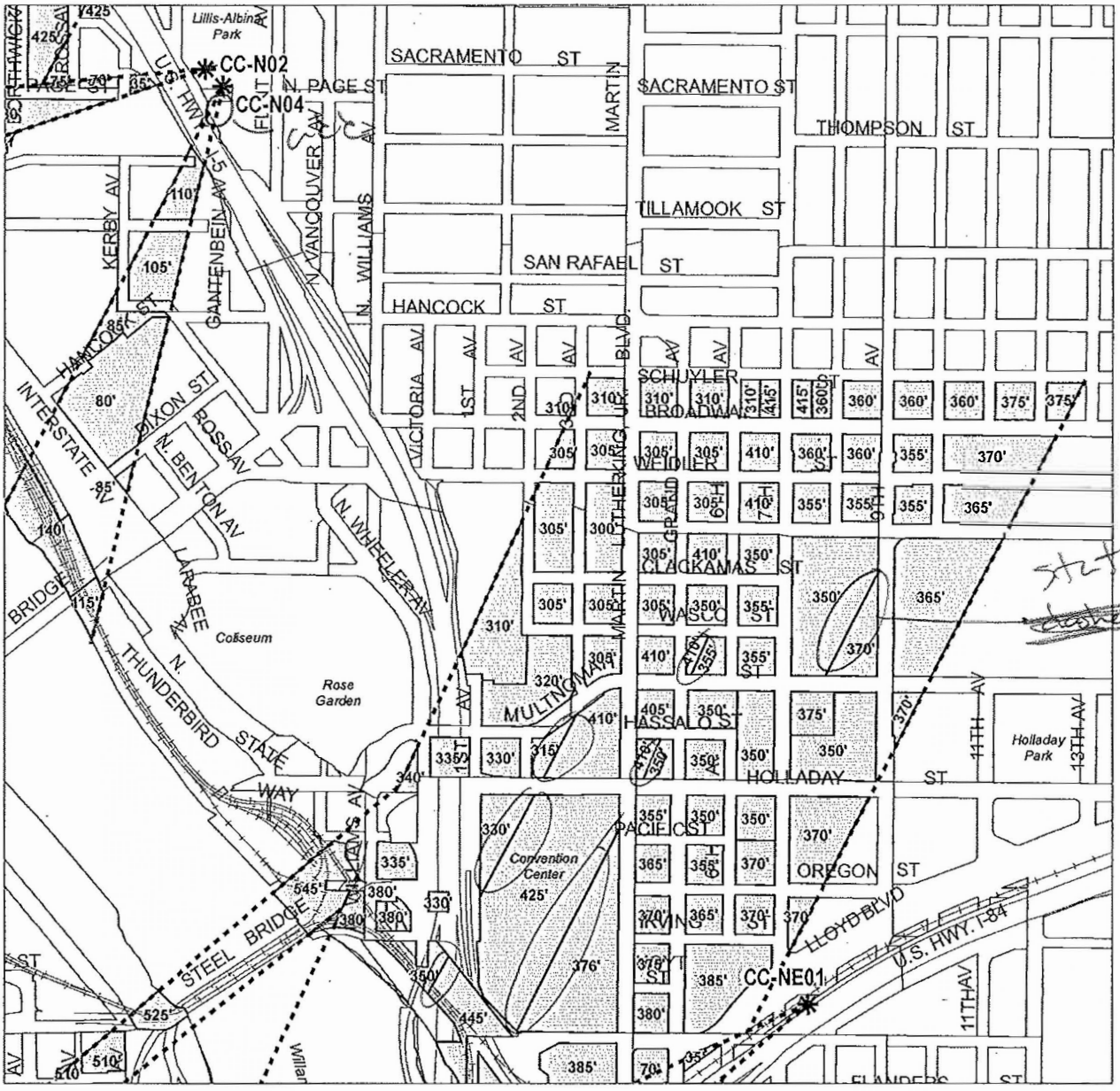
Scenic Resources Protection Plan

View Corridors with Height Restrictions

Map B

Map 5 of 12

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors with height restrictions
- View Street

NORTH

0 700 1,400

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

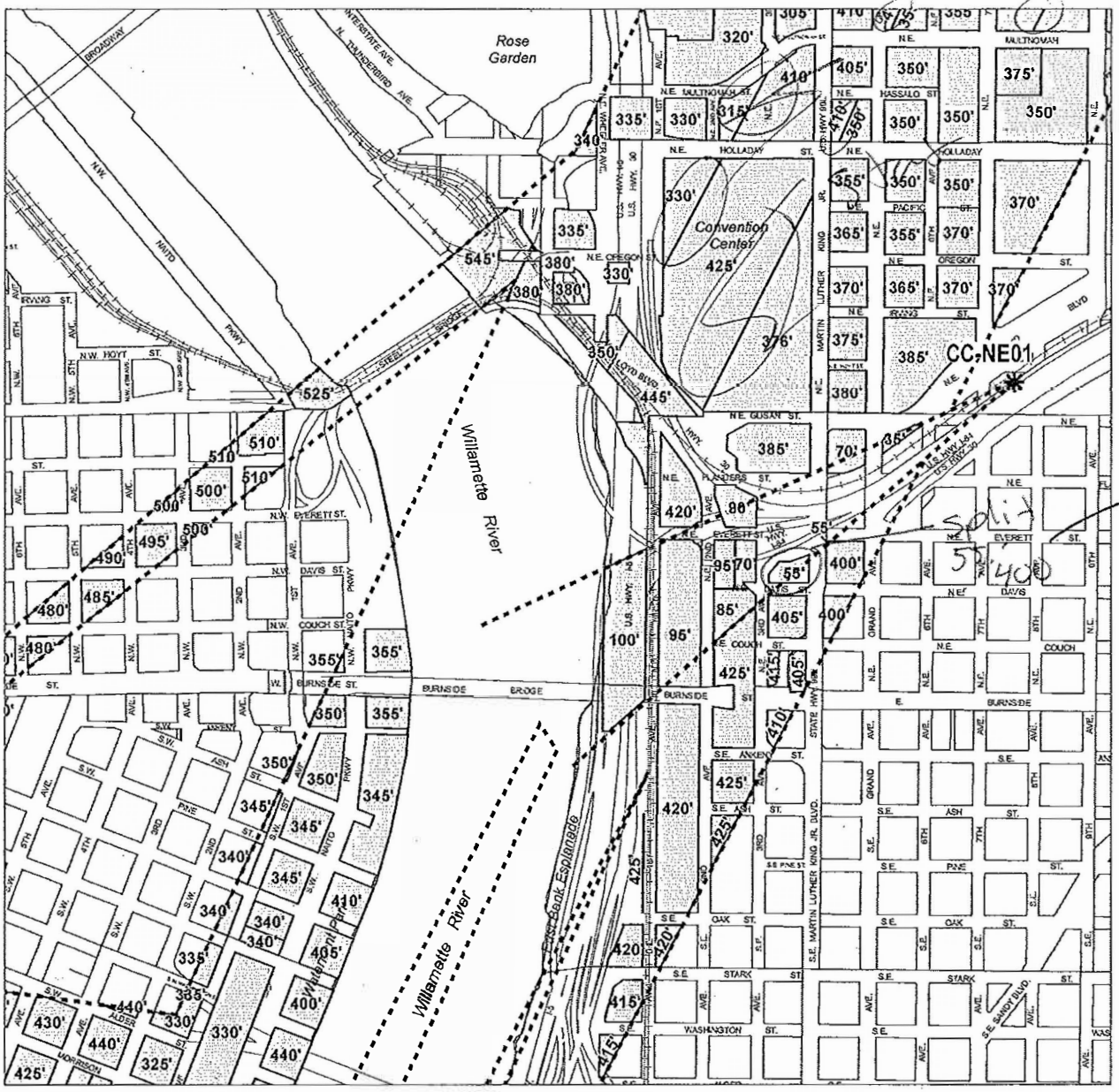
Scenic Resources Protection Plan

View Corridors with Height Restrictions

Map B

Map 6 of 12

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- 75' View corridors with height restrictions
- View Street

NORTH

0 650 1,300

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Scenic Resources Protection Plan

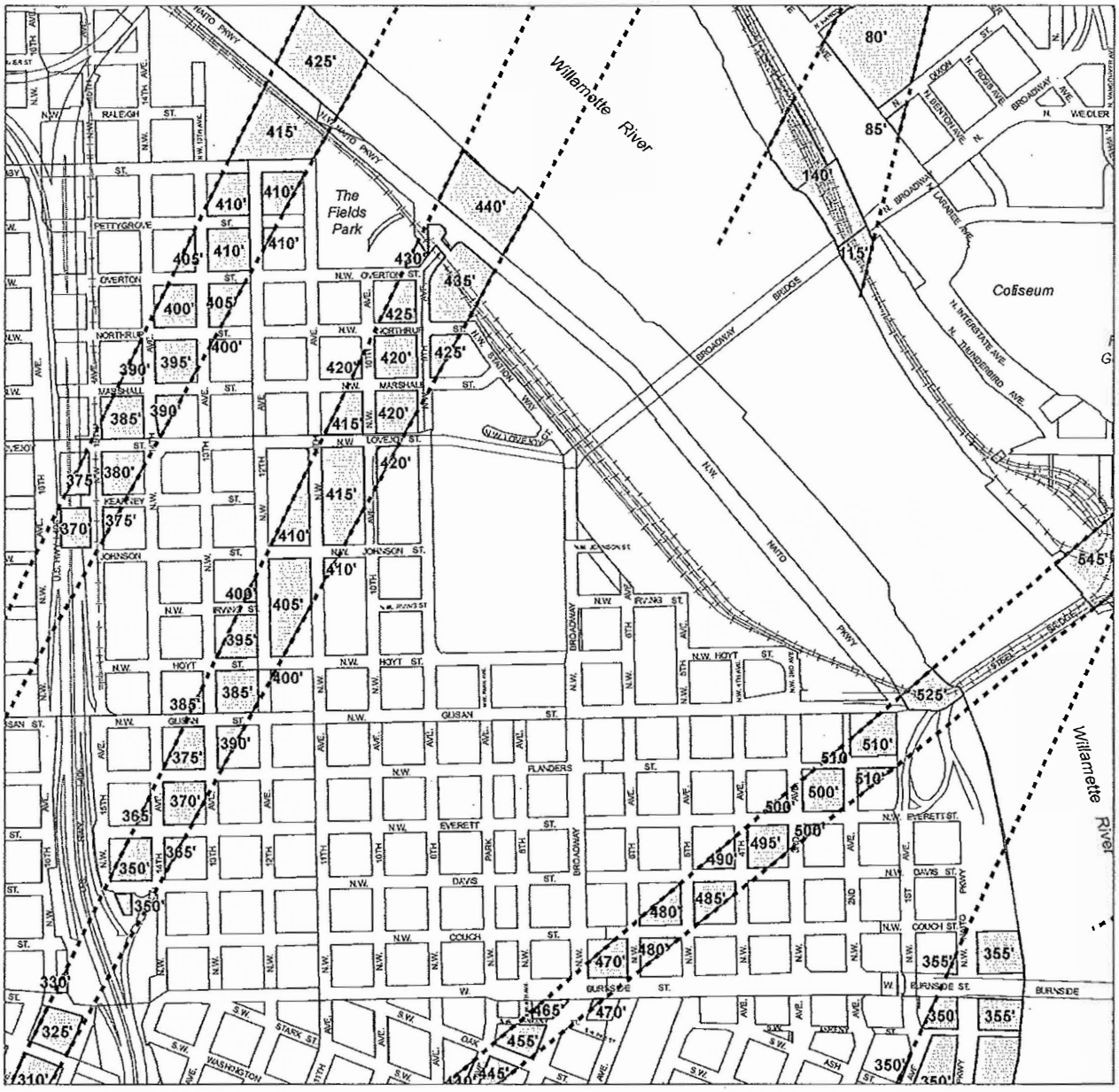
View Corridors with Height Restrictions

OK

Map B

Map 7 of 12

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors with height restrictions
- View Street

NORTH

0 650 1,300

Scale in Feet

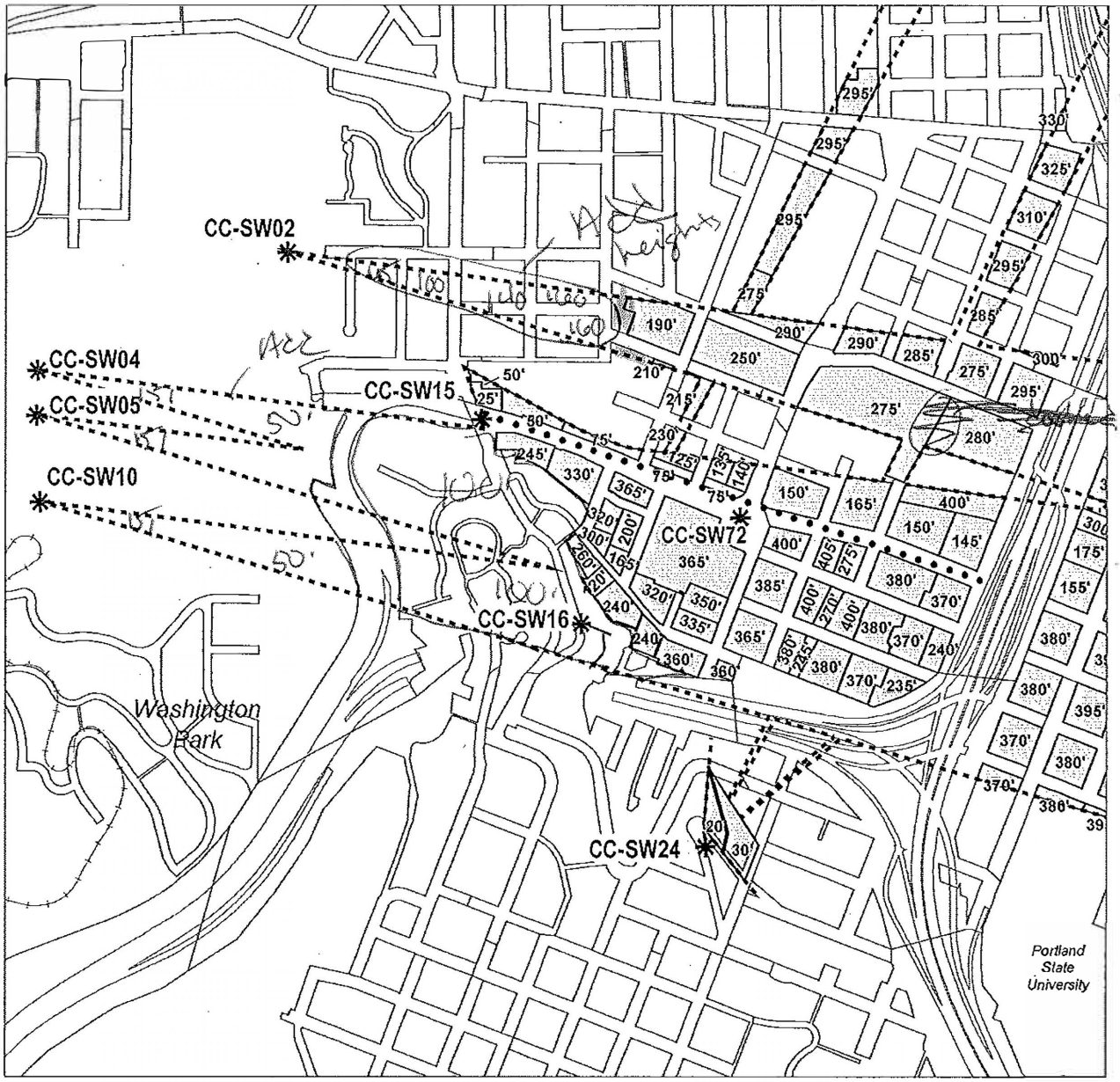
Bureau of Planning and Sustainability
Portland, Oregon

Scenic Resources Protection Plan

View Corridors with Height Restrictions

Map 8 of 12

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors with height restrictions
- View Street

NORTH

0 650 1,300

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Scenic Resources Protection Plan

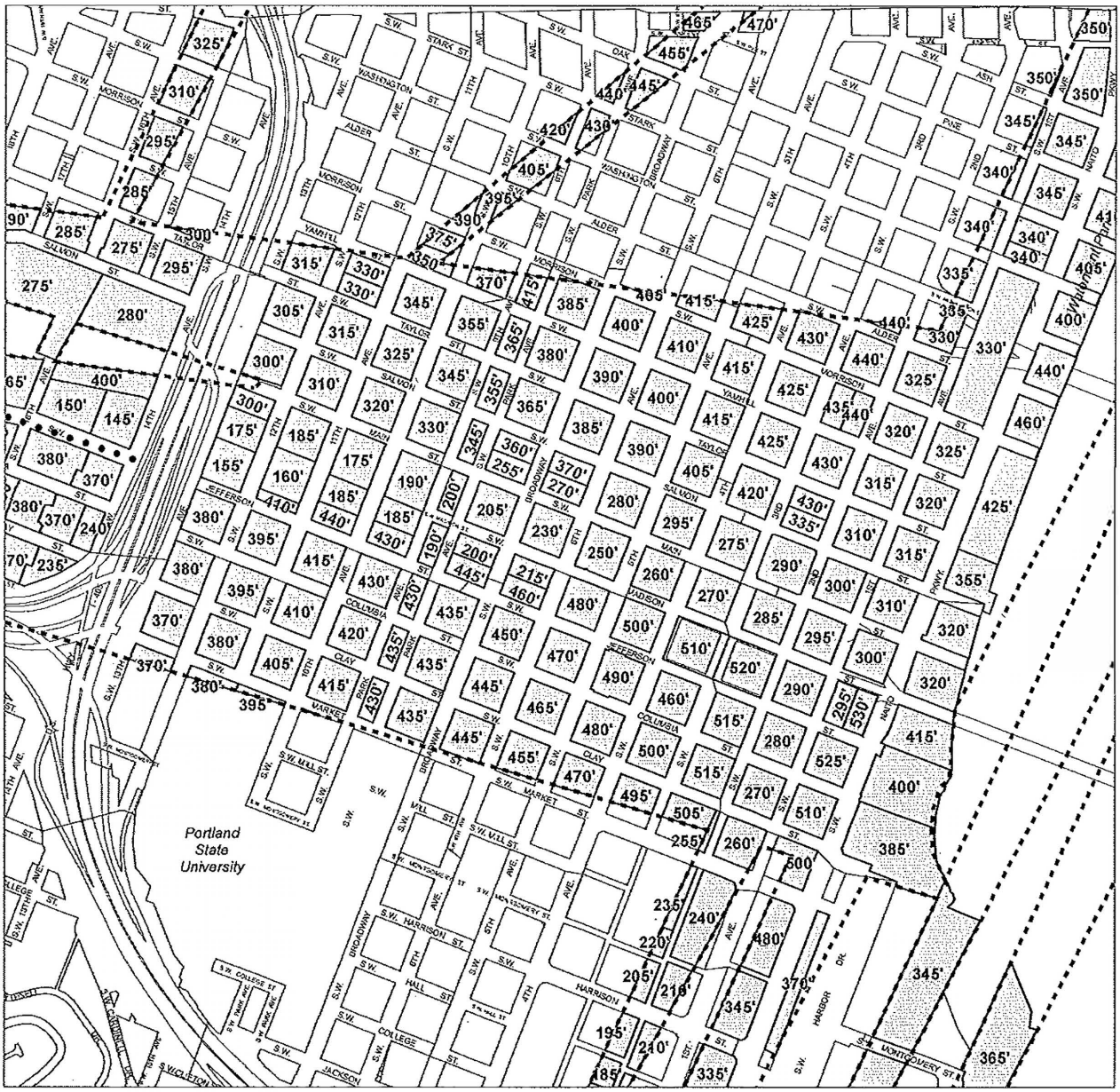
View Corridors with Height Restrictions

OK

Map B

Map 9 of 12

Map Revised Xxxxx X, 201X



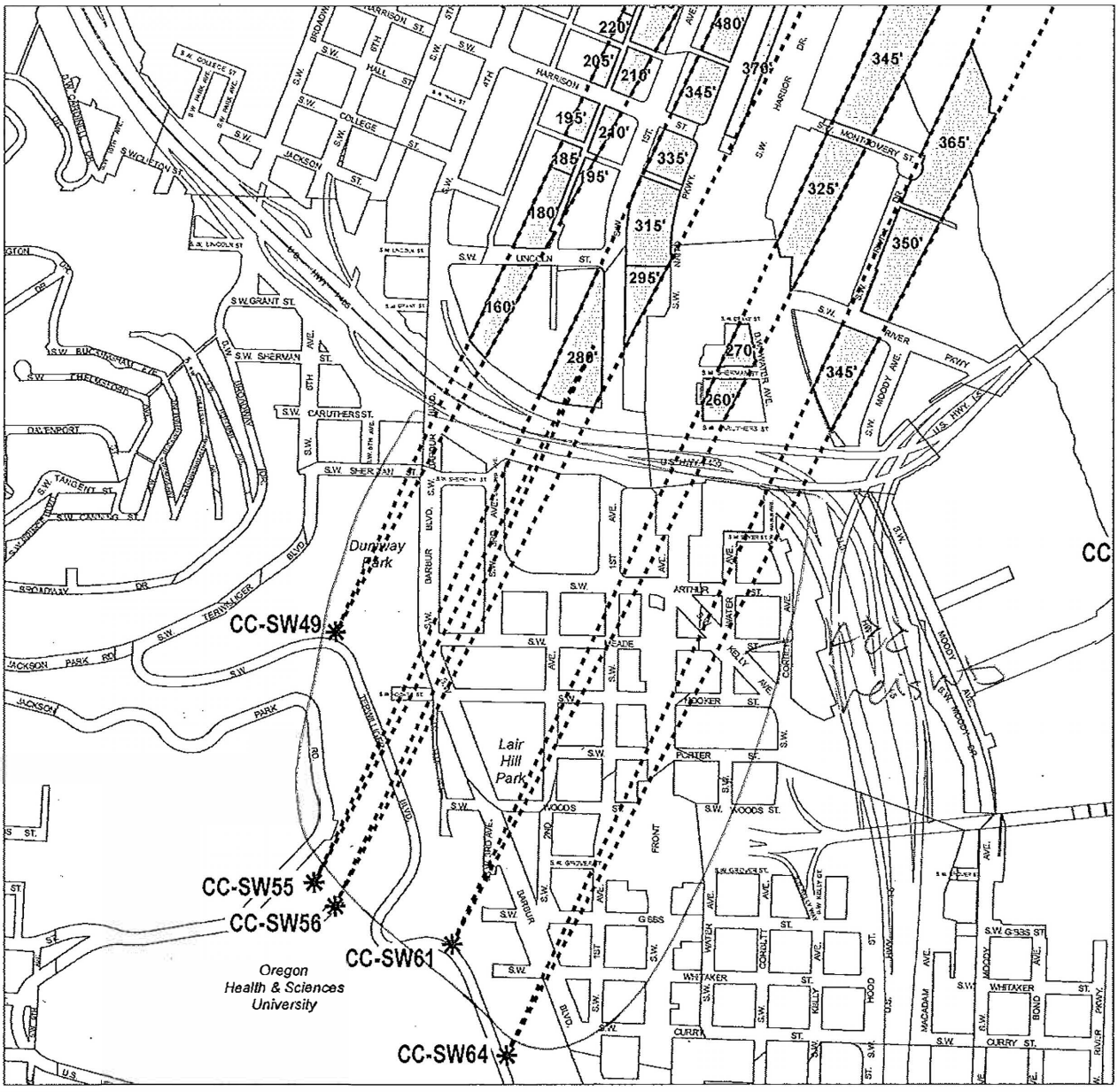
Scenic Resources Protection Plan

View Corridors with Height Restrictions

Map B

Map 10 of 12

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- 75' View corridors with height restrictions
- View Street

NORTH

0 650 1,300

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Scenic Resources Protection Plan

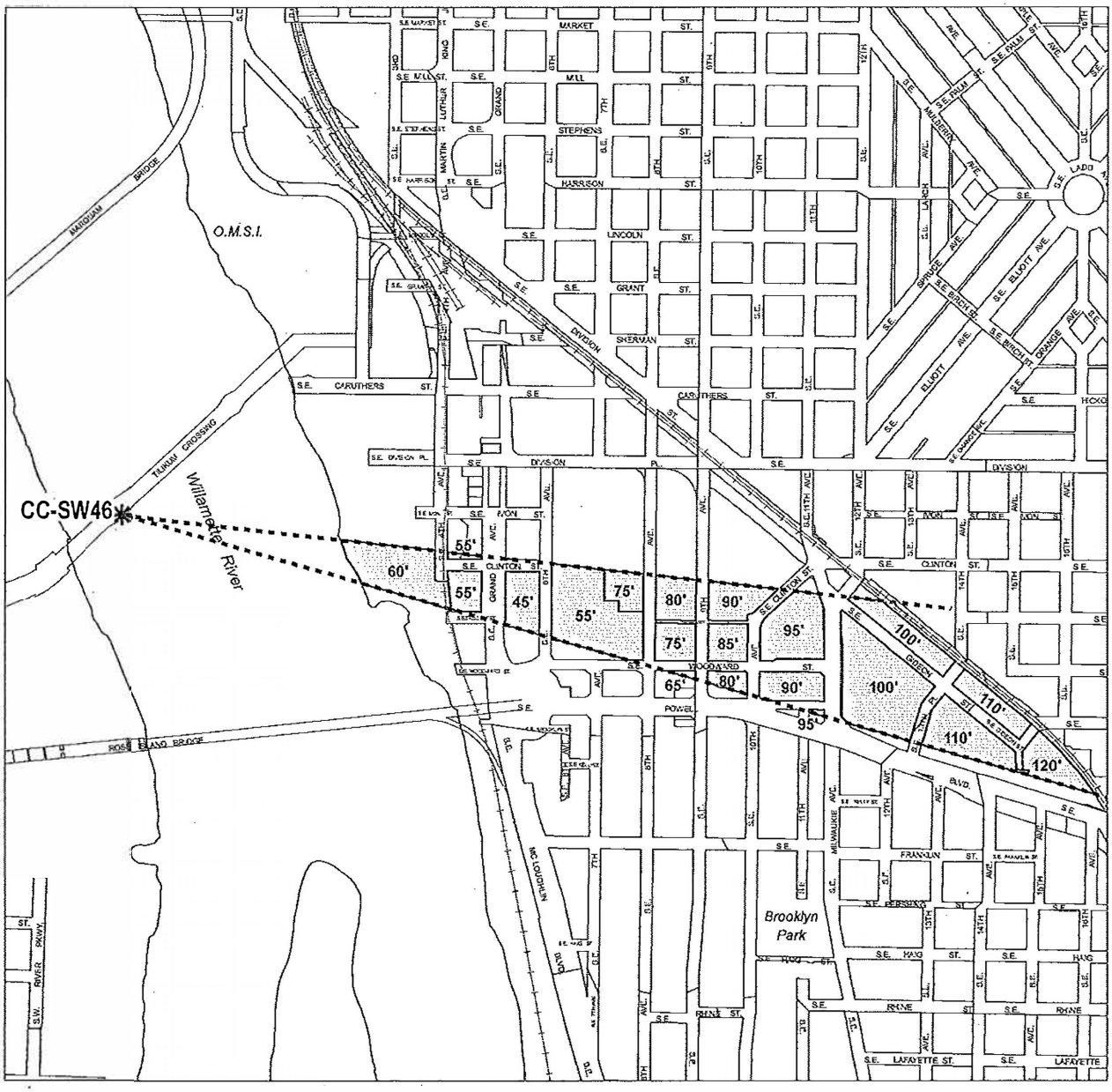
View Corridors with Height Restrictions

01

Map B

Map 11 of 12

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors with height restrictions
- View Street

NORTH

0 650 1,300

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Scenic Resources Protection Plan

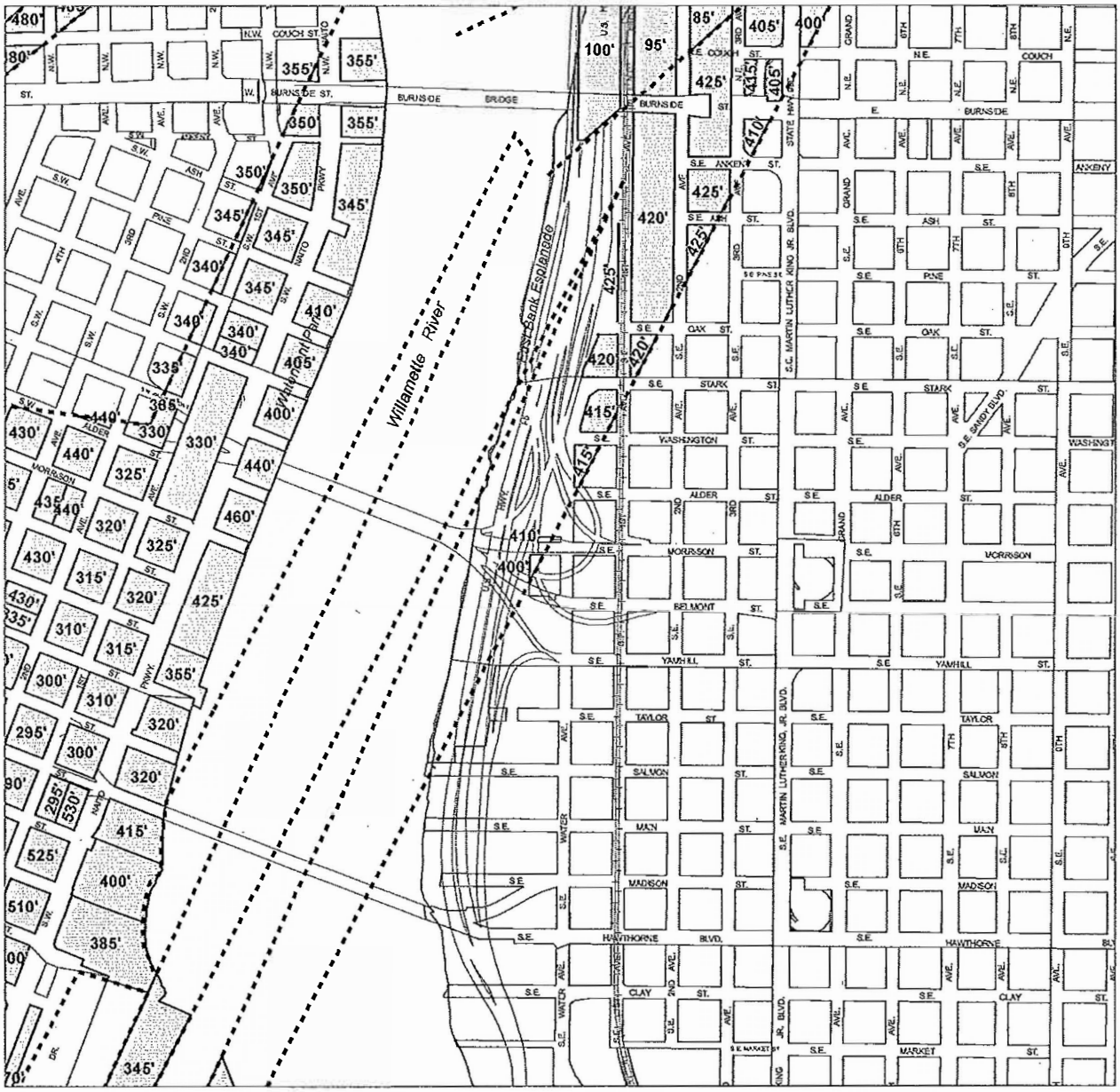
View Corridors with Height Restrictions

OK

Map B

Map 12 of 12

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors with height restrictions
- View Street

NORTH

0 650 1,300

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Let's change the order & make:
map A: w/ Height Restrictions
map B: w/o "

Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

Index Map

~~Map Revised Xxxxx X, 201X~~

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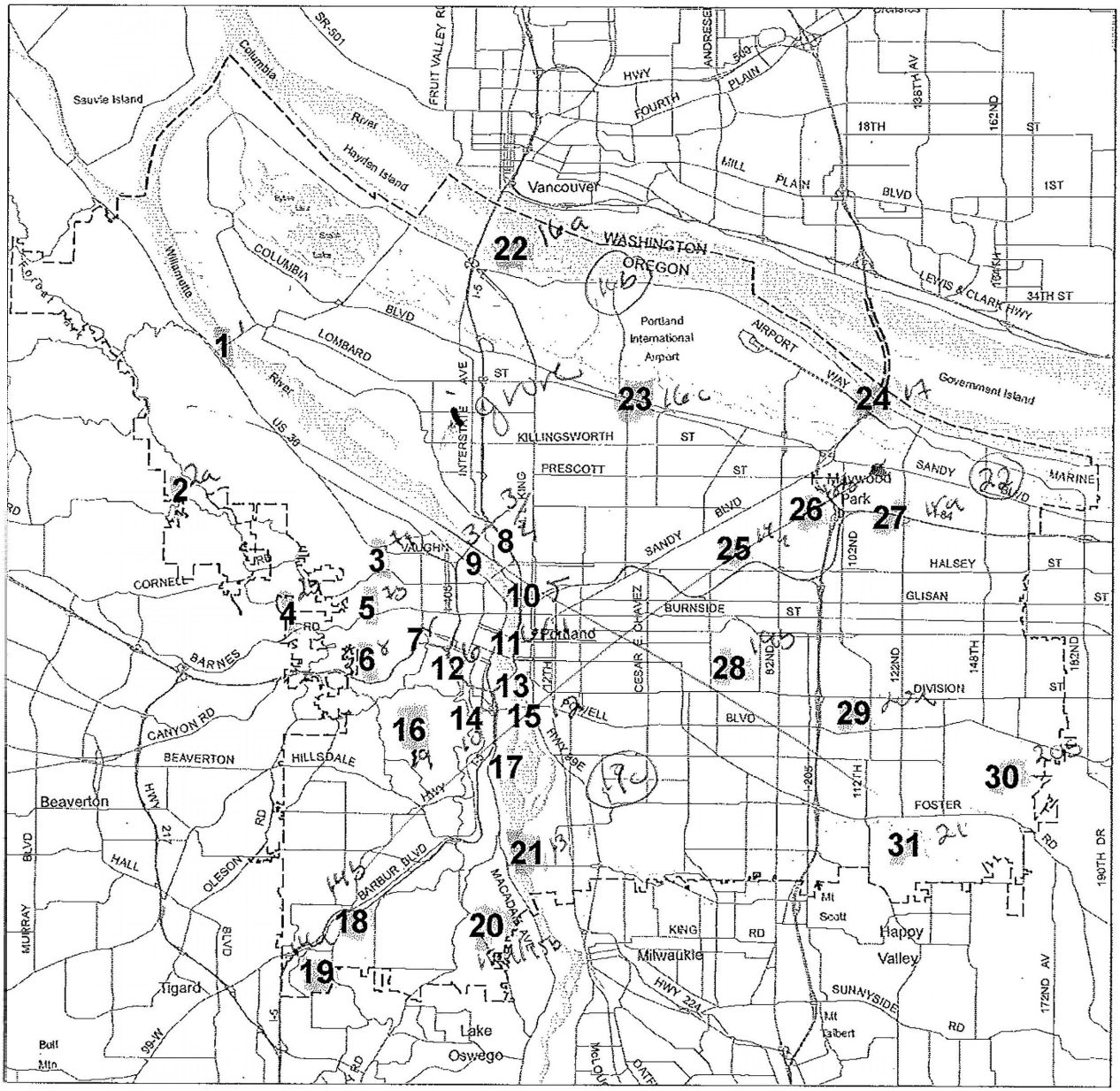


------ City Boundary

NORTH

0 10,000 20,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ok

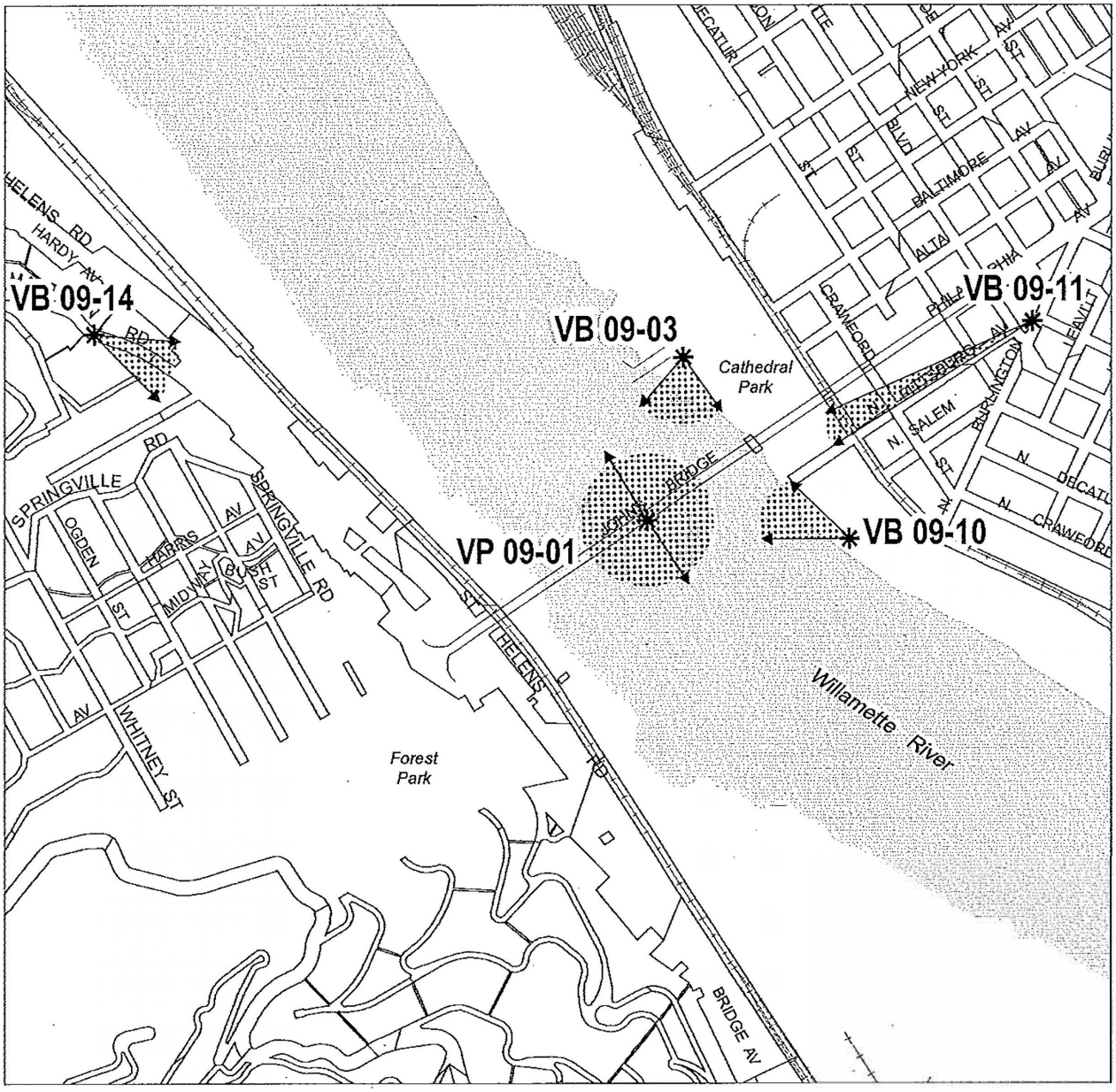
Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

Map 1 of 31

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 650 1,300

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

ok

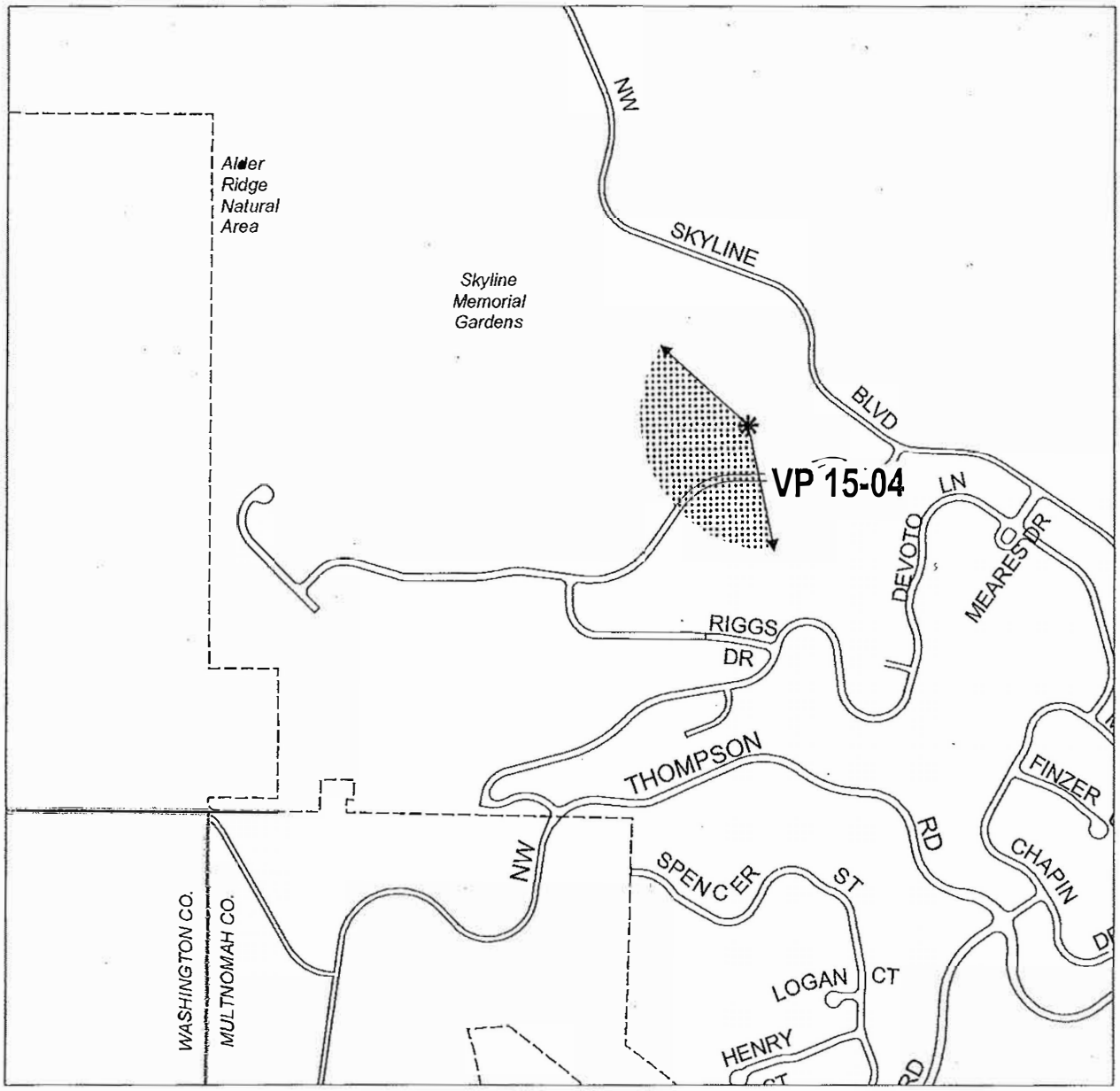
Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

Map 2 of 31

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

ok

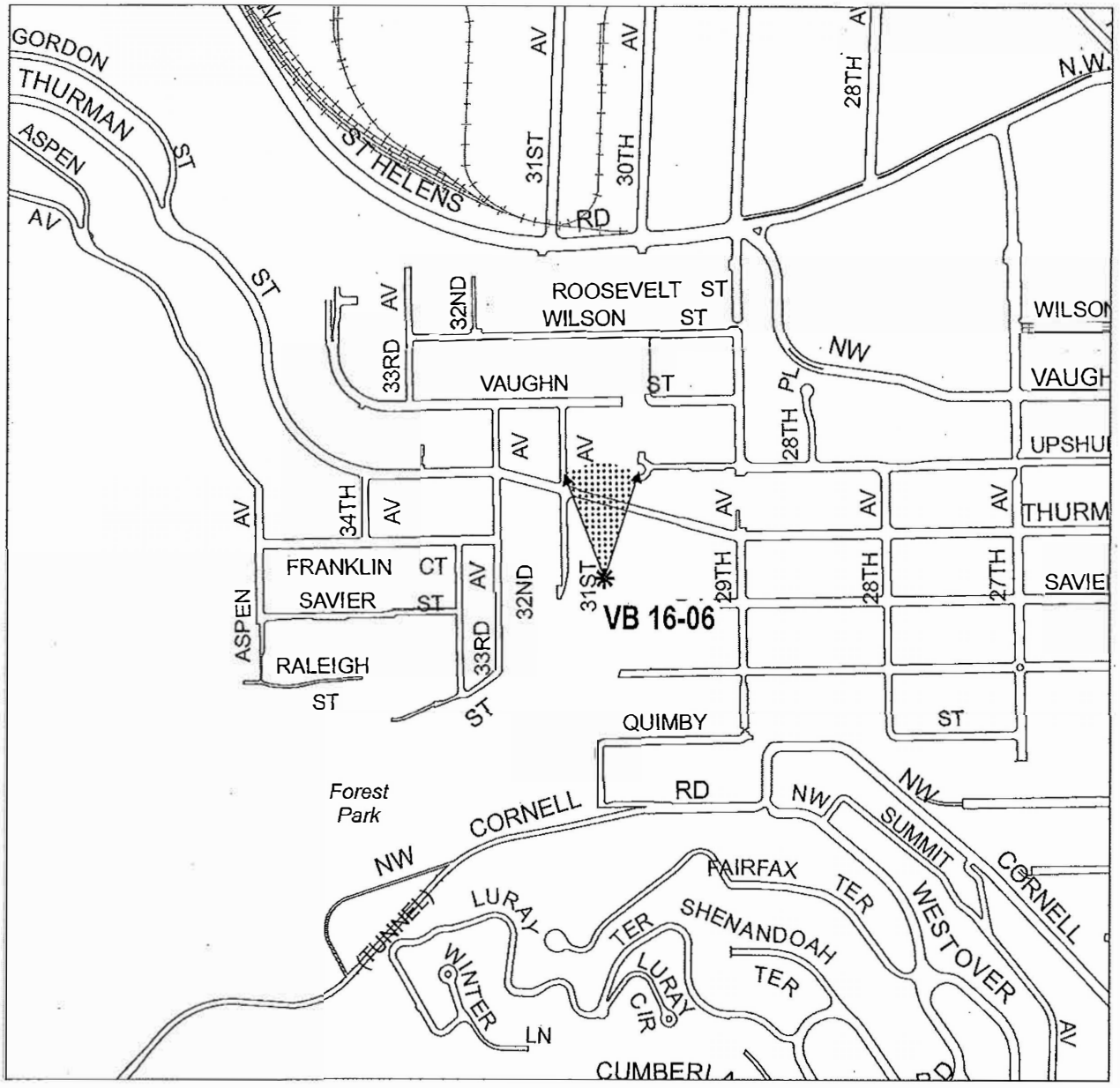
Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

Map 3 of 31

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

OK

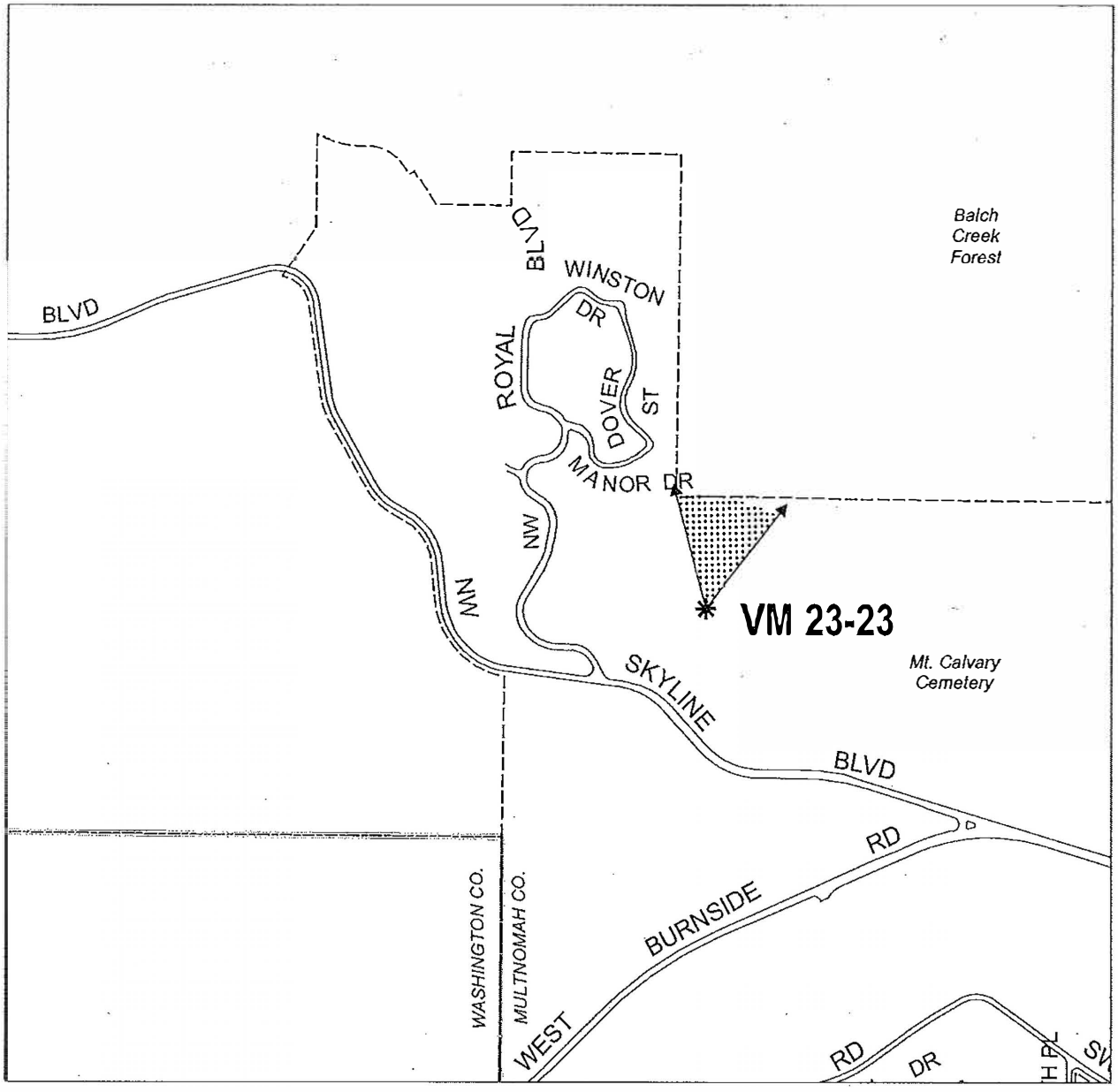
Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

Map 4 of 31

Map Revised Xxxxx X, 201X



Legend

------ City Boundary

* Viewpoint

View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

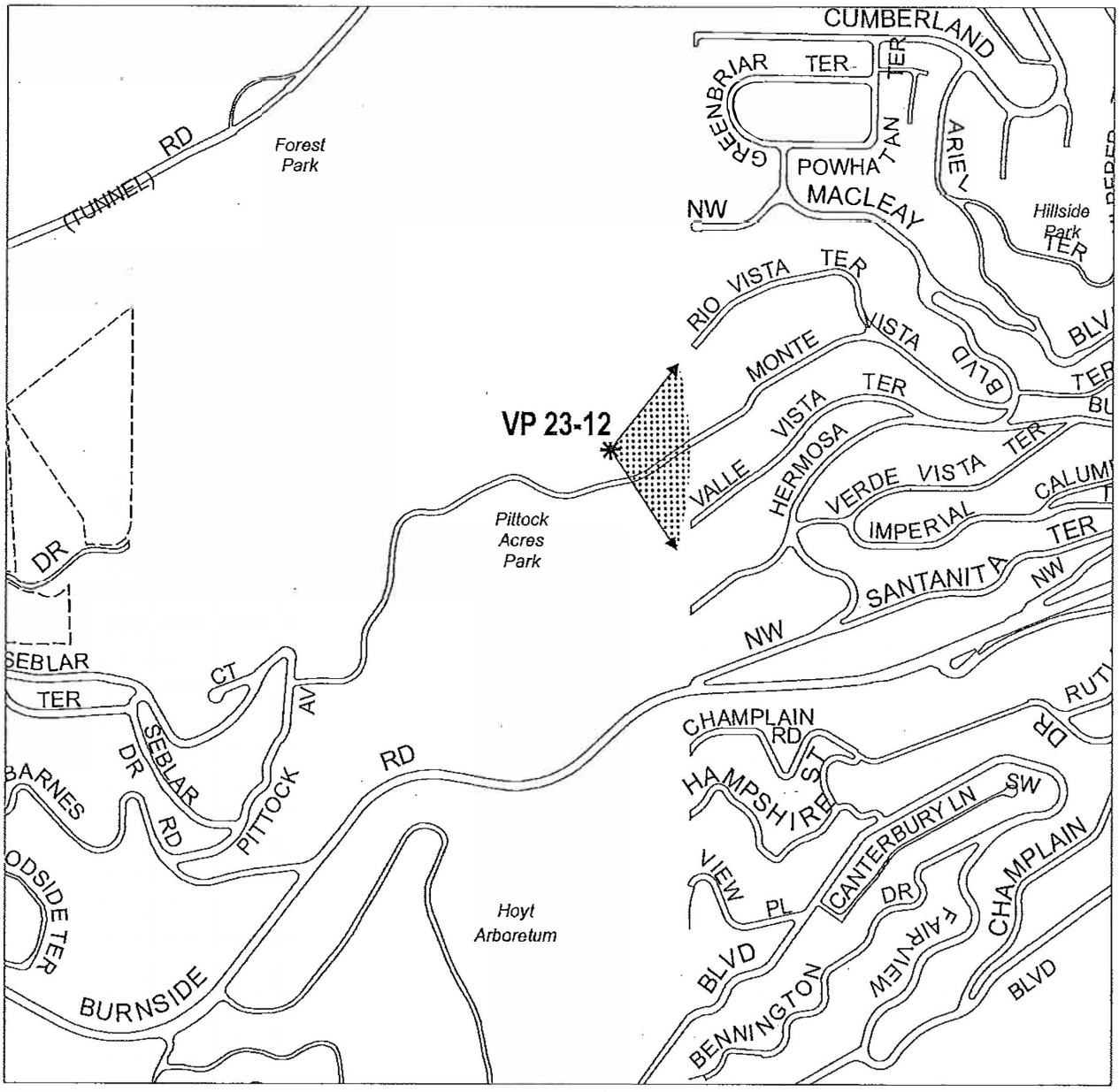
OK

View Corridors without Special Height Restrictions

Map A

Map 5 of 31

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

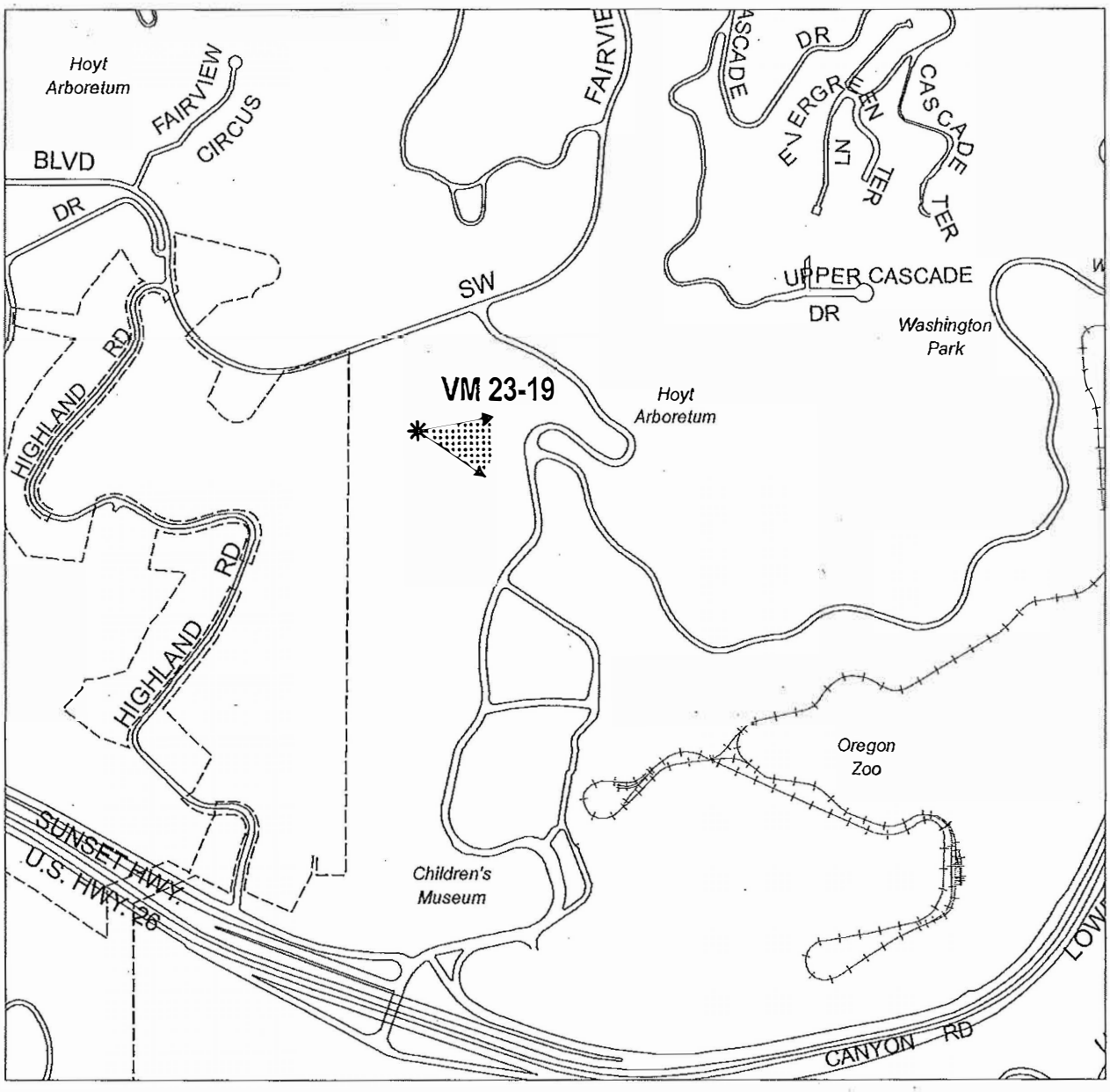
View Corridors without Special Height Restrictions

OK

Map A

Map 6 of 31

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

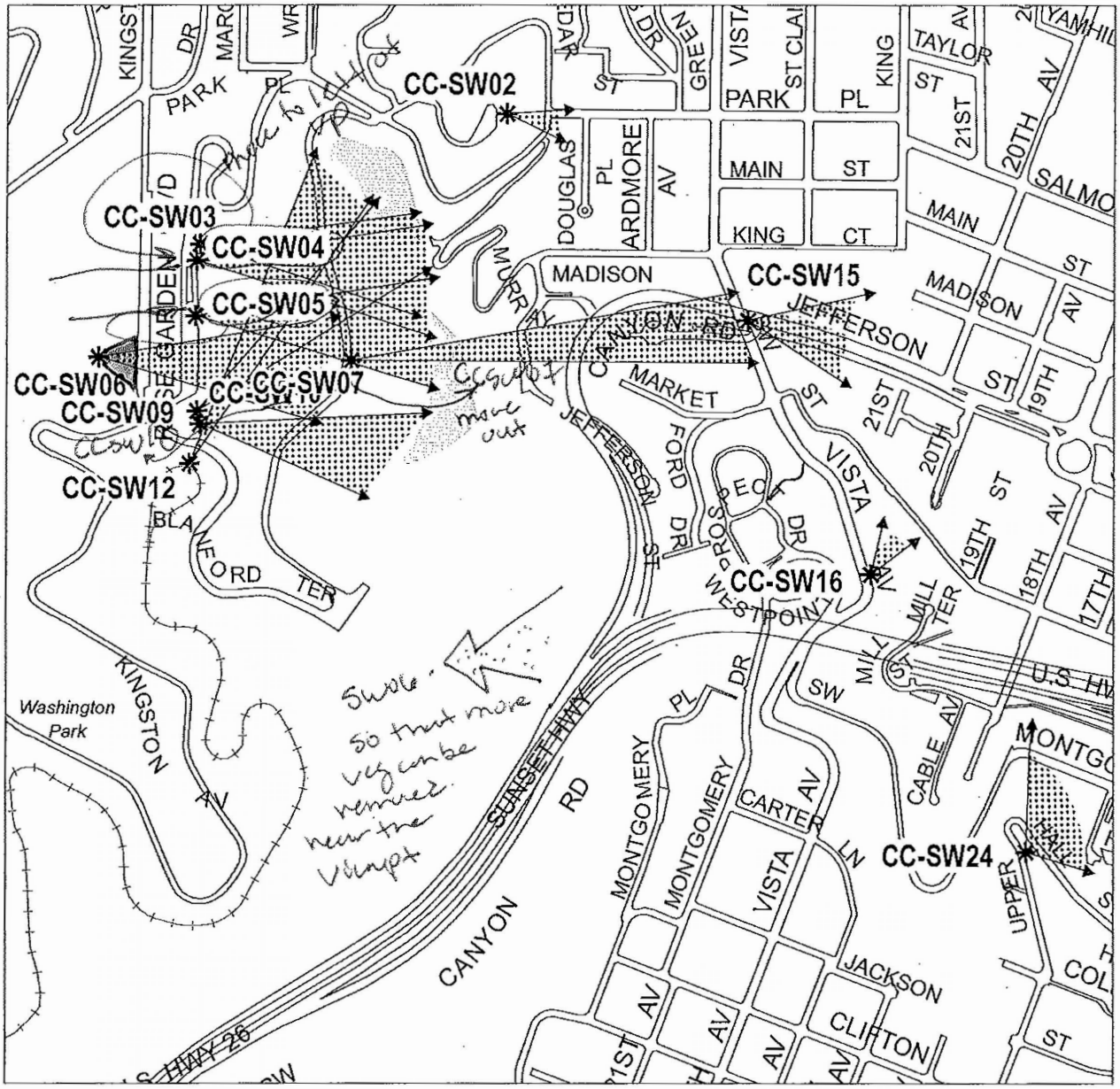
Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

Map 7 of 31

Map Revised Xxxxx X, 201X



Legend

------ City Boundary

* Viewpoint

View corridors without special height restrictions

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

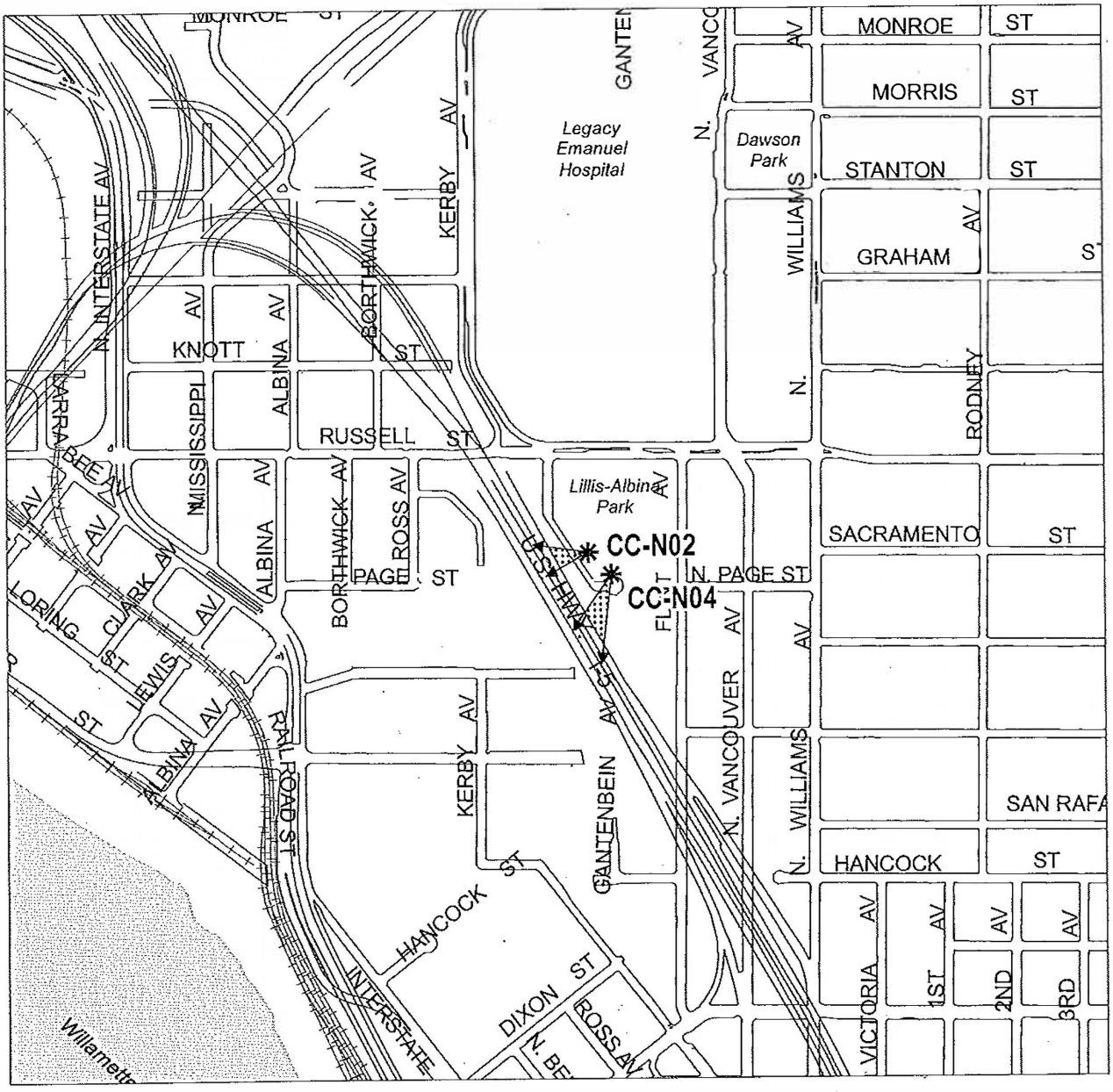
View Corridors without Special Height Restrictions

OK

Map A

Map 8 of 31

Map Revised Xxxxx X, 201X



Legend

------ City Boundary

✱ Viewpoint

View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

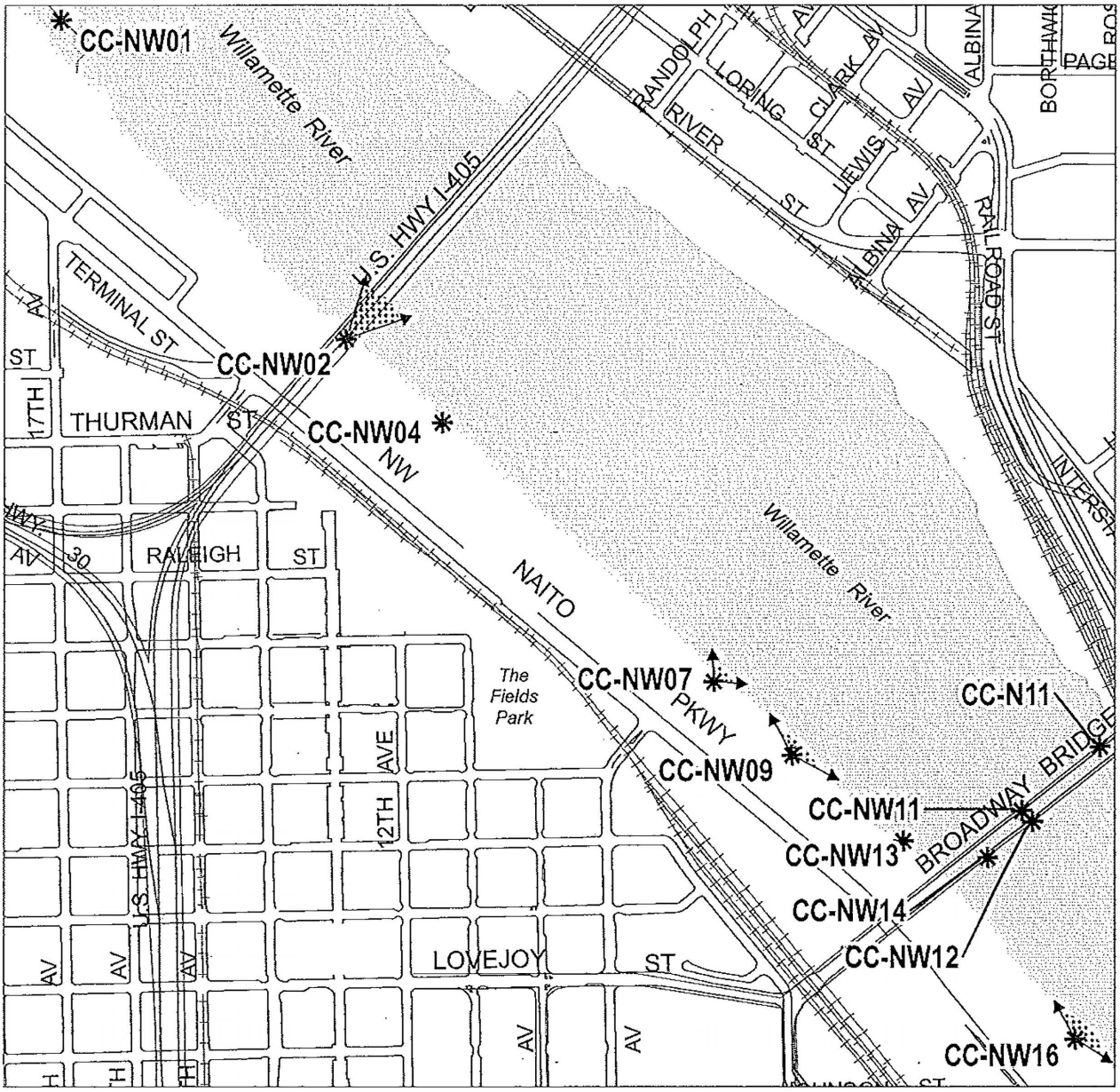
Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

Map 9 of 31

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

OK

Map A

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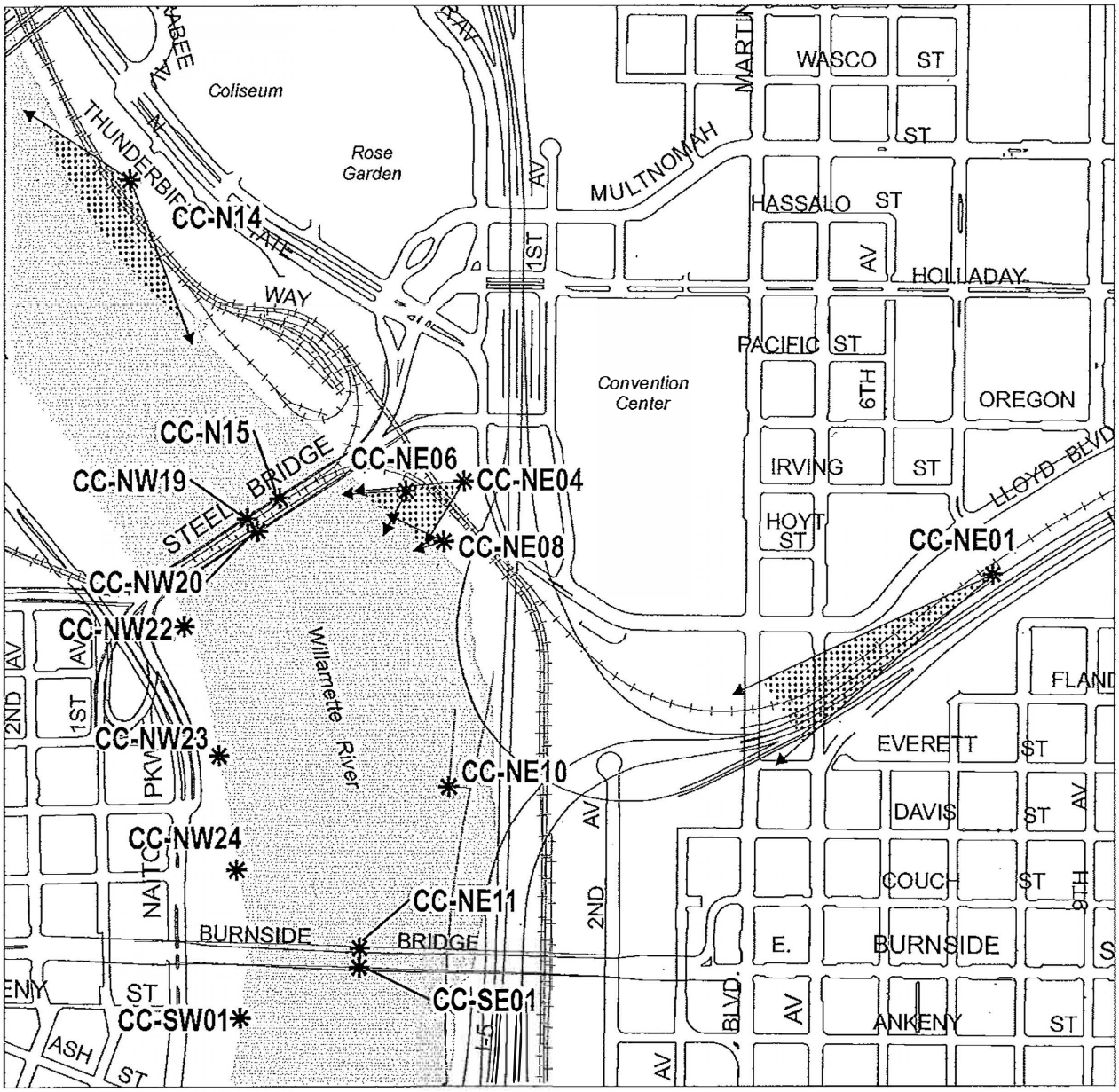
Map Revised Xxxxx X, 201X



Legend

------ City Boundary

* Viewpoint

View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

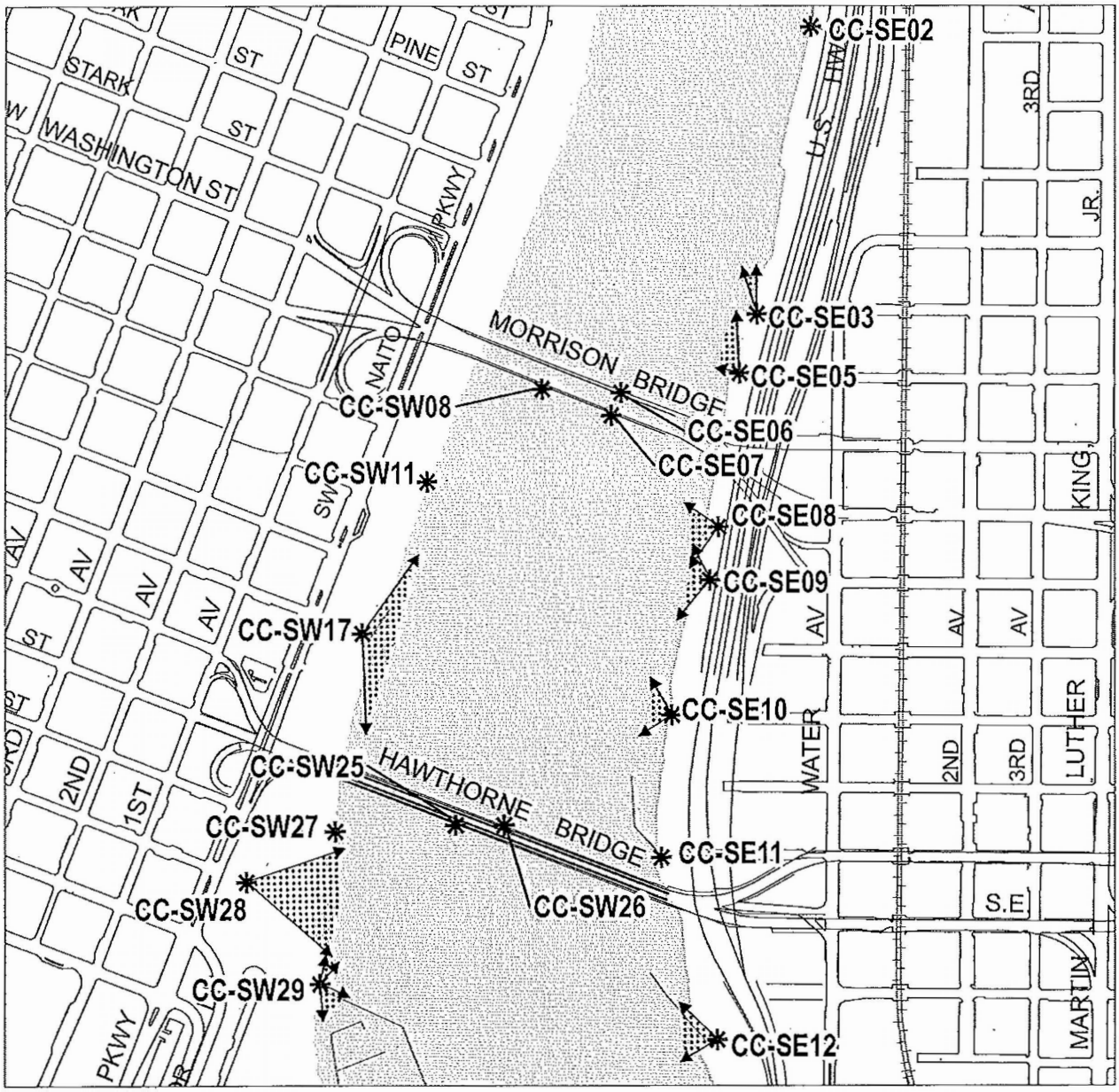
Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

Map 11 of 31

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

OK

Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

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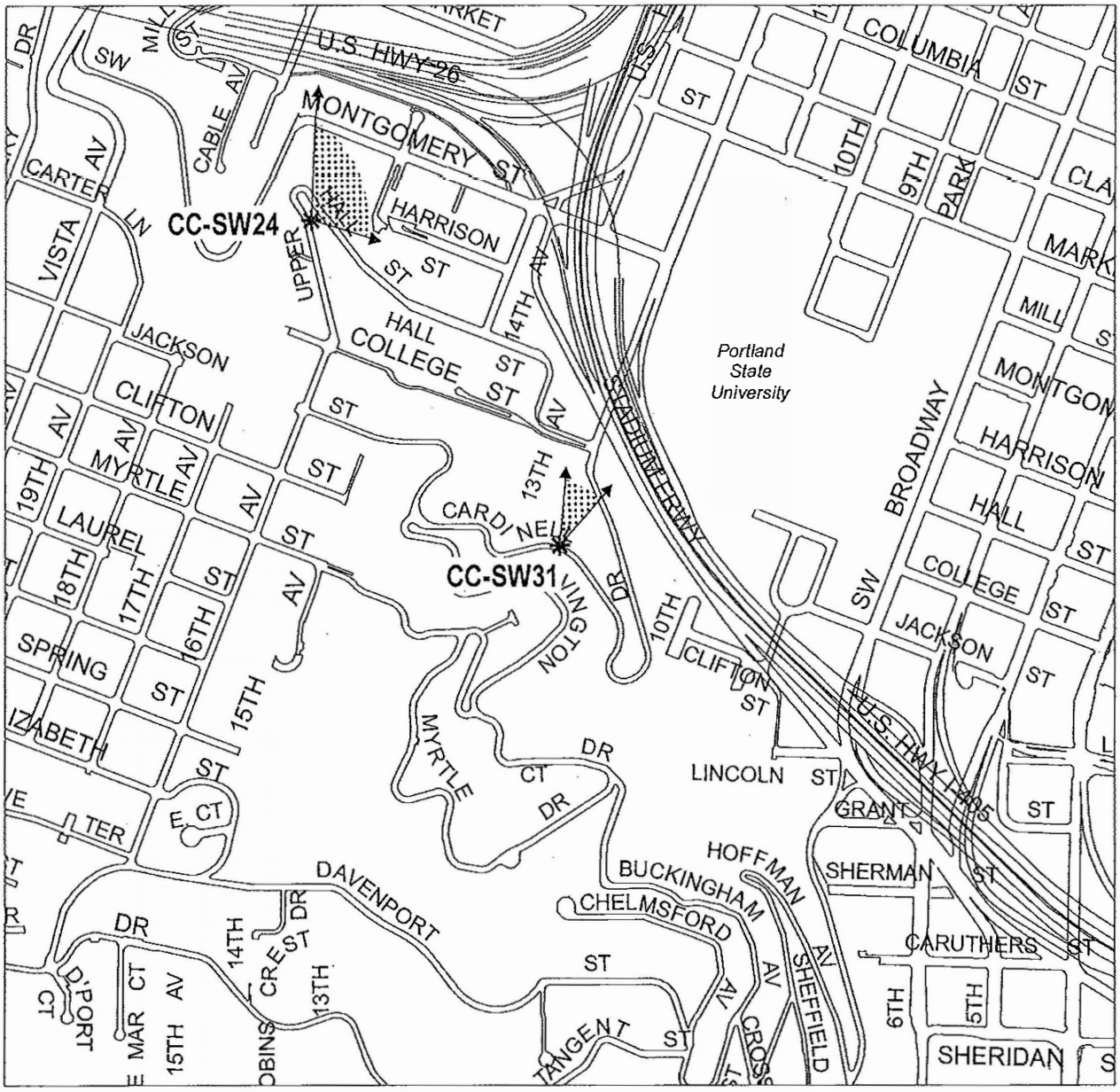

Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

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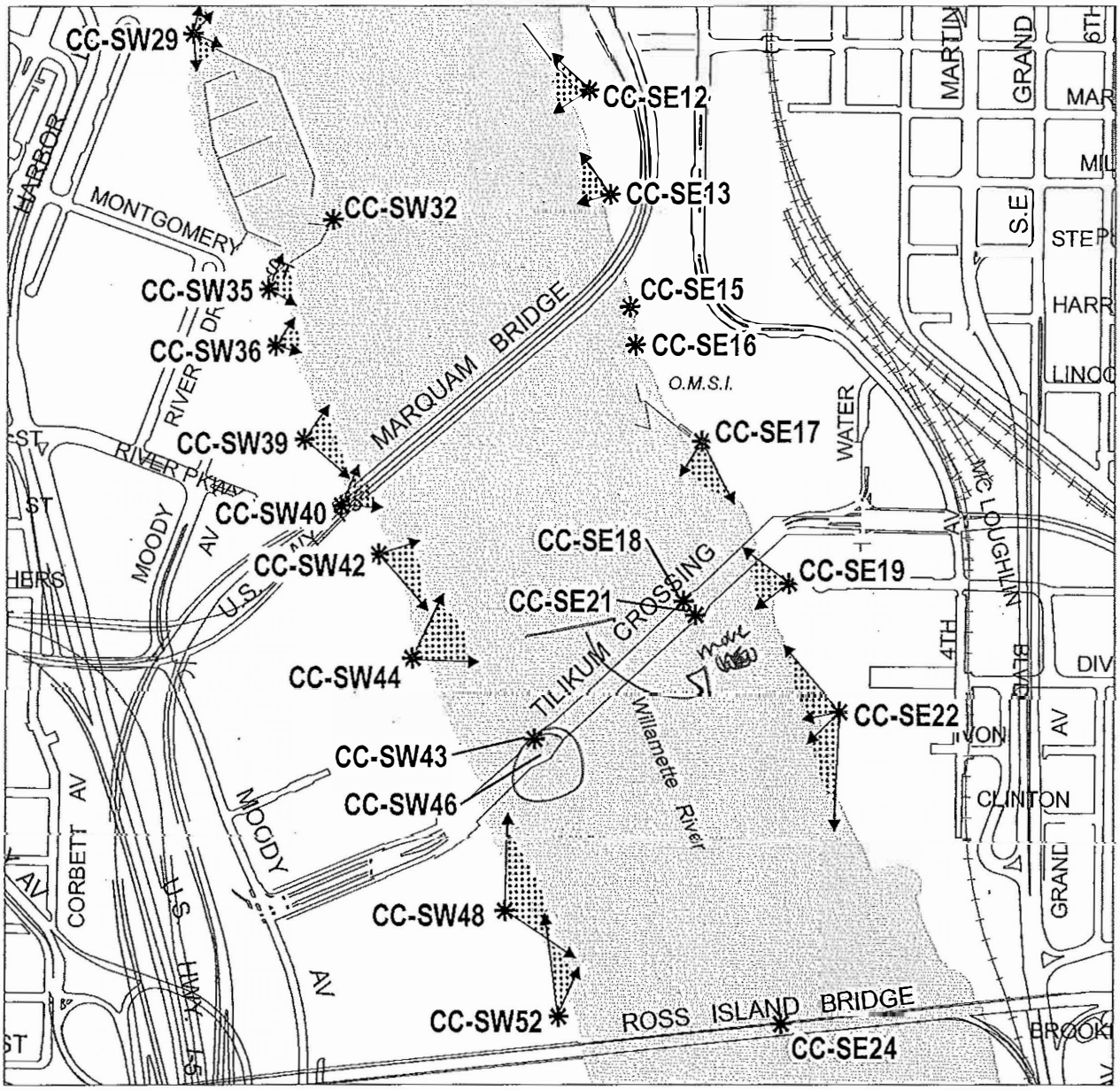

Legend

------ City Boundary

✱ Viewpoint

View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

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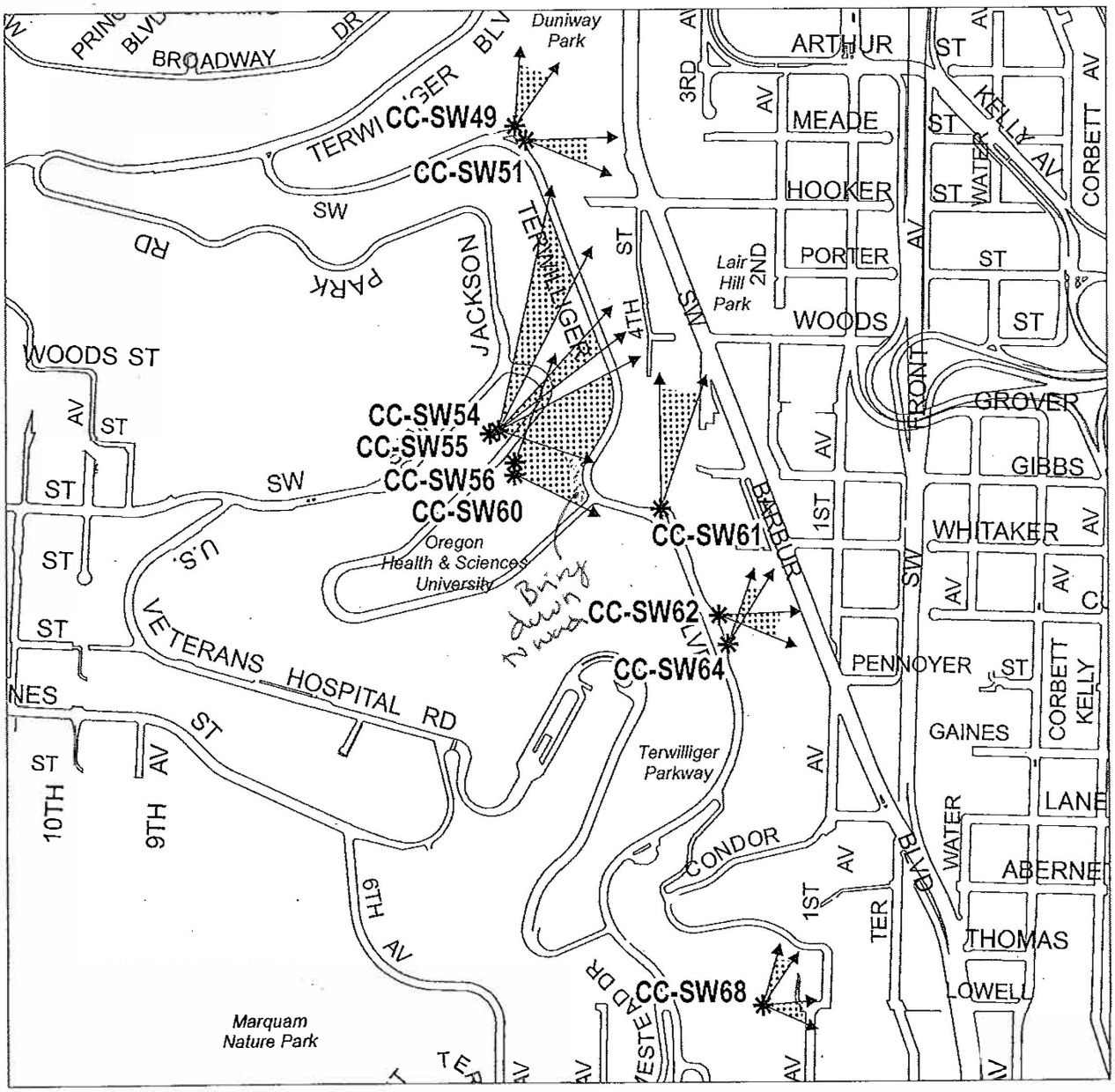

Legend

------ City Boundary

✱ Viewpoint

View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

OK

Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

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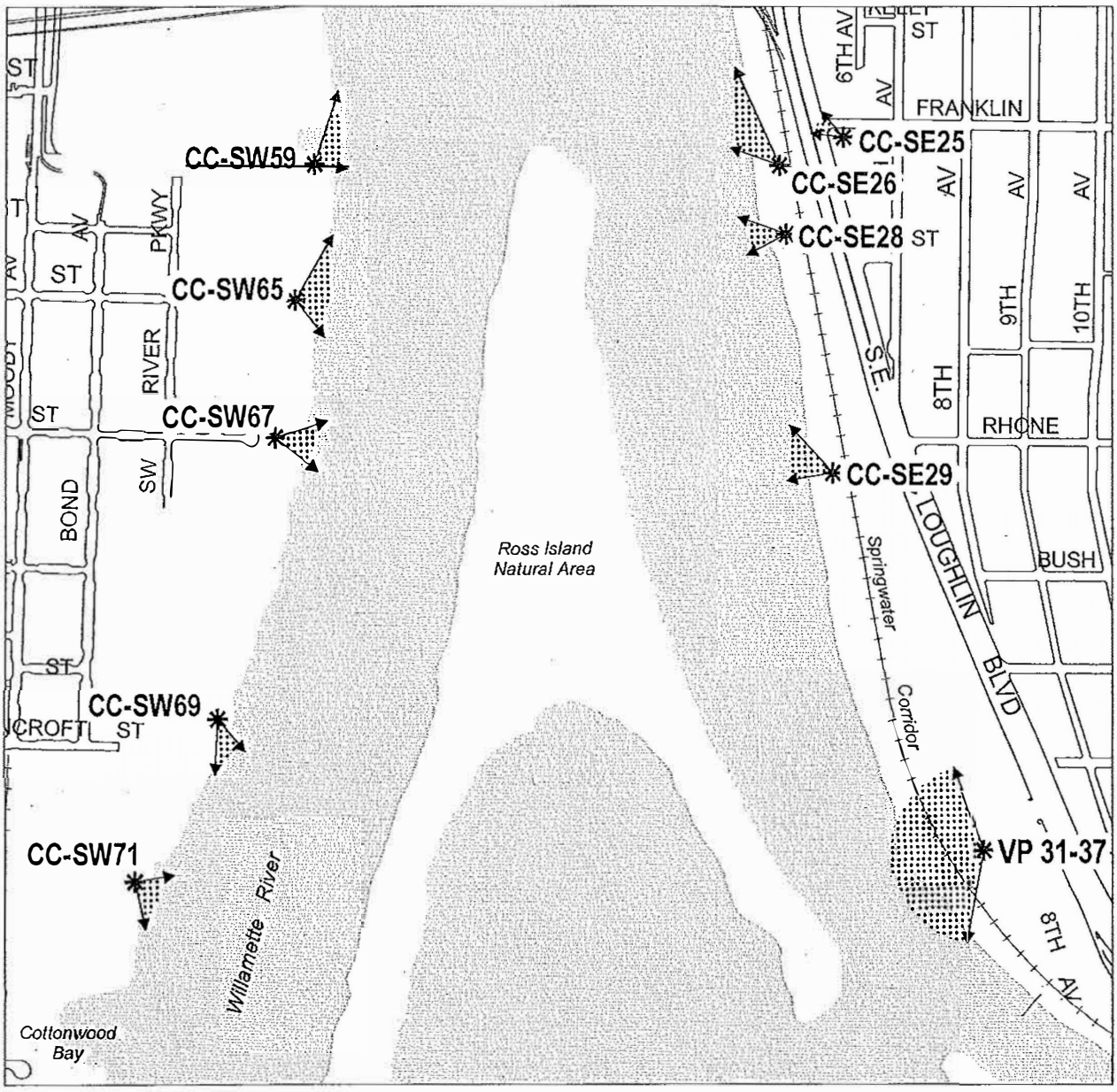

Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

01C

Map A

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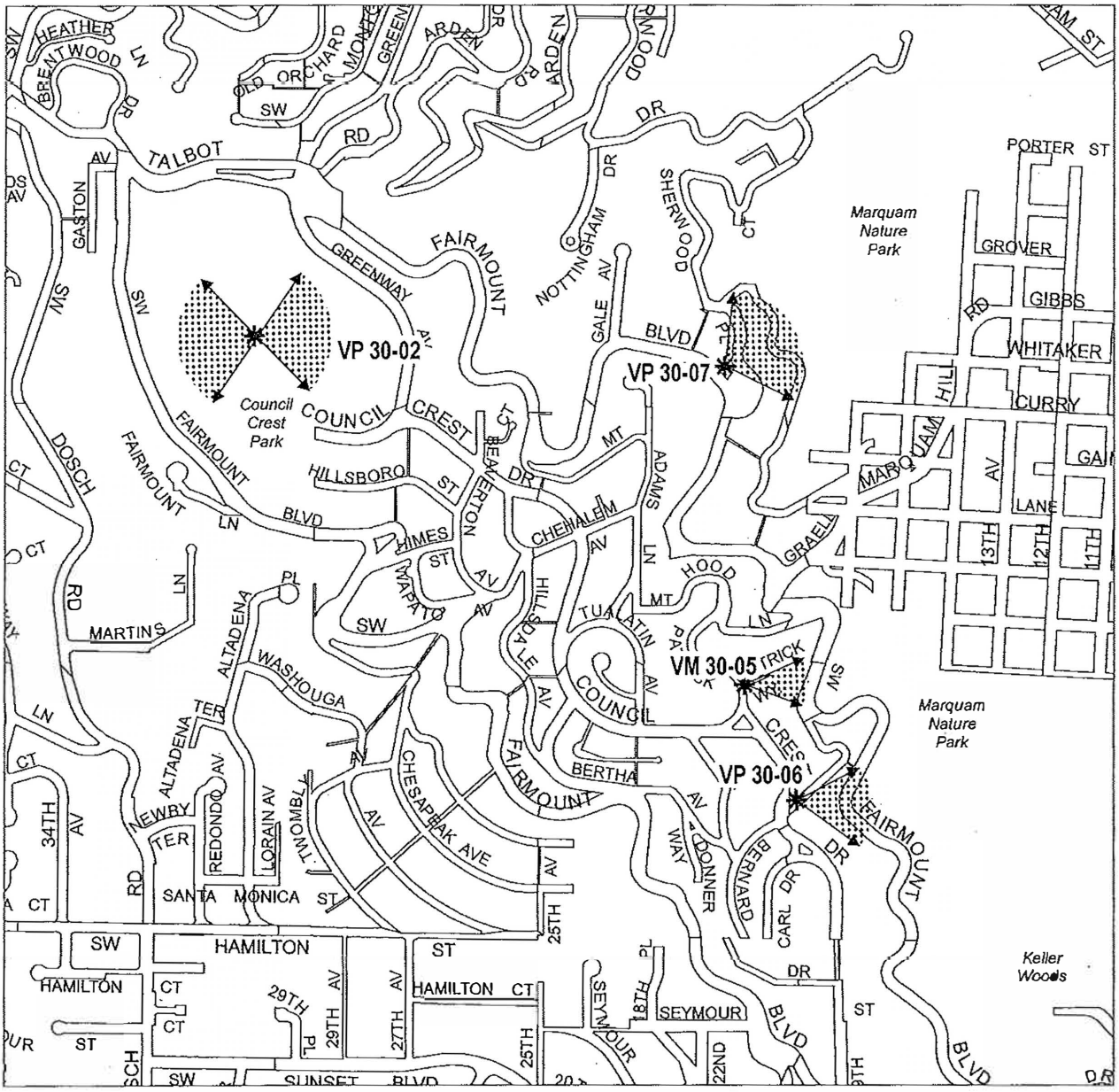

Legend

------ City Boundary

✱ Viewpoint

View corridors without special height restrictions

NORTH

0 650 1,300

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

OK

Map A

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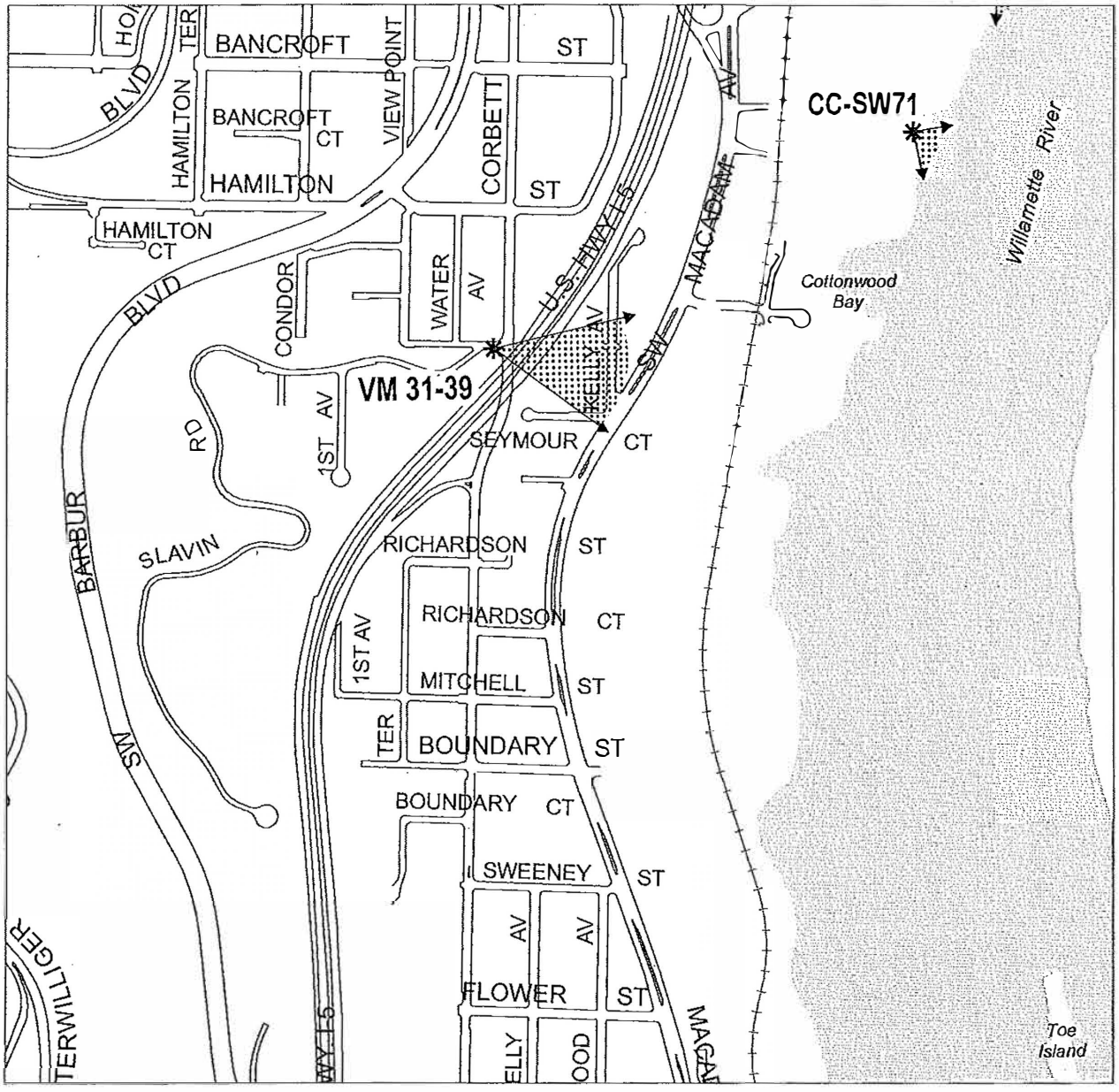

Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

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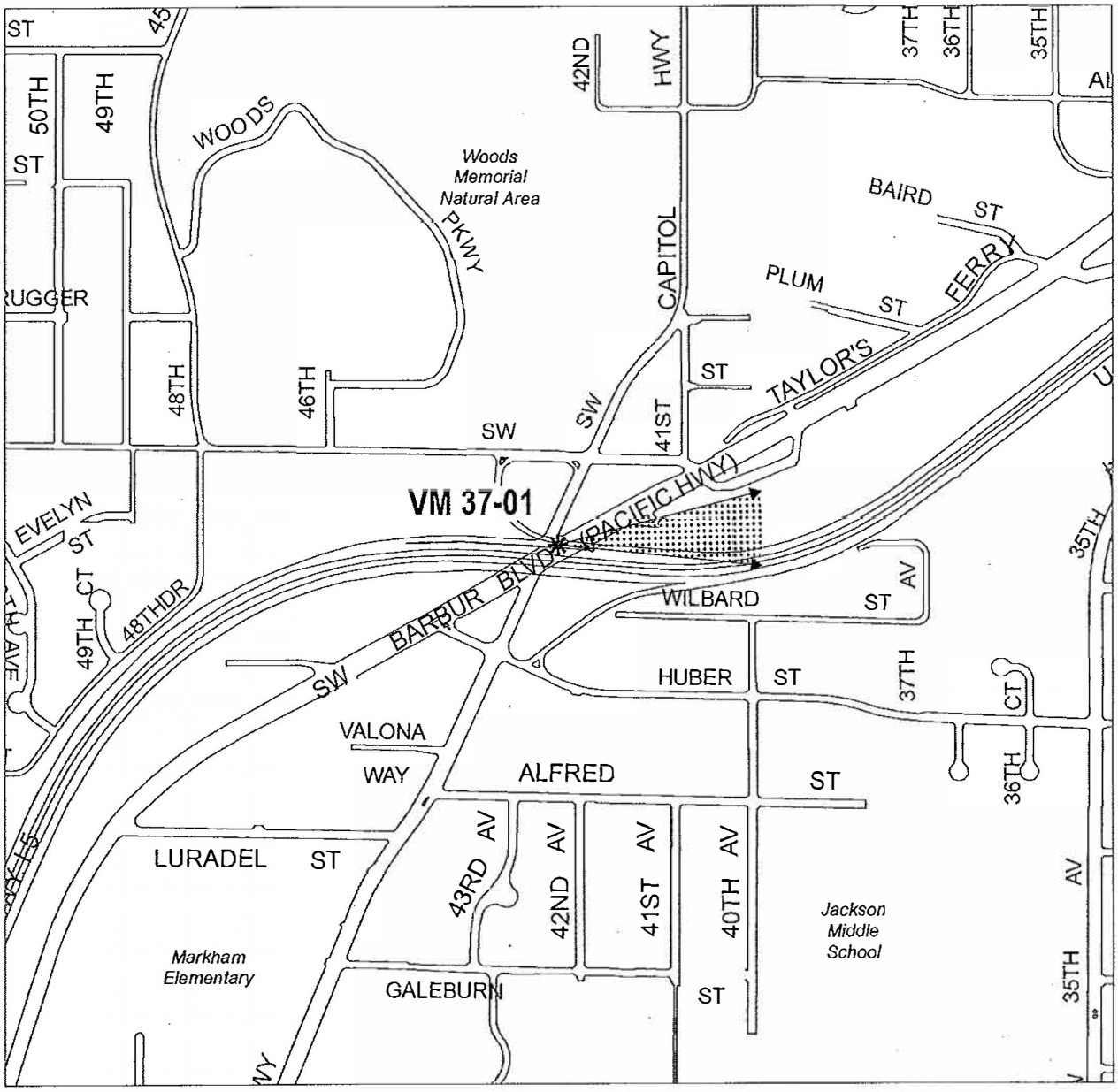

Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

OK

Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

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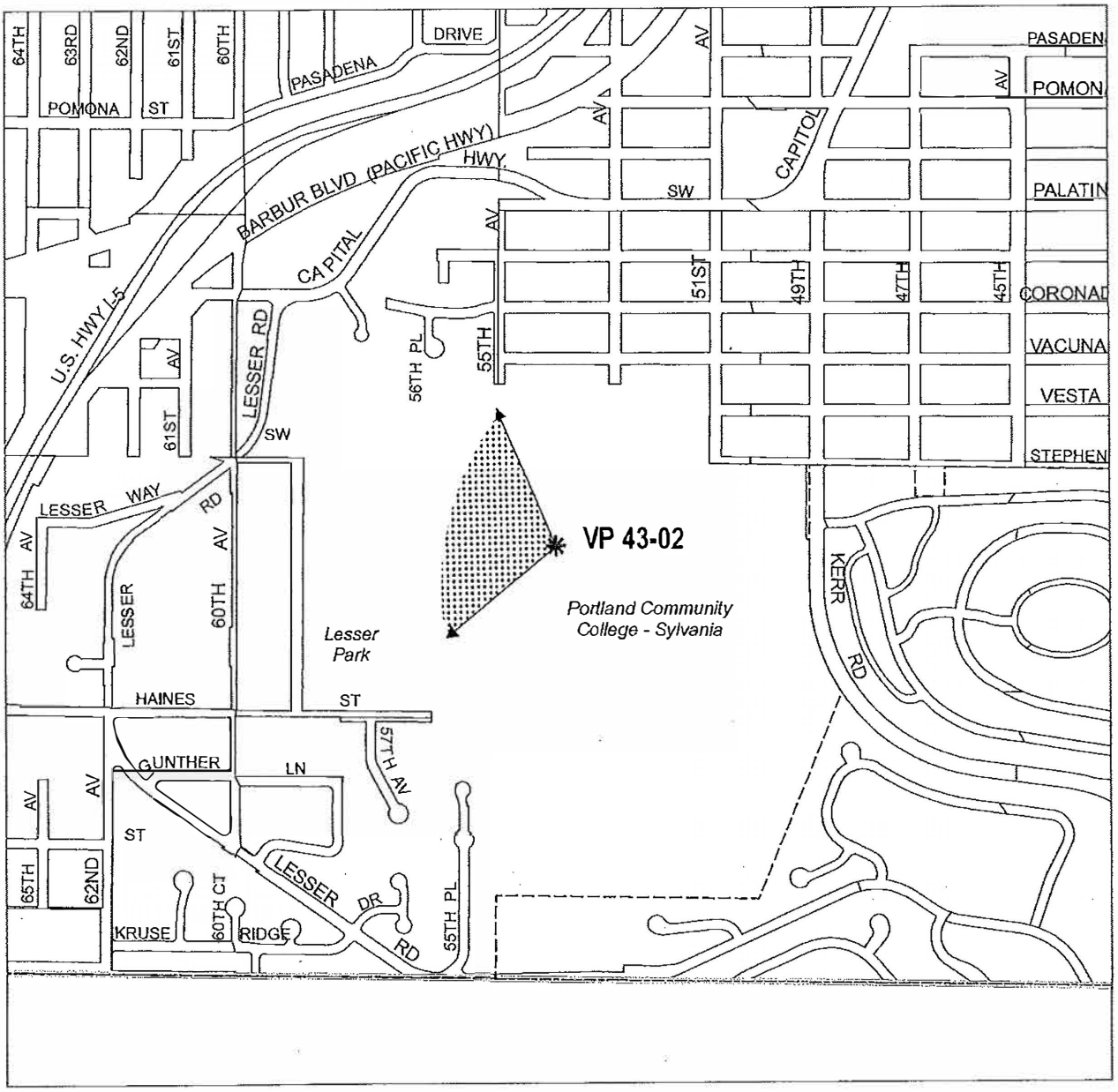

Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 650 1,300

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

61L

Map A

View Corridors without Special Height Restrictions

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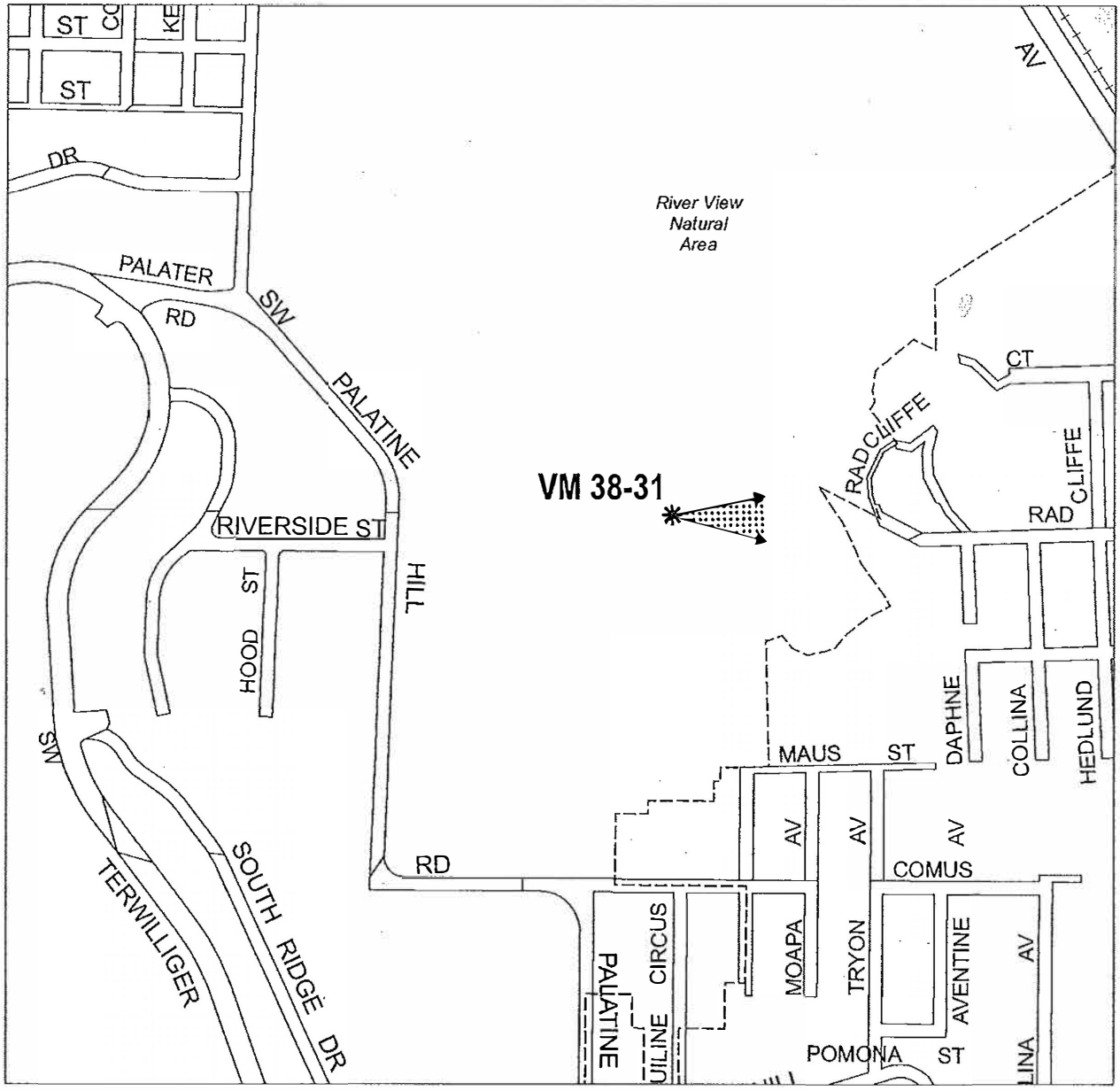

Legend

------- City Boundary

✱ Viewpoint

View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

OK

Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

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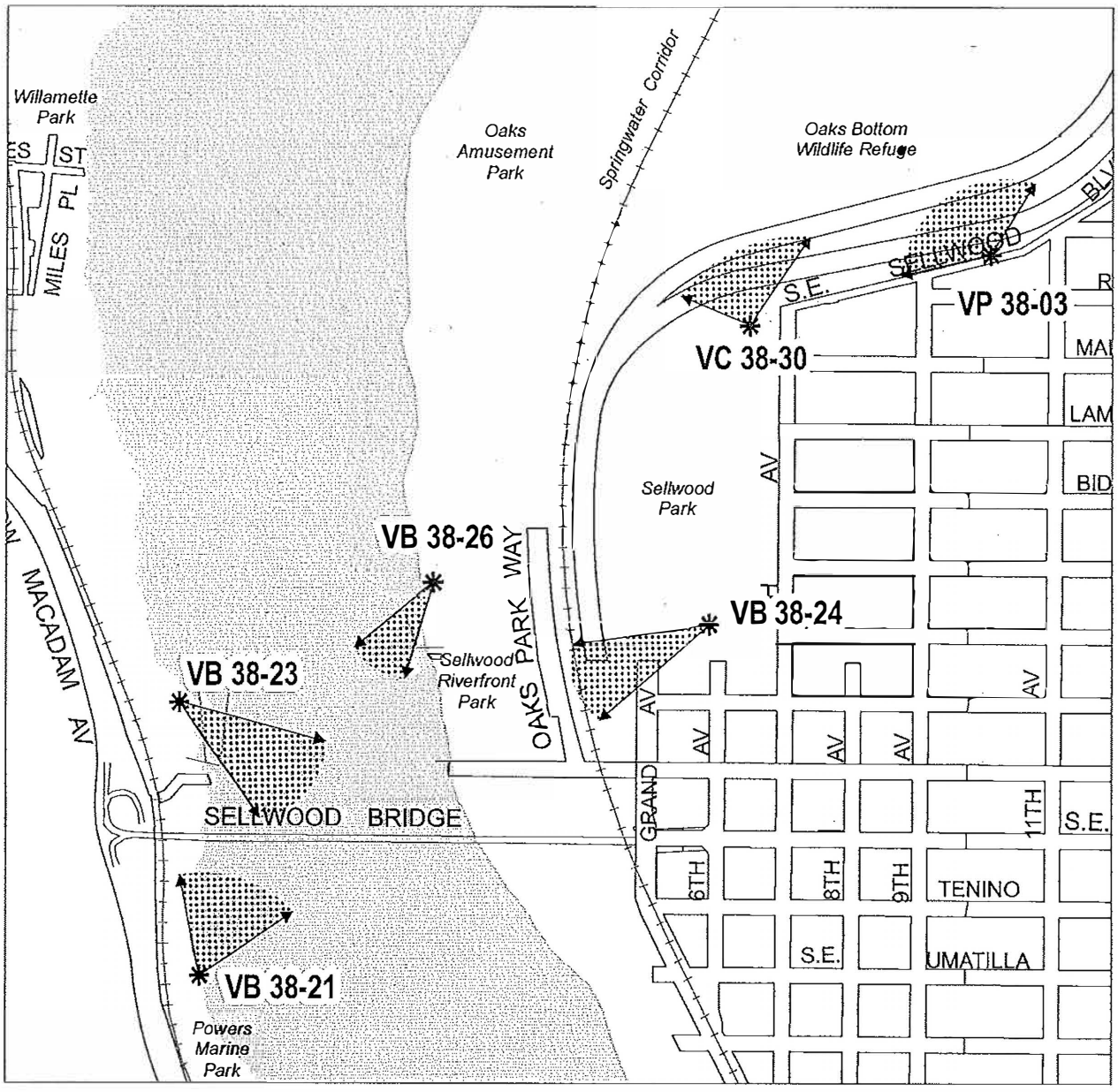
Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

OK

Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

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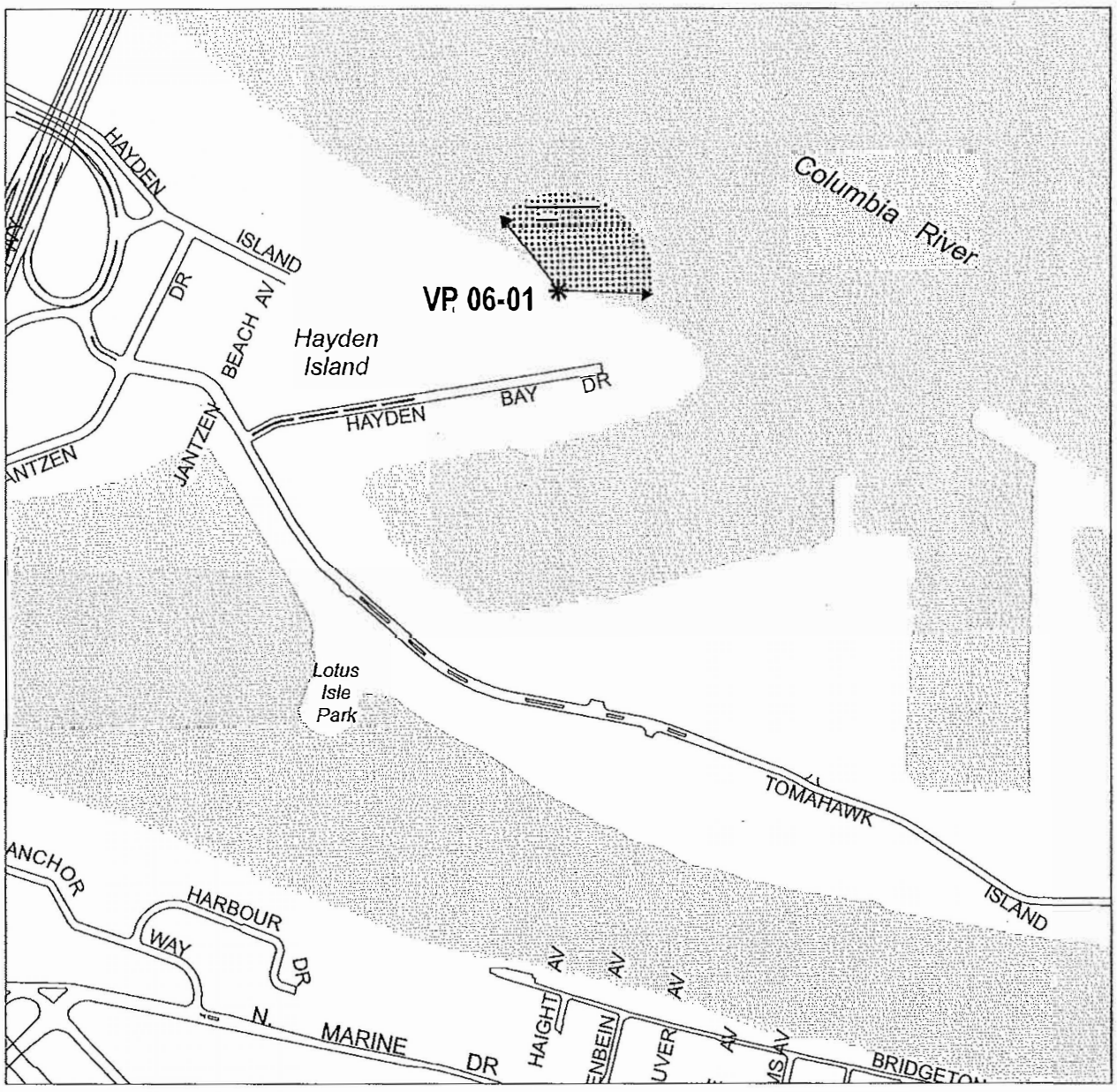
Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 550 1,100

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

61

Map A

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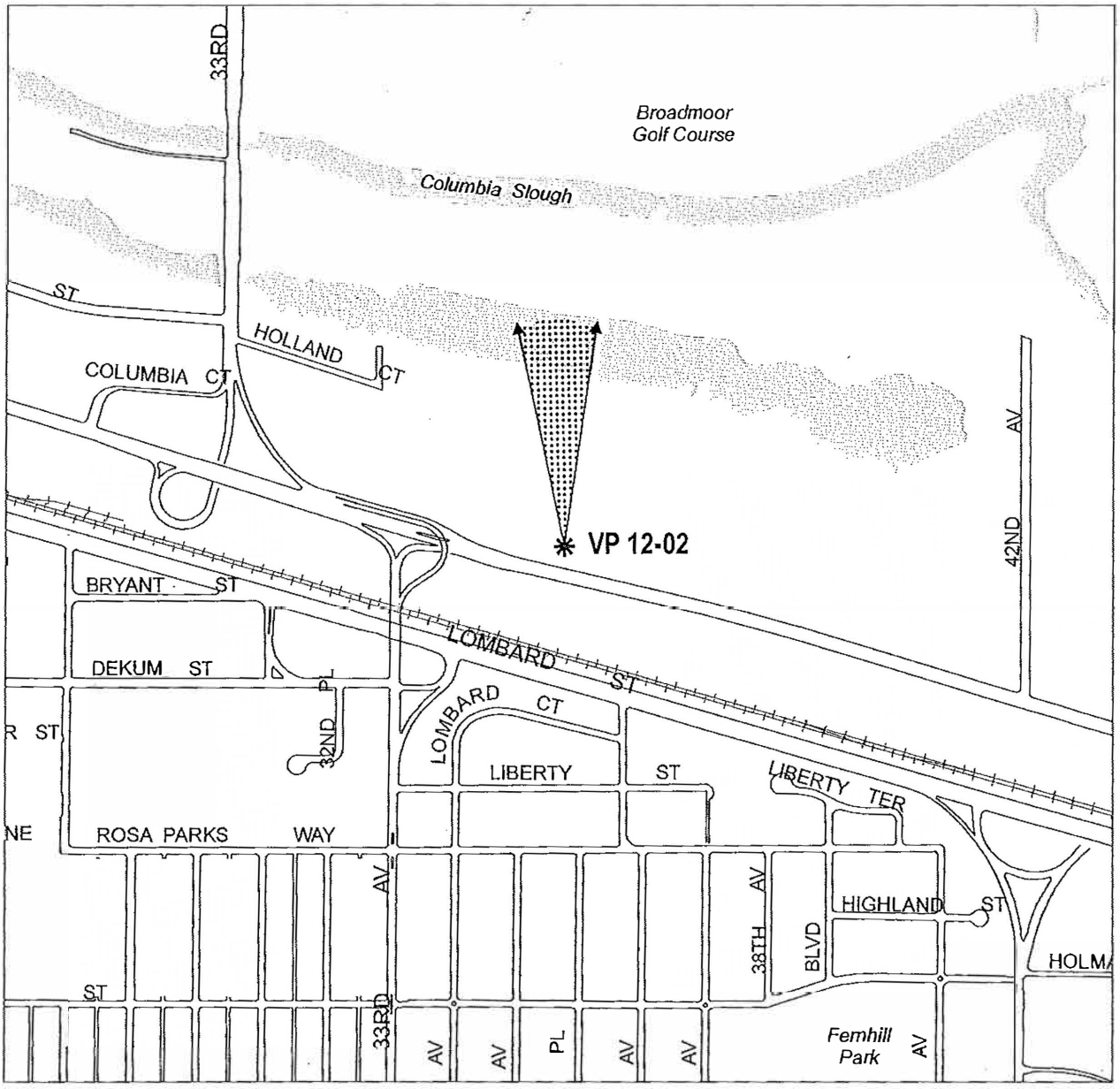
Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 550 1,100

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

OL

Map A

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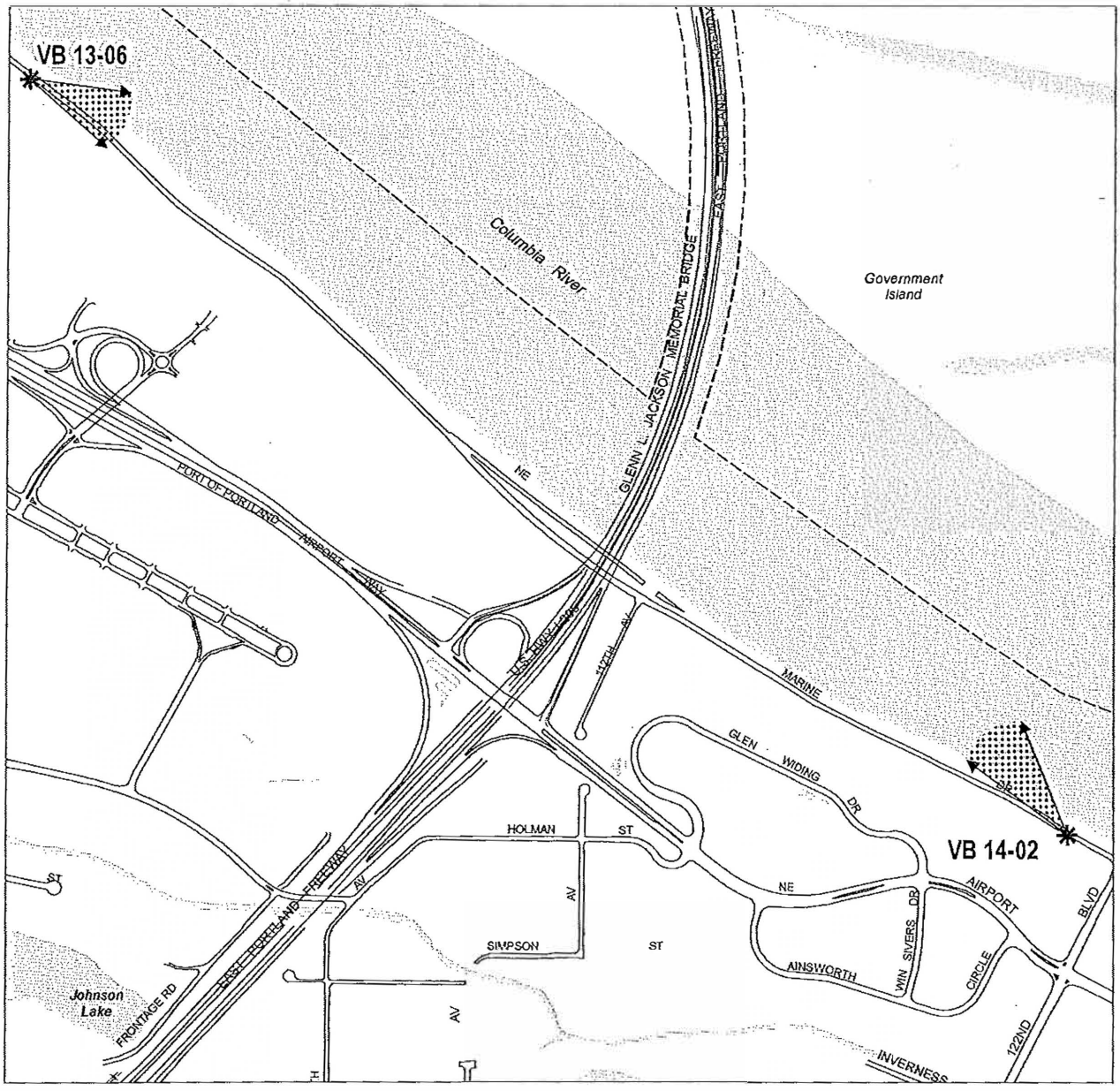
Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 1,000 2,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

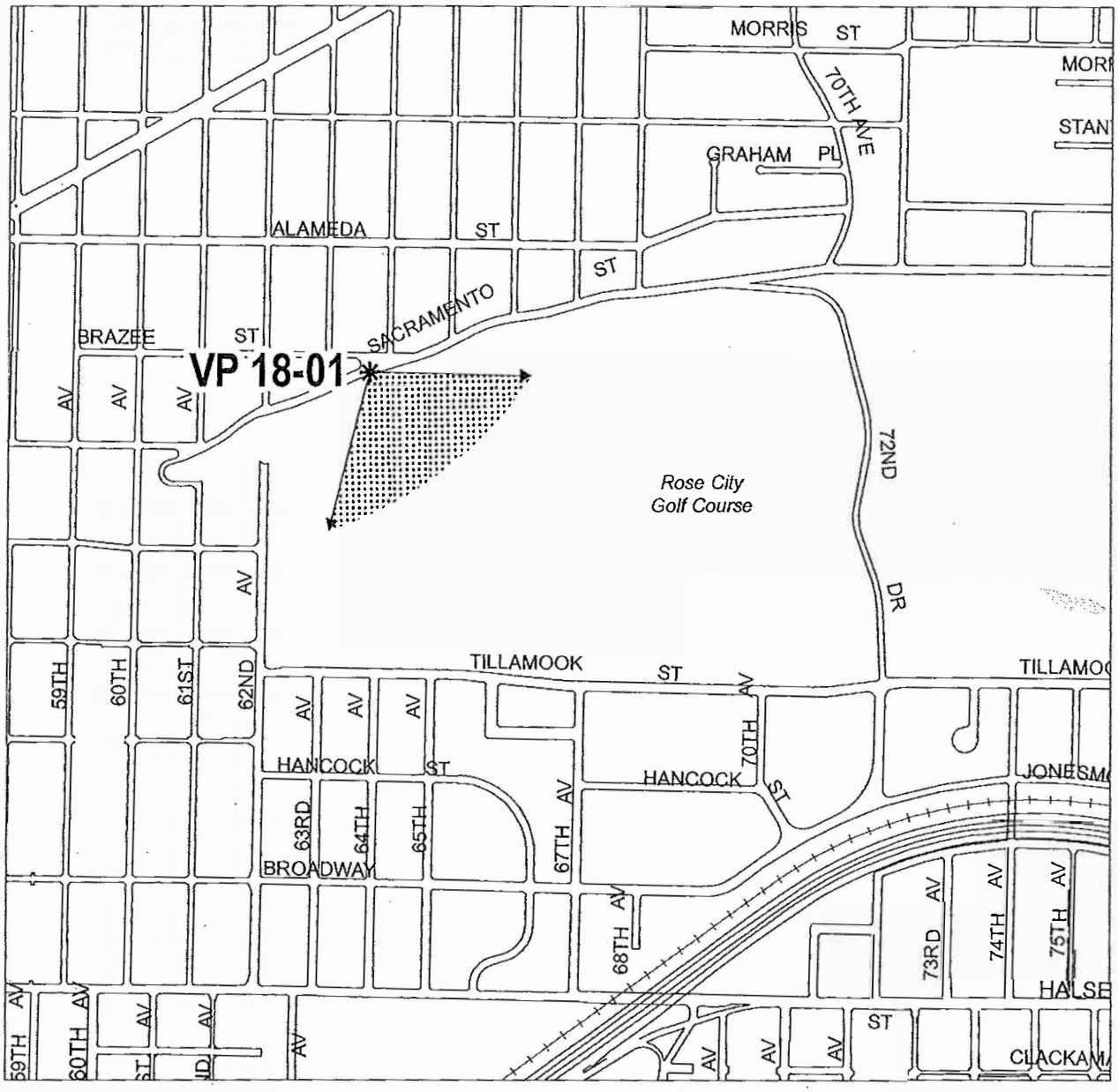
OK

View Corridors without Special Height Restrictions

Map A

Map 25 of 31

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 550 1,100

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

GK

Map A

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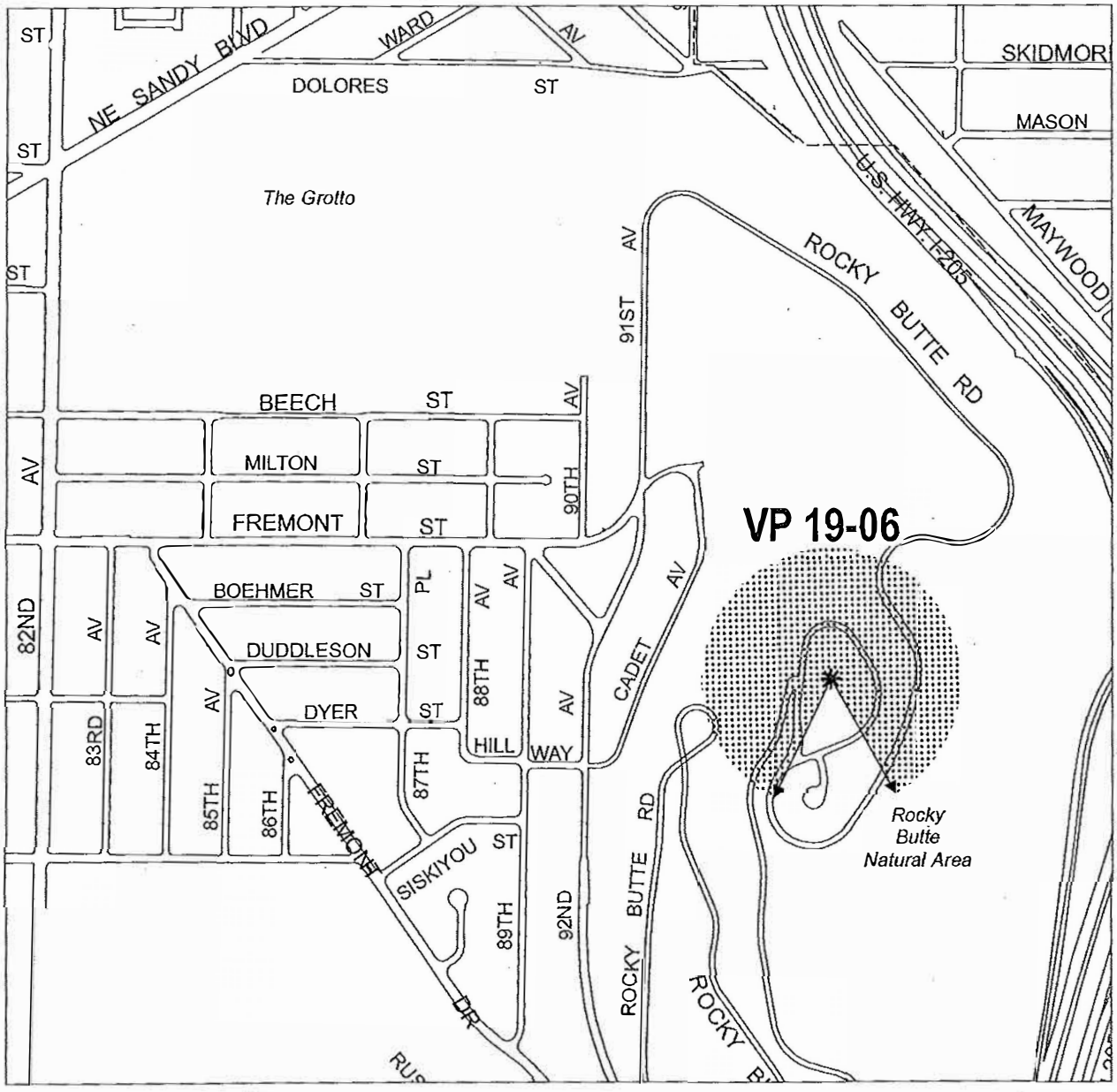
Map Revised Xxxxx X, 201X



Legend

------ City Boundary

✱ Viewpoint

View corridors without special height restrictions

NORTH

0 550 1,100

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

OK

Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

Map 27 of 31

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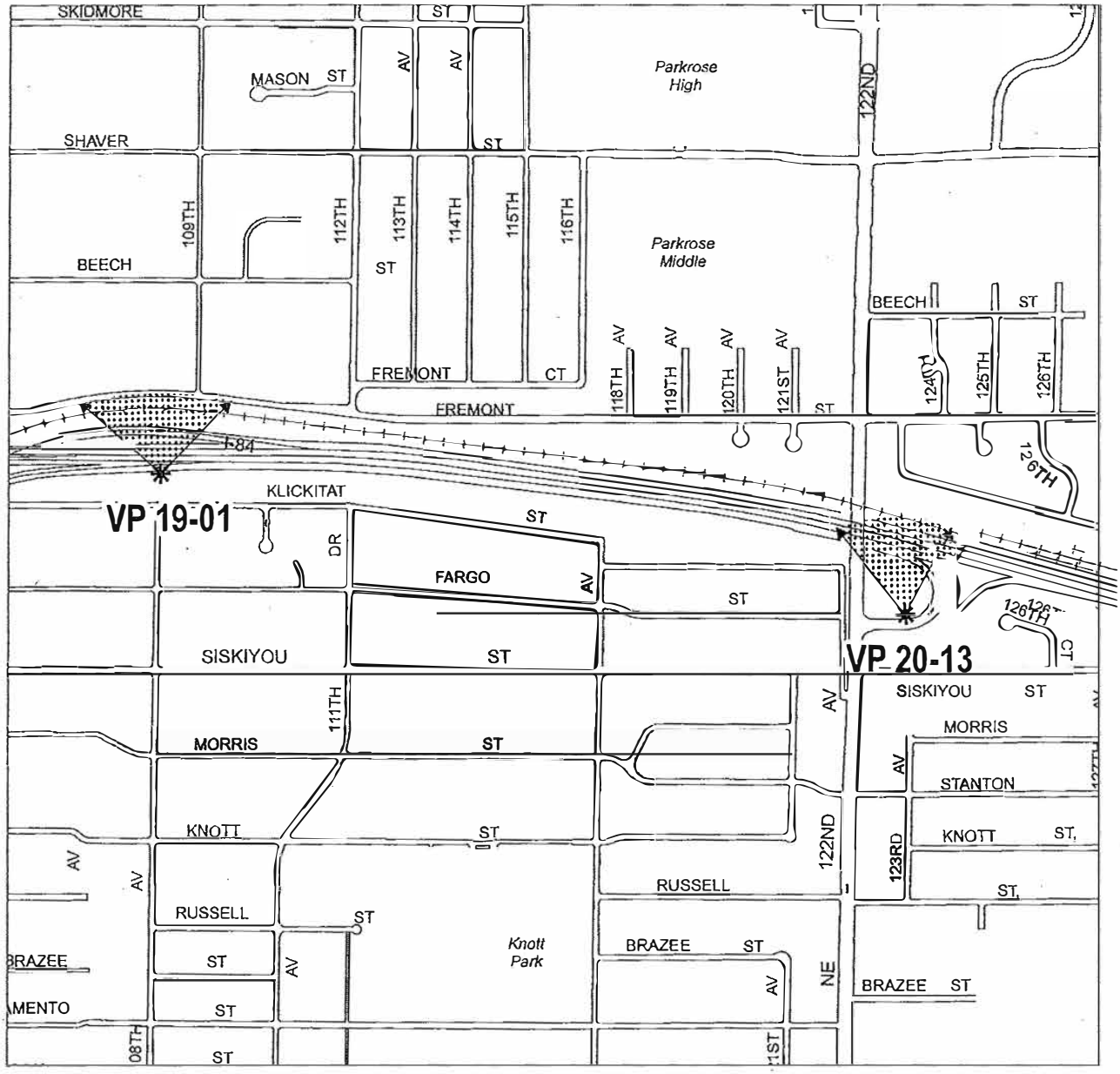

Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 650 1,300

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

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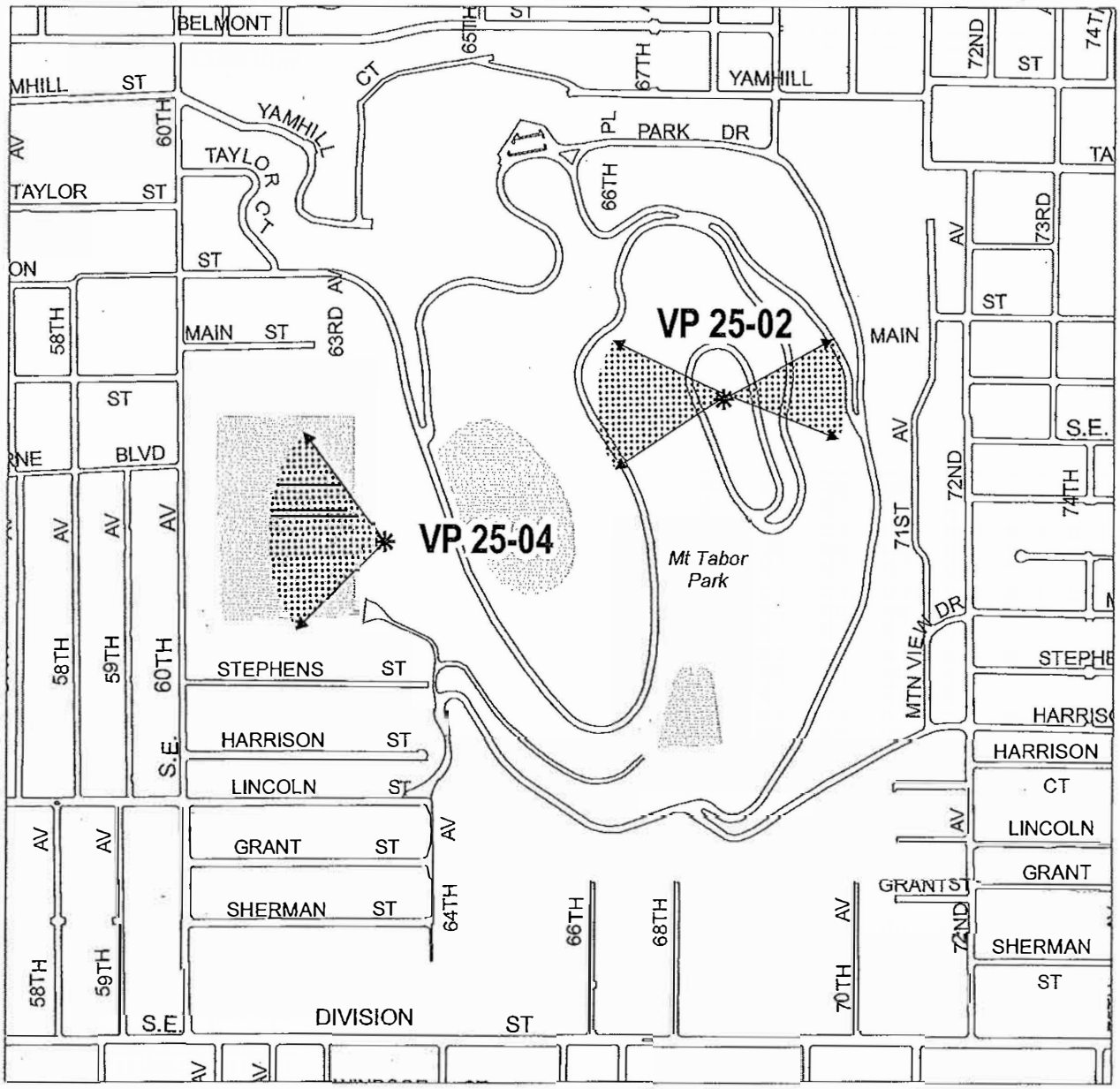
Map Revised Xxxxx X, 201X



Legend

------ City Boundary

✱ Viewpoint

View corridors without special height restrictions

NORTH

0 550 1,100

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

OK

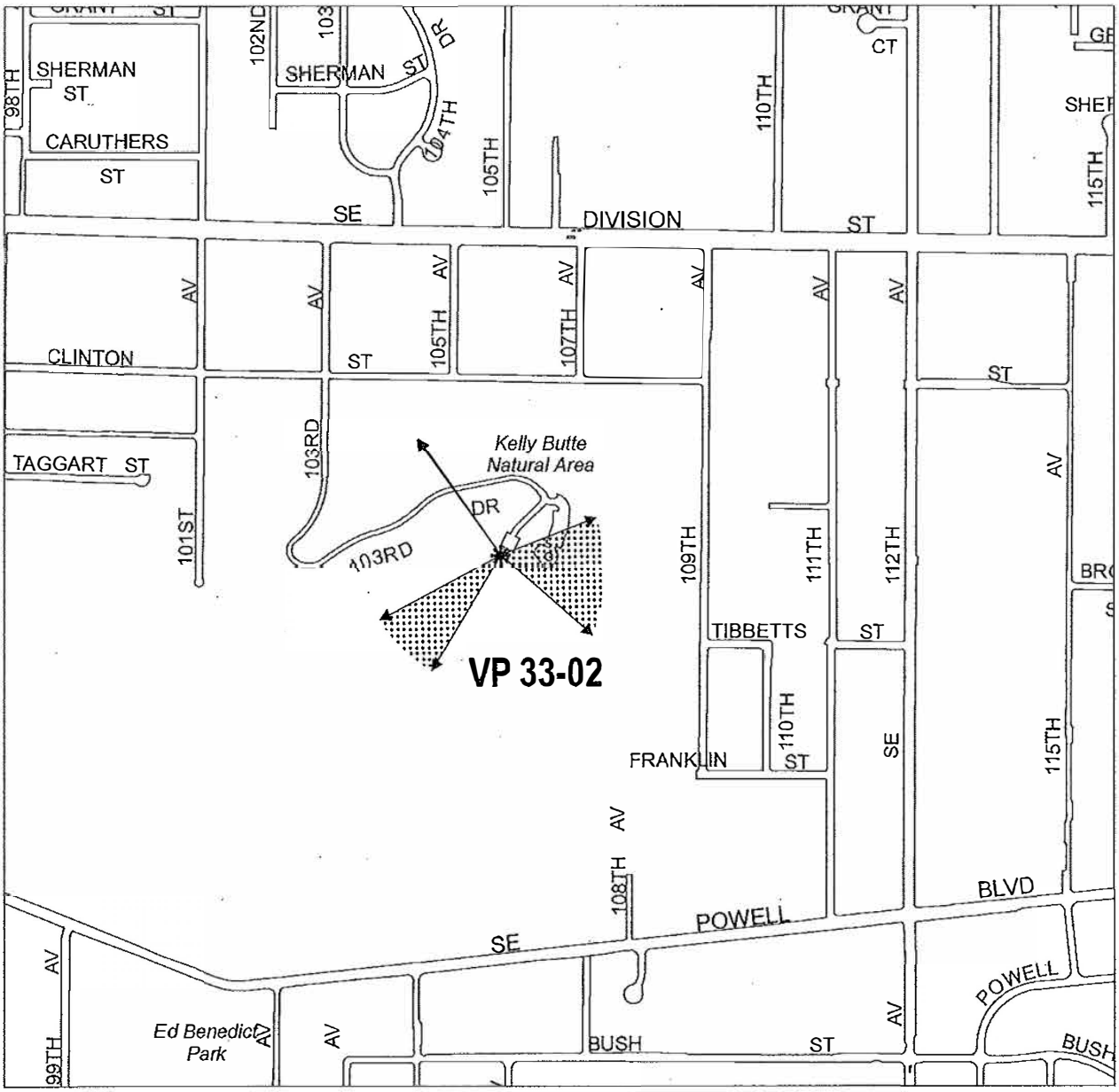
Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

Map 29 of 31

Map Revised Xxxxx X, 201X



Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 550 1,100

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

OK

Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

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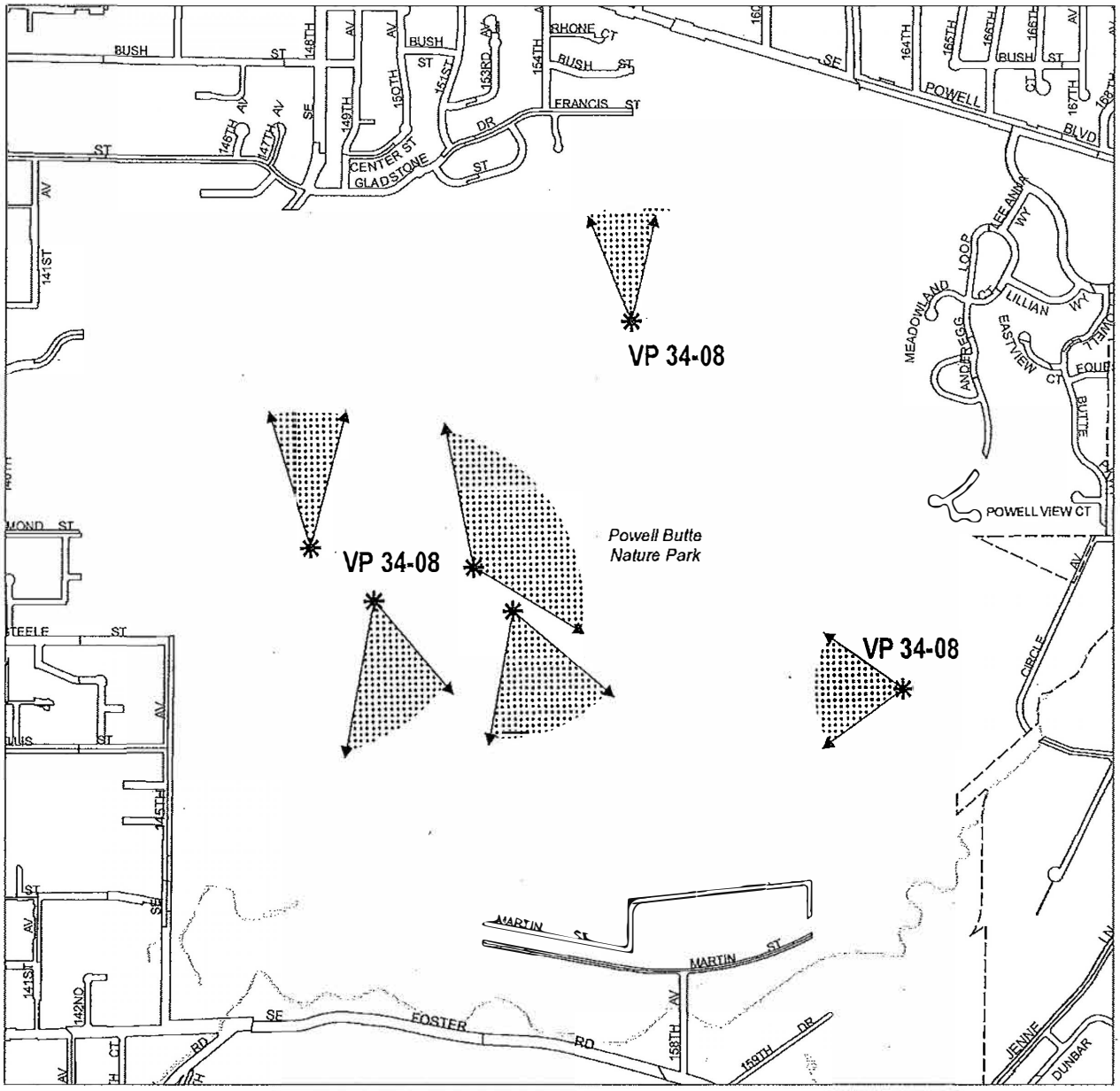

Legend

------ City Boundary

✱ Viewpoint

View corridors without special height restrictions

NORTH

0 900 1,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

GLC

Proposed Scenic Resources Protection Plan

View Corridors without Special Height Restrictions

Map A

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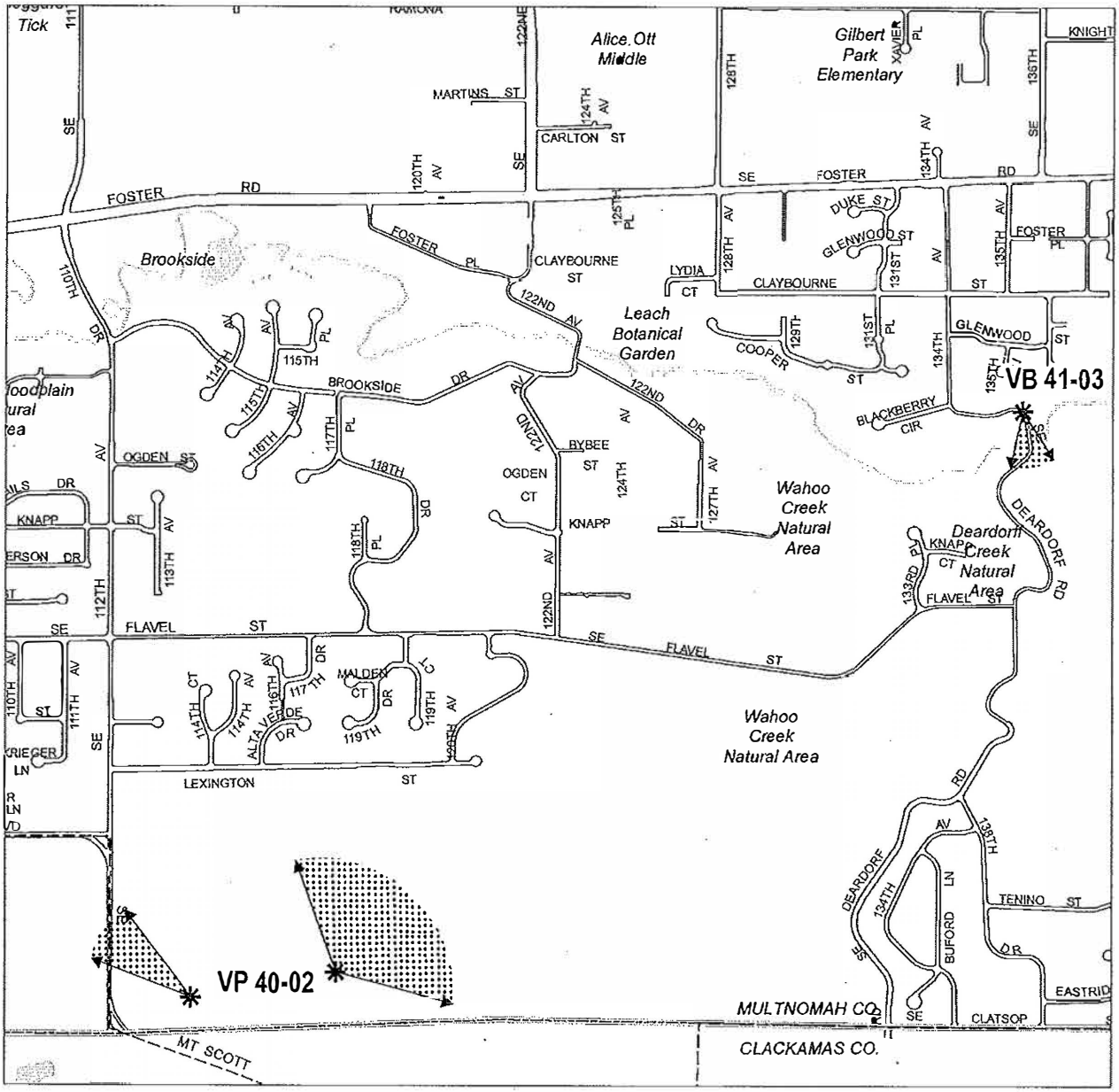


Legend

- City Boundary
- Viewpoint
- View corridors without special height restrictions

NORTH

0 900 1,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

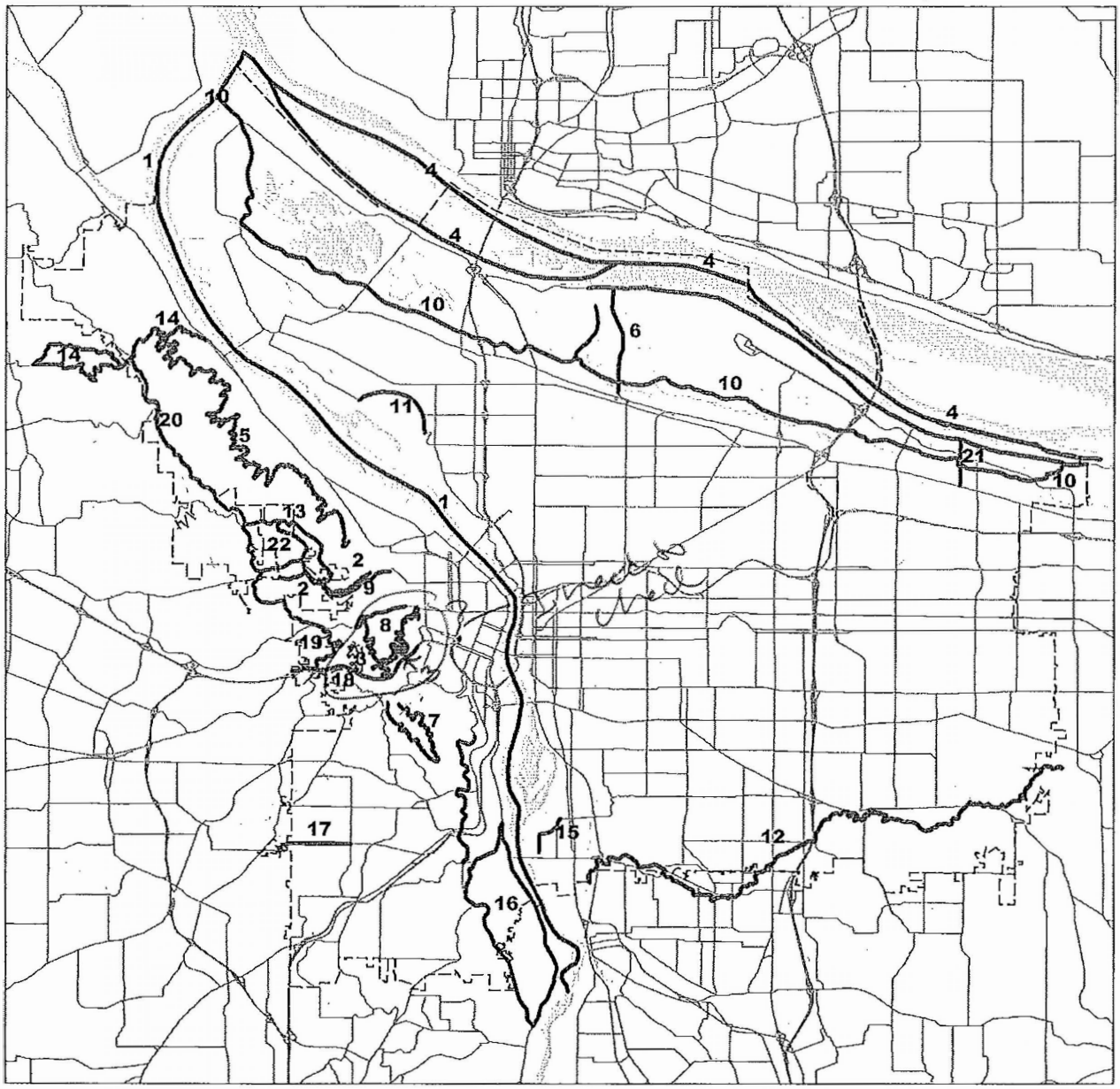
Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

Index Map

Map Revised Xxxxx X, 201X



Legend

------ City Boundary

——— Scenic Drives and Corridors

NORTH

0 10,000 20,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

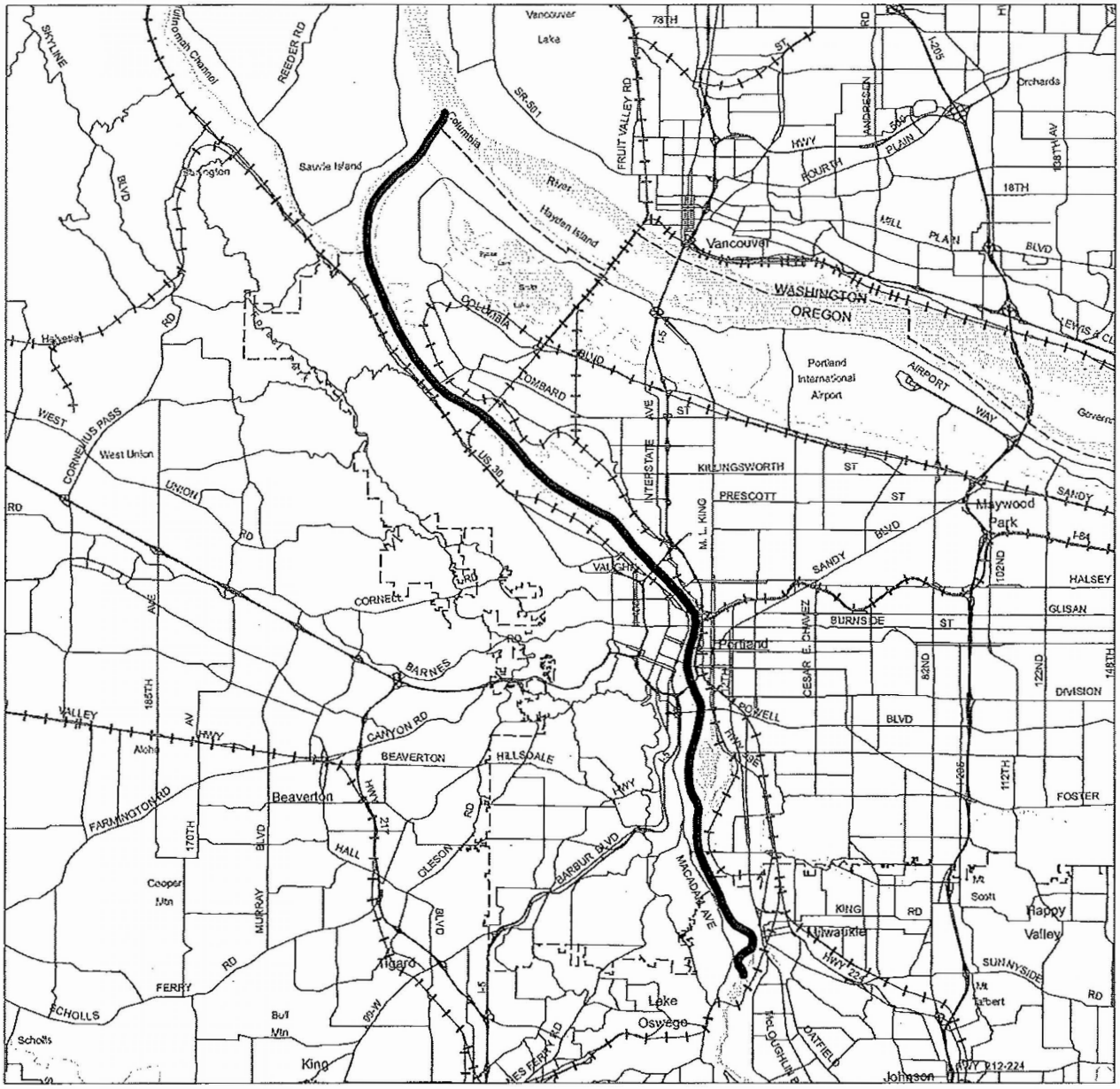
Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

Map 1 of 22

Map Revised Xxxxx X, 201X



City Boundary

Scenic Drives and Corridors

NORTH

0 10,000 20,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

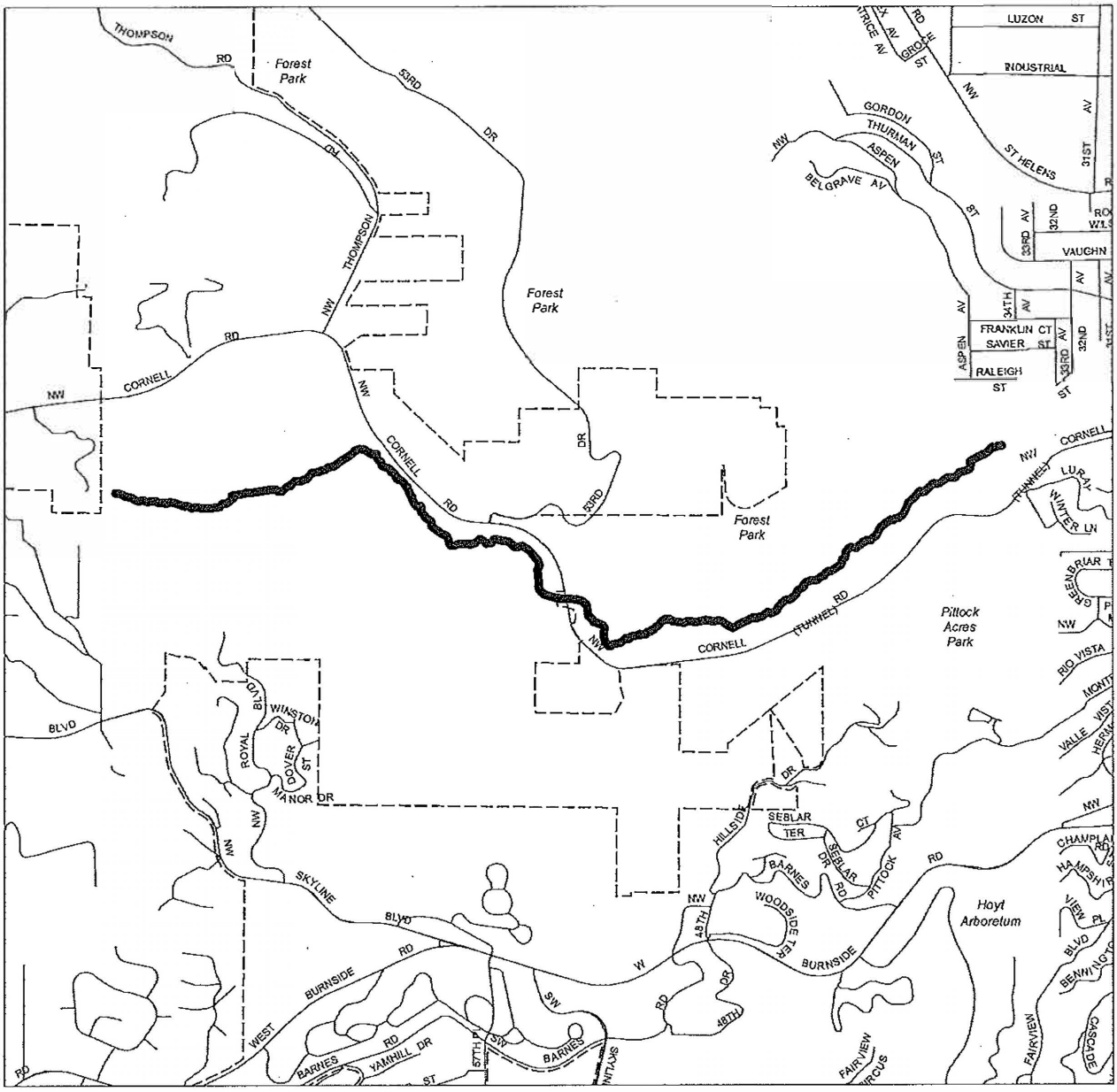
Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

Map 2 of 22

Map Revised Xxxxx X, 201X



City Boundary

Scenic Drives and Corridors

NORTH

0 1,100 2,200

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

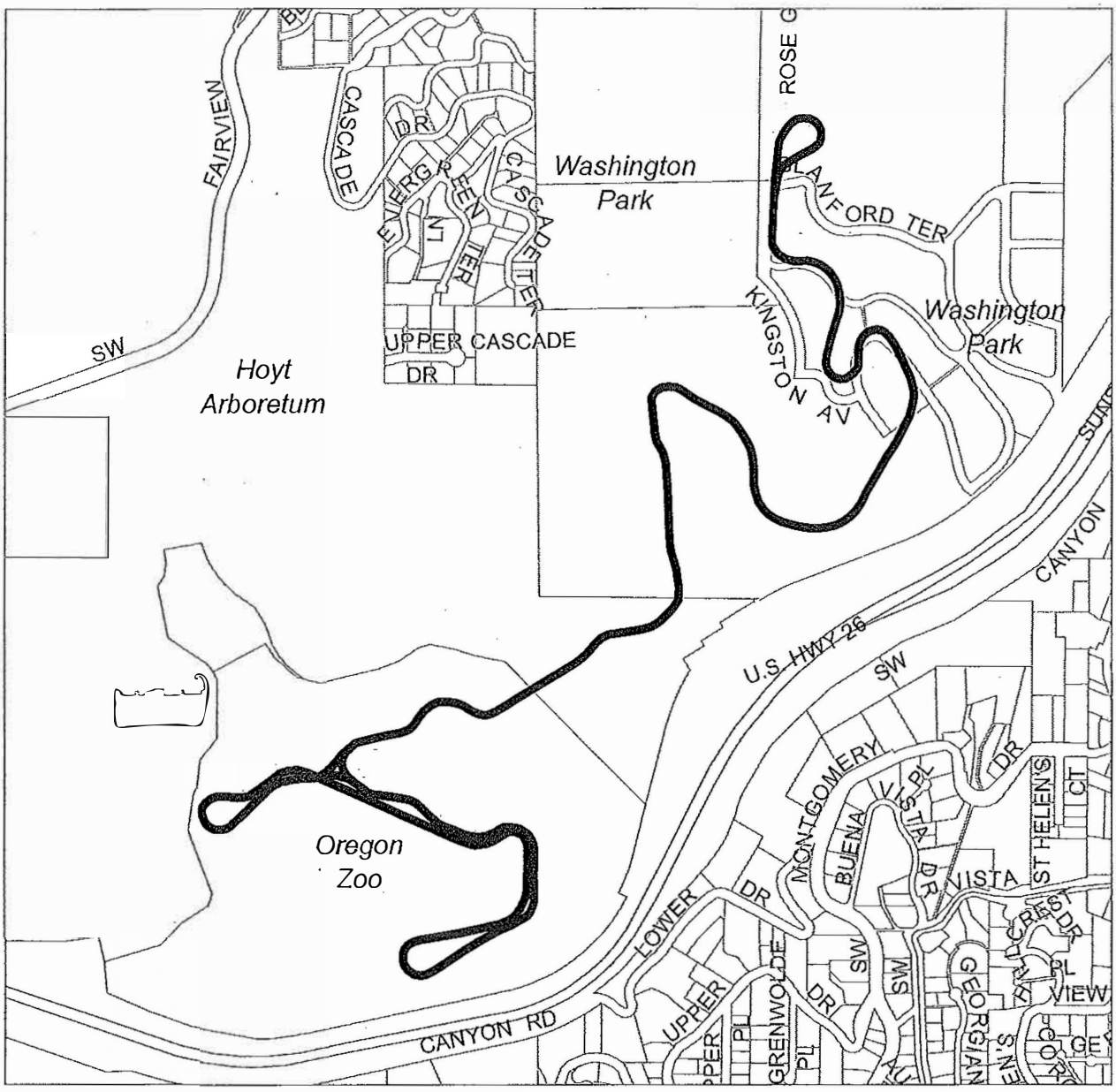
Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

Map 3 of 22

Map Revised Xxxxx X, 201X



------ City Boundary

Scenic Drives and Corridors

NORTH

0 550 1,100

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

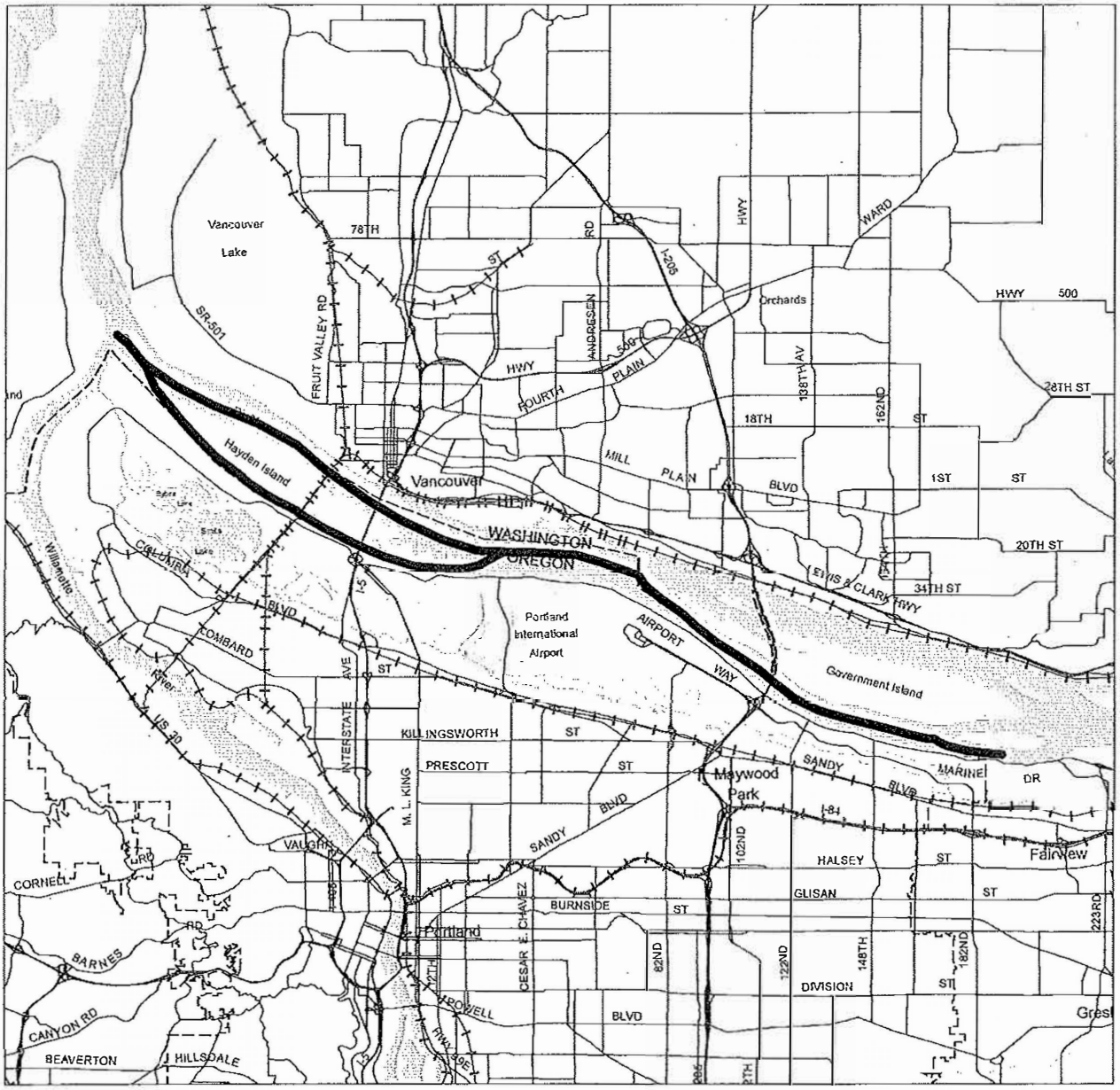
Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

Map 4 of 22

Map Revised Xxxxx X, 201X



City Boundary

Scenic Drives and Corridors

NORTH

0 10,000 20,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

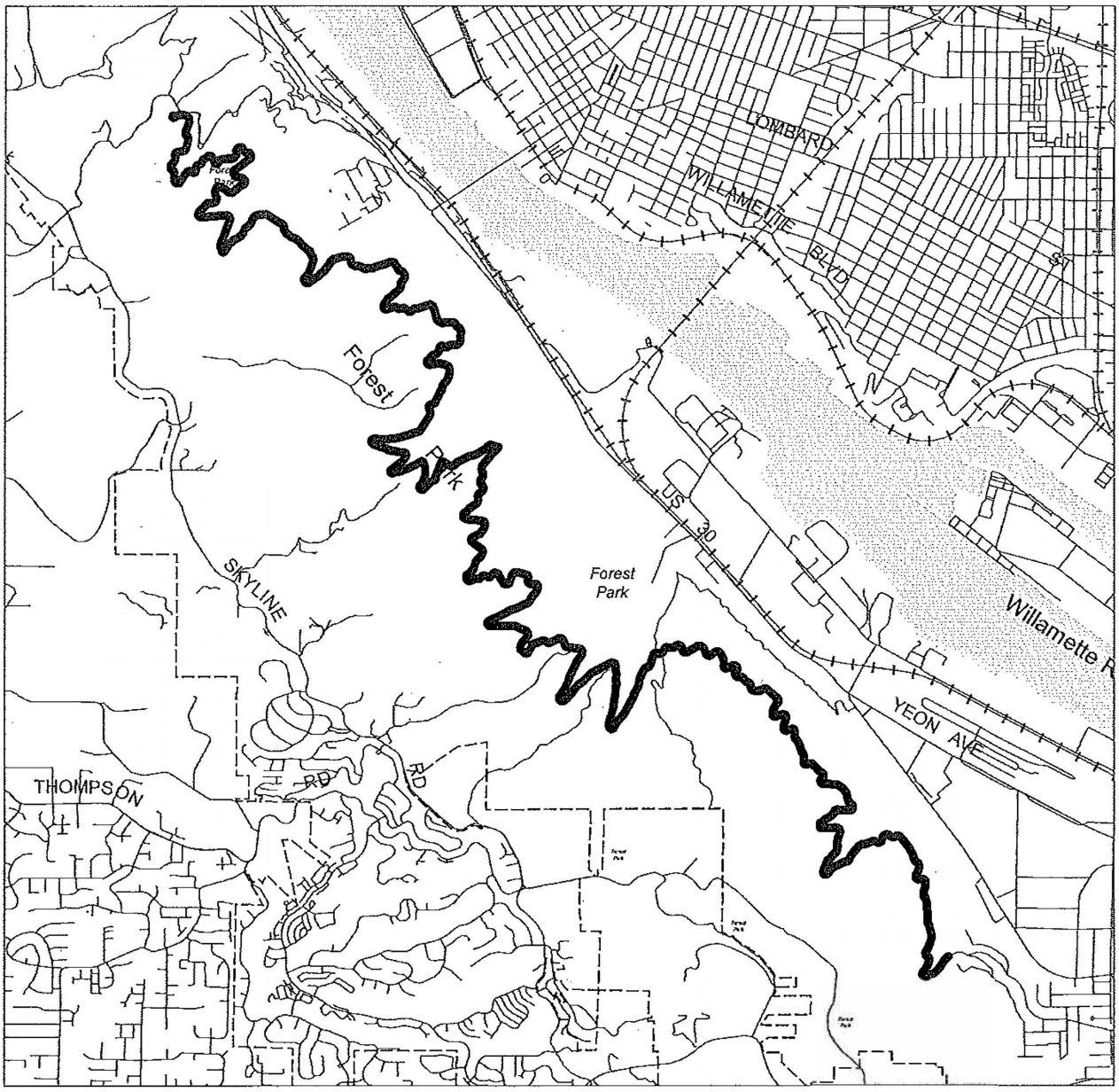
Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

Map 5 of 22

Map Revised Xxxxx X, 201X



------ City Boundary

Scenic Drives and Corridors

NORTH

0 2,750 5,500

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

Scenic Drives and Corridors

Map C

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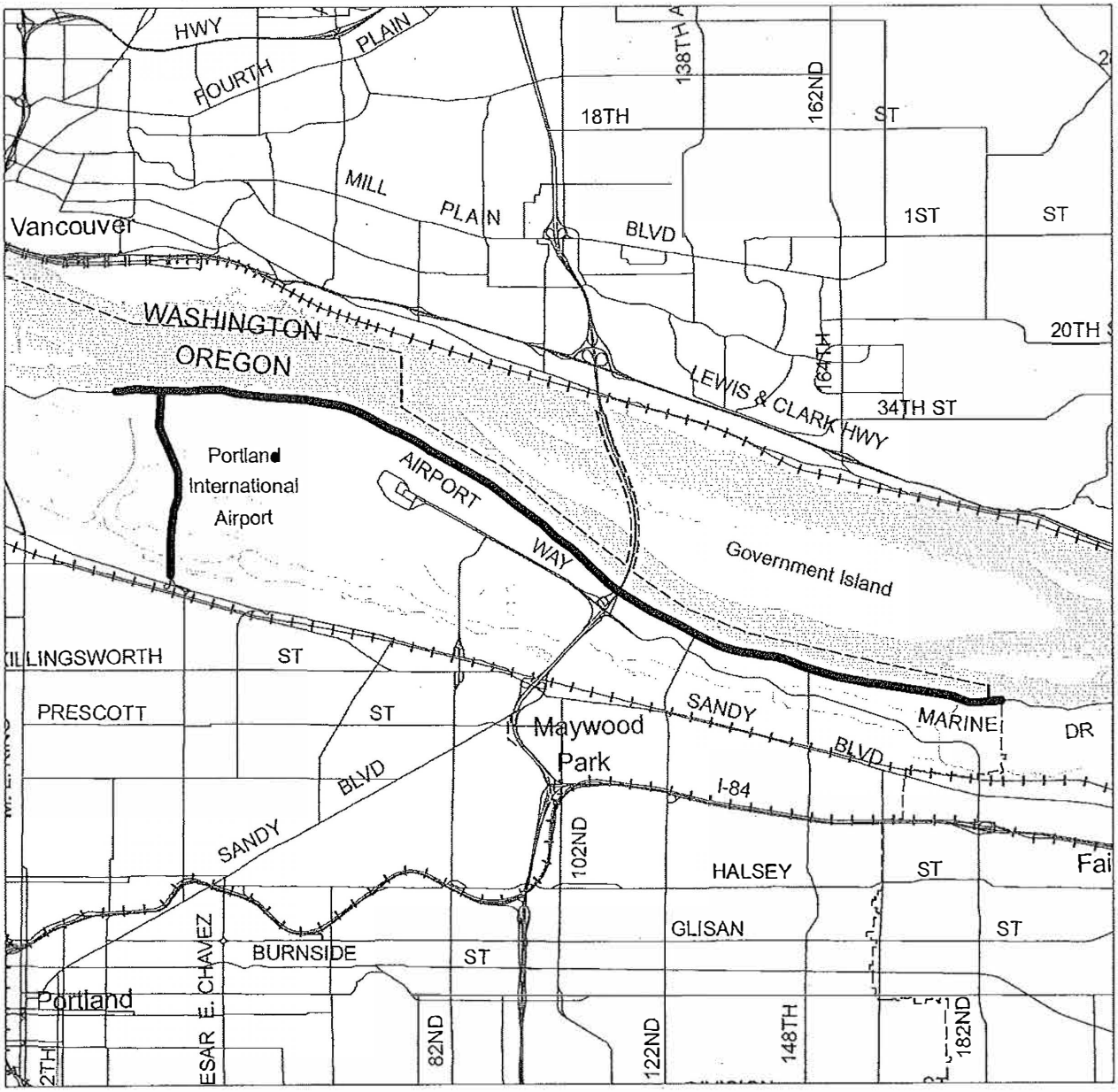
Map Revised Xxxxx X, 201X



City Boundary

Scenic Drives and Corridors

NORTH

0 6,000 12,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

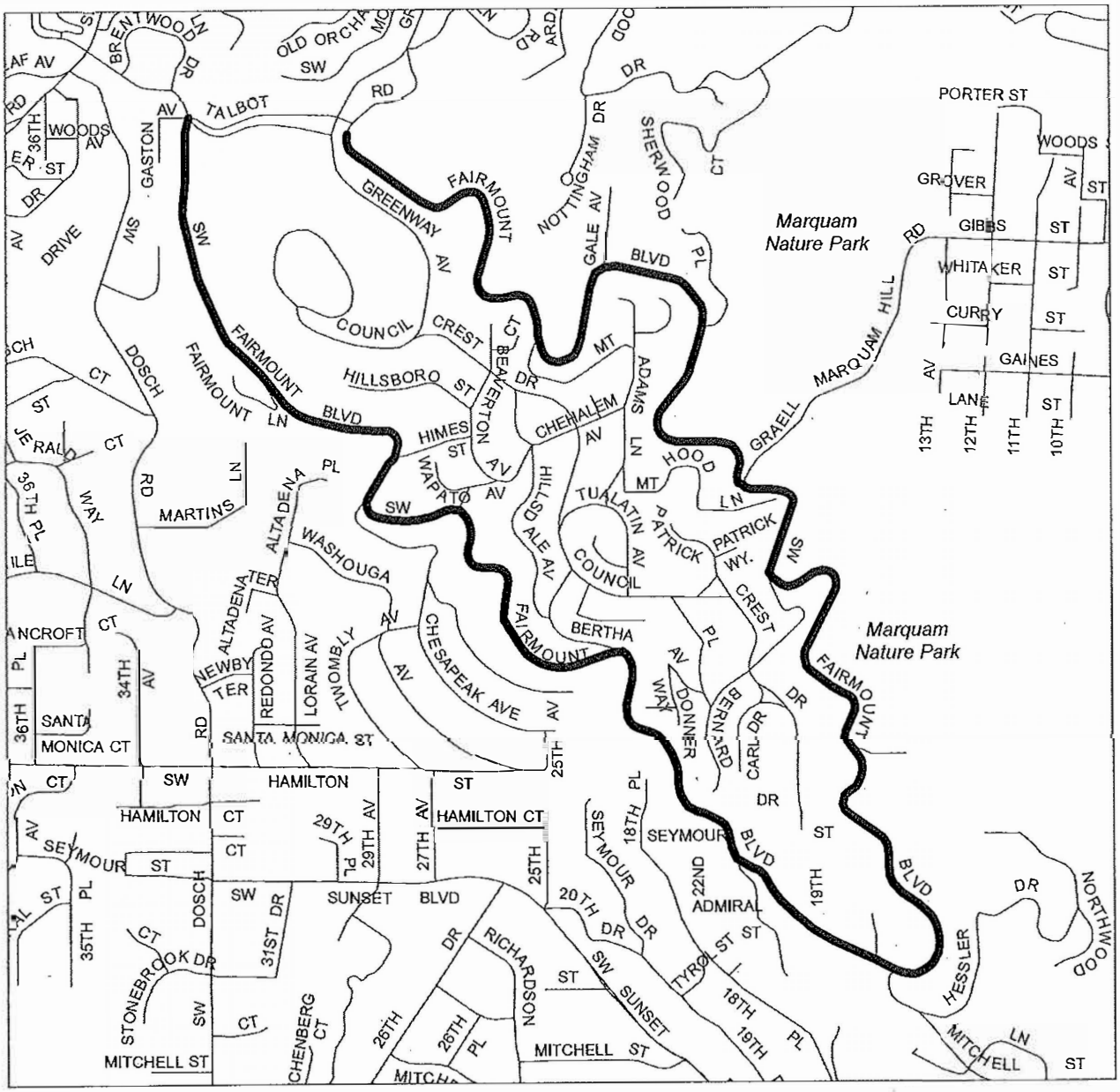
Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

Map 7 of 22

Map Revised Xxxxx X, 201X



------- City Boundary

Scenic Drives and Corridors

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

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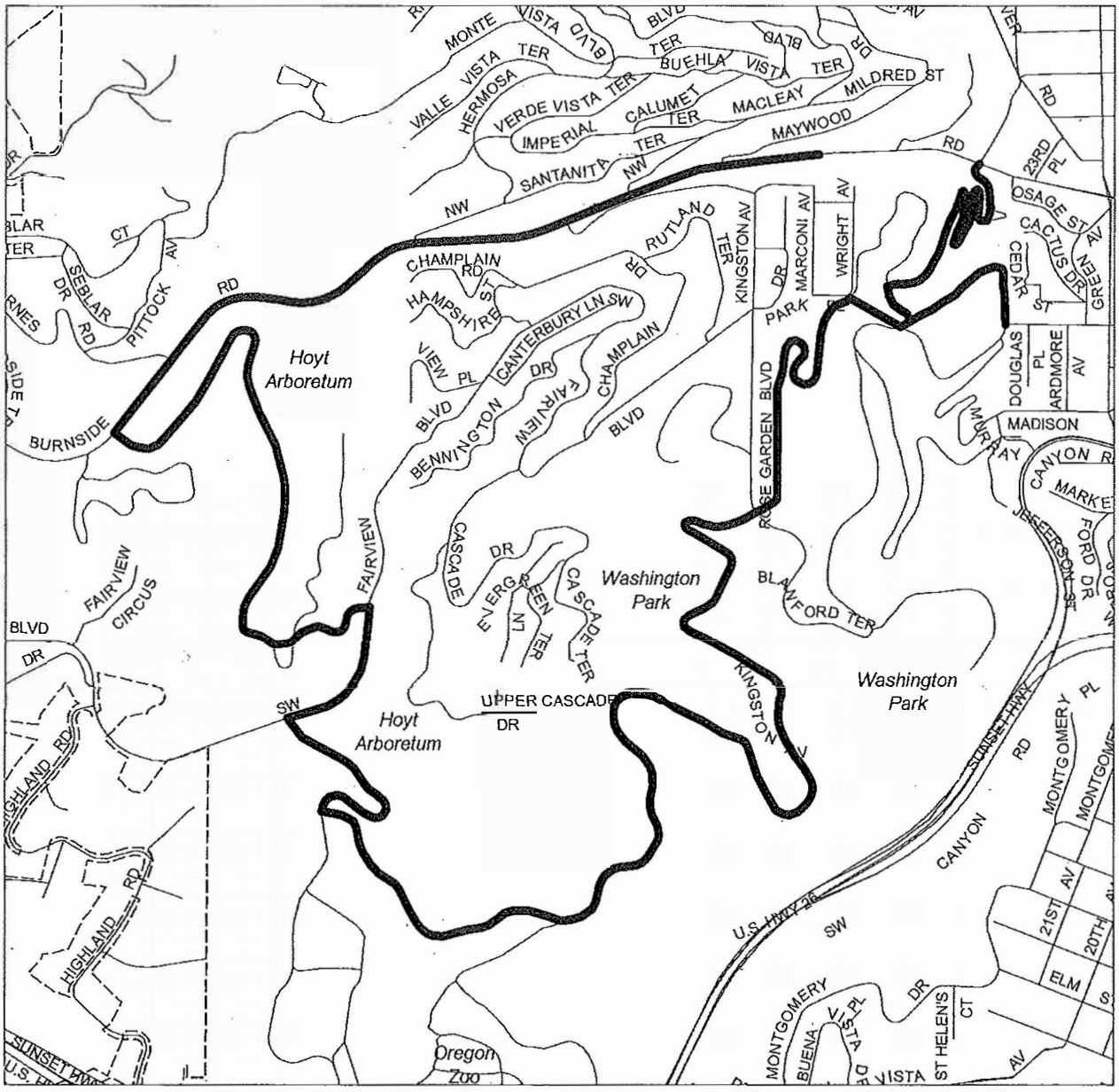
Map Revised Xxxxx X, 201X



City Boundary

Scenic Drives and Corridors

NORTH

0 750 1,500

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

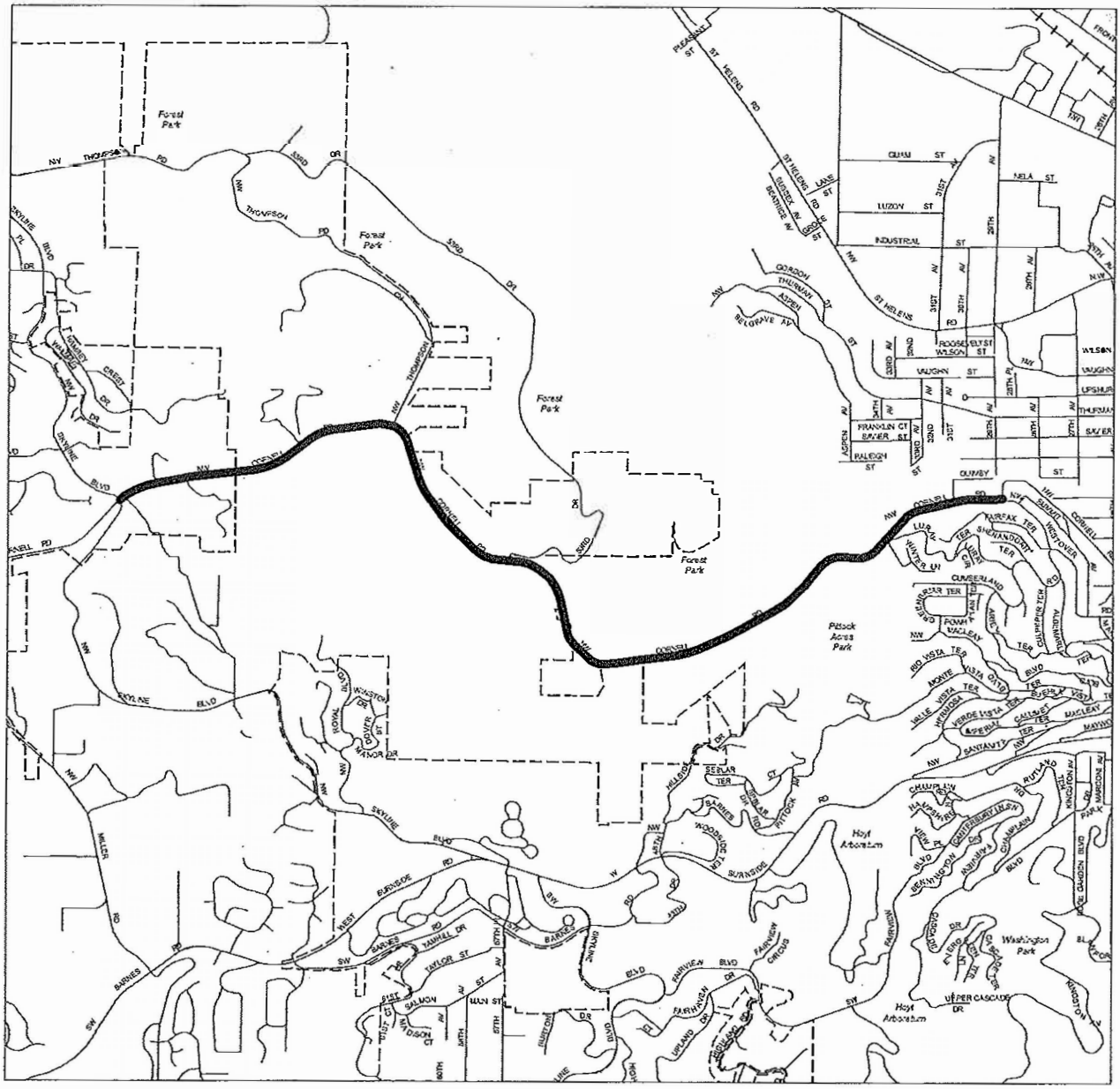
Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

Map 9 of 22

Map Revised Xxxxx X, 201X



City Boundary

Scenic Drives and Corridors

NORTH

0 1,600 3,200

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

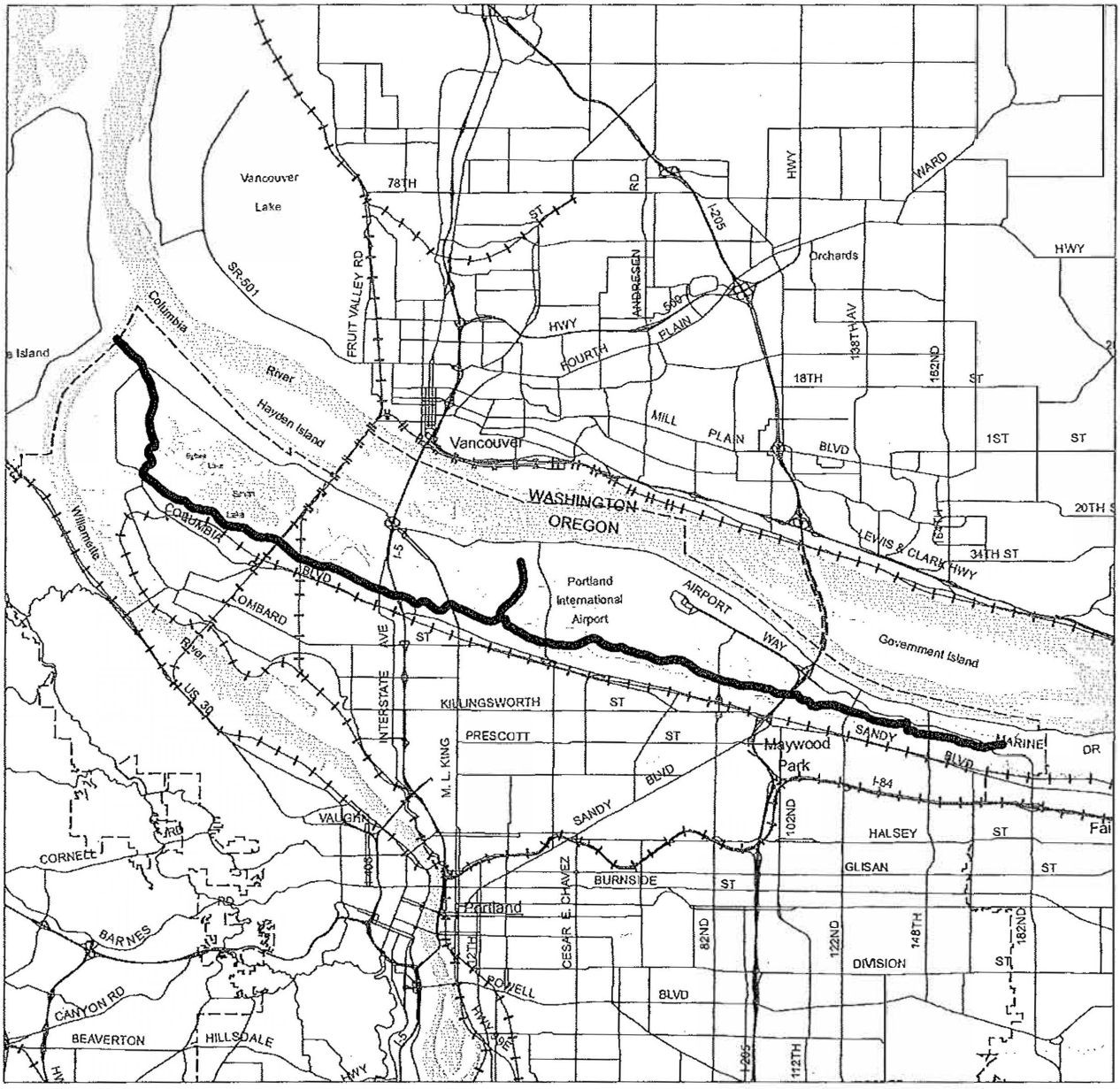
Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

Map 10 of 22

Map Revised Xxxxx X, 201X



City Boundary

Scenic Drives and Corridors

NORTH

0 9,000 18,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

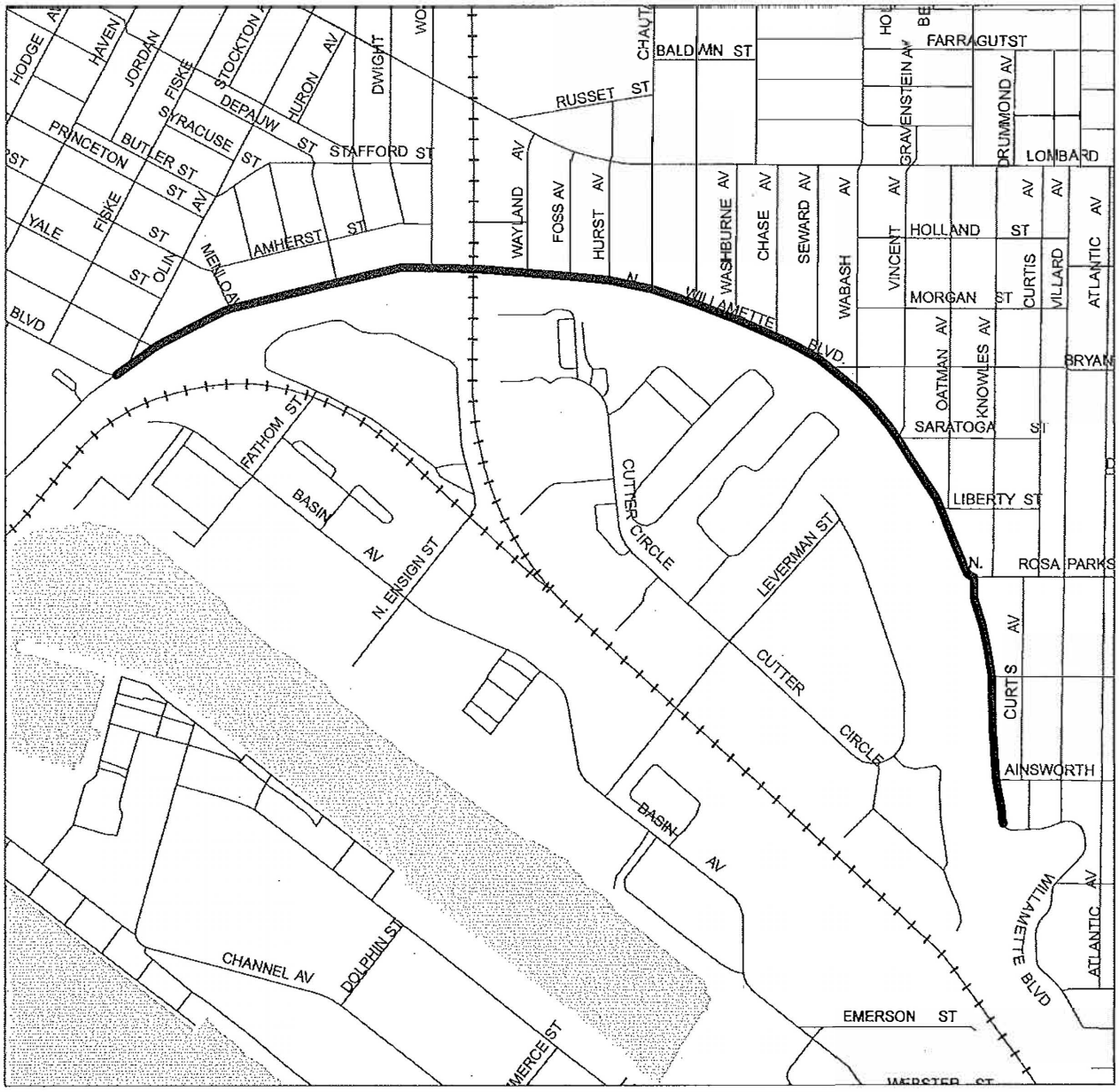
Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

Map 11 of 22

Map Revised Xxxxx X, 201X



City Boundary

Scenic Drives and Corridors

NORTH

0 700 1,400

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

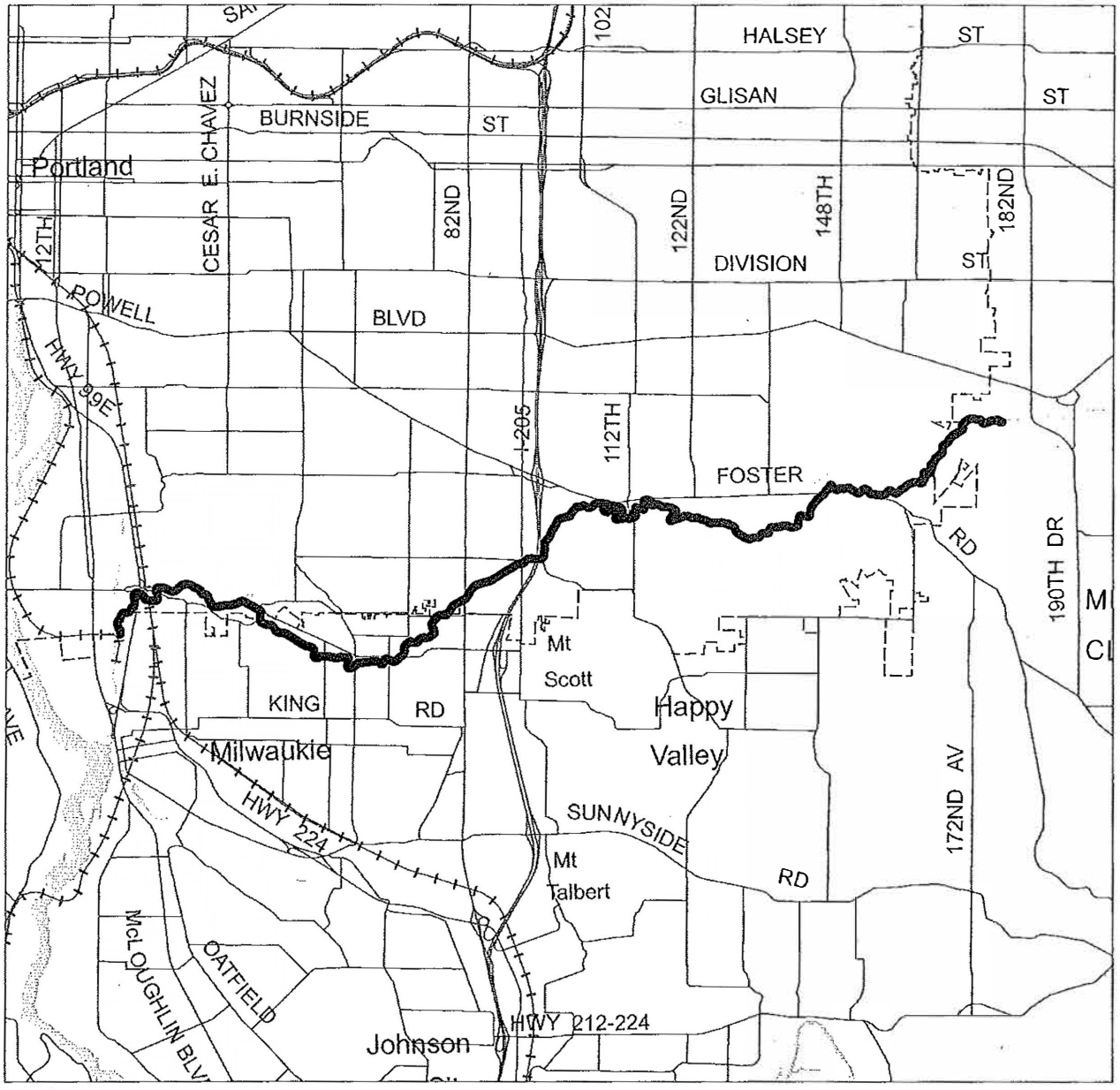
Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

Map 12 of 22

Map Revised Xxxxx X, 201X



City Boundary

Scenic Drives and Corridors

NORTH

0 5,500 11,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

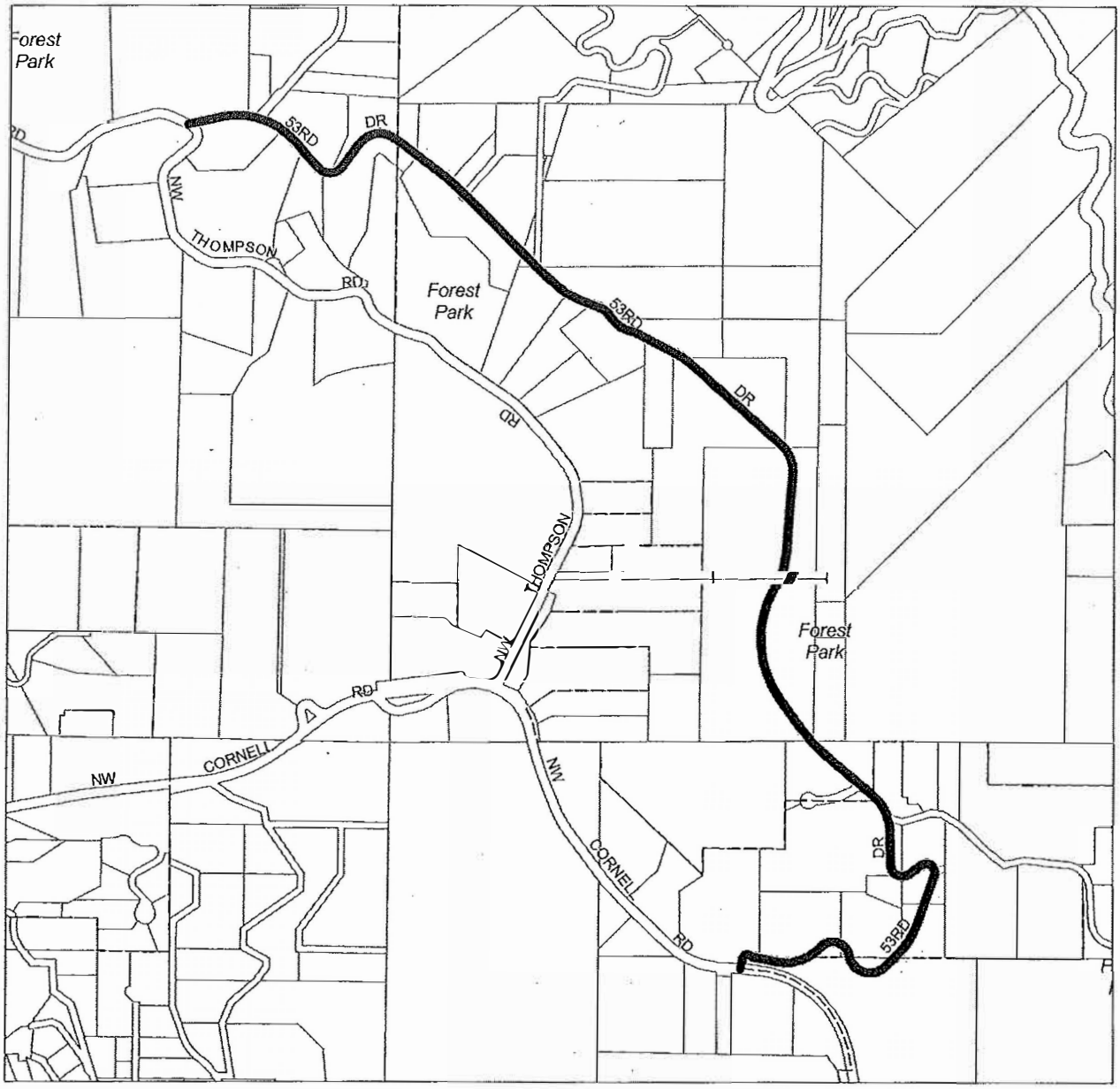
Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

Map 13 of 22

Map Revised Xxxxx X, 201X



City Boundary

Scenic Drives and Corridors

NORTH

0 750 1,500

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

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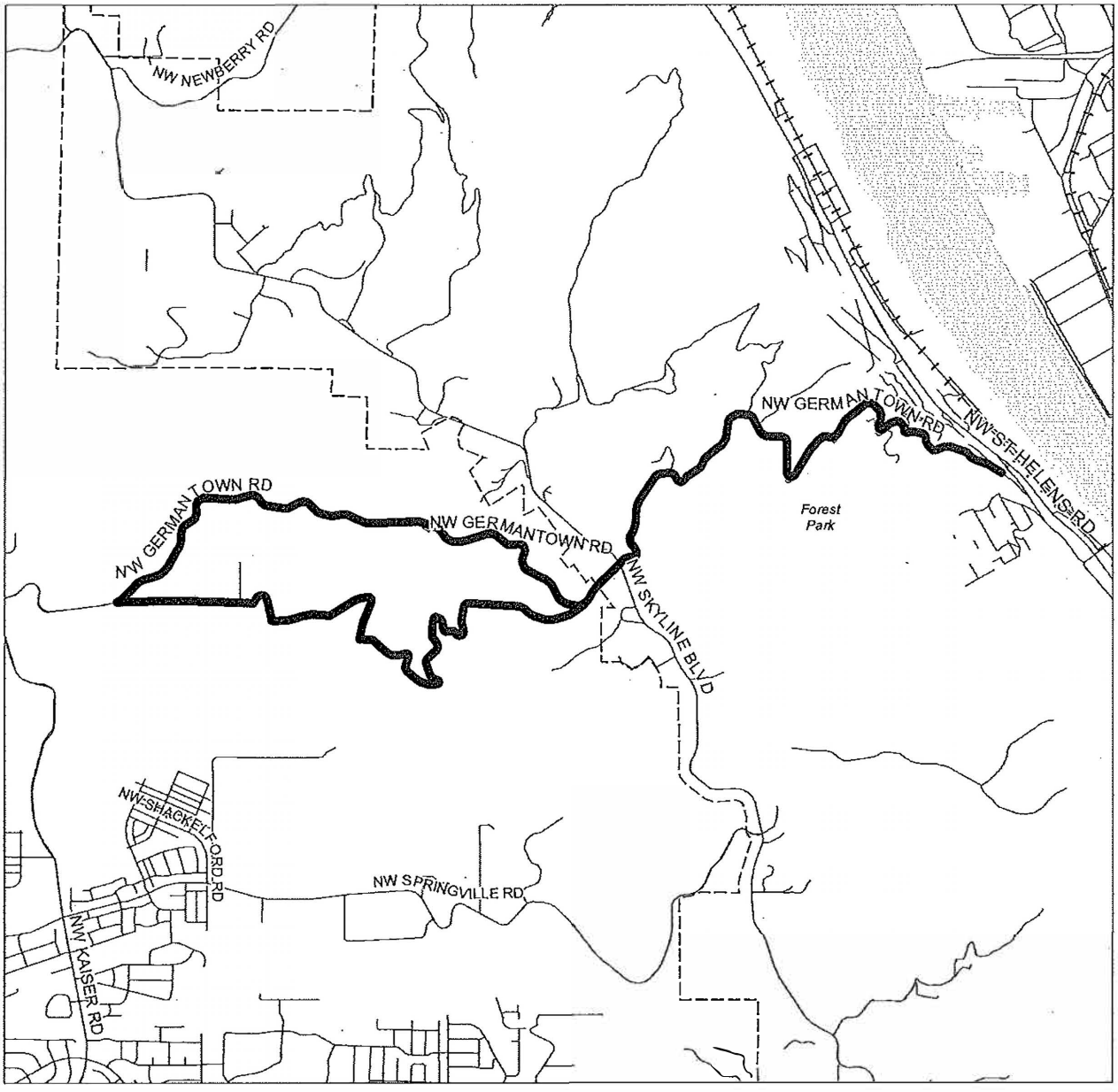
Map Revised Xxxxx X, 201X



City Boundary

Scenic Drives and Corridors

NORTH

0 2,000 4,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

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Map Revised Xxxxx X, 201X



------ City Boundary

Scenic Drives and Corridors

NORTH

0 400 800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

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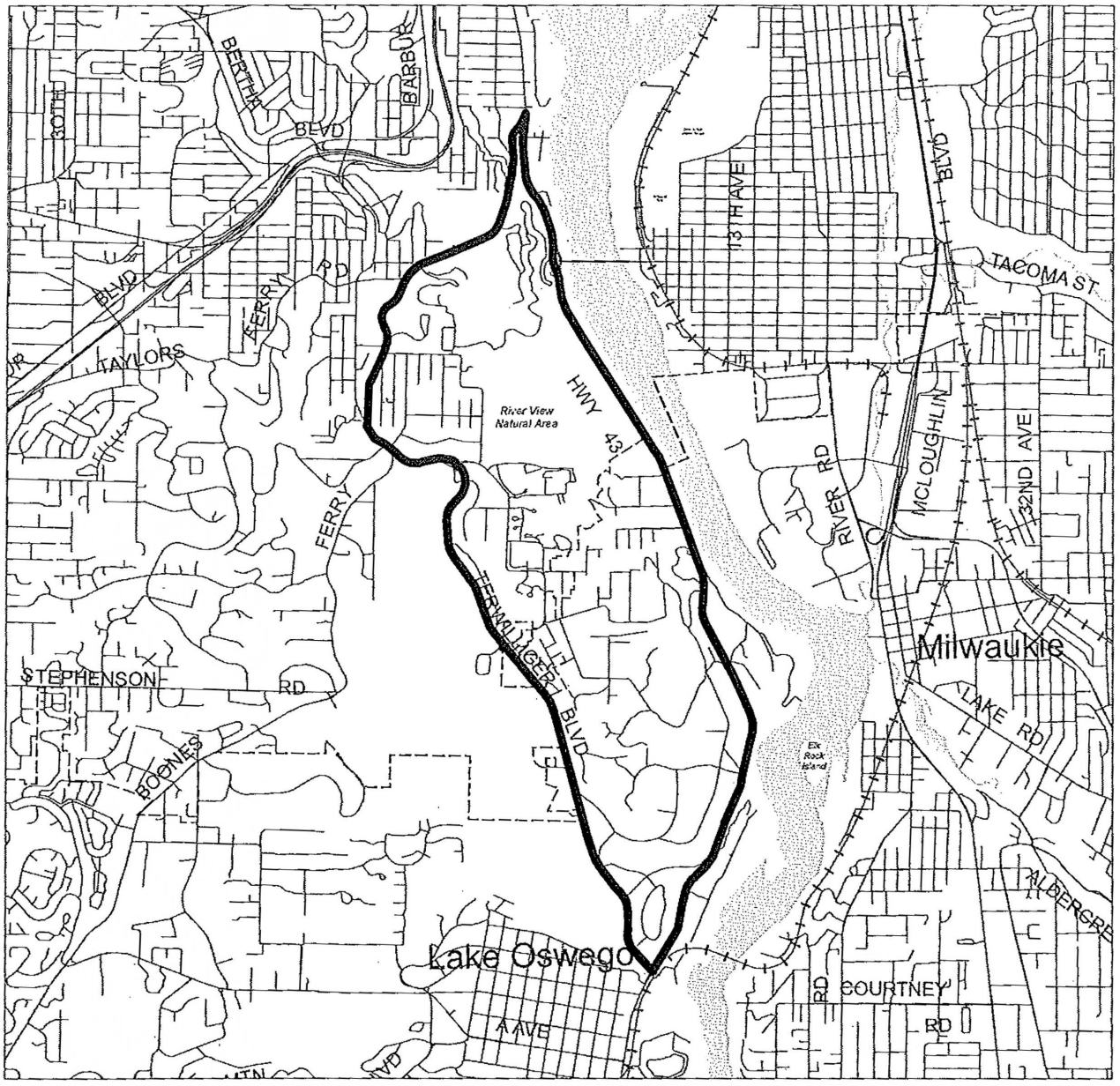
Map Revised Xxxxx X, 201X



City Boundary

Scenic Drives and Corridors

NORTH

0 2,500 5,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

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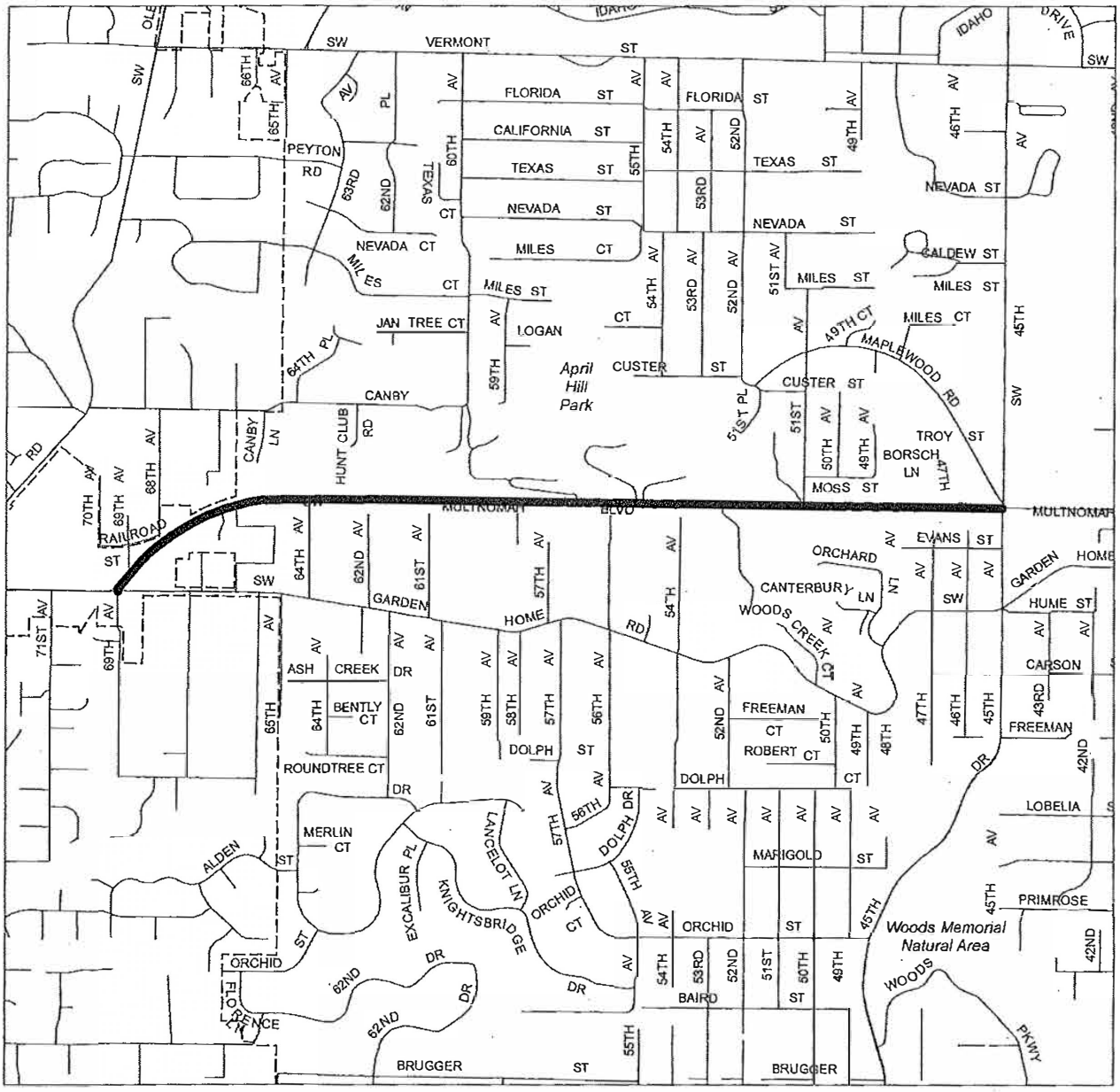
Map Revised Xxxxx X, 201X



City Boundary

Scenic Drives and Corridors

NORTH

0 850 1,700

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

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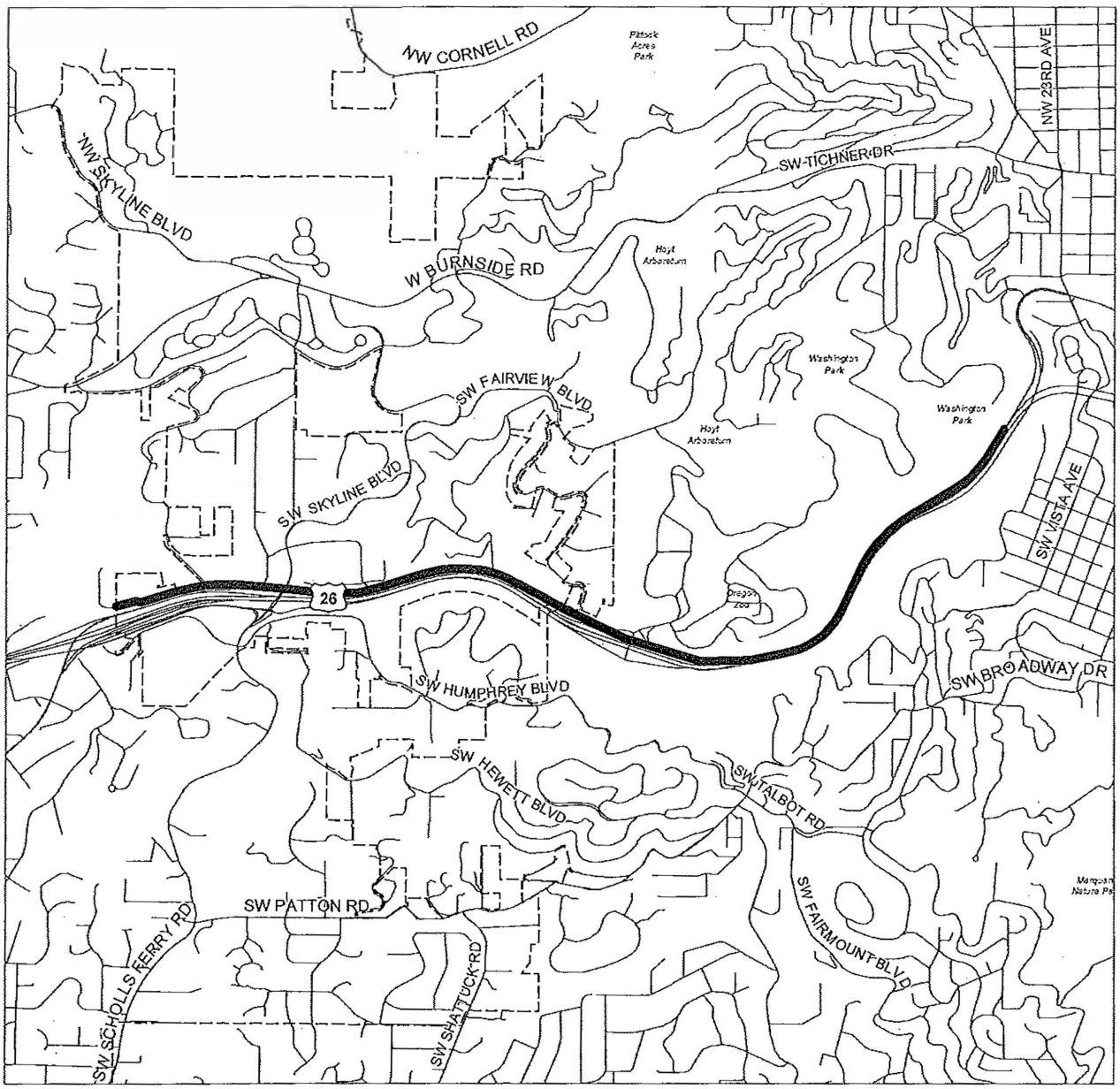
Map Revised Xxxxx X, 201X



City Boundary

Scenic Drives and Corridors

NORTH

0 1,500 3,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

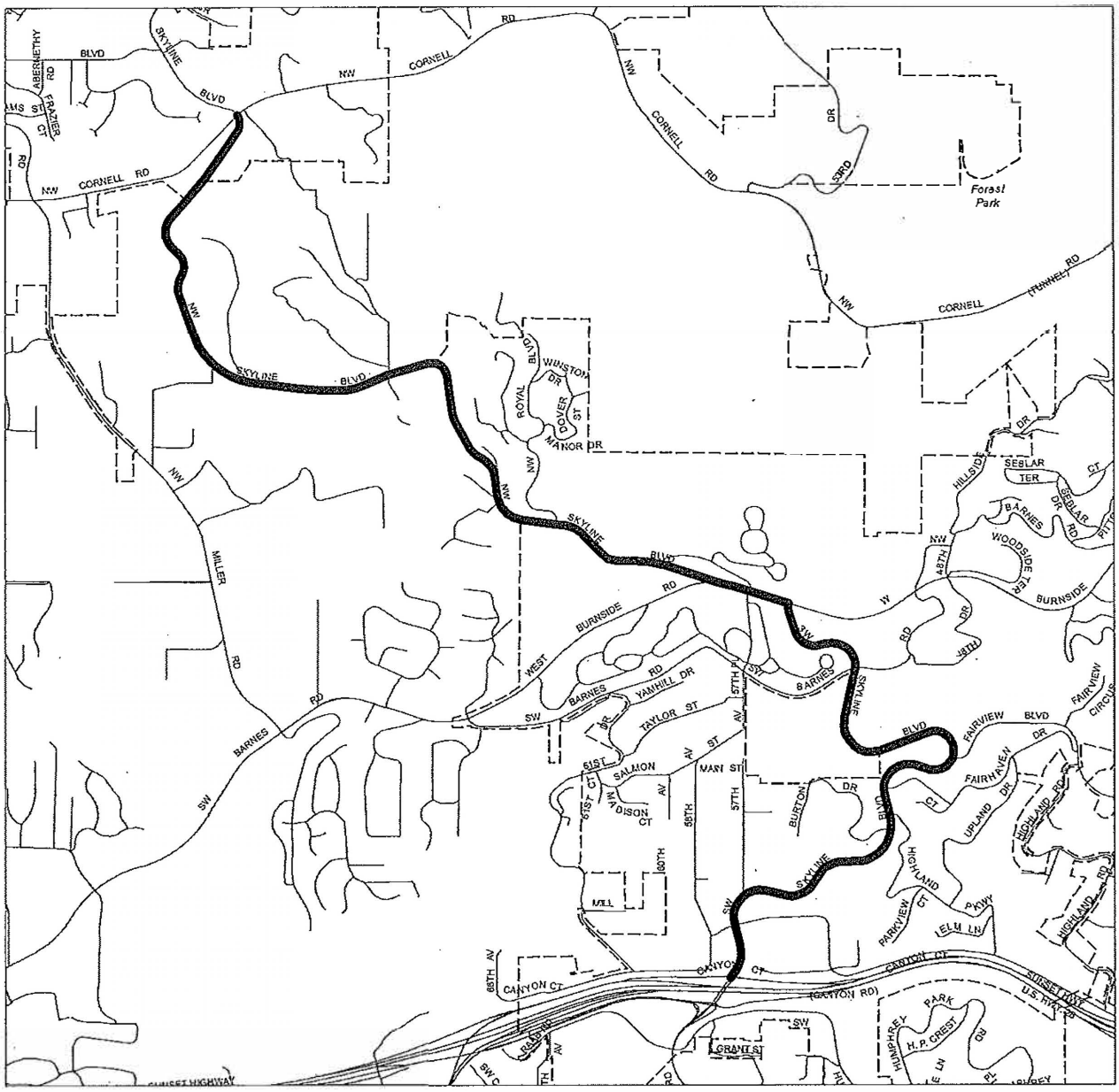
Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

Map 19 of 22

Map Revised Xxxxx X, 201X



City Boundary

Scenic Drives and Corridors

NORTH

0 1,100 2,200

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

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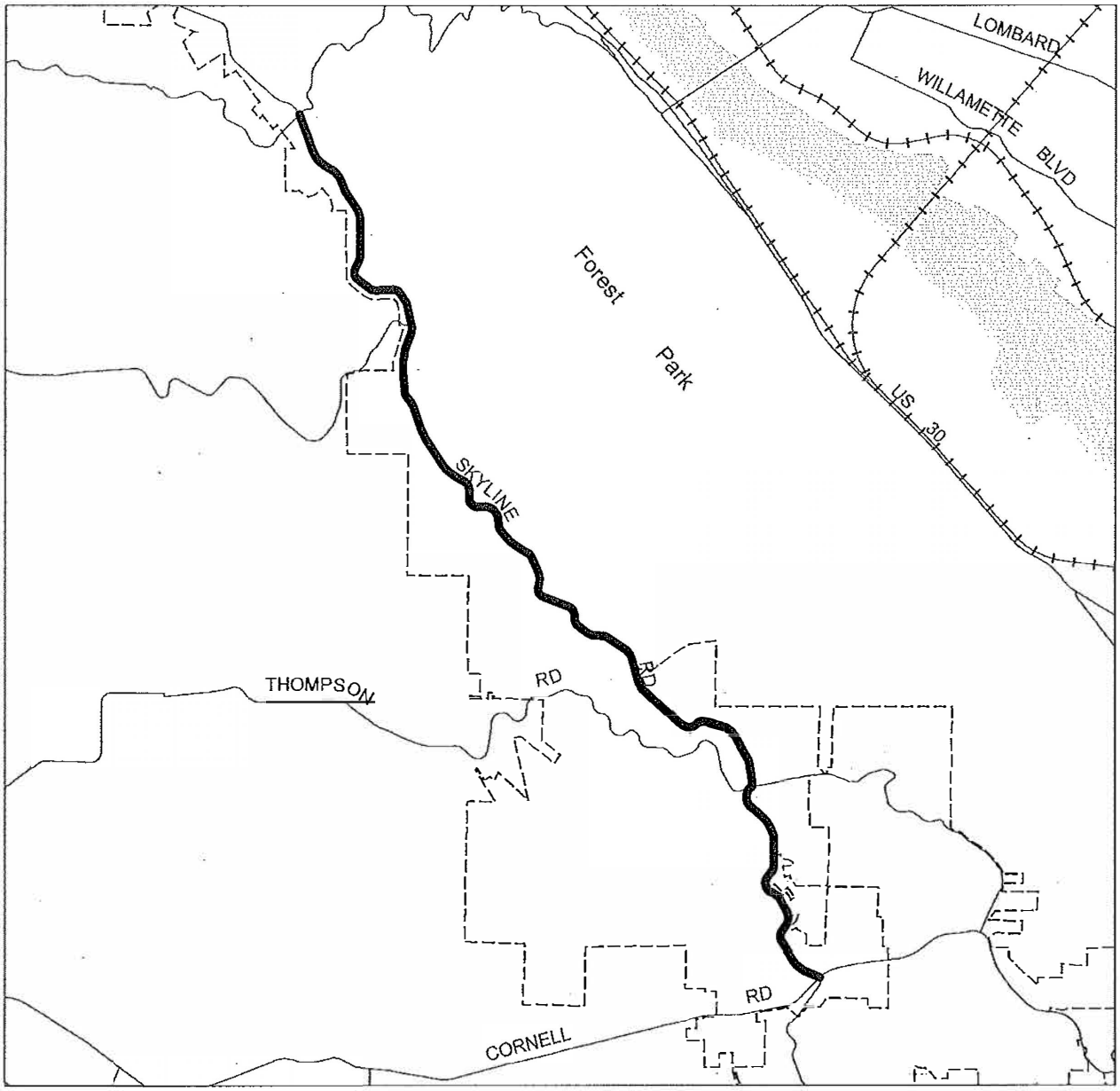
Map Revised Xxxxx X, 201X



City Boundary

Scenic Drives and Corridors

NORTH

0 2,500 5,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

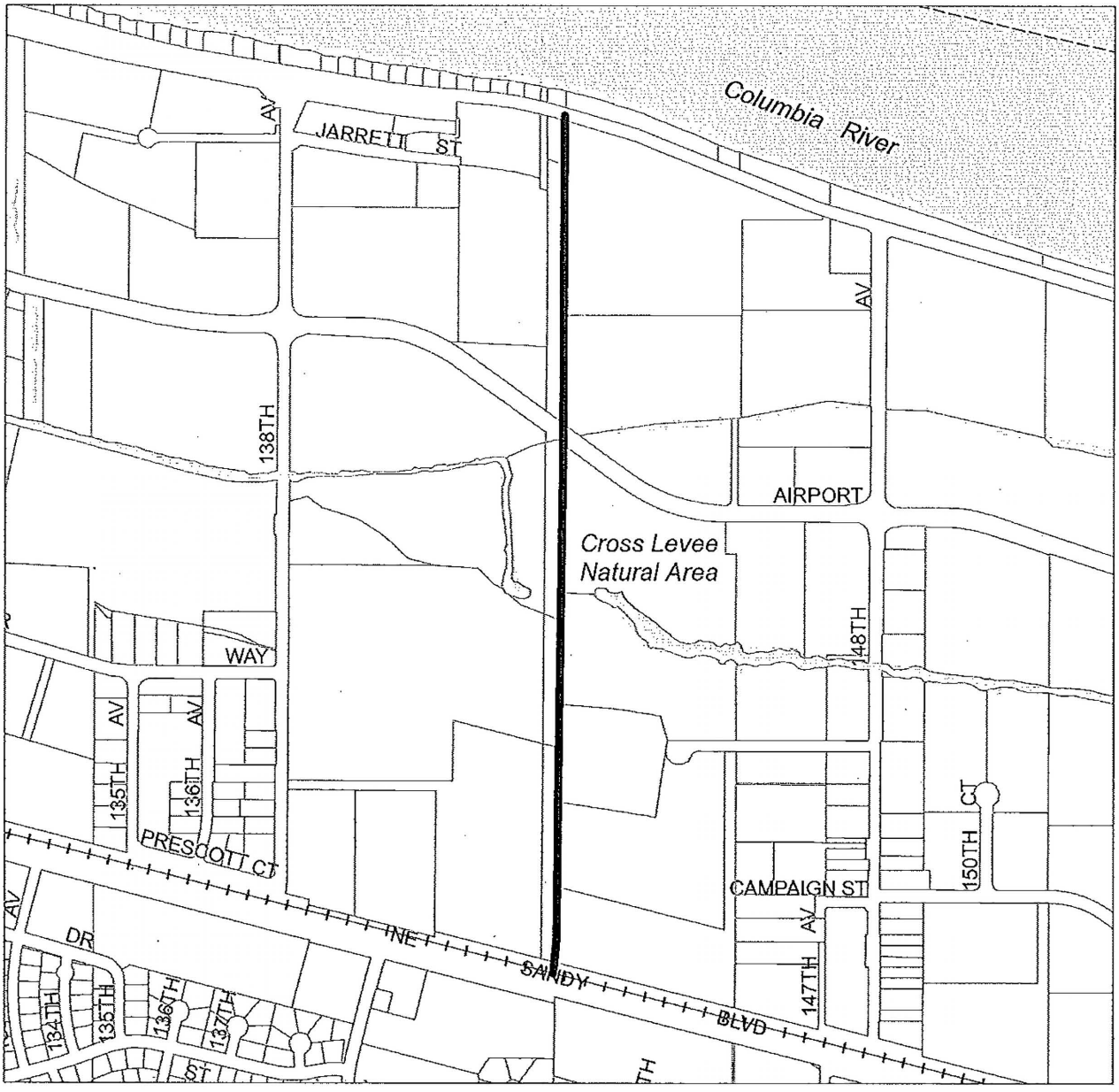
Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

Map 21 of 22

Map Revised Xxxxx X, 201X



------- City Boundary

Scenic Drives and Corridors

NORTH

0 600 1,200

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

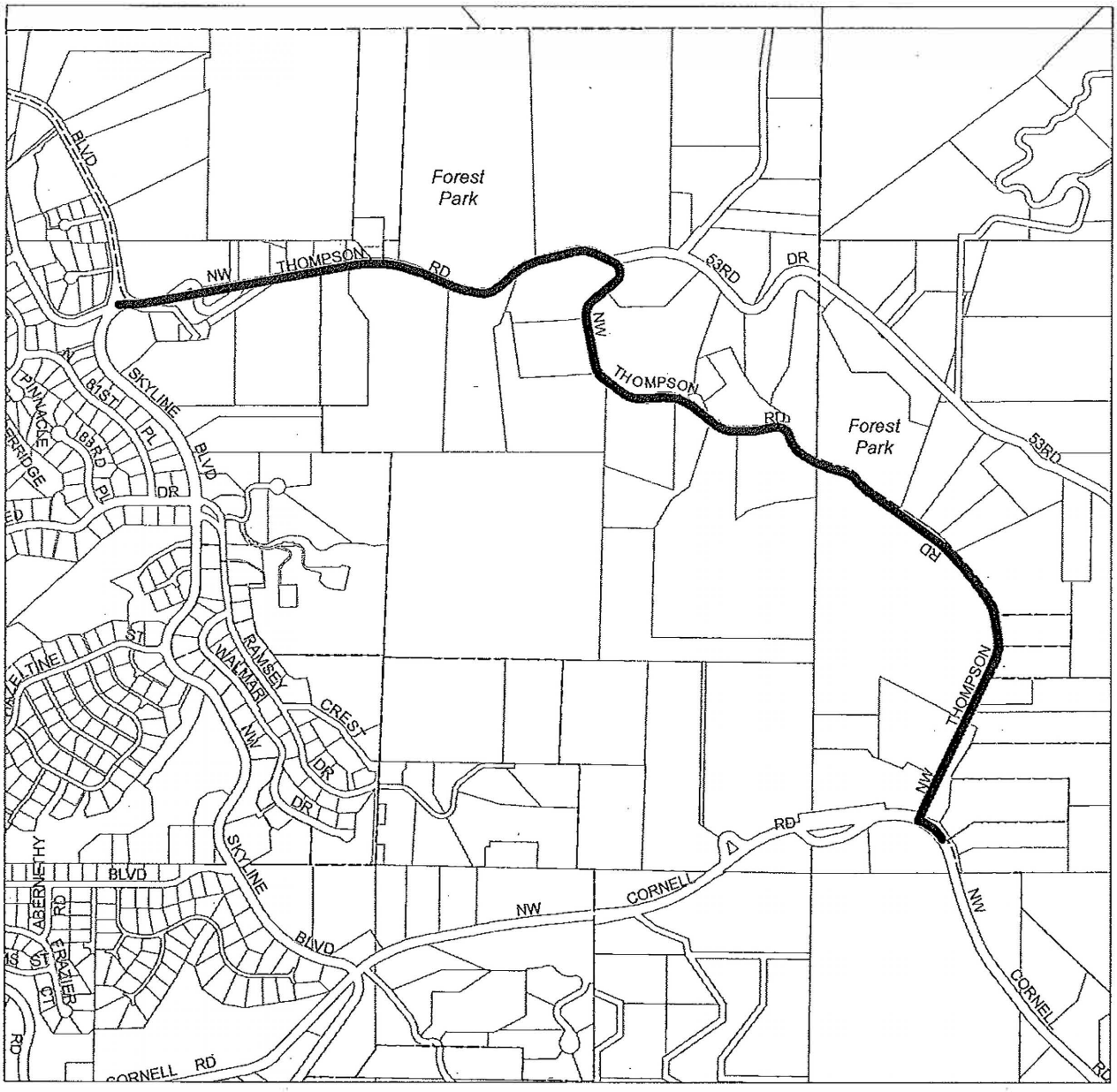
Proposed Scenic Resources Protection Plan

Scenic Corridors

Map C

Map 22 of 22

Map Revised Xxxxx X, 201X



------ City Boundary

Scenic Drives and Corridors

NORTH

0 800 1,600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

CCSW01: GREENWAY TRAIL WEST – AT SW ANKENY STREET

ESEE Decision: The ESEE decision is to:

1. *No conflicting uses* within view corridor to Willamette River and Burnside Bridge.
2. *Allow* conflicting structures in view corridor to Mt Hood.
3. *Allow* conflicting vegetation in view corridor to Mt Hood.

Change from general ESEE: no conflicting uses within view corridor to Willamette River and Burnside Bridge; limit conflicting vegetation to allow within view corridor to Mt Hood

Primary Focal Feature(s): 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. 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. It was determined that the costs of protecting this view of Mt Hood outweigh the benefits; CCSW46 was chosen to be protected. Therefore, the ESEE recommendation for CCSW01 is to allow conflicting uses within the view corridor to Mt Hood.

CCSW02: LEWIS AND CLARK MONUMENT AT SW PARK PLACE

ESEE Decision: The ESEE decision is to:

1. *Allow* conflicting structures in view corridor to Mt Hood.
2. *Allow* conflicting vegetation in view corridor to Mt Hood.
3. *Remove* existing height limits associated with view corridor to Mt Hood.

Change from general ESEE:

Primary Focal Feature(s): Landscaping

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 is not a primary focal feature is to allow conflicting structures and limit conflicting vegetation within view corridors to primary focal features. There is an existing height limit associated with this historic view corridor from the Lewis and Clark Monument to Mt Hood; however, the view of Mt Hood is already compromised – there's an apartment building that encroaches on the view of the mountain. The International Rose Test Garden is located nearby in Washington Park and, due to its higher elevation, offers less obstructed views of Mt Hood. Therefore, the recommendation is to allow conflicting uses and to remove the height restriction associated with the view of Mt Hood from this view corridor. This view will remain as a view of the natural vegetation at the entrance to Washington Park.

Commented [ME1]: The landscaping is the only primary FF. What's our decision in regards to that? To limit conflicting veg to maintain a view of the landscaping?

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

ESEE Decision: The ESEE decision is to:

1. *Prohibit* conflicting vegetation in order to maintain a view of Mt Hood.
2. *No conflicting uses* for structures.

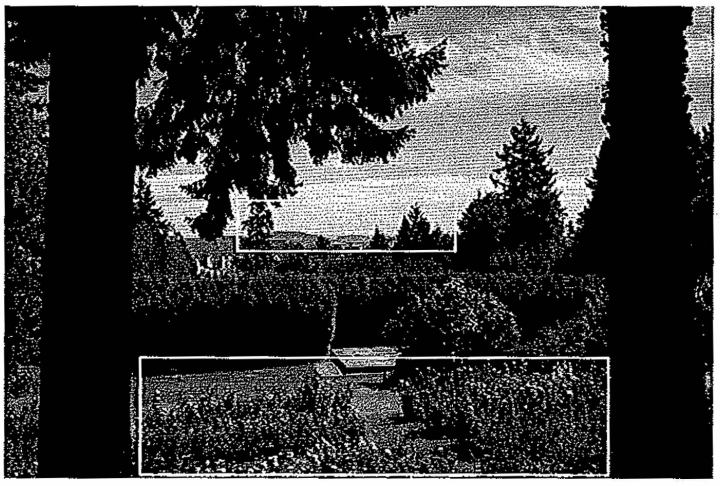
Commented [ME2]: Or do we change this to prohibit, since that general ESEE would stand were the buildable heights to increase in the future and the no conflicting structures determination to go away

Change from general ESEE: no conflicting structures; specify prohibit conflicting vegetation decision

Primary Focal Feature(s): Mt Hood

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, Downtown 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 with Mt Hood as a primary focal feature is to prohibit conflicting structures and vegetation within the view corridor to Mt Hood. 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 Downtown skyline and Mt Adams, which is partially visible from this viewpoint. Therefore, the recommendation is to prohibit conflicting vegetation to maintain a view of Mt Hood.



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

ESEE Decision: The ESEE decision is to:

1. *Prohibit* conflicting structures in order to maintain a view of Mt Hood.
2. *Prohibit* conflicting vegetation in order to maintain a view of Mt Hood.
3. *Limit* conflicting vegetation within view corridor to the eastern foothills.
4. *Limit* conflicting structures within view corridor to eastern foothills.

Change from general ESEE: no conflicting uses

Primary Focal Feature(s): 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 is a primary focal feature and to limit conflicting structures and vegetation within view corridors to other primary focal features. This viewpoint is at a sufficiently high elevation that there are no vacant/underutilized lots (as identified in the BLI) that could develop/redevelop to block the view. However, there are two non-BLI lots that, if redeveloped to their maximum height potential, could block the view. Therefore, staff recommend applying a height limit to those two tax lots. 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 and to limit conflicting structures and vegetation to maintain a view of the eastern foothills.



CCSW05: INTERNATIONAL ROSE TEST GARDEN – TOP OF STAIRS ABOVE GAZEBO

ESEE Decision: The ESEE decision is to:

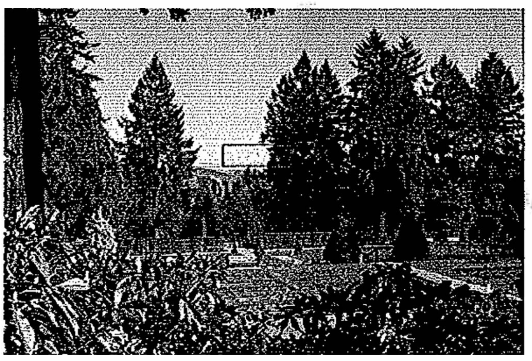
1. *Prohibit* conflicting structures in order to maintain a view of Mt Hood.
2. *Prohibit* conflicting vegetation in order to maintain a view of Mt Hood.
3. *Limit* conflicting vegetation to maintain a view of the Downtown skyline.

Change from general ESEE: no conflicting uses

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

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 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.
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. 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 to Mt Hood and the Downtown skyline. The viewpoint above the gazebo at the International Rose Test Garden is at a sufficiently high elevation that there are no vacant/underutilized lots (as identified in the BLI) that could develop/redevelop to block the view. However, there are two non-BLI lots that, if redeveloped to their maximum height potential, could block the view. Therefore, staff recommend applying a height limit to these two tax lots. 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 and to limit conflicting vegetation to maintain a view of the Downtown skyline.



CCSW06: PORTLAND JAPANESE GARDEN

ESEE Decision: The ESEE decision is to:

1. *Prohibit* conflicting vegetation in order to maintain a view of Mt Hood and the Downtown skyline.
2. *Limit* conflicting vegetation to maintain a view of the eastern foothills.
3. *No conflicting structures* within view corridor of Mt Hood.

Commented [ME3]: Not listed as a primary FF because it currently isn't but could be if veg were managed.

Commented [ME4]: Or leave as prohibit structures within view corridor to Hood, limit structures within view corridor to eastern foothills? (general ESEE rec stands, current height limits mean no conflicting structures, but if height limits change, general would still apply)

Change from general ESEE: no conflicting uses

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

Explanation: This view, taken from the Portland Japanese Garden, looks out to Mt Hood and the eastern foothills. The Downtown 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 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 maximum heights, will not block the view of Mt Hood under current zoning. The view of the Downtown 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 vegetation to maintain a view of Mt Hood and to limit conflicting vegetation to maintain a view of the eastern foothills and Downtown skyline.



CCSW07: SW SHERWOOD BOULEVARD ABOVE RESERVOIR 4

ESEE Decision: The ESEE decision is to:

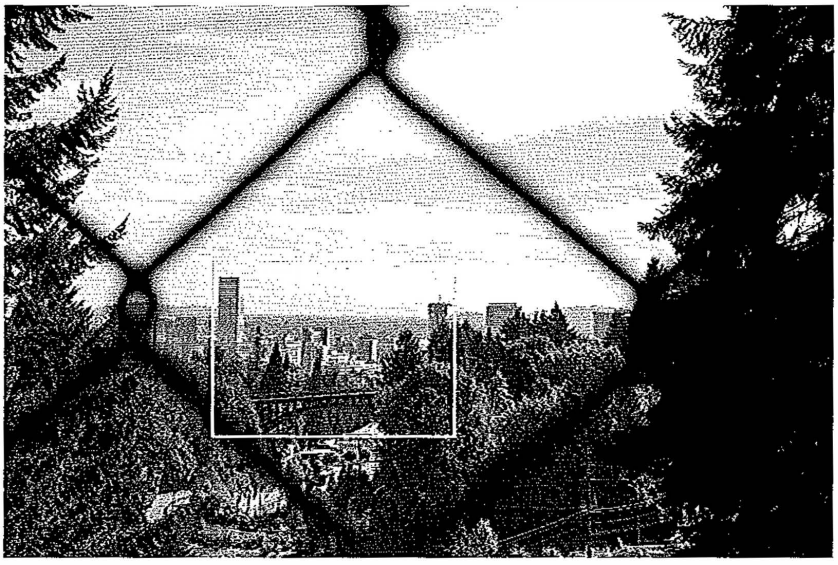
1. *Limit* conflicting vegetation in order to maintain a view of the Vista Bridge.
2. *Allow* conflicting structures.

Change from general ESEE: specify limit conflicting vegetation decision

Primary Focal Feature(s): Vista Bridge

Explanation: 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 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. Staff recommend applying the limit conflicting vegetation decision within a view corridor of Vista Bridge.



CCSW08: MORRISON BRIDGE -- SOUTH SIDE, WEST

ESEE Decision: The ESEE decision is to:

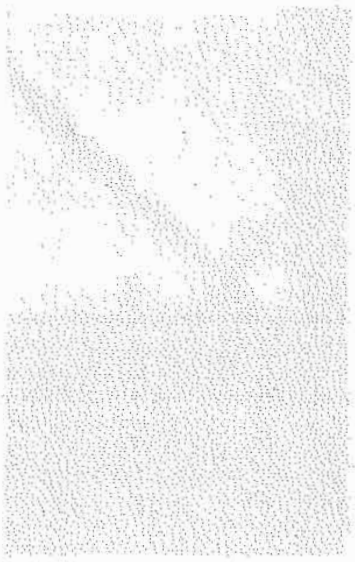
1. *No conflicting uses* for structures or vegetation.

Change from general ESEE: no conflicting uses

Primary Focal Feature(s): Willamette River, Downtown 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 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. 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 of the Downtown skyline and bridges. However, 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 Downtown skyline.



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

ESEE Decision: The ESEE decision is to:

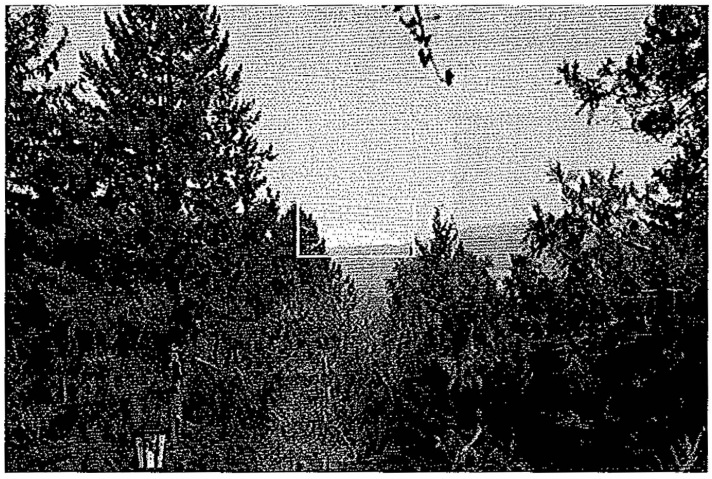
1. *Prohibit* conflicting vegetation in order to maintain a view of Mt Adams.
2. *No conflicting structures.*

Change from general ESEE: no conflicting structures; limit conflicting vegetation to prohibit

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

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 limit conflicting structures and vegetation within view corridors to 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 maximum 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. Staff also recommend adding additional viewpoint amenities, such as a bench or plaque, to help viewers identify the best location from which to take in a view of Mt Adams.



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

ESEE Decision: The ESEE decision is to:

1. *Prohibit* conflicting structures in order to maintain a view of Mt Hood.
2. *Prohibit* conflicting vegetation in order to maintain a view of Mt Hood.
3. *Limit* conflicting vegetation to maintain visibility to the Downtown skyline and eastern foothills.

Change from general ESEE: specify prohibit decisions

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

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 to 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. 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 no BLI conflicts and five non-BLI conflicts. Staff recommend applying height limits to the five tax lots 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. However, vegetation also contributes positively to this view. Therefore, the recommendation is to prohibit conflicting structures and vegetation to maintain a view of Mt Hood and to limit conflicting vegetation to maintain visibility through to the Downtown skyline and eastern foothills.



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

ESEE Decision: The ESEE decision is to:

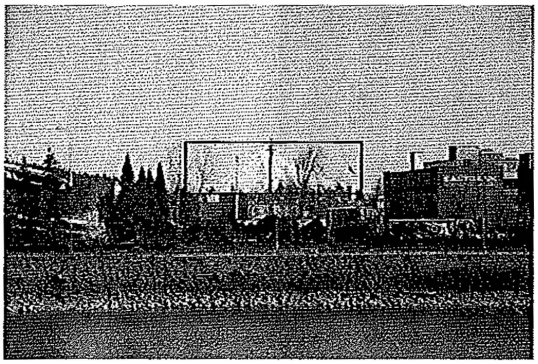
1. *Allow* conflicting structures within the view corridor to Mt Hood.
2. *Allow* conflicting vegetation within the view corridor to Mt Hood.
3. *No conflicting uses* within view corridors to the Willamette River and Morrison and Hawthorne Bridges.

Change from general ESEE: no conflicting uses within view corridors to Willamette River and bridges

Primary Focal Feature(s): 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 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. It was determined that the costs of protecting this view of Mt Hood outweigh the benefits; CCSW46 was chosen to be protected. Therefore, the ESEE recommendation is to allow conflicting uses within the view corridor to Mt Hood. Staff also recommend additional viewpoint amenities, such as a bench or plaque, to identify this spot as a viewpoint.



CCSW12: WASHINGTON PARK – ZOO TRAIN STATION BY ROSE GARDEN

ESEE Decision: The ESEE decision is to:

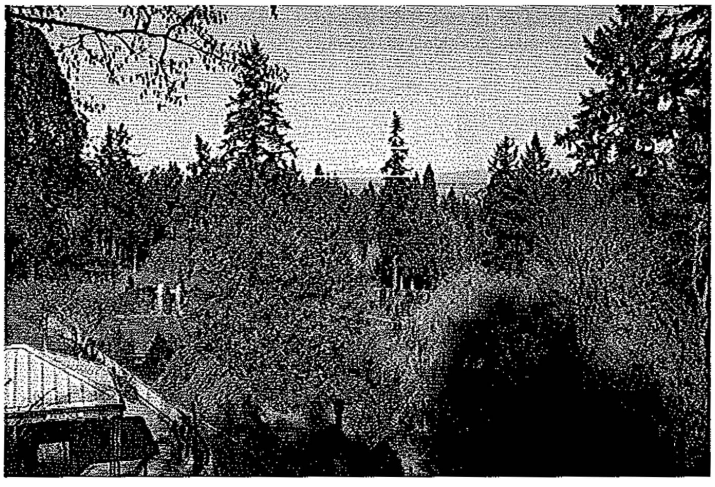
1. *Prohibit* conflicting vegetation in order to maintain a view of Mt St Helens.
2. *No conflicting uses* with structures.

Change from general ESEE: no conflicting structures; specify prohibit conflicting vegetation decision

Primary Focal Feature(s): 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 a view corridor to Mt St Helens. 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 maximum 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 vegetation to maintain a view of Mt St Helens and Mt Rainier.



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

ESEE Decision: The ESEE decision is to:

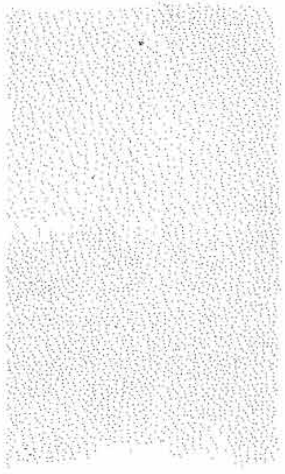
1. *Allow* conflicting uses.

Change from general ESEE: limit conflicting structures and vegetation to allow

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

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 Montgomery 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 within the view corridors to Mt Hood and Mt St Helens and to limit conflicting vegetation within view corridors to 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

ESEE Decision: The ESEE decision is to:

1. *Prohibit* conflicting structures in order to maintain a view of Mt Hood.
2. *Prohibit* conflicting vegetation in order to maintain a view of Mt Hood.
3. *Limit* conflicting vegetation in order to maintain visibility to the Downtown skyline.

Change from general ESEE: specify prohibit conflicting uses decision

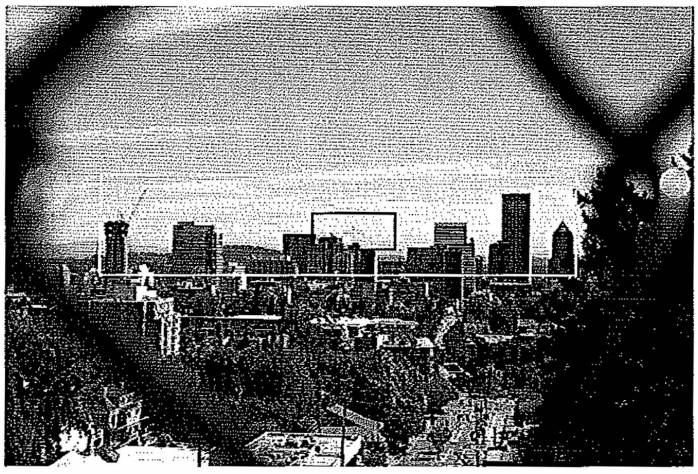
Primary Focal Feature(s): Mt Hood, Downtown skyline

Explanation: 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. The view from CCSW14 is ranked Tier I.

The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors to Mt Hood and the Downtown skyline. 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 narrowed 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 is only one BLI lot that, if redeveloped to its maximum height potential, would further block the view; however, there are 93 non-BLI sites, which, if redeveloped to their maximum height, would impact the view of Mt Hood. Therefore, the ESEE decision is to prohibit conflicting structures and vegetation within the current view corridor to Mt Hood and to limit conflicting vegetation within the view corridor to the Downtown skyline. Staff also recommend replacing the discordant safety fencing with something more permeable that allows better visibility and reinstating access to the two bump-out benches.

Commented [ME5]: Update with narrowed view cone numbers

Commented [ME6]: Prohibit? What about structures in view corridor to Downtown?



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

ESEE Decision: The ESEE decision is to:

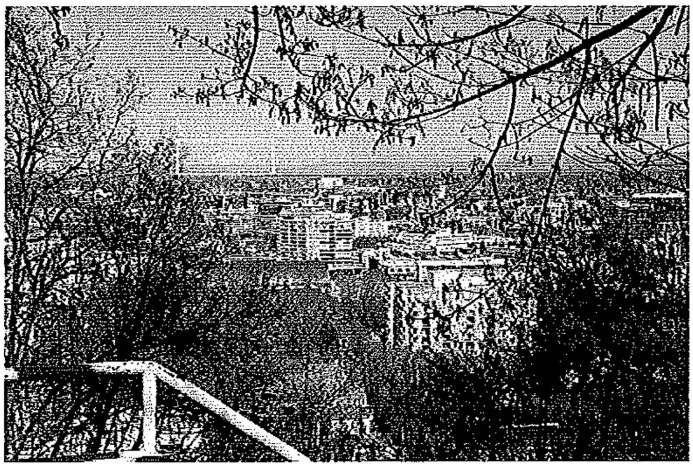
1. *Prohibit* conflicting vegetation to maintain views of Mt St Helens and the Central City West skyline.
2. *No conflicting uses* for structures within view corridor to Mt St Helens.

Change from general ESEE: specify prohibit conflicting vegetation decision; no conflicting structures

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

Explanation: This view is of Mt St Helens and the Central City West skyline. Mt Adams, 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 to Mt St Helens and the Downtown skyline. Based on existing maximum buildable heights, there are no conflicts between current maximum building heights and a view of Mt St Helens. Though overgrown vegetation encroaches on the views of Mt St Helens, Mt Adams, and the Central City West 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. Therefore, the recommendation is to prohibit conflicting vegetation to maintain a view of Mt St Helens. Staff also recommend the addition of viewpoint amenities such as a bench.



CCSW17: GREENWAY TRAIL WEST – AT SALMON STREET SPRINGS

ESEE Decision: The ESEE decision is to:

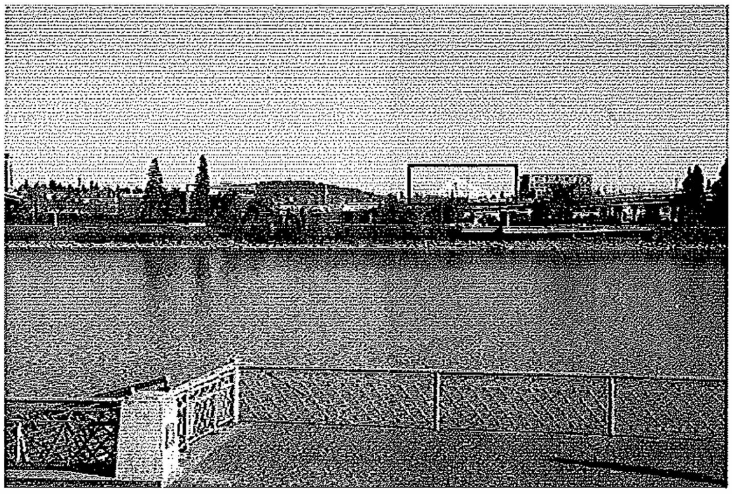
1. *Allow* conflicting uses within view corridor to Mt Hood.
2. *No conflicting uses* within view corridors to the Willamette River and Hawthorne Bridge.

Change from general ESEE: specify prohibit conflicting uses decision

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

Explanation: Located at the Salmon Street Springs fountain, this view looks out across the Willamette River to Mt Hood and the Hawthorne Bridge. The Morrison Bridge, riverbank, and Mt Tabor are secondary focal features. The vegetation on the east side, including the conical conifers and Mt Tabor, also contributes to the scenic quality of this view. 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. The view from CCSW17 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 within the view corridor to Mt Hood 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 for vegetation to block a view of the Willamette River and Morrison and Hawthorne 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. It was determined that CCSW17 should not be protected; CCSW46 was selected as the view to protect. Therefore, the decision is to allow conflicting uses within the view corridor to Mt Hood.



CCSW18: SW MILL STREET TERRACE

ESEE Decision: The ESEE decision is to:

1. *Allow* conflicting uses.

Change from general ESEE: limit conflicting vegetation to allow

Primary Focal Feature(s): Downtown skyline

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 to 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

ESEE Decision: The ESEE decision is to:

1. *Allow* conflicting uses.

Change from general ESEE: limit conflicting uses to allow

Primary Focal Feature(s): Downtown skyline

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 with the Downtown skyline 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 is compromised by a significant amount of existing vegetation. Staff determined that the costs of maintaining a view from CCSW19 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

ESEE Decision: The ESEE decision is to:

1. *Allow* conflicting uses.

Change from general ESEE: limit conflicting uses to allow

Primary Focal Feature(s): Mt St Helens

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. Though there are no BLI conflicts within the view corridor to Mt St Helens, there are two potential conflicts on non-BLI lots. 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

ESEE Decision: The ESEE decision is to:

1. *Allow* conflicting structures within the view corridor to Mt Hood.
2. *Allow* conflicting vegetation within the view corridor to Mt Hood.
3. *No conflicting uses* within view corridors to the Willamette River, Waterfront Park, Downtown skyline, and Convention Center spires.

Change from general ESEE: no conflicting uses

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

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. It was determined that the costs of protecting this view of Mt Hood outweigh the benefits; CCSW46 was chosen to be protected. Therefore, the ESEE recommendation is to allow conflicting uses within the view corridor to Mt Hood. Should the Hawthorne Bridge be updated, staff recommend additional viewpoint amenities, such as a bench or bump-out where bicyclists and pedestrians can safely stop and enjoy the view.

CCSW24: SW UPPER HALL STREET HAIRPIN TURN

ESEE Decision: The ESEE decision is to: allow.

1. *Limit* conflicting structures in order to maintain views of Mt Hood, Mt St Helens, and Mt Adams.
2. *Limit* conflicting vegetation in order to maintain views of Mt Hood, Mt St Helens, Mt Adams, and the Downtown skyline.
3. *Remove* existing height limitation within view corridor to Mt Hood.
4. *Retain* existing height limitation adjacent to viewpoint.

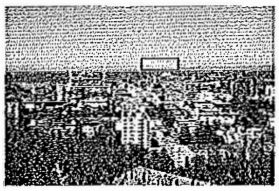
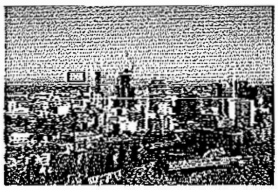
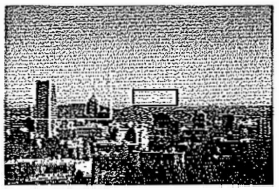
Change from general ESEE: prohibit conflicting uses to limit

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

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 (under construction), 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, and/or the Downtown skyline are primary focal features. Though there are no height conflicts with views of Mt Hood or Mt St Helens on BLI lots, there are five conflicts with views of Mt St Helens and 11 conflicts with views of Mt Hood on non-BLI lots. 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 is one of the best views of the Downtown skyline and all three mountains (Hood, Adams, and St Helens) but it is very difficult to get to and is not likely to be accessed by anyone other than people living nearby.

CCSW25: HAWTHORNE BRIDGE – SOUTH SIDE, CENTER

ESEE Decision: The ESEE decision is to:

1. *No conflicting uses* within view corridors to the Willamette River and Central City west skyline.

Change from general ESEE: no conflicting uses

Primary Focal Feature(s): Willamette River, Downtown 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. This recommendation stands. 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. Should the Hawthorne Bridge be updated, staff recommend additional viewpoint amenities, such as a bench or bump-out where bicyclists and pedestrians can safely stop and enjoy the view.

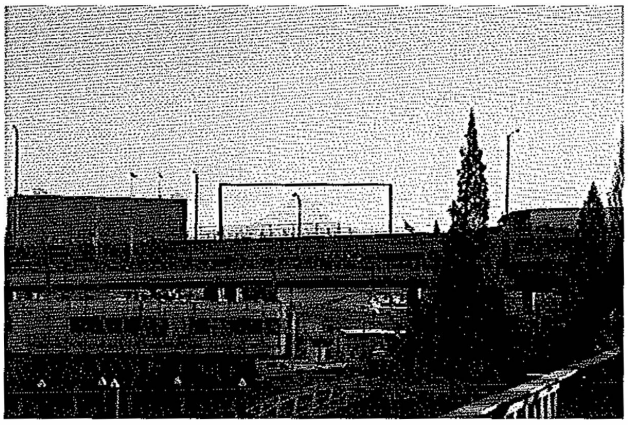
CCSW26: HAWTHORNE BRIDGE – NORTH SIDE, CENTER

ESEE Decision: The ESEE decision is to:

1. *Allow* conflicting structures within the view corridor to Mt Hood.
2. *Allow* conflicting vegetation within the view corridor to Mt Hood.
3. *No conflicting uses* within view corridors to the Willamette River and Downtown skyline.

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, 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. There's currently a clear view of Mt Hood; however, there are 30 potential conflicts on BLI sites and 63 on non-BLI sites. It was determined that the costs of protecting this view of Mt Hood outweigh the benefits; CCSW46 was chosen to be protected. Therefore, the ESEE recommendation for CCSW26 is to allow conflicting uses within the view corridor to Mt Hood. Should the Hawthorne Bridge be updated, staff recommend additional viewpoint amenities, such as a bench or bump-out where bicyclists and pedestrians can safely stop and enjoy the view.



CCSW27: GREENWAY TRAIL WEST – NORTH OF THE HAWTHORNE BOWL

ESEE Decision: The ESEE decision is:

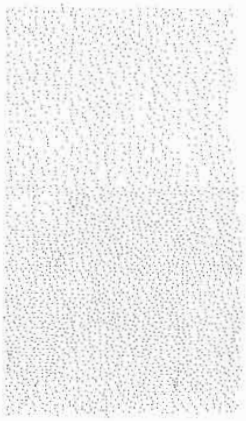
1. *No conflicting uses* within view corridors to Willamette River and Hawthorne Bridge.

Change from general ESEE: no conflicting uses

Primary Focal Feature(s): 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. 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

ESEE Decision: The ESEE decision is to:

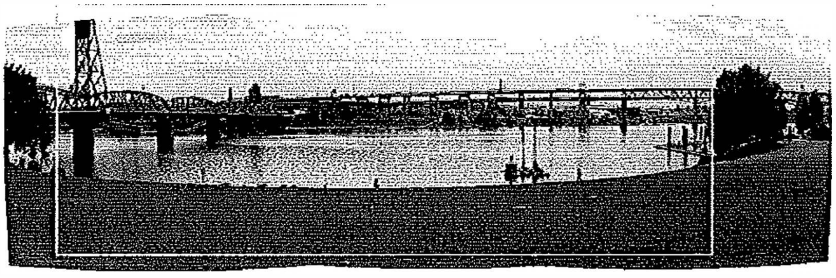
1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River and Hawthorne Bridge.
2. *No conflicting structures.*

Change from general ESEE: no conflicting structures; specify limit conflicting vegetation decision

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

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. Vegetation along the Hawthorne Bowl lawn area below the viewpoint partially obstructs the view of the Hawthorne Bridge and could grow to obstruct a view of the Willamette River. Therefore, the recommendation is to limit conflicting vegetation to maintain a view of the Willamette River and Hawthorne Bridge.



CCSW29: GREENWAY TRAIL WEST – AT SW CLAY STREET

ESEE Decision: The ESEE decision is to:

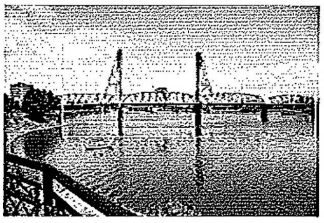
1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River, Hawthorne Bridge, and Riverplace Marina.

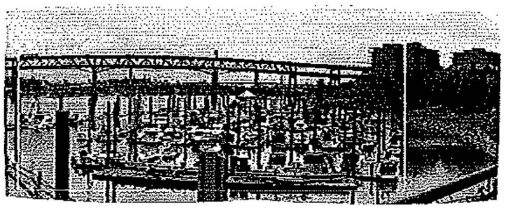
Change from general ESEE: no conflicting structures; specify limit conflicting vegetation decision

Primary Focal Feature(s): 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.





CCSW30: SW 18th AVENUE AT SW CLIFTON STREET

Commented [ME7]: Remove this one if it stays as Tier III

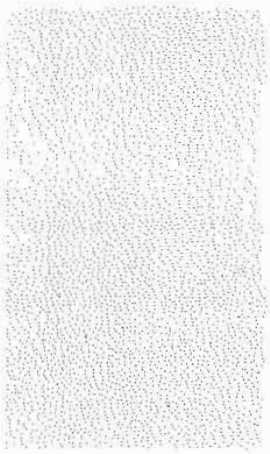
Resource Description: This is a view of Mt St Helens and the foothills over a small stretch of Central City skyline. This view is in Tier III because there are many discordant elements in the foreground and few visible prominent focal features. This viewpoint is not located in a highly trafficked or accessible part of Portland. The view from CCSW30 is ranked Tier III.

ESEE Site-Specific Analysis: Based on existing height limits, there are no potential building conflicts (on BLI lots or non-BLI lots) with a view of Mt St Helens. However, 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 viewpoint is not located in a highly trafficked or accessible part of Portland.

ESEE Decision: The ESEE decision is to:

1. *Limit* conflicting vegetation in order to maintain a view of Mt St Helens.



CCSW31: SW CARDINELL DRIVE AT TOP OF STAIRS

ESEE Decision: The ESEE decision is to:

1. *Allow* conflicting structures.
2. *Limit* conflicting vegetation in order to maintain a view of Mt St Helens and the Central City skyline.

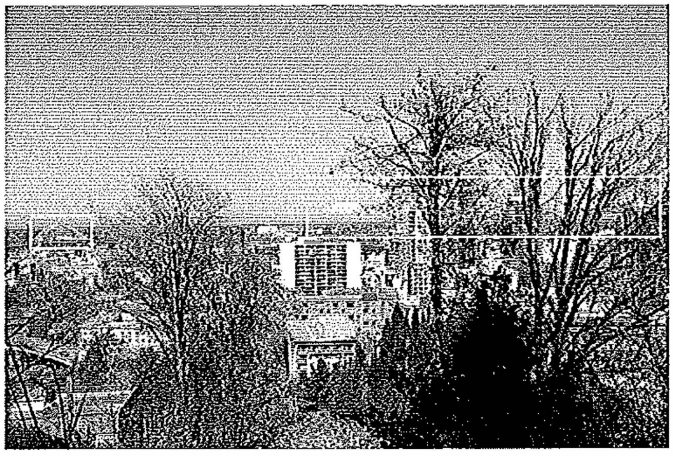
Change from general ESEE: prohibit conflicting structures to allow; prohibit conflicting vegetation to limit

Primary Focal Feature(s): Mt St Helens

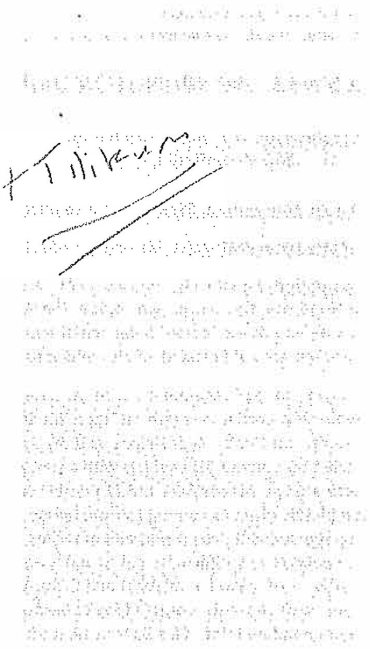
Explanation: This view from SW Cardinell Drive at the top of the staircase down to lower SW Cardinell Drive offers a panoramic view of the Central City skyline, including a view of Mt St Helens. The Fremont Bridge, Downtown skyline, and eastern foothills are secondary focal features. This viewpoint is 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, bridges, or the Downtown skyline are primary focal features. Mt St Helens is a primary focal feature of this view. Based on existing height limits, there is one conflict on a BLI lot and 23 conflicts on non-BLI lots 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 CCSW31 with a limit on conflicting vegetation because it is located at the top of a public staircase. Therefore, the recommendation is to allow conflicting structures but limit conflicting vegetation to maintain a view of Mt St Helens and the Central City skyline.

Commented [ME8]: Need to explain why limit rather than prohibit.



CCSW32: RIVERPLACE SOUTH PUBLIC DOCK AT END OF DOCK



ESEE Decision: The ESEE decision is to:

1. *No conflicting uses* within view corridors of the Willamette River, Hawthorne Bridge, Marquam Bridge, Downtown skyline, or Riverplace Marina.

Change from general ESEE: no conflicting uses

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

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 Downtown 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. This recommendation stands. 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

ESEE Decision: The ESEE decision is to:

1. *Allow* all conflicting uses.

Change from general ESEE: prohibit conflicting uses to allow

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

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, bridges, or the Downtown skyline are primary focal features. Mt Hood, Mt St Helens, and the Downtown skyline are all primary focal features of this view. While there are no BLI conflicts with a view of Mt St Helens, there are six non-BLI conflicts. Moreover, there are two BLI conflicts and 21 non-BLI conflicts with a view of Mt Hood. 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 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

ESEE Decision: The ESEE decision is to:

1. *Allow* all conflicting uses.

Change from general ESEE: prohibit conflicting uses to allow

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

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, bridges, or the Downtown skyline are 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 22 BLI lot conflicts and 19 non-BLI conflicts with the view of 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

ESEE Decision: The ESEE decision is to:

1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River.
2. *No conflicting structures.*
3. *Limit* conflicting uses at the viewpoint.

Change from general ESEE: no conflicting structures; specify limit conflicting vegetation decision

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

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. Staff also recommend relocating the existing trash and recycling receptacles away from the viewpoint.

CCSW36: GREENWAY TRAIL WEST – SW MONTGOMERY STREET GARDENS

ESEE Decision: The ESEE decision is to:

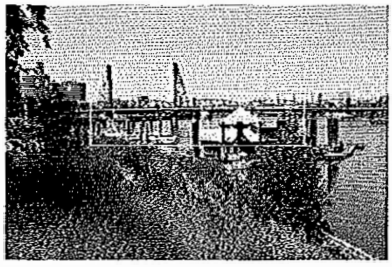
1. *Allow* conflicting structures within the view corridor to Mt Hood.
2. *Allow* conflicting vegetation within the view corridor to Mt Hood.
3. *Limit* conflicting vegetation in order to maintain a view of the Willamette River, Hawthorne Bridge, and Marquam Bridge.

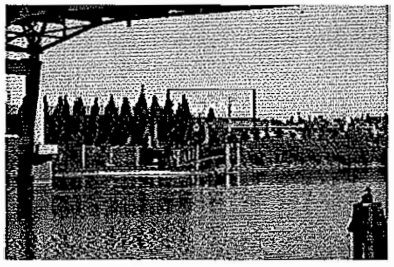
Change from general ESEE: prohibit conflicting uses to allow

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

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 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 along the Greenway Trail West, there is no potential for development to block the views of the Willamette River, Hawthorne Bridge, or Marquam Bridge. 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. There are 30 BLI and 43 non-BLI conflicts with a view of Mt Hood. It was determined that the view of Mt Hood from CCSW36 is too costly to protect; CCSW46 was chosen to protect. Therefore, the ESEE decision is to allow all conflicting uses within the view corridor to Mt Hood and to limit conflicting vegetation within the view corridors to the Willamette River, Marquam Bridge, and Hawthorne Bridge.





CCSW38: GREENWAY TRAIL WEST – BETWEEN SW MONTGOMERY STREET AND SW HALL STREET

ESEE Decision: The ESEE decision is to:

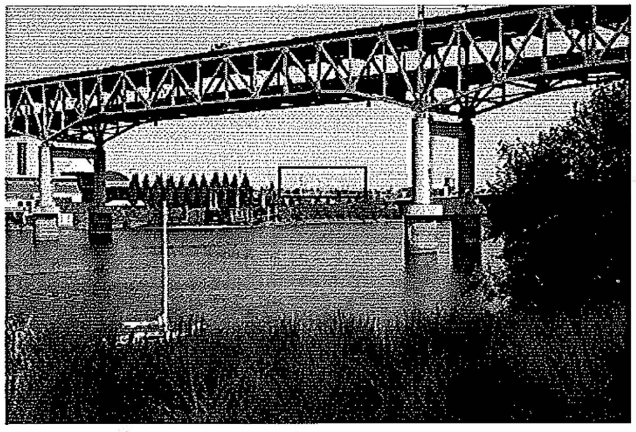
1. *Allow* all conflicting uses within the view corridor to Mt Hood.
2. *Allow* conflicting vegetation within view corridors to the Willamette River and Marquam Bridge.

Change from general ESEE: limit conflicting uses to allow

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

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 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 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. There are 26 BLI and 43 non-BLI conflicts with a view of Mt Hood. It was determined that the view of Mt Hood from CCSW38 is too costly to protect; CCSW46 was chosen to protect. 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 within the view corridor to Mt Hood, the Willamette River, and the Marquam Bridge.



CCSW39: GREENWAY TRAIL WEST – AT SW HALL STREET

ESEE Decision: The ESEE decision is to:

1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River, Tilikum Crossing, and the Marquam Bridge.
2. *No conflicting structures.*

Change from general ESEE: no conflicting structures; specify limit conflicting vegetation decision

Primary Focal Feature(s): Willamette River, Marquam Bridge, 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 and Tilikum Crossing. Staff recommend applying the limit conflicting vegetation decision within a narrow view corridor to Tilikum Crossing, the Marquam Bridge, and the Willamette River.

CCSW40: GREENWAY TRAIL WEST – UNDER MARQUAM BRIDGE

ESEE Decision: The ESEE decision is to:

1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River and Marquam Bridge.
2. *No conflicting structures.*

Commented [ME9]: OR allow?

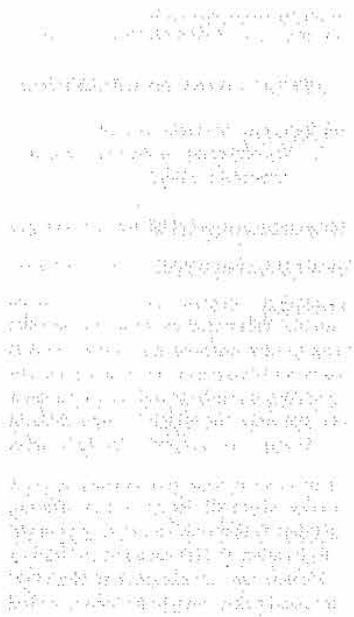
Change from general ESEE: no conflicting structures; specify limit conflicting vegetation decision

Primary Focal Feature(s): 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.

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



ESEE Decision: The ESEE decision is to:

1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River and Tilikum Crossing.
2. *No conflicting structures.*

Change from general ESEE: no conflicting structures; specify limit conflicting vegetation decision

Primary Focal Feature(s): 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, rather than an entire panorama.

CCSW43: TILIKUM CROSSING – NORTH SIDE, WEST

ESEE Decision: The ESEE decision is to:

1. *No conflicting uses* within view corridors to the Willamette River, Marquam Bridge, or Downtown skyline.

Change from general ESEE: no conflicting uses

Primary Focal Feature(s): Willamette River, Marquam Bridge, Downtown 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 allow conflicting structures within view corridors where Mt Hood or Mt St Helens is not a primary focal feature and to limit conflicting vegetation within view corridors to primary focal features. That recommendation stands. 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 views of the Willamette River, Downtown skyline, or Marquam Bridge, though the Marquam Bridge itself interferes with a clear view of the skyline.

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

ESEE Decision: The ESEE decision is to:

1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River.
2. *No conflicting structures.*

Change from general ESEE: no conflicting structures; specify limit conflicting vegetation decision

Primary Focal Feature(s): 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 allow conflicting structures within view corridors where Mt Hood or Mt St Helens is not a primary focal feature 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 view of the Willamette River. Staff recommend applying the limit conflicting vegetation decision within a smaller view corridor to the Willamette River, rather than an entire panorama.

CCSW45: SW BROADWAY DRIVE NORTH OF SE HOFFMAN AVENUE

ESEE Decision: The ESEE decision is to:

1. *Defer* to South Waterfront Public Views and Visual Permeability Assessment (2006).
2. *Limit* conflicting vegetation within view corridor to Mt Hood as long as view of Mt Hood remains.

Change from general ESEE: defer to South Waterfront Public Views and Visual Permeability Assessment

Primary Focal Feature(s): Mt Hood

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 maximum 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 defers to the recent South Waterfront study.

Commented [ME10]: What about our decision regarding conflicting veg in these SoWa cases? Do we limit/prohibit veg as long as the view remains?

36225

CCSW46: TILIKUM CROSSING – SOUTH SIDE, WEST

ESEE Decision: The ESEE decision is to:

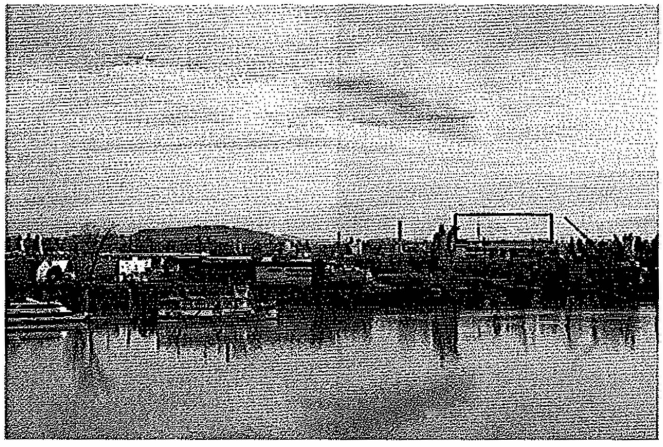
1. *Prohibit* conflicting structures in order to maintain a view of Mt Hood.
2. *Prohibit* conflicting vegetation in order to maintain a view of Mt Hood.
3. *No conflicting uses* within view corridor to Willamette River and Ross Island Bridge.

Change from general ESEE: no conflicting uses within view corridor to Willamette River and Ross Island Bridge

Primary Focal Feature(s): Willamette River, Ross Island Bridge, 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, the Downtown skyline, and bridges and to limit conflicting 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 Ross Island. 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. Though there are 23 BLI and 29 non-BLI conflicts within the view corridor to Mt Hood, it was determined that many of the BLI sites the view corridor crosses are large sites where future height could be placed such that it wouldn't interfere with the view of Mt Hood. Based on this analysis, CCSW46 was the view of Mt Hood from bridges or the Greenway Trail selected to protect.



CCSW47: SW TERWILLIGER BOULEVARD – DUNIWAY PARK

ESEE Decision: The ESEE decision is to:

1. *Limit* conflicting vegetation in order to maintain a view of Mt Hood.
2. *Limit* conflicting structures based on 2006 South Waterfront Public Views & Visual Permeability Assessment for height and massing restrictions.

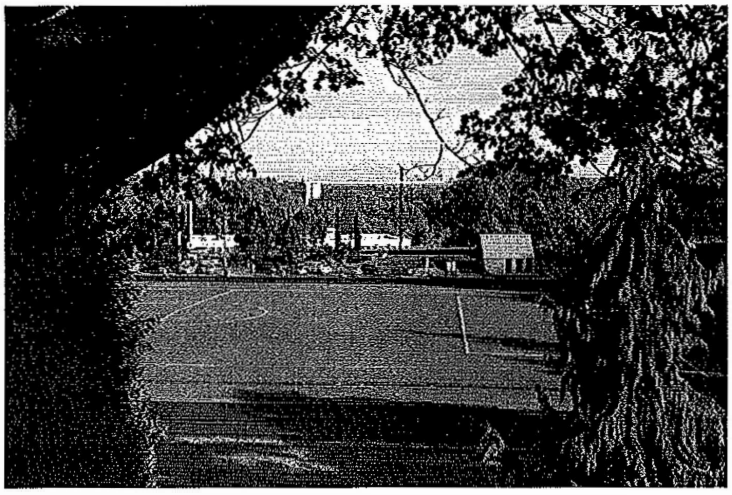
Commented [ME11]: Or "defer to" 2006 Assessment?

Change from general ESEE: defer to South Waterfront Public Views and Visual Permeability Assessment

Primary Focal Feature(s): Mt Hood

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 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. However, vegetation is beginning to encroach on the view from the bottom and both sides. Therefore, the ESEE decision is to limit conflicting vegetation to maintain a view of Mt Hood and to defer to the 2006 South Waterfront Public Views & Visual Permeability Assessment for height and massing restrictions.



CCSW48: GREENWAY TRAIL WEST – NORTH OF TILIKUM CROSSING (INACCESSIBLE)

ESEE Decision: The ESEE decision is to:

1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River, Tilikum Crossing, and the Ross Island Bridge.
2. *No conflicting structures.*

Change from general ESEE: no conflicting structures; specify limit conflicting vegetation decision

Primary Focal Feature(s): 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 allow conflicting structures within view corridors where Mt Hood or Mt St Helens is not a primary focal feature 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 view of the Willamette River. Staff recommend applying the limit conflicting vegetation decision within a smaller view corridor to Tilikum Crossing, the Ross Island Bridge, and the Willamette River, rather than an entire panorama.

CCSW49: SW TERWILLIGER BOULEVARD – NORTH OF SW CAMPUS DRIVE, NORTH VIEW

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 Downtown skyline.

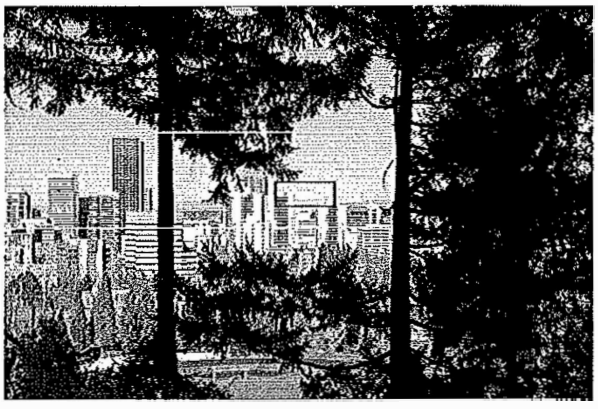
Change from general ESEE: specify prohibit conflicting vegetation decision

Primary Focal Feature(s): Mt St Helens, Downtown 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, the Downtown skyline, 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 St Helens and the Downtown 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 four BLI and nine non-BLI conflicts with a view of Mt St Helens. Vegetation partially blocks the view of the Downtown skyline but recent vegetation management greatly opened up the view and the view remains of high quality even with some of the Downtown skyline blocked by vegetation, again, as evidenced by the experts' rank. The ESEE decision is to prohibit conflicting structures and vegetation to maintain a view of Mt St Helens and the Downtown skyline.

Commented [ME12]: We may want to remove Downtown skyline from the "prohibit" list and move it to a limit list. Since the skyline is wide and changing, it's ok to have some veg blocking parts of it.



CCSW50: SW TERWILLIGER BOULEVARD – NORTH OF SW CAMPUS DRIVE, PANORAMIC VIEW

ESEE Decision: The ESEE decision is to:

1. *Allow* all conflicting uses.

Change from general ESEE: prohibit conflicting uses to allow

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

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, the Downtown skyline, 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 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 is to allow all conflicting uses.

CCSW51: SW TERWILLIGER BOULEVARD – NORTH OF SW CAMPUS DRIVE, EAST VIEW

ESEE Decision: The ESEE decision is to:

1. *Prohibit* conflicting vegetation in order to maintain a view of Mt Hood.
2. *Limit* conflicting structures based on 2006 South Waterfront Public Views & Visual Permeability Assessment for height and massing restrictions.

Commented [ME13]: Defer to?

Change from general ESEE: defer to South Waterfront Public Views and Visual Permeability Assessment

Primary Focal Feature(s): 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, the Downtown skyline, 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 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. Vegetation management could open up the view. Therefore, the ESEE decision is to prohibit conflicting vegetation to maintain a view of 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)

ESEE Decision: The ESEE decision is to:

1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River and Tilikum Crossing.
2. *No conflicting structures.*

Change from general ESEE: no conflicting structures; specify limit conflicting vegetation decision

Primary Focal Feature(s): 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 allow conflicting structures within view corridors where Mt Hood or Mt St Helens is not a primary focal feature 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 view of the Willamette River or Tilikum Crossing. Staff recommend applying the limit conflicting vegetation decision within a smaller 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

ESEE Decision: The ESEE decision is:

1. *No conflicting uses.*

Commented [ME14]: Or limit veg, allow structures

Change from general ESEE: no conflicting uses within view corridor to Willamette River and Tilikum Crossing

Primary Focal Feature(s): Willamette River, Tilikum Crossing

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 allow conflicting structures within view corridors where Mt Hood or Mt St Helens is not a primary focal feature and to limit conflicting vegetation within view corridors to primary focal features. That recommendation stands. However, 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.

CCSW54: OHSU PETER O. KOHLER PAVILION – LOWER LEVEL

ESEE Decision: The ESEE decision is:

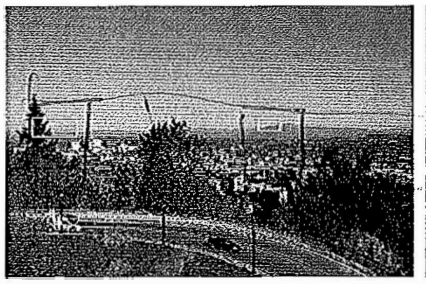
1. *Prohibit* conflicting vegetation in order to maintain views of Mt St Helens and Mt Hood.
2. *No conflicting structures* within view corridors to Mt Hood and Mt St Helens.
3. *Limit* conflicting vegetation within view corridors to Mt Adams and Tilikum Crossing with the Willamette River below.

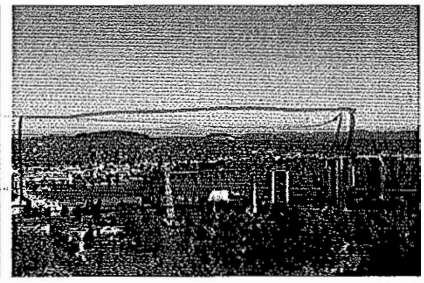
Change from general ESEE: no conflicting structures; add limit conflicting vegetation decision to Mt Adams and Tilikum Crossing

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

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, the Downtown skyline, 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 Kohler Pavilion lower level is at a high enough elevation that structures within the Central City boundary, even if built to their maximum heights, will not block the view of Mt Hood or Mt St Helens. However, nearby vegetation could block views of the mountains. Of particular note is a tall Douglas fir that is partially obscuring Mt St Helens. Though not a primary focal features, Mt Adams and multiple bridges are also visible and add to the scenic quality of this view. Therefore, the recommendation is to prohibit conflicting vegetation to maintain a view of Mt St Helens and Mt Hood and to limit conflicting vegetation within view corridors to Mt Adams and Tilikum Crossing with the Willamette River below.





CCSW55: OHSU PETER O. KOHLER PAVILION – UPPER LEVEL

ESEE Decision: The ESEE decision is to:

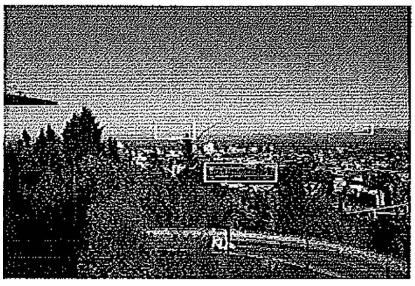
1. *Prohibit* conflicting vegetation in order to maintain views of Mt Hood, Mt Adams, and Mt St Helens.
2. *Limit* conflicting vegetation within view corridors of the Hawthorne and Morrison Bridges with the Willamette River below.
3. *No conflicting uses* for structures within view corridors to Mt Hood, Mt Adams, and Mt St Helens.

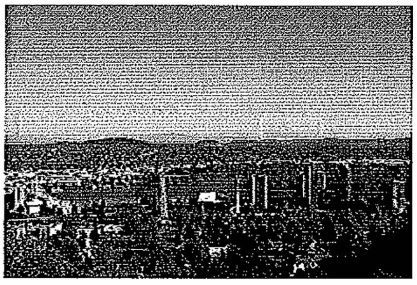
Change from general ESEE: no conflicting structures; add limit conflicting vegetation decision

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

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, the Downtown skyline, 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 Kohler Pavilion upper level is at a high enough elevation that structures within the Central City boundary, even if built to their maximum heights, will not block the view of Mt Hood, Mt Adams, or Mt St Helens. However, nearby vegetation could block the view. Of particular note is a tall Douglas fir that, if it grows any taller, will partially obscure Mt St Helens. Glimpses of the Willamette River and bridges are also important to the character of this view. Therefore, the recommendation is to prohibit conflicting vegetation to maintain a view of Mt Hood, Mt Adams, and Mt St Helens, and to limit conflicting vegetation within a view corridor to the Hawthorne and Morrison Bridges with the Willamette River below.





CCSW56: PORTLAND AERIAL TRAM OHSU TERMINAL – NORTH PLATFORM

ESEE Decision: The ESEE decision is:

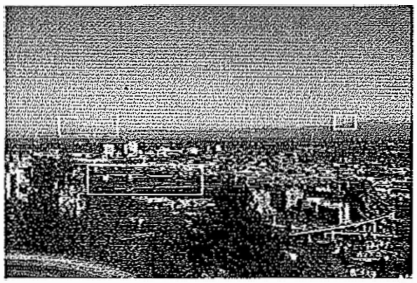
1. *Prohibit* conflicting vegetation in order to maintain a view of Mt St Helens and Mt Hood.
2. *Limit* conflicting vegetation within view corridors to the Hawthorne and Morrison Bridges with the Willamette River below.
3. *No conflicting structures* within view corridors to Mt Hood and Mt St Helens.

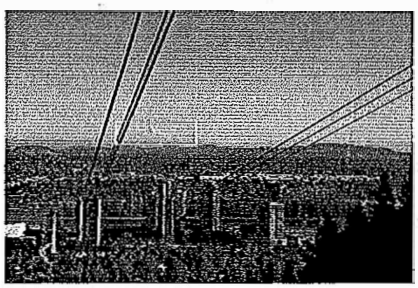
Change from general ESEE: add limit conflicting vegetation decision

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

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, the Downtown skyline, 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 north platform is at a high enough elevation that structures within the Central City boundary, even if built to their maximum heights, will not block the view of Mt Hood or Mt St Helens. 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. Therefore, the recommendation is to prohibit conflicting vegetation within the view corridors to Mt Hood and Mt St Helens, and to limit conflicting vegetation within view corridors to Mt Adams and the Hawthorne and Morrison Bridges with the Willamette River below.





CCSW57: SW TERWILLIGER BOULEVARD – AT SW CAMPUS DRIVE

ESEE Decision: The ESEE decision is to:

1. Limit conflicting vegetation in order to maintain a view of Mt Hood.
2. Limit conflicting structures based on 2006 South Waterfront Public Views & Visual Permeability Assessment for height and massing restrictions.

allow way
defer to S. W.

Change from general ESEE: defer to South Waterfront Public Views and Visual Permeability Assessment

Primary Focal Feature(s): Mt Hood

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 within a view corridor to Mt Hood and to limit conflicting vegetation within view corridors to the 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 completely blocks a view of Mt Hood. Therefore, the ESEE decision is to limit conflicting vegetation to maintain a view of Mt Hood and to defer to the recent South Waterfront study for height and massing restrictions.



CCSW58: SW GIBBS STREET PEDESTRIAN BRIDGE

ESEE Decision: The ESEE decision is to:

1. *Allow* all conflicting uses.

Change from general ESEE: limit conflicting uses to allow

Primary Focal Feature(s): Ross Island, Mt Hood, South Waterfront, Caruthers Park, West Hills

Explanation: There are 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. The view east looks into the lower Portland Aerial Tram platform and out across the Willamette River to Ross Island and Mt Hood with Mt Tabor also visible in the background. The view south looks toward Caruthers Park and South Waterfront with the southern hills in the distance. The view west looks up toward Oregon Health and Science University and the West Hills. The northern view was ranked Tier III and therefore not significant. The remaining three views from CCSW58 were ranked Tier II.

The general ESEE recommendation for a Tier II view is to limit conflicting structures within a view corridor to Mt Hood and to limit conflicting vegetation within view corridors to the primary focal features. However, staff determined that the quality of the views from CCSW58 does not outweigh the costs of limiting future development within the view corridors. Therefore, the ESEE decision is to allow all conflicting uses.

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

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. *No conflicting structures.*

Commented [ME15]: Or allow

Change from general ESEE: no conflicting structures; specify limit conflicting vegetation decision

Primary Focal Feature(s): 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 allow conflicting structures within view corridors where Mt Hood or Mt St Helens is not a primary focal feature 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. Staff recommend applying the limit decision within a view corridor to the Ross Island Bridge with the Willamette River below.

CCSW60: PORTLAND AERIAL TRAM OHSU TERMINAL – SOUTH PLATFORM

ESEE Decision: The ESEE decision is to:

1. *Prohibit* conflicting vegetation within view corridors to Mt Hood and Mt St Helens.
2. *Limit* conflicting vegetation within view corridor to Mt Tabor, Mt Adams, and the Hawthorne and Morison Bridges with the Willamette River below.
3. *No conflicting structures.*

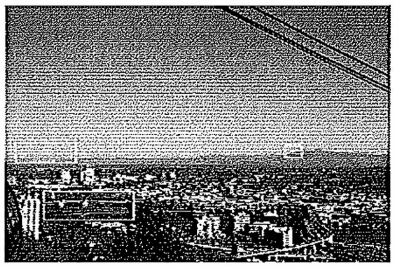
Change from general ESEE: limit conflicting structures changed to no conflicting structures; add limit conflicting vegetation decision

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

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, the Downtown skyline, 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 maximum heights, will not block the view of Mt Hood, Mt Adams, or Mt St Helens. 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. Therefore, the recommendation is to prohibit conflicting vegetation within the view corridors to Mt Hood and Mt St Helens, and to limit conflicting vegetation within view corridors to Mt Tabor, Mt Adams and the Hawthorne and Morrison Bridges with the Willamette River below.

Commented [ME16]: Would be a prohibit to Mt Tabor according to general.





CCSW61: SW TERWILLIGER BOULEVARD – SOUTH OF SW CAMPUS DRIVE

ESEE Decision: The ESEE decision is to:

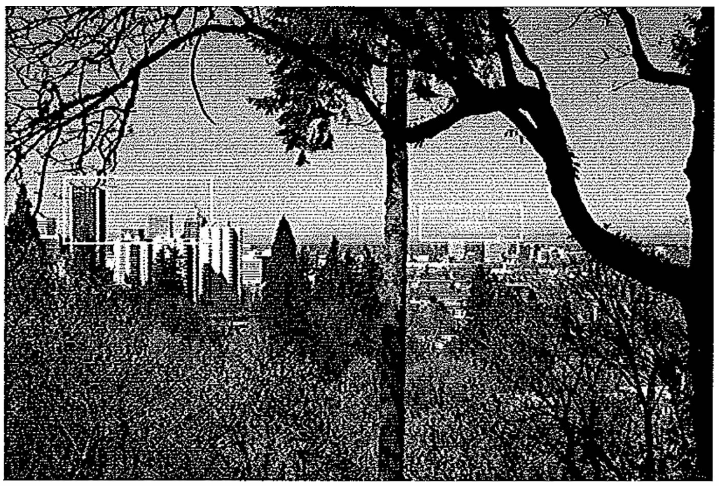
1. *Prohibit* conflicting vegetation within the view corridor to Mt St Helens.
2. *Limit* conflicting vegetation within the view corridor to the Downtown skyline.
3. *No conflicting structures* within view corridor to Mt St Helens.

Change from general ESEE: limit conflicting structures changed to no conflicting structures within view corridor to Mt St Helens; prohibit conflicting uses to limit within view corridor Downtown skyline

Primary Focal Feature(s): Mt St Helens, Downtown 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, the Downtown skyline, or bridges are primary focal features, and to limit conflicting structures and vegetation within view corridors to all other primary focal features. There are no conflicts (BLI or non-BLI) with views of Mt St Helens. However, 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 vegetation to maintain a view of Mt St Helens and to limit conflicting vegetation to maintain a view of the Downtown skyline.



CCSW62: SW TERWILLIGER BOULEVARD – NORTH OF SW CONDOR LANE, NORTH POINT

ESEE Decision: The ESEE decision is to:

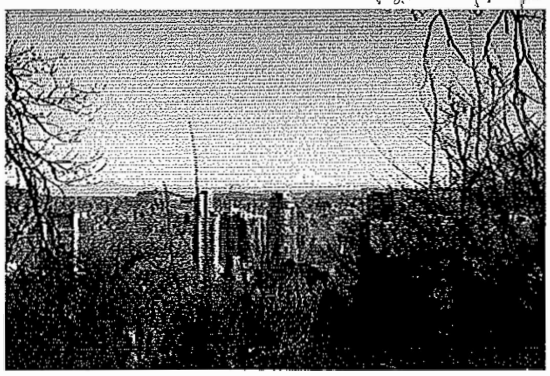
1. ***Prohibit*** conflicting vegetation within the view corridor to Mt Hood.
2. ***Limit*** conflicting vegetation within the view corridor to South Waterfront.
3. ***Limit*** conflicting structures based on 2006 South Waterfront Public Views & Visual Permeability Assessment for height and massing restrictions.

Change from general ESEE: defer to 2006 South Waterfront Public Views & Visual Permeability Assessment

Primary Focal Feature(s): Mt Hood, South Waterfront

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, the Downtown skyline, 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 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 prohibit conflicting vegetation to maintain a view of Mt Hood and to defer to the recent South Waterfront study for height and massing restrictions.



CCSW63: VETERANS HOSPITAL/OHSU SKY BRIDGE

ESEE Decision: The ESEE decision is to:

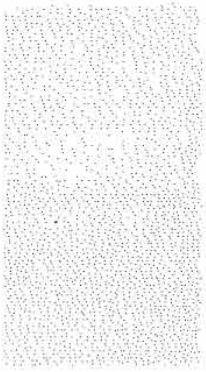
1. *Allow* all conflicting uses.

Change from general ESEE: prohibit conflicting uses to allow

Primary Focal Feature(s): Mt St Helens

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, the Downtown skyline, 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

ESEE Decision: The ESEE decision is to:

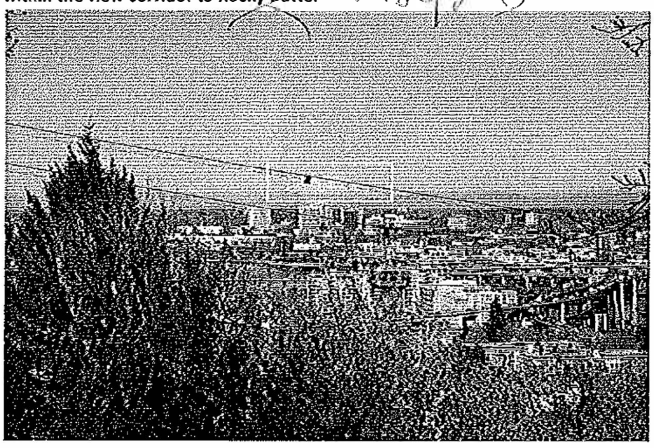
1. *Prohibit* conflicting vegetation within the view corridor to Mt St Helens.
2. *Limit* conflicting vegetation within the view corridor to Rocky Butte.
3. *No conflicting structures* within view corridor to Mt St Helens.

Change from general ESEE: prohibit conflicting structures to no conflicting structures

Primary Focal Feature(s): Mt St Helens, Rocky Butte

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, the Downtown skyline, or bridges are primary focal features, and to limit conflicting structures and vegetation within view corridors to all other primary focal features. This viewpoint is at a high enough elevation that structures within the Central City boundary, even if built to their maximum heights, will not block the view of Mt St Helens. However, the view is almost entirely blocked by overgrown 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. The ESEE decision is to prohibit conflicting vegetation within the view corridor to Mt St Helens and to limit conflicting vegetation within the view corridor to Rocky Butte.



CCSW65: GREENWAY TRAIL WEST – AT SW CURRY STREET

ESEE Decision: The ESEE decision is to:

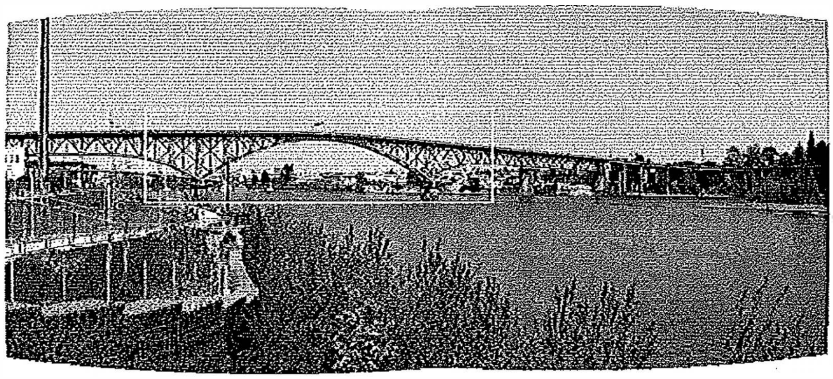
1. *Limit* conflicting vegetation within the view corridor to the Ross Island Bridge, including the tip of Ross Island and the Willamette River below.
2. *No conflicting structures.*

Change from general ESEE: allow conflicting structures to no conflicting structures; specify limit conflicting vegetation decision

Primary Focal Feature(s): 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.



CCSW66: CARUTHERS PARK – SW BOND AVENUE AND SW PENNOYER STREET

ESEE Decision: The ESEE decision is to:

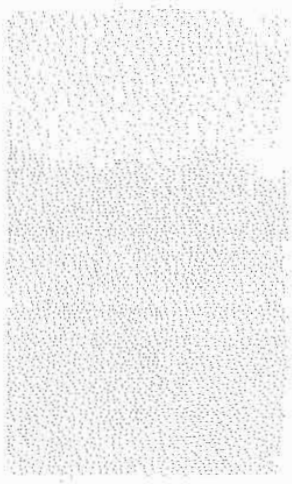
1. *Allow* all conflicting uses.

Change from general ESEE: limit conflicting vegetation to allow

Primary Focal Feature(s): West Hills

Explanation: 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. The view from CCSW66 was 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 limit conflicting vegetation within view corridors to the primary focal features. However, staff determined that the quality of the view from CCSW66 does not outweigh the costs of limiting future vegetation or development potential within the view corridor. Therefore, the ESEE decision is to allow all conflicting uses.



CCSW67: GREENWAY TRAIL WEST – AT SW GAINES STREET

ESEE Decision: The ESEE decision is:

1. *Limit* conflictingvegetation within the view corridor to Ross Island with the Willamette River below.
2. *Allow* conflicting vegetation within the view corridor to the Ross Island Bridge.
3. *No conflicting structures.*

Change from general ESEE: allow to no conflicting structures; limit conflicting vegetation within view corridor to Ross Island Bridge to allow; specify limit conflicting vegetation cone for Ross Island and Willamette River

Primary Focal Feature(s): Willamette River, Ross Island Bridge, 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 a view corridor to Ross Island with the Willamette River.



CCSW68: SW TERWILLIGER BOULEVARD – AT EAGLE'S POINT, NORTH VIEW

ESEE Decision: The ESEE decision is to:

1. *Limit* conflicting vegetation within view corridors to Mt St Helens, Mt Hood, and the Downtown skyline.
2. *No conflicting structures.*

Change from general ESEE: limit to no conflicting structures within view corridors to Mt Hood and Mt St Helens; specify limit conflicting vegetation decision

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

Explanation: There are two views from the property at Eagle's Point that was recently acquired by Portland Parks and Recreation. The north view looks towards Mt St Helens and the Downtown skyline; the east view looks towards Mt Hood. There are two benches at Eagle Point along with plans for the site to become a more developed viewpoint in the future. The view from CCSW68 is ranked Tier II.

The general ESEE recommendation for a Tier II view is to limit conflicting structures within a view corridor to Mt Hood or Mt St Helens, to allow conflicting structures within view corridors to other primary focal features, and to limit conflicting vegetation within view corridors to all primary focal features. The viewpoint at Eagle's Point is at a high enough elevation that structures within the Central City boundary, even if built to their maximum heights, will not block the view of Mt Hood or Mt St Helens. At this time, the views of both Mt St Helens and Mt Hood are completely obscured by vegetation. The ESEE recommendation is to limit conflicting vegetation within view corridors to Mt Hood, Mt St Helens, and the Downtown skyline.



CCSW69: GREENWAY TRAIL WEST – AT SW BANCROFT STREET

ESEE Decision: The ESEE decision is:

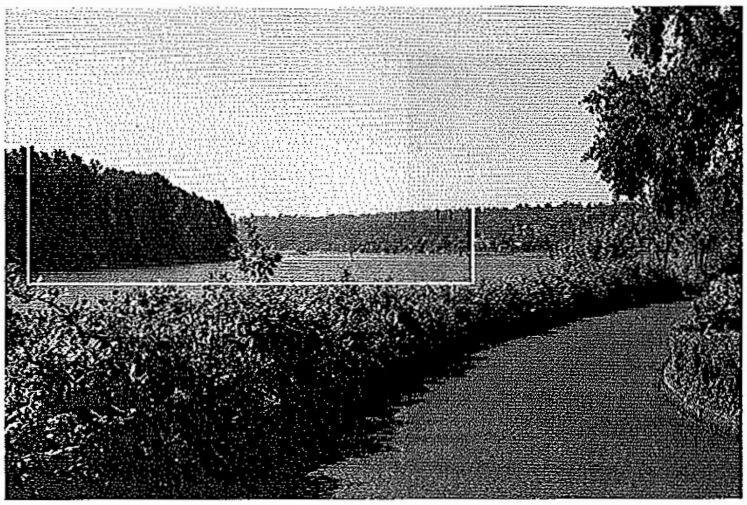
1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River, Ross Island, and the southern hills.
2. *No conflicting structures.*

Change from general ESEE: limit to no conflicting structures; specify limit conflicting vegetation decision

Primary Focal Feature(s): 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, the Downtown skyline, or a bridge as a primary focal feature is to limit conflicting structures and vegetation within view corridors to all 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 view. However, 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 vegetation to maintain a view of the Willamette River, Ross Island, and southern hills.



CCSW70: SW TERWILLIGER BOULEVARD – AT SW BANCROFT STREET

ESEE Decision: The ESEE decision is to:

1. *Limit* conflicting vegetation in order to maintain a view of Mt Hood.
2. *Limit* conflicting structures based on 2006 South Waterfront Public Views & Visual Permeability Assessment for height and massing restrictions.

Change from general ESEE: defer to 2006 South Waterfront Public Views & Visual Permeability Assessment

Primary Focal Feature(s): Mt Hood

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 within a view corridor to Mt Hood or Mt St Helens, to allow conflicting structures within view corridors to other primary focal features, and to limit conflicting vegetation within view corridors to all primary focal features. Development in South Waterfront has the potential to block the view of Mt Hood. However, any proposed development must undergo a design review that considers visual permeability to Mt Hood. 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. Therefore, the ESEE recommendation is to limit conflicting vegetation to maintain a view of Mt Hood and to defer to the recent South Waterfront study for height and massing restrictions.



CCSW71: GREENWAY TRAIL WEST – AT SW UNNAMED ROAD

ESEE Decision: The ESEE decision is:

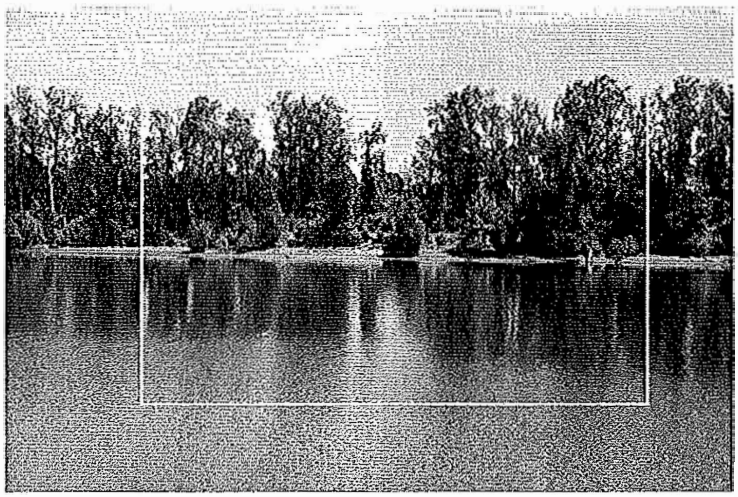
1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River and Ross Island.
2. *No conflicting structures.*

Change from general ESEE: allow to no conflicting structures; specify limit conflicting vegetation decision

Primary Focal Feature(s): 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.



CCSE01: BURNSIDE BRIDGE – SOUTH SIDE, CENTER

ESEE Decision: The ESEE decision is to:

1. *No conflicting uses* within view corridor to Willamette River and Downtown skyline.
2. *Limit* conflicting uses at viewpoint.

Change from general ESEE: no conflicting uses

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

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. This recommendation stands. 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 or Downtown skyline. Staff recommend limiting conflicting uses at the viewpoint as well as adding viewpoint amenities, such as a bench.

CCSE02: EASTBANK ESPLANADE – SOUTH OF BURNSIDE BRIDGE

ESEE Decision: The ESEE decision is:

1. *No conflicting uses* within view corridor to the Willamette River and Burnside Bridge.

Change from general ESEE: no conflicting uses

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

Explanation: This view across the Willamette River centers on the U.S. Bancorp Tower. The Burnside Bridge is a primary focal feature. 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. That recommendation stands. 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

ESEE Decision: The ESEE decision is to:

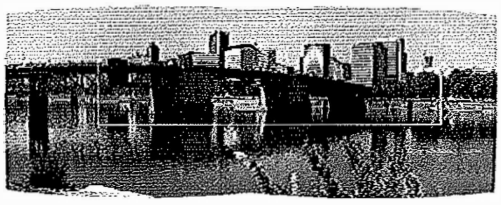
1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River, Morrison Bridge, and Downtown skyline.
2. *No conflicting structures* within view corridor to Willamette River, Morrison Bridge, and Downtown skyline.

Change from general ESEE: specify limit decision

Primary Focal Feature(s): Willamette River, Downtown skyline, Morrison 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 the best view of the Downtown skyline of the three. The entirety of the viewpoint consists of a large, arced platform flanked on either end by two viewpoints that extend outward over the river. 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. 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. Therefore, the general ESEE recommendation stands. However, rather than limit conflicting vegetation within the entire panorama, staff recommend limiting conflicting vegetation to maintain a view of the Willamette River, Downtown skyline, and Steel and Morrison Bridges.





CCSE04: EASTBANK ESPLANADE – BETWEEN SE WASHINGTON STREET AND SE ALDER STREET

ESEE Decision: The ESEE decision is to:

1. *Allow* conflicting vegetation within view corridor to Willamette River, Downtown skyline, and Morrison Bridge.
2. *No conflicting structures* within view corridor to Willamette River, Downtown skyline, and Morrison Bridge.

Change from general ESEE: limit conflicting vegetation to allow

Primary Focal Feature(s): 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. However, staff determined that CCSE03 and CCSE05 offer better views and are located on viewpoints that extend out, 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

ESEE Decision: The ESEE decision is to:

1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River, Morrison Bridge, and Steel Bridge.
2. *No conflicting structures* within view corridor to Willamette River, Morrison Bridge, and Steel Bridge.

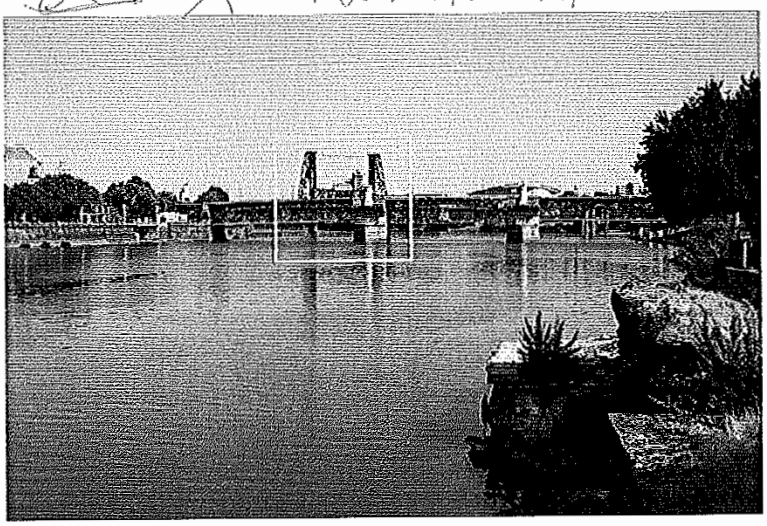
Change from general ESEE: limit conflicting vegetation to no conflicting uses

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

Commented [ME1]: Remove from primary FF list?
Also, Steel Bridge is not listed as a primary FF

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 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. 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. The general ESEE recommendation stands; however, staff recommend specifying the limit conflicting vegetation decision to maintain a view of the Willamette River, Steel Bridge, and Morrison Bridge.



CCSE06: MORRISON BRIDGE – NORTH SIDE, EAST

ESEE Decision: The ESEE decision is to:

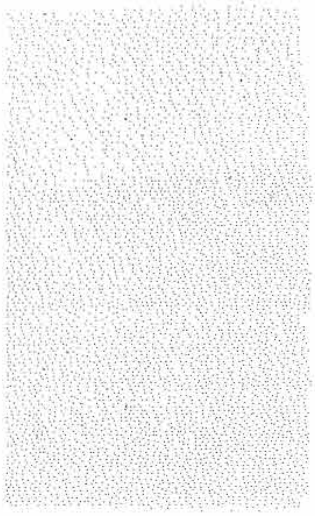
1. *No conflicting uses* within view corridor to Willamette River.
2. *Limit* conflicting uses at viewpoint.

Change from general ESEE: no conflicting uses

Primary Focal Feature(s): Willamette River

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. This recommendation stands. 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. Staff recommend limiting conflicting uses at the viewpoint as well as adding viewpoint amenities, such as a bench.



CCSE07: MORRISON BRIDGE – SOUTH SIDE, EAST

ESEE Decision: The ESEE decision is to:

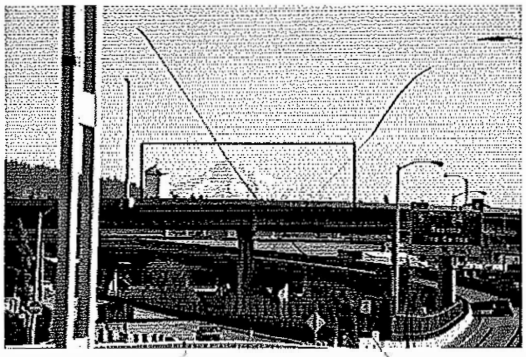
1. *Allow* conflicting structures within the view corridor to Mt Hood.
2. *Allow* conflicting vegetation within the view corridor to Mt Hood.
3. *No conflicting uses* within the view corridor to the Willamette River, Downtown skyline, and Hawthorne Bridge.

Change from general ESEE: no conflicting uses within view corridor to Willamette River, Downtown skyline, and Hawthorne Bridge; limit conflicting uses to allow within view corridor to Mt Hood

Primary Focal Feature(s): 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 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 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.



CCSE08: EASTBANK ESPLANADE – SOUTH OF SE BELMONT STREET

ESEE Decision: The ESEE decision is to:

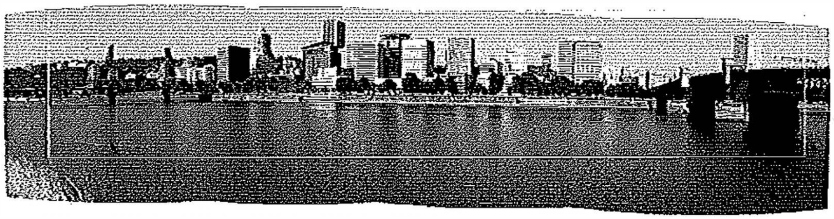
1. *Prohibit* conflicting vegetation between the Hawthorne and Morrison Bridges in order to maintain a view of the Willamette River and Downtown skyline.
2. *No conflicting structures* within view corridors of the Willamette River and Downtown skyline.

Change from general ESEE: no conflicting structures; specify prohibit conflicting vegetation decision

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

Explanation: 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. 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 of the Downtown skyline and bridges. This recommendation stands. However, due to the location of this viewpoint along the Eastbank Esplanade, there is no potential for development to block the view. Staff recommend applying the prohibit conflicting vegetation decision to a view corridor of the Willamette River between the Hawthorne and Morrison Bridges, rather than the entire panorama.



CCSE09: EASTBANK ESPLANADE – AT SE YAMHILL STREET

ESEE Decision: The ESEE decision is to:

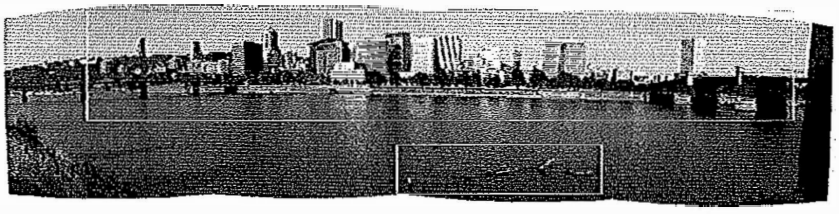
1. *Prohibit* conflicting vegetation between the Hawthorne and Morrison Bridges in order to maintain a view of the Willamette River, Downtown skyline, and Hawthorne Bridge.
2. *No conflicting uses* for structures.

Change from general ESEE: no conflicting structures; specify prohibit conflicting vegetation decision

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

Explanation: 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. 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 of the Downtown skyline and bridges. This recommendation stands. However, due to the location of this viewpoint along the Eastbank Esplanade, there is no potential for development to block the view. Staff recommend applying the prohibit conflicting vegetation decision to a view corridor between the Hawthorne and Morrison Bridges, rather than the entire panorama.



CCSE10: EASTBANK ESPLANADE – AT SE SALMON STREET

ESEE Decision: The ESEE decision is to:

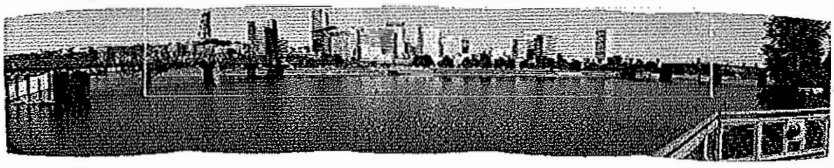
1. *Prohibit* conflicting vegetation between the Hawthorne and Morrison Bridges in order to maintain a view of the Willamette River, Downtown skyline, and Hawthorne Bridge.
2. *No conflicting structures* within view corridor to Willamette River, Downtown skyline, and Hawthorne Bridge.

Change from general ESEE: no conflicting structures; specify prohibit conflicting vegetation decision

Primary Focal Feature(s): 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 Downtown 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 of the Downtown skyline and bridges. This recommendation stands. However, due to the location of this viewpoint along the Eastbank Esplanade, there is no potential for development to block the view. Staff recommend applying the prohibit conflicting vegetation decision to a view corridor between the Hawthorne and Morrison Bridges, rather than the entire panorama.



CCSE11: EASTBANK ESPLANADE – NORTH OF HAWTHORNE BRIDGE

ESEE Decision: The ESEE decision is:

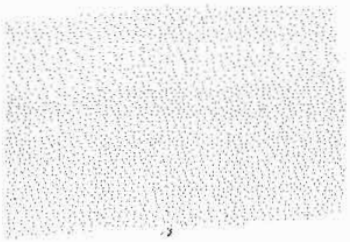
1. *No conflicting uses* within view corridor to Willamette River, Downtown skyline, and Hawthorne Bridge.

Change from general ESEE: no conflicting uses

Primary Focal Feature(s): 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. 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

ESEE Decision: The ESEE decision is to:

1. *Limit* conflicting vegetation between Riverplace Marina and the Hawthorne Bridge towers in order to maintain a view of the Willamette River and Central City skyline.
2. *No conflicting structures* within view corridor to Willamette River and Central City skyline.

Allow

Change from general ESEE: no conflicting structures; specify limit conflicting vegetation decision

Primary Focal Feature(s): Willamette River, Central City skyline

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. 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 towers to maintain views of the Willamette River and Central City skyline.

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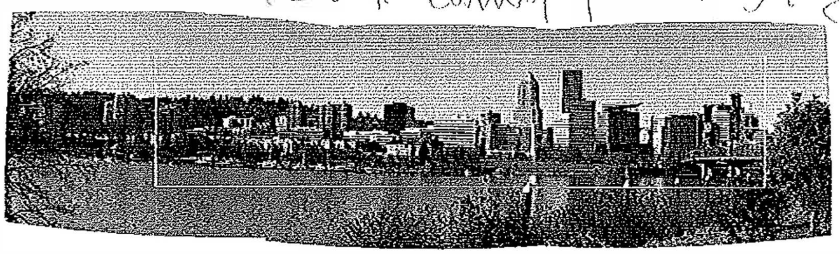


CCSE13: GREENWAY TRAIL EAST – OMSI NORTH OF MARQUAM BRIDGE

ESEE Decision: The ESEE decision is to:

1. *Limit* conflicting vegetation between Riverplace Marina and the Hawthorne Bridge towers in order to maintain a view of the Willamette River and Central City skyline.
2. *No conflicting structures* within view corridor to Willamette River and Central City skyline.

Change from general ESEE: no conflicting structures; specific limit conflicting vegetation decision

Primary Focal Feature(s): 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. 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 towers to maintain a view of the Willamette River and Central City skyline. The Marquam Bridge was not identified as a scenic visual focal point in the SRI so the recommendation only applies to the Willamette River and Central City skyline.

Commented [ME2]: We might want to address how we want to deal with primary focal features that aren't identified as visual focal points up front.



CCSE15: GREENWAY TRAIL EAST – OMSI NORTH POINT

ESEE Decision: The ESEE decision is:

1. *No conflicting uses* within the view corridor to the Willamette River and Downtown skyline.

Change from general ESEE: no conflicting uses

Primary Focal Feature(s): 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 limit conflicting vegetation within view corridors to primary focal features. 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

ESEE Decision: The ESEE decision is:

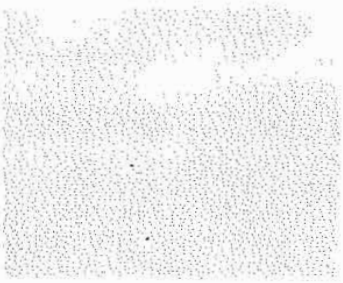
1. No conflicting uses within view corridor to the Willamette River.

Change from general ESEE: no conflicting uses

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

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. This recommendation stands. 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

ESEE Decision: The ESEE decision is to:

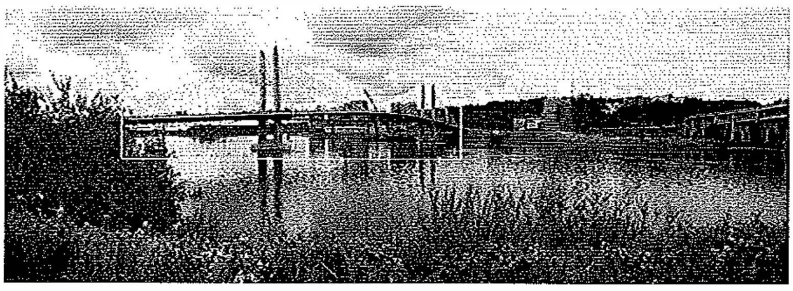
1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River and Tilikum Crossing.
2. *No conflicting structures* within view corridor to Willamette River and Tilikum Crossing.

Change from general ESEE: no conflicting structures; specify limit conflicting vegetation decision

Primary Focal Feature(s): Willamette River, Marquam Bridge, 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. 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. The Marquam Bridge was not identified as a scenic visual focal point in the SRI so the recommendation only applies to the Willamette River and Tilikum Crossing.



CCSE18: TILIKUM CROSSING – NORTH SIDE, EAST

ESEE Decision: The ESEE decision is:

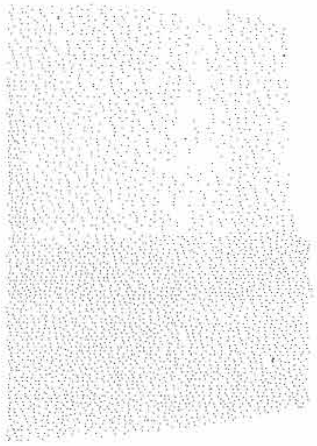
1. *No conflicting uses* within view corridor to Willamette River and Downtown skyline.

Change from general ESEE: no conflicting uses

Primary Focal Feature(s): Willamette River, Marquam Bridge, 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. This recommendation stands. 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.



CCSE19: GREENWAY TRAIL EAST – AT SE CARUTHERS STREET

ESEE Decision: The ESEE decision is to:

1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River and Tilikum Crossing.

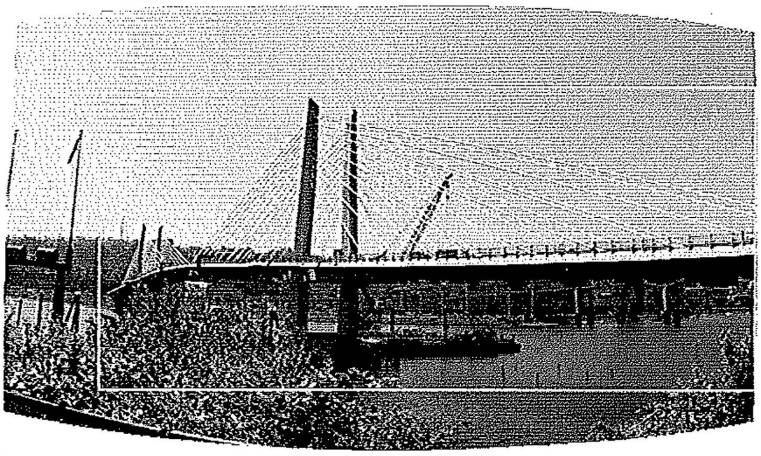
2. Allow structures

Change from general ESEE: no conflicting structures; specify limit conflicting vegetation decision

Primary Focal Feature(s): 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. 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.



CCSE21: TILIKUM CROSSING – SOUTH SIDE, EAST

ESEE Decision: The ESEE decision is to:

1. *Allow* conflicting structures within the view corridor to Mt Hood.
2. *Allow* conflicting vegetation within the view corridor to Mt Hood.
3. *No conflicting uses* within the view corridor to the Willamette River and Ross Island Bridge.
4. *Limit* conflicting uses at the viewpoint.

Change from general ESEE: no conflicting uses within view corridor to Willamette River and Ross Island Bridge; limit conflicting structures and vegetation to allow within view corridor to Mt Hood

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

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 or 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, Ross Island Bridge, or Ross Island; thus, there are no conflicting uses within the view corridor up the Willamette River towards Ross Island and 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 analysis of views of Mt Hood from bridges and the Greenway Trail. The results of that analysis determined that the costs of protecting the view of Mt Hood from CCSE21 outweigh the benefits; the southwestern view from Tilikum Crossing (CCSW46) was chosen as the view to protect. Therefore, the ESEE decision is to allow conflicting uses within the view corridor from CCSE21 to Mt Hood. Staff also recommend limiting conflicting uses at the viewpoint and adding additional viewpoint amenities, such as a bench.



CCSE22: GREENWAY TRAIL EAST – BETWEEN SE DIVISION PLACE AND SE IVON STREET

ESEE Decision: The ESEE decision is to:

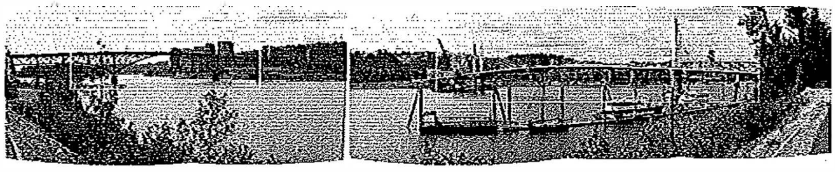
1. *Limit* conflicting vegetation in order to maintain two view corridors that include the Willamette River, one to the Ross Island Bridge and a second to Tilikum Crossing.
2. *No conflicting structures* within view corridors to the Willamette River, Ross Island Bridge, and Tilikum Crossing.

Change from general ESEE: no conflicting structures; specify limit conflicting vegetation decision

Primary Focal Feature(s): Willamette River, Tilikum Crossing, Ross Island Bridge, West Hills

Explanation: This view of the Willamette River, Ross Island Bridge, 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. Ross Island and South Waterfront are secondary focal features. The view from CCSE22 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. This recommendation stands. However, due to the location of this viewpoint along the Greenway Trail East, three is no potential for development to block the view. Current Central City height limits protect visual permeability to the West Hills. Staff recommend applying the limit conflicting vegetation decision to maintain two view corridors, one to Tilikum Crossing and a second to the Ross Island Bridge, with views of the Willamette River in both.



CCSE24: ROSS ISLAND BRIDGE – NORTH SIDE, CENTER

ESEE Decision: The ESEE decision is to:

1. *No conflicting uses* within the view corridor to the Willamette River, Tilikum Crossing, Ross Island, and the South Waterfront skyline.
2. *Limit* conflicting uses at the viewpoint.

Change from general ESEE: no conflicting uses

Primary Focal Feature(s): Willamette River, Tilikum Crossing, Ross Island, South Waterfront skyline

Explanation: There are two views from the center of the north side of the Ross Island Bridge, one looks down the Willamette River (north) toward Tilikum Crossing and the other looks up the Willamette River (south) towards Ross Island. On a clear day, Mt Hood and Mt St Helens are visible in the background on the east side, though neither are primary focal features. 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. Both views from CCSE21 are ranked Group B.

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. That recommendation stands. However, due to the location of the viewpoint on a bridge out over the Willamette River, there are no conflicting uses that could block views of the Willamette River, Ross Island, Tilikum Crossing or the South Waterfront skyline. Should the Ross Island Bridge be upgraded, staff recommend adding additional viewpoint amenities such as a bench or bump-out where bicyclists and pedestrians can safely pull out of traffic to enjoy the view.

CCSE25: SE McLOUGHLIN BOULEVARD AND SE FRANKLIN STREET

ESEE Decision: The ESEE decision is to:

1. *Allow* conflicting structures in view corridor.
2. *Allow* conflicting vegetation in view corridor.

Change from general ESEE: limit conflicting vegetation to allow

Primary Focal Feature(s): Ross Island Bridge, West Hills, South Waterfront skyline

Explanation: This view is primarily of South Waterfront, the West Hills, and Ross Island Bridge. The Downtown skyline is also visible in the distance on the right. Multiple lanes of traffic and a concrete traffic barrier dominate and detract from the view; the west side of SE McLoughlin Boulevard would offer a better view with fewer obstructions but cannot be accessed by pedestrians or cyclists and there is not a safe place for automobiles to pull over. Traffic speeds on SE McLoughlin Boulevard also make the viewpoint feel unsafe. 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. However, this view is significantly compromised due to the discordant traffic lanes and barrier. In addition, there are better views of South Waterfront and the Ross Island Bridge from Springwater Corridor below. Therefore, the ESEE recommendation is to allow all conflicting uses.

CCSE26: SPRINGWATER CORRIDOR – BETWEEN SE FRANKLIN AND SE HAIG STREETS, NORTH POINT

ESEE Decision: The ESEE decision is to:

1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River, Ross Island, and Ross Island Bridge.
2. *Allow* conflicting structures.

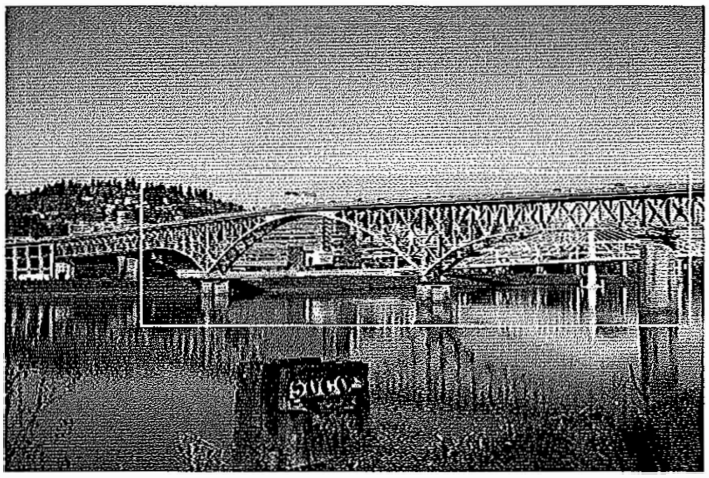
Commented [ME3]: There are no conflicting structures but the ESEE decision would be allow. So if we say the ESEE decision stands, should we write allow here?

Change from general ESEE: specify limit conflicting vegetation decision

Primary Focal Feature(s): Willamette River, Ross Island Bridge, Ross Island

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. This 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 the Ross Island Bridge with the Willamette River below, rather than to the entire panorama.



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

ESEE Decision: The ESEE decision is to:

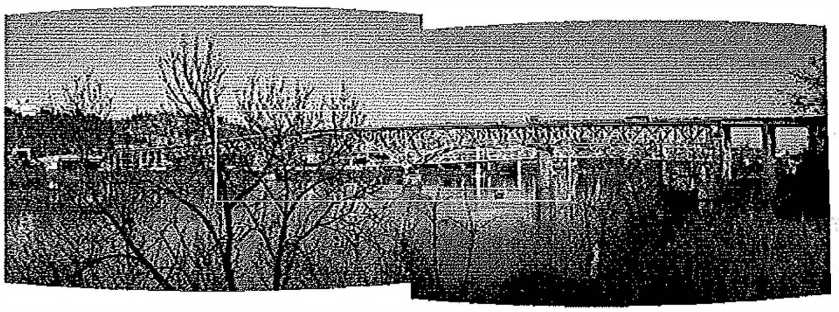
1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River, Ross Island, the Ross Island Bridge, and South Waterfront.
2. *Allow* conflicting structures.

Change from general ESEE: specify limit conflicting vegetation decision

Primary Focal Feature(s): Willamette River, Ross Island Bridge, Ross Island, South Waterfront skyline

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. 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 the Ross Island Bridge with the Willamette River below, rather than to the entire panorama.



CCSE28: SPRINGWATER CORRIDOR – BETWEEN SE FRANKLIN AND SE HAIG STREETS, SOUTH POINT

ESEE Decision: The ESEE decision is to:

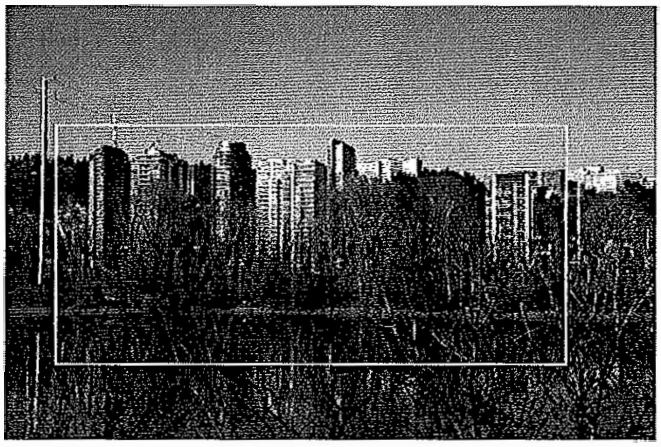
1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River, Ross Island, and South Waterfront. skyline
2. *Allow* conflicting structures.

Change from general ESEE: specify limit conflicting vegetation decision

Primary Focal Feature(s): Willamette River, Ross Island Bridge, 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. 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 South Waterfront, with the Willamette River below, rather than to the entire panorama.



CCSE29: SPRINGWATER CORRIDOR – NEAR SE RHONE STREET, NORTH POINT

ESEE Decision: The ESEE decision is to:

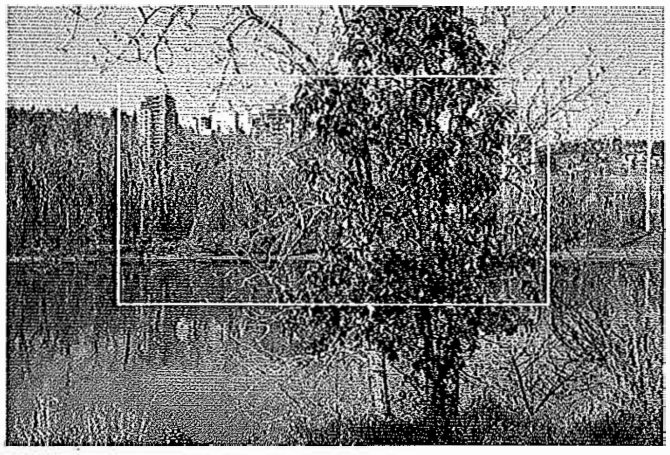
1. *Limit* conflicting vegetation in order to maintain a view of Ross Island and the Willamette River, Some Skyline
2. *Allow* conflicting structures.

Change from general ESEE: specify limit conflicting vegetation decision

Primary Focal Feature(s): Willamette River, Ross Island, Some 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. 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, with the Willamette River below, rather than to the entire panorama. Ross Skyline



CCSE30: SPRINGWATER CORRIDOR – NEAR SE RHONE STREET, SOUTH POINT

ESEE Decision: The ESEE decision is to:

1. *Limit* conflicting vegetation in order to maintain a view of Ross Island, the Ross Island Bridge, and the Willamette River.
2. *Allow* conflicting structures.

Change from general ESEE: specify limit conflicting vegetation decision

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

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 Downtown 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. 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 Ross Island Bridge, with the Willamette River below, rather than to the entire panorama.

CCN02: LILLIS ALBINA PARK – WESTERN EDGE BY TREES

ESEE Decision: The ESEE decision is to:

1. *Prohibit* conflicting structures within view corridor to the Fremont Bridge and Forest Park.
2. *Prohibit* conflicting vegetation within view corridor to the Fremont Bridge and Forest Park.

Change from general ESEE: allow to prohibit conflicting structures; limit to prohibit conflicting vegetation

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, 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 cone 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 with Forest Park in the background.



CCN04: LILLIS ALBINA PARK – SOUTH SIDE BY PARKING

ESEE Decision: The ESEE decision is to:

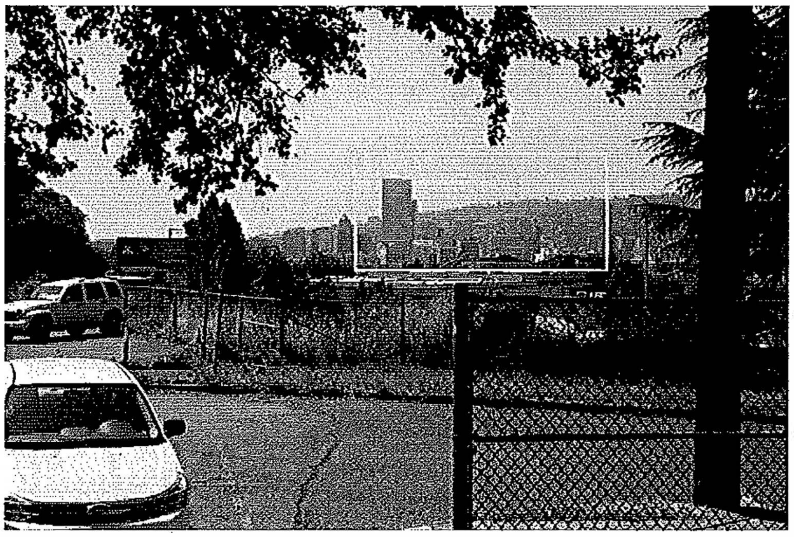
1. *Prohibit* conflicting structures in order to maintain a view of the Downtown skyline and West Hills.
2. *Prohibit* conflicting vegetation in order to maintain a view of the Downtown skyline and West Hills.
3. *Increase* existing height restriction.

Change from general ESEE: allow to prohibit conflicting structures; limit to prohibit conflicting vegetation; specify prohibit view cone

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, spanning from the US Bancorp Tower and Union Station Clock Tower, and West Hills so the general ESEE decision would be to allow height and limit vegetation. However, 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 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 height and vegetation within the view corridor between and including the US Bancorp Tower and Union Station Clock Tower with the West Hills in the background.



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

ESEE Decision: The ESEE decision is to:

1. *Allow* conflicting structures.
2. *Allow* conflicting vegetation.
3. *Remove* current height restrictions.

Change from general ESEE: limit to allow conflicting vegetation

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

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 views of Mt Hood or Mt St Helens is to allow conflicting height 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 heavily 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. Therefore, the ESEE decision is to remove the height limit and allow all conflicting uses.

CCN09: N WINNING WAY AND N FLINT AVENUE

ESEE Decision: The ESEE decision is to:

1. *Allow* conflicting structures.
2. *Allow* conflicting vegetation.

Change from general ESEE: limit to allow conflicting vegetation

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

Explanation: 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. The view from CCN09 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, CCN09 is not located in a heavily visited location and there are similar but better views of the Broadway Bridge 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.

SP-1 p.c - no box

CCN10: N LARRABEE AVENUE AND N WINNING WAY

ESEE Decision: The ESEE decision is to:

1. *Allow* conflicting structures.
2. *Allow* conflicting vegetation.

Change from general ESEE: limit to allow conflicting vegetation

Primary Focal Feature(s): Downtown skyline

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

ESEE Decision: ~~The ESEE~~ decision is to:

1. *No conflicting uses* within view corridor to Fremont Bridge and Willamette River.
2. *Limit* conflicting uses at viewpoint.

Change from general ESEE: prohibit conflicting structures and vegetation to no conflicting uses

Primary Focal Feature(s): 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 structures and vegetation within view corridors where a bridge is a primary 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. Should the Broadway Bridge be redeveloped in the future, staff recommend improving ADA access and adding viewpoint amenities such as a bench and bump-out to allow pedestrians and bicyclists to stop and enjoy the view out of the flow of traffic.

CCN12: N LARRABEE AVENUE AND N INTERSTATE AVENUE

ESEE Decision: The ESEE decision is to:

1. *Allow* conflicting structures.
2. *Allow* conflicting vegetation.

Change from general ESEE: limit to allow conflicting vegetation

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

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.

Pic no box

CCN13: N DREXLER AVENUE AND N INTERSTATE AVENUE

ESEE Decision: The ESEE decision is to:

1. *Allow* conflicting structures.
2. *Allow* conflicting vegetation.

Change from general ESEE: limit to allow conflicting vegetation

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

Explanation: 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. The view from CCN13 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, CCN13 is not located in a heavily visited location and there are similar but better views of the Broadway Bridge, Downtown skyline, 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

ESEE Decision: The ESEE decision is to:

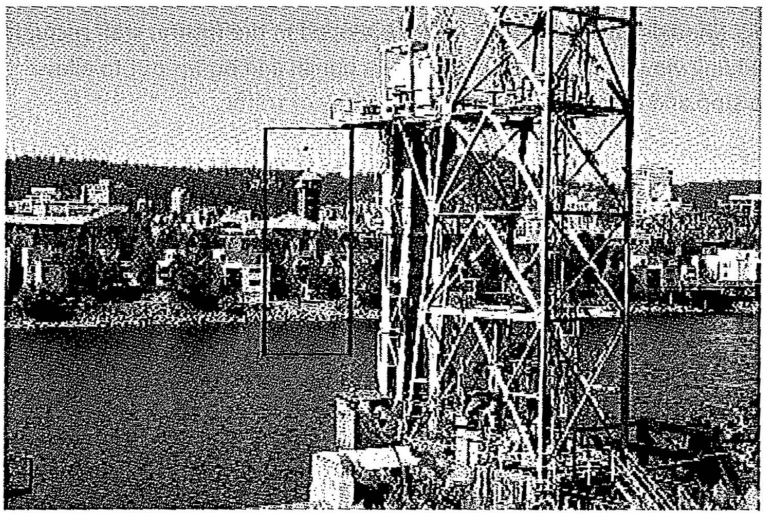
1. *Limit* conflicting vegetation within view corridors to the Willamette River, Downtown skyline, and Broadway Bridge.
2. *Remove* existing height restriction.

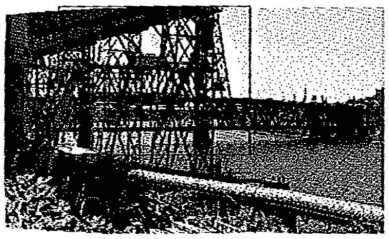
Change from general ESEE: specify limit conflicting vegetation cone

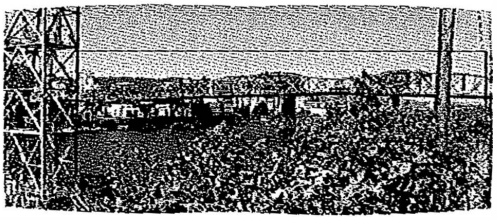
Primary Focal Feature(s): Willamette River, Broadway Bridge, Downtown skyline

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, Downtown skyline, Broadway Bridge, and grain mill are the primary focal features. Old Town/Chinatown, 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, Downtown skyline, and Broadway Bridge, and to remove the existing height restrictions.







CCNW07: GREENWAY TRAIL WEST – AT APPROXIMATELY NW 9th AVENUE

ESEE Decision: The ESEE decision is to:

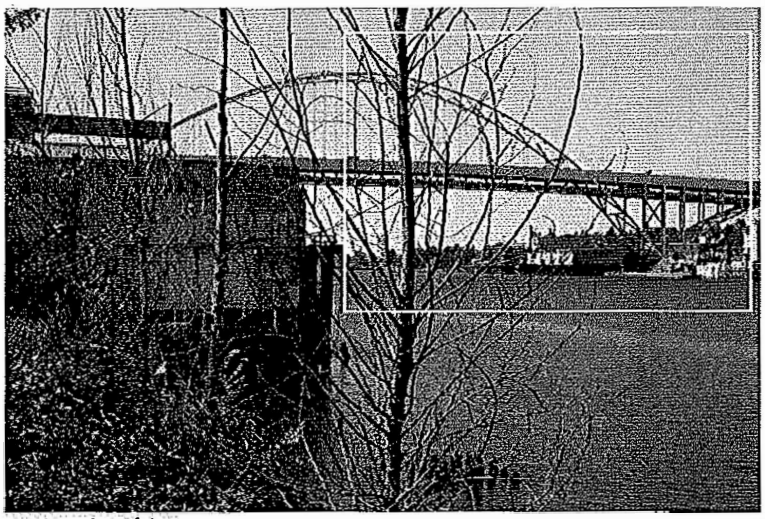
1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River.

Change from general ESEE: more specific limit decision

Primary Focal Feature(s): 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 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, 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; instead, staff recommends limiting vegetation to maintain a view of the river. Therefore, the recommendation is to limit conflicting vegetation to preserve a view of the Willamette River.



Change pic to view of river

CCNW08: THE FIELDS PARK – SOUTHEAST PATH

ESEE Decision: The ESEE decision is to:

1. *Allow* conflicting structures.
2. *Allow* conflicting vegetation.

Change from general ESEE: limit conflicting vegetation to allow

Primary Focal Feature(s): Fremont Bridge

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 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 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

ESEE Decision: The ESEE decision is to:

1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River, Fremont Bridge, and Broadway Bridge.

Change from general ESEE: specify limit conflicting vegetation view cone

Primary Focal Feature(s): 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.

This is a developed viewpoint along the Greenway Trail. The current view is a panorama. Staff do not recommend limiting vegetation across the entirety of the panorama. The view corridor recommendation is to limit conflicting vegetation to preserve a view of the Willamette River, Fremont Bridge, and Broadway Bridge. The viewpoint recommendation is to maintain the current developed viewpoint.



CCNW10: THE FIELDS PARK – NW OVERTON STREET AND NW 11th AVENUE

ESEE Decision: The ESEE decision is to:

1. *Allow* conflicting structures.
2. *Allow* conflicting vegetation.

Change from general ESEE: limit conflicting vegetation to allow

Primary Focal Feature(s): Centennial Mills

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 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, 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

ESEE Decision: The ESEE decision is:

1. *No conflicting uses* within view corridor to Fremont Bridge and Willamette River.
2. *Limit* conflicting uses at viewpoint.

Change from general ESEE: no conflicting uses

Primary Focal Feature(s): 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 limit both conflicting structures and vegetation. 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 and Willamette River. Should the Broadway Bridge be redeveloped in the future, staff recommend improving ADA access and adding viewpoint amenities such as a bench and bump-out to allow pedestrians and bicyclists to stop and enjoy the view out of the flow of traffic.



CCNW12: BROADWAY BRIDGE – SOUTH SIDE, CENTER

ESEE Decision: The ESEE decision is to:

1. *No conflicting uses* within view corridor to Willamette River, Steel Bridge, and Downtown skyline.
2. *Limit* conflicting uses at viewpoint.

Change from general ESEE: no conflicting uses

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

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 a view of Mt Hood or Mt St Helens is to allow structures and limit conflicting vegetation within the view corridor. This 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 Steel Bridge or Willamette River. Should the Broadway Bridge be redeveloped in the future, staff recommend improving ADA access and adding viewpoint amenities such as a bench and bump-out to allow pedestrians and bicyclists to stop and enjoy the view out of the flow of traffic.

CCNW13: GREENWAY TRAIL WEST – NORTH OF THE BROADWAY BRIDGE

ESEE Decision: The ESEE decision is to:

1. *No conflicting uses* within view corridor to Willamette River, Broadway Bridge, or Fremont Bridge.
2. *Limit* conflicting uses at viewpoint.

Change from general ESEE: no conflicting uses

Primary Focal Feature(s): 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. That recommendation stands. 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. It is also recommended that any conflicting uses at the viewpoint be limited and that viewpoint amenities, such as a bench, be added to this viewpoint.

CCNW14: BROADWAY BRIDGE – SOUTH SIDE, WEST

ESEE Decision: The ESEE decision is to:

1. *No conflicting uses* within view corridor to Willamette River or Steel Bridge.
2. *Allow* conflicting uses within view corridor to Mt Hood.
3. *Limit* conflicting uses at viewpoint.

Change from general ESEE: no conflicting uses; limit conflicting structures and vegetation within view corridor to Mt Hood to allow

Primary Focal Feature(s): 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 within a view corridor to Mt Hood or Mt St Helens and to limit conflicting vegetation within view corridors to 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 analysis, which weighed the economic, social, environmental and energy impacts of protecting, limiting, or allowing each view, it was recommended that a view of Mt Hood only be protected from Tilikum Crossing's southwest belvedere (CCSW 46). Therefore, the recommendation for this view corridor to Mt Hood is to allow conflicting uses. Should the Broadway Bridge be redeveloped in the future, staff recommend improving ADA access and adding viewpoint amenities such as a bench and bump-out to allow pedestrians and bicyclists to stop and enjoy the view out of the flow of traffic.

CCNW15: GREENWAY TRAIL WEST – SOUTH OF THE BROADWAY BRIDGE

ESEE Decision: The ESEE decision is:

1. *No conflicting uses* within view corridor to the Willamette River, Broadway Bridge, or Steel Bridge.
2. *Limit* conflicting uses at viewpoint.

Change from general ESEE: no conflicting uses

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

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 a view of Mt Hood or Mt St Helens is to allow conflicting structures and limit conflicting vegetation. This recommendation stands. However, due to the location of the viewpoint on a boardwalk section of the Greenway Trail, out over the water with no development potential or options for vegetation enhancement to block the view, there are no negative economic, social, environmental or energy consequences of prohibiting conflicting uses within the view corridor.

CCNW14: BROADWAY BRIDGE – SOUTH SIDE, WEST

ESEE Decision: The ESEE decision is to:

1. *No conflicting uses* within view corridor to Willamette River or Steel Bridge.
2. *Allow* conflicting uses within view corridor to Mt Hood.
3. *Limit* conflicting uses at viewpoint.

Change from general ESEE: no conflicting uses; limit conflicting structures and vegetation within view corridor to Mt Hood to allow

Primary Focal Feature(s): 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 within a view corridor to Mt Hood or Mt St Helens and to limit conflicting vegetation within view corridors to 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 analysis, which weighed the economic, social, environmental and energy impacts of protecting, limiting, or allowing each view, it was recommended that a view of Mt Hood only be protected from Tilikum Crossing's southwest belvedere (CCSW 46). Therefore, the recommendation for this view corridor to Mt Hood is to allow conflicting uses. Should the Broadway Bridge be redeveloped in the future, staff recommend improving ADA access and adding viewpoint amenities such as a bench and bump-out to allow pedestrians and bicyclists to stop and enjoy the view out of the flow of traffic.

CCNW15: GREENWAY TRAIL WEST – SOUTH OF THE BROADWAY BRIDGE

ESEE Decision: The ESEE decision is:

1. *No conflicting uses* within view corridor to the Willamette River, Broadway Bridge, or Steel Bridge.
2. *Limit* conflicting uses at viewpoint.

Change from general ESEE: no conflicting uses

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

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 a view of Mt Hood or Mt St Helens is to allow conflicting structures and limit conflicting vegetation. This recommendation stands. However, due to the location of the viewpoint on a boardwalk section of the Greenway Trail, out over the water with no development potential or options for vegetation enhancement to block the view, there are no negative economic, social, environmental or energy consequences of prohibiting conflicting uses within the view corridor.

CCNW19: STEEL BRIDGE – NORTH SIDE, CENTER

ESEE Decision: The ESEE decision is to:

1. *No conflicting uses* within view corridor to Willamette River, Broadway Bridge, and Fremont Bridge.
2. *Limit* conflicting uses at viewpoint.

Change from general ESEE: no conflicting uses

Primary Focal Feature(s): Willamette River, West Hills, 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 a view of Mt Hood or Mt St Helens is to allow conflicting structures and to limit conflicting vegetation. That recommendation stands. 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. Should the Steel Bridge be upgraded, staff recommend additional viewpoint amenities such as a bench or a bump-out where bicyclists and pedestrians can safely pull over to enjoy the view.

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

ESEE Decision: The ESEE decision is to:

1. *No conflicting uses* within view corridor to the Willamette River.
2. *Limit* conflicting uses at viewpoint.

Change from general ESEE: no conflicting uses

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

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. 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.] Should the Steel Bridge be upgraded, staff recommend additional viewpoint amenities such as a bench or a bump-out where bicyclists and pedestrians can safely pull over to enjoy the view.

Commented [ME1]: We need to make a decision/add discussion about spires if we keep them as primary FF

CCNW23: GREENWAY TRAIL WEST – STAIRS NEAR NW EVERETT STREET

ESEE Decision: The ESEE decision is:

1. *No conflicting uses* within view corridor to Willamette River and Steel Bridge.

Change from general ESEE: no conflicting uses

Primary Focal Feature(s): 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. 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 or Steel Bridge. [Convention Center spires.] It is recommended that any conflicting uses at the viewpoint be limited and that viewpoint amenities, such as a bench or plaque, be added to this viewpoint to identify it as such.

CCNW22: GREENWAY TRAIL WEST – SOUTH OF STEEL BRIDGE

ESEE Decision: The ESEE decision is:

1. *No conflicting uses* within view corridor to Willamette River and Steel Bridge.

Change from general ESEE: no conflicting uses

Primary Focal Feature(s): 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. 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 or Steel Bridge. [Convention Center spires.]

CCNW19: STEEL BRIDGE – NORTH SIDE, CENTER

ESEE Decision: The ESEE decision is to:

1. *No conflicting uses* within view corridor to Willamette River, Broadway Bridge, and Fremont Bridge.
2. *Limit* conflicting uses at viewpoint.

Change from general ESEE: no conflicting uses

Primary Focal Feature(s): Willamette River, West Hills, 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 a view of Mt Hood or Mt St Helens is to allow conflicting structures and to limit conflicting vegetation. That recommendation stands. 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. Should the Steel Bridge be upgraded, staff recommend additional viewpoint amenities such as a bench or a bump-out where bicyclists and pedestrians can safely pull over to enjoy the view.

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

ESEE Decision: The ESEE decision is to:

1. *No conflicting uses* within view corridor to the Willamette River.
2. *Limit* conflicting uses at viewpoint.

Change from general ESEE: no conflicting uses

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

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. 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.] Should the Steel Bridge be upgraded, staff recommend additional viewpoint amenities such as a bench or a bump-out where bicyclists and pedestrians can safely pull over to enjoy the view.

Commented [ME1]: We need to make a decision/add discussion about spires if we keep them as primary FF

CCNW24: GREENWAY TRAIL WEST – AT NW COUCH STREET

ESEE Decision: The ESEE decision is:

1. *No conflicting uses* within view corridors to the Willamette River, Steel Bridge, and Burnside Bridge.

Change from general ESEE: no conflicting uses

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

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. This recommendation stands. 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 Burnside Bridge. It is further recommended that any conflicting uses at the viewpoint be limited and that viewpoint amenities, such as a bench or plaque, be added to this viewpoint to identify it as such.

CCNE01: NE 12th AVENUE INTERSTATE 84 OVERPASS – WEST SIDE, NORTH VIEWPOINT

ESEE Decision: The ESEE decision is to:

1. *Prohibit* conflicting structures in order to maintain a view of the Downtown skyline and West Hills.
2. *Prohibit* conflicting vegetation in order to maintain a view of the Downtown skyline and West Hills.

Change from general ESEE: specify prohibit decision view corridor

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

Commented [ME1]: Should we delete this and add Downtown skyline as a primary FF?

Explanation: Train tracks along Sullivan's Gulch draw the eye in to a view of the Downtown skyline and West Hills. While some of the vegetation along the tracks partially blocks the view of Downtown, 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 the Central City skyline. 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 Downtown 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 retain both height and vegetation limits to protect a view of the Downtown skyline with visibility through to the West Hills. Height limits will be updated through this analysis. There are also plans to install a bicycle/pedestrian bridge over I-84 connecting NE 7th Avenue north of I-84 to NE 8th 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.



CCNE02: NE LLOYD BOULEVARD WEST OF NE 11th AVENUE

ESEE Decision: The ESEE decision is to:

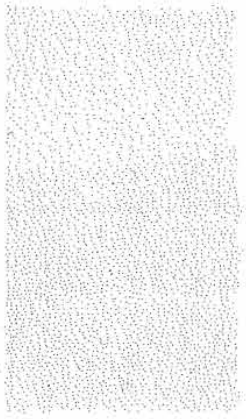
1. *Allow* conflicting structures in view corridor to Downtown skyline and West Hills.
2. *Allow* conflicting vegetation in view corridor to Downtown skyline and West Hills.

Change from general ESEE: limit conflicting vegetation to allow

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

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 12th 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 12th AVENUE INTERSTATE 84 OVERPASS – WEST SIDE, SOUTH VIEWPOINT

ESEE Decision: The ESEE decision is to:

1. *Allow* conflicting structures in view corridor to West Hills.
2. *Allow* conflicting vegetation in view corridor to West Hills.

Change from general ESEE: limit conflicting vegetation to allow

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

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 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 12th 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.

pic no box

CCNE04: GREENWAY VIEWPOINT AT PEACE PARK

ESEE Decision: The ESEE decision is to:

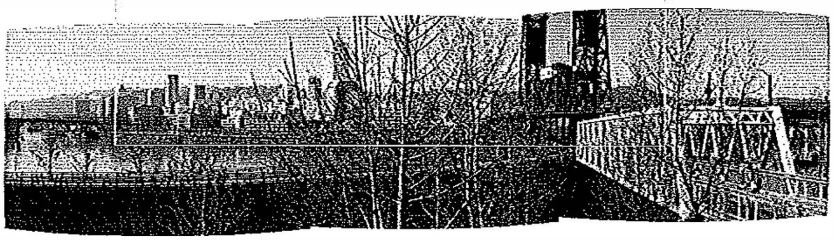
1. *Remove* existing height limit corridor.
2. *Limit* conflicting vegetation in order to maintain a view of the Willamette River, Downtown skyline, and Steel Bridge.
3. *No conflicting structures* within view corridor to Willamette River, Steel Bridge, or Downtown skyline.
4. *Limit* conflicting uses at the viewpoint.

Change from general ESEE: specify limit decision

Primary Focal Feature(s): Willamette River, Steel Bridge, Downtown 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 Downtown 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 Downtown 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. 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. Therefore, the current recommendation is to remove the height limit but retain a vegetation limit to maintain a view of the Willamette River, Downtown skyline, and Steel Bridge. Staff also recommend limiting conflicting uses at the viewpoint itself and adding additional viewpoint amenities, such as a bench or plaque.



CCNE05: NE LLOYD BOULEVARD WEST OF NE 9th AVENUE

ESEE Decision: The ESEE decision is to:

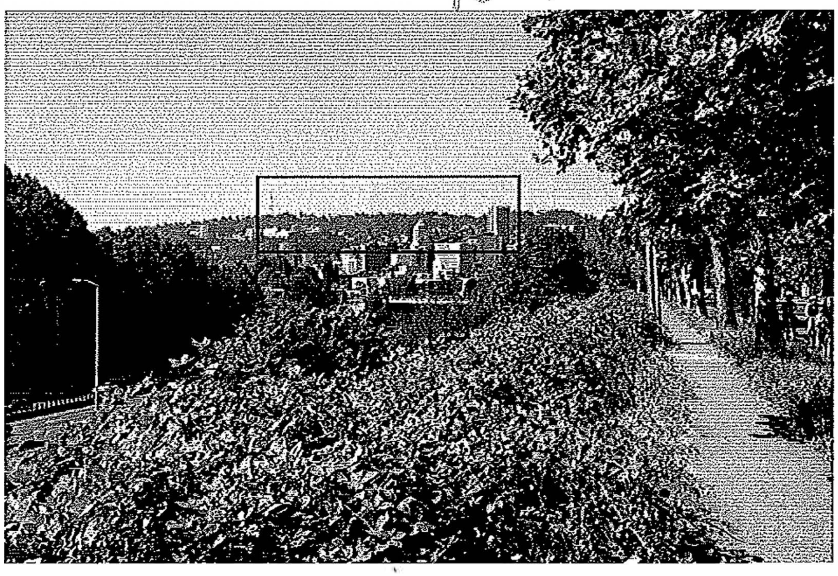
1. *Allow* conflicting structures in view corridor to Downtown skyline and West Hills.
2. *Allow* conflicting vegetation in view corridor to Downtown skyline and West Hills.

Change from general ESEE: prohibit conflicting structures and vegetation to allow

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

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 with the Downtown skyline as a primary focal feature is to prohibit conflicting structures and vegetation within the view corridor to the Downtown skyline. However, there are four viewpoints in this general location along Sullivan's Gulch, including two viewpoints on the 12th 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 CCNE05 is to allow conflicting uses.



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

ESEE Decision: The ESEE decision is to:

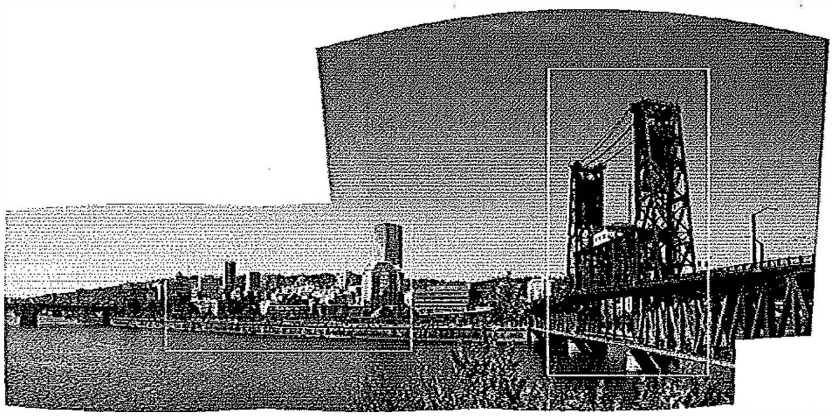
1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River, Downtown skyline, and Steel Bridge.

Change from general ESEE: specify view corridor for limit decision

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



CCNE07: STEEL BRIDGE – LOWER DECK, CENTER

Allow

ESEE Decision: The ESEE decision is to:

1. *No conflicting uses* within view corridors to Willamette River and Central City skyline.
2. *Limit* conflicting uses at viewpoint.

Change from general ESEE: no conflicting uses

Primary Focal Feature(s): Willamette River, Central City skyline

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. That recommendation stands. 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. Should the Steel Bridge be upgraded, staff recommend additional viewpoint amenities such as a bench or a bump-out where bicyclists and pedestrians can safely pull over to enjoy the view.

Keeping upper deck b/c perspective to spires + CC skyline is better



CCNE08: EASTBANK ESPLANADE – SOUTH OF STEEL BRIDGE

ESEE Decision: The ESEE decision is to:

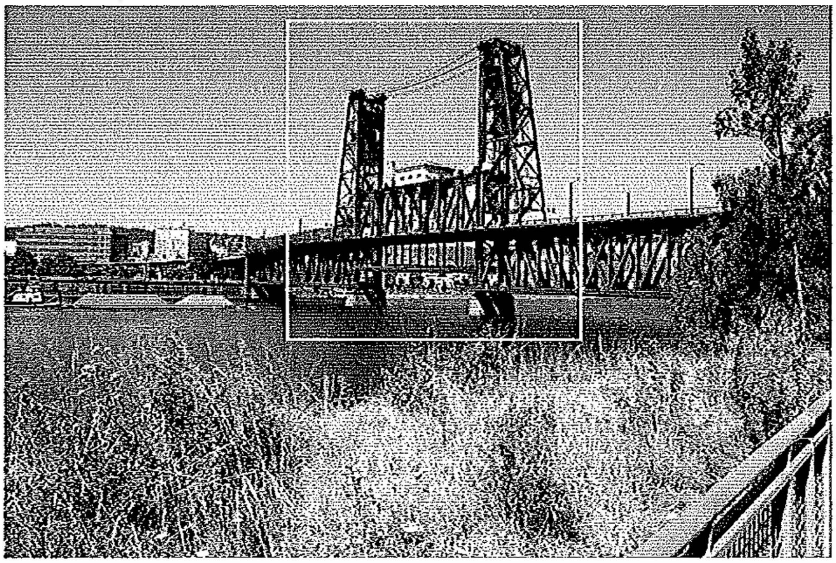
1. *Limit* conflicting vegetation in order to maintain a view of the Willamette River and Steel Bridge.
2. *No conflicting structures* within view corridor of Willamette River and Steel Bridge.

Change from general ESEE: specify limit decision

Primary Focal Feature(s): 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. 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. Staff also recommend limiting conflicting uses at the viewpoint as well as adding additional viewpoint amenities, such as a bench or plaque.



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

ESEE Decision: The ESEE decision is to:

1. *Allow* conflicting structures in view corridor to West Hills and Downtown skyline.
2. *Allow* conflicting vegetation in view corridor to West Hills and Downtown skyline.

Change from general ESEE: limit conflicting vegetation to allow

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

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 a view of Mt Hood or Mt St Helens is to allow conflicting structures and to limit conflicting vegetation. 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 structures.

NO box

CCNE10: DUCKWORTH DOCK – SOUTH END

ESEE Decision: The ESEE decision is to:

1. *No conflicting uses* within view corridor to Willamette River, Steel Bridge, or Burnside Bridge.
2. *Limit* conflicting uses at viewpoint.

Change from general ESEE: no conflicting uses

Primary Focal Feature(s): Willamette River, Steel Bridge, Burnside 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. That recommendation stands. 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, Steel Bridge, or Burnside Bridge. Staff recommend limiting conflicting uses at the viewpoint itself and adding additional viewpoint amenities, such as a bench, to mark this as a viewpoint.

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

ESEE Decision: The ESEE decision is to:

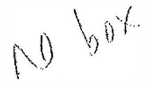
1. *Allow* conflicting structures in view corridor to West Hills and Downtown skyline.
2. *Allow* conflicting vegetation in view corridor to West Hills and Downtown skyline.

Change from general ESEE: limit conflicting vegetation to allow

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

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 a view of Mt Hood or Mt St Helens is to allow conflicting structures and to limit conflicting vegetation. 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 structures.



CCNE10: DUCKWORTH DOCK -- SOUTH END

ESEE Decision: The ESEE decision is to:

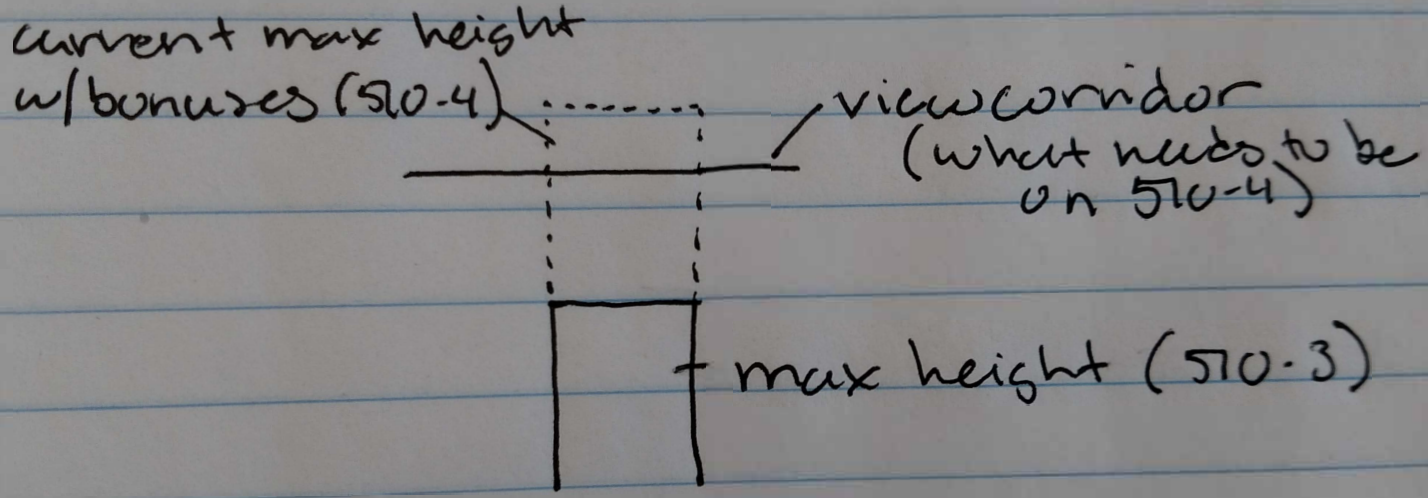
1. *No conflicting uses* within view corridor to Willamette River, Steel Bridge, or Burnside Bridge.
2. *Limit* conflicting uses at viewpoint.

Change from general ESEE: no conflicting uses

Primary Focal Feature(s): Willamette River, Steel Bridge, Burnside 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. That recommendation stands. 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, Steel Bridge, or Burnside Bridge. Staff recommend limiting conflicting uses at the viewpoint itself and adding additional viewpoint amenities, such as a bench, to mark this as a viewpoint.


current max height
w/bonuses (510-4)
view corridor
(what needs to be
on 510-4)
max height (510.3)

36320

OBJECTID_1 *	MapLabel *	Address	Ownership	View Classification	Status/Action	Size of Viewpoint	MultipleViews	View Direction	ViewHeading	Angle_Hori
224	CC-N02	Lillis Albina Park - West Edge by trees	PPR	Viewpoint	New	<Null>	False	West-Southwest	255	30
127	CC-N04	Lillis Albina Park - south side by parking	PPR	Viewpoint	Existing	30' x 15'	False	South-Southwest	210	45
180	CC-N07	N Larrabee Ave between N Dixon St and N Hancock St	ROW	Viewpoint	Relocated	36 sq ft	False	Southwest	235	150
181	CC-N09	N Winning Wy and N Flint Ave	ROW	Corridor/street	New	100 sq ft	False	West-Southwest	250	20
84	CC-N10	N Larrabee Ave and N Winning Wy	ROW	Viewpoint	New	100 sq ft	False	East-Southeast	200	10
39	CC-N11	Broadway Bridge - north side, east	Multnomah County?	Viewpoint	Existing	8' sidewalk on bridge	False	North-Northwest	310	145
182	CC-N12	N Larrabee Ave and N Interstate Ave	ROW	Viewpoint	New	100 sq ft	False	South-Southeast	225	135
25	CC-N14	N Thunderbird Wy site		Viewpoint	Existing	25 sq ft	False	Southwest	230	190
202	CC-N15	Steel Bridge - north side, east	Multnomah County?	Viewpoint	New	5' walkway, narrow	False	Northwest	295	100
26	CC-NE01	NE 12th Ave I-84 Overpass - west side, north	ROW	Viewpoint	Existing	10' overpass sidewalk	False	West-Southwest	250	40
186	CC-NE02	NE Lloyd Blvd west of NE 11th Ave	ROW	Viewpoint	New	<Null>	False	Southwest	235	20
184	CC-NE03	NE 12th Ave I-84 overpass - west side, south	ROW	Viewpoint	New	<Null>	False	West	265	45
22	CC-NE04	Greenway viewpoint at Convention Center Plaza		Viewpoint	Existing	1/4 acre	False	West-Southwest	240	100
185	CC-NE05	NE Lloyd Blvd west of NE 9th Ave	ROW	Viewpoint	New	6' sidewalk	False	West-Southwest	230	20
188	CC-NE06	Mid-ramp on bike/ped path to Steel Bridge	<Null>	Viewpoint	New	4000 sq ft	False	Southwest	235	170
142	CC-NE08	Eastbank Esplanade - south of Steel Bridge	<Null>	Viewpoint	Existing	100 sq ft	False	Southwest	235	150
187	CC-NE09	NE MLK Blvd and I-84 overpass	ROW	Viewpoint	New	100 sq ft	False	West-Southwest	250	85
230	CC-NE10	Duckworth Dock - south end	City of Portland	Viewpoint	New	<Null>	False	<Null>	270	200
144	CC-NE11	Burnside Bridge - north side, center	Multnomah County?	Viewpoint	Existing	36 sq ft	False	North	360	180
58	CC-NW04	Greenway Trail West - just south of Fremont Bridge		Viewpoint	Existing	Grway viewing plat 15' x 100'	False	Northeast	43	180
83	CC-NW05	The Fields Park - NW Quimby St and NW 11th Ave	PPR	Viewpoint	New	300 sq ft	True	Northeast	340	50
193	CC-NW06	The Fields Park - east path	PPR	Corridor/trail - linear	New	100 sq ft	False	East-Southeast	115	20
192	CC-NW08	The Fields Park - southeast path	PPR	Corridor/trail - linear	New	100 sq ft	False	North	0	95
191	CC-NW10	The Fields Park - NW Overton St and NW 11th Ave	PPR	Corridor/trail - linear	New	400 sq ft	False	Northeast	30	45
129	CC-NW11	Broadway Bridge - north side, center	Multnomah County?	Viewpoint	Existing	8' bridge sidewalk	False	Northwest	325	180
117	CC-NW12	Broadway Bridge - south side, center	Multnomah County?	Viewpoint	Existing	8' bridge sidewalk	False	Southeast	140	150
38	CC-NW14	Broadway Bridge - south side, west	Multnomah County	Viewpoint	Relocated	10' bridge sidewalk	False	Southeast	145	180
200	CC-NW15	Greenway Trail West - south of Broadway Bridge	<Null>	Viewpoint	New	Corner of greenway 10' x 10'	False	Northeast	50	190
47	CC-NW16	Greenway Trail West - between Broadway/Steel Brdg		Viewpoint	Existing	8' sidewalk	False	Northeast	50	190
52	CC-NW18	Union Station pedestrian bridge - west		Viewpoint	Relocated	10' ped br	False	North-Northwest	350	70
140	CC-NW19	Steel Bridge - north side, center	Multnomah County?	Viewpoint	Existing	<Null>	False	Northwest	325	180
141	CC-NW20	Steel Bridge - south side (upper deck), center	<Null>	<Null>	Existing	<Null>	False	Southeast	145	180
85	CC-NW22	Greenway Trail West - south of Steel Bridge		Viewpoint	New	20' path plus bulbout	False	East-Northeast	70	200
145	CC-SE01	Burnside Bridge - south side, center	Multnomah County?	Viewpoint	Existing	36 sq ft	False	South	180	180
55	CC-SE02	Eastbank Esplanade - south of Burnside Bridge		Viewpoint	Existing	1,000 sqft	False	West-Northwest	280	180
205	CC-SE03	Eastbank Esplanade - at SE Washington St		Viewpoint	New	About 1 city block long w bump	False	West-Northwest	285	180
231	CC-SE04	Eastbank Esplanade - between SE Washington & Alder	City of Portland	Viewpoint	New	<Null>	False	<Null>	280	180
232	CC-SE05	Eastbank ESplanade - at SE Alder St	City of Portland	Viewpoint	New	<Null>	False	<Null>	280	180
146	CC-SE06	Morrison Bridge - north side, east	Multnomah County	Viewpoint	Relocated	7' x 40' bulbout	False	North	20	180
204	CC-SE07	Morrison Bridge - south side, east	Multnomah County	Viewpoint	New	7' x 40' bulbout	False	South-Southwest	200	150
50	CC-SE08	Eastbank Esplanade - south of SE Belmont St		Viewpoint	Existing	12' greenway trail	False	West-Northwest	280	180
27	CC-SE09	Eastbank Esplanade - at SE Yamhill St		Viewpoint	Existing	12' greenway path	False	West	280	150
41	CC-SE10	Eastbank Esplanade - at SE Salmon St		Viewpoint	Relocated	300' x 50'	False	West	270	185
74	CC-SE11	Eastbank Esplanade - north of Hawthorne Bridge		Viewpoint	Existing	70' x 30'	False	West	265	205
151	CC-SE12	Greenway Trail East - at Holman Dock	<Null>	Viewpoint	Existing	200 sq ft	False	West-Northwest	280	160
24	CC-SE13	Greenway Trail East - OMSI north of Marquam Bridge	OMSI	Viewpoint	Existing	100 sq ft	False	West	260	170
217	CC-SE16	Greenway Trail East - OMSI middle point	<Null>	Viewpoint	New	<Null>	False	West-Southwest	245	195
203	CC-SE17	Greenway Trail East - OMSI south point	OMSI	Viewpoint	New	400 sq ft	False	West	245	180
226	CC-SE18	Tilikum Crossing - north side, east	ROW	<Null>	New	<Null>	False	Northwest	315	180
99	CC-SE19	Greenway Trail East - SE Caruthers St		Viewpoint	Existing	50' x 50'	False	West-Southwest	245	170
102	CC-SE21	Tilikum Crossing - south side, east	ROW	Viewpoint	New		False	Southeast	135	180
101	CC-SE22	Greenway Trail East - between SE Division and Ivon		Viewpoint	New	10' trail	False	West-Southwest	250	180
156	CC-SE24	Ross Island Bridge - north side, center	Multnomah County	Viewpoint	Existing	5' sidewalk	True	North	355	180
18	CC-SE25	SE McLoughlin Blvd and SE Franklin St	ROW	Viewpoint	Existing	5' sidewalk	False	West	255	160
208	CC-SE26	Springwater Corridor - Franklin/Haig, north point	<Null>	Viewpoint	New	3' dirt path pullout w/ bench	False	West	260	160
233	CC-SE27	Springwater Corridor - Franklin/Haig, middle point	City of Portland	Viewpoint	New	<Null>	False	<Null>	270	160
209	CC-SE28	Springwater Corridor - Franklin/Haig, south point	<Null>	Viewpoint	Existing	10 sqft area off dirt path off	False	West-Northwest	280	125
234	CC-SE29	Springwater Corridor - SE Rhone St, north point	City of Portland	Viewpoint	New	<Null>	False	<Null>	260	180
235	CC-SE30	Springwater Corridor - SE Rhone St, north point	City of Portland	Viewpoint	New	<Null>	False	<Null>	330	30
9	CC-SW02	Lewis and Clark Monument at SW Park Pl	PPR	Viewpoint	Existing	50' x 50' platform	False	East	90	35
8	CC-SW03	Intl Rose Garden - north side, picnic tables	PPR	Viewpoint	New	50' x 200, picnic area	False	East-Southeast	115	45
173	CC-SW04	Intl Rose Garden - top of stairs near telescope	PPR	Corridor/trail - linear	Existing	<Null>	False	East	90	45
215	CC-SW05	Intl Rose Garden - top of stairs above gazebo	PPR	Corridor/trail - linear	Existing	<Null>	False	East-Southeast	95	5
214	CC-SW06	Portland Japanese Garden	PPR	Viewpoint	New	30' x 60'	False	East	90	70
116	CC-SW07	SW Sherwood Blvd above reservoir four		Viewpoint	New	5' shoulder on road	False	East	90	45
147	CC-SW08	Morrison Bridge - south side, west	Multnomah county	Viewpoint	Existing	7' x 40' bulbout	False	South-Southwest	210	150
228	CC-SW09	Intl Rose Garden - near garden shop, north point	<Null>	Viewpoint	New	<Null>	False	<Null>	45	15
216	CC-SW10	Intl Rose Garden - near garden shop, south point	PPR	Viewpoint	New	40' x 100' platform	False	East-Southeast	100	40
35	CC-SW11	Greenway Trail West - b/w SW Morrison & Yamhill		Viewpoint	Relocated	20' path; intersects st path	False	East	115	180
3	CC-SW12	Washington Park - zoo train station by Rose Garden		Viewpoint	Existing		False	East-Northeast	25	30
163	CC-SW13	SW Vista Ave north of SW Montgomery - north point	ROW	Viewpoint	Existing	<Null>	False	Northeast	25	5

ViewHeading2	Angle_Hori2	ViewHeading3	Angle_Hori3	ViewHeading4	Angle_Hori4	Amenities	Amenity-Bathroom	Transit Access?	Parking?
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>		No	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	lighting	<Null>	Yes	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	lighting	<Null>	Yes	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	lighting	No	Yes	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	guardrail, lighting	No	Yes	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	lighting	<Null>	Yes	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	guardrail	No	No	No
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<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	guardrail, lighting	No	Yes	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	lighting	<Null>	Yes	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	guardrail, lighting	<Null>	Yes	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	bench, platform, guardrail, ...	No	Yes	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	lighting	<Null>	Yes	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	platform, gaurdrail, lighting	<Null>	<Null>	<Null>
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<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	guardrail, lighting	<Null>	Yes	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	guardrail	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	bench, platform, gaurdrail, ...	No	No	Yes
55	50	<Null>	<Null>	<Null>	<Null>	bench, lighting	No	Yes	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	bench, lighting	<Null>	Yes	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	bench, lighting	<Null>	Yes	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	lighting	<Null>	Yes	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	guardrail		Yes	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	guardrail, lighting	No	Yes	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	guardrail, lighting	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	platform, lighting	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	bench, gaurdrail, lighting	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	guardrail, lighting	No	Yes	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
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<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	guardrail, lighting	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	guardrail	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	bench, platform, gaurdrail, ...	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	bench, signs, lighting	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
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<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	platform, gaurdrail, lighting	<Null>	<Null>	<Null>
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<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	lighting	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	signs	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	bench, platform, gaurdrail, ...	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	bench, platform, gaurdrail, ...	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	bench, platform, signs, ligh...	<Null>	<Null>	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	No	No	No
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<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	No	No	No
175	180	<Null>	<Null>	<Null>	<Null>	guardrail	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	lighting	No	No	Yes
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<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	bench, platform, signs, ligh...	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	bench, table	No	No	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
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<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	No	No	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	lighting	<Null>	<Null>	<Null>
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<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	bench, table, platform, ligh...	Yes	<Null>	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	guardrail, lighting	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	platform, gaurdrail	No	No	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>

Focal Object	View is at Risk?	Risk Description Notes	Discord	Discord-Powerlnes	Discord-Overgrown Veg	Discord-Buildings	Discord-Structures	Discord-disrepair	General Notes
Fremont Bridge, Forest Park, Pearl District	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Downtown skyline, West Hills, Broadway Bridge, Union Station		<Null>	<Null>		Yes				
Pearl District, Broadway Bridge, downtown skyline, West Hills, grain mill	Yes	Development?	<Null>	<Null>	Yes	<Null>	<Null>	<Null>	This is a better location for t...
Broadway Bridge, West Hills	Yes	Vegetation and develo...	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Located at a main entrance f...
Downtown skyline, West Hills	Yes	Development	<Null>	No	No	No	Yes	No	
Fremont Bridge, Forest Park, Willamette River, Centennial Mills, Pearl District, ...	No	<Null>	<Null>	No	No	No	No	No	This original location is not t...
Broadway Bridge, Steel Bridge, downtown skyline, West Hills, Willamette River...	Yes	Development	<Null>	Yes	Yes	<Null>	Yes	<Null>	<Null>
Steel Bridge, Broadway Bridge, Willamette River, downtown skyline, West Hills...	No	<Null>	<Null>	No	Yes	No	No	No	Unable to access the old loca...
Fremont Bridge, Union Station, Broadway Bridge, Willamette River, West Hills,...	No	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
West Hills, downtown skyline, State Dome Building, natural vegetation	Yes	Overgrown vegetation or...	<Null>	No	Yes	No	No	No	
West Hills, downtown skyline	Yes	Overgrown vegetation	<Null>	<Null>	Yes	<Null>	<Null>	<Null>	South side of Lloyd sidewalk
West Hills, downtown skyline, State Dome Building	Yes	Development, overgrow...	<Null>	<Null>	Yes	<Null>	<Null>	<Null>	<Null>
Steel Bridge, Burnside Bridge, downtown skyline, Willamette River, West Hills	Yes	Vegetation	<Null>	No	Yes	No	No	No	Relocated to designed VP
West Hills, downtown skyline, natural vegetation	Yes	<Null>	<Null>	<Null>	Yes	<Null>	<Null>	<Null>	Picture taken on sidewalk o...
Steel Bridge, Willamette River, downtown skyline, Burnside Bridge, West Hills...	No	Vegetation could becom...	<Null>	<Null>	Yes	<Null>	<Null>	<Null>	<Null>
Steel Bridge, Burnside Bridge, Willamette River, downtown skyline, West Hills	No	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Relocated to minimize risk of...
West Hills, downtown skyline	Yes	Freeway ramp redevel...	<Null>	Yes	<Null>	No	Yes	<Null>	<Null>
Willamette River, Steel Bridge, downtown skyline, Waterfront Park, Burnside B...	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Willamette River, Steel Bridge, Convention Center spires, Pearl District, Union...	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Fremont Bridge, Willamette River, Lower Albina, grain mill, Broadway Bridge, r...	No	<Null>	<Null>	No	Yes	No	No	Yes	
View 1: Fremont Bridge; View 2: Centennial Mills, landscaping	No	<Null>	<Null>	Yes	No	No	No	No	Need to relocate location of...
Broadway Bridge, Steel Bridge, landscaping	Yes	Vegetation	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	10:15 am
Fremont Bridge, Centennial Mills, landscaping	Yes	Vegetation	<Null>	<Null>	Yes	<Null>	<Null>	<Null>	On boardwalk trail at edge of ...
Centennial Mills, landscaping	Yes	Vegetation	<Null>	<Null>	Yes	<Null>	<Null>	<Null>	Corridor across The Fields P...
Willamette River, Fremont Bridge, Forest Park, Centennial Mills, Pearl District,...	No	<Null>	<Null>						
Willamette River, Steel Bridge, downtown skyline, Convention Center Spries, U...	No	<Null>	<Null>	No	No	No	No	No	
Willamette River, Steel Bridge, Mt Hood, Convention Center spires, Union Stat...	No	<Null>	<Null>	No	No	No	No	No	
Willamette River, Fremont Bridge, Broadway Bridge, Lloyd District, Steel Bridge..	Yes	Thunderbird developmen...	<Null>	<Null>	<Null>	<Null>	Yes	<Null>	<Null>
Willamette River, Broadway Bridge, Fremont Bridge, Steel Bridge, grain mill	No	Thunderbird site develo...	<Null>	No	No	No	No	No	
Union Station, Centennial Mills, Fremont Bridge, Broadway Bridge, natural veg...	Yes	Potentially development,...	<Null>	No	No	No	No	No	Relocated from rail yard (pri...
Willamette River, Broadway Bridge, Fremont Bridge, Union Station, Forest Park..	No	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Willamette River, Convention Center Spires, Lloyd District, Burnside Bridge, d...	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Steel Bridge, Willamette River, Convention Center Spires, Lloyd District, Burns...	No	<Null>	<Null>	No	No	No	Yes	No	
Willamette River, Morrison Bridge, downtown skyline, Hawthorne Bridge	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Willamette River, Burnside Bridge, White Stag sign, downtown skyline, Morriso...	No	<Null>	<Null>	No	No	No	No	No	
Willamette River, Morrison Bridge, downtown skyline, Burnside Bridge, Steel B...	Yes	Overgrown vegetation, t...	<Null>	<Null>	Yes	<Null>	<Null>	<Null>	Documented one set of data...
Willamette River, Morrison Bridge, downtown skyline, Waterfront Park	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Willamette River, Morrison Bridge, downtown skyline, Burnside Bridge, Steel B...	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Willamette River, Burnside Bridge, Steel Bridge, Convention Center Spires, Ll...	No	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Relocated to eastern bumpo...
Willamette River, Hawthorne Bridge, Marquam Bridge, West Hills, downtown s...	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Willamette River, Hawthorne Bridge, Morrison Bridge, downtown skyline, West...	No	<Null>	<Null>	No	No	No	No	No	
Willamette River, West Hills, Hawthorne Bridge, downtown skyline, Morrison Br...	No	<Null>	<Null>	No	No	No	No	No	
Willamette River, West Hills, Hawthorne Bridge, downtown skyline, Morrison Br...	No	<Null>	<Null>	No	No	No	No	No	
Willamette River, Hawthorne Bridge, downtown skyline, Morrison Bridge, Steel...	No	<Null>	<Null>	No	No	No	No	No	
Willamette River, downtown skyline, Hawthorne Bridge, Marquam Bridge, Rive...	Yes	Vegetation	<Null>	<Null>	Yes	<Null>	<Null>	<Null>	<Null>
Willamette River, downtown skyline, Hawthorne Bridge, Marquam Bridge, Tilli...	No	<Null>	<Null>	No	No	No	No	No	Might need to re-shoot: skyli...
Willamette River, Marquam Bridge, downtown skyline, Tillikum Crossing, West...	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	EE- refer to aerial to place
Willamette River, Marquam Bridge, downtown skyline, Tillikum Crossing, West...	No	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Willamette River, Mt St Helens, Marquam Bridge, downtown skyline, West Hills...	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Willamette River, Tillikum Crossing, South Waterfront, Ross Island Bridge, Wes...	No	<Null>	<Null>	No	Yes	No	No	No	Relocated point slightly - fro...
Willamette River, Mt Hood, Ross Island Bridge, Ross Island, South Waterfront...	No	<Null>	<Null>	No	No	No	No	No	
Willamette River, Tilikum Crossing, West Hills, Ross Island Bridge, Ross Island...	No	<Null>	<Null>	No	No	No	No	No	Relocated to east greenway,...
View 1: Willamette River, Tilikum Crossing, downtown skyline, Mt St Helens; V...	No	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	View linked to VP 167 lookin...
South Waterfront, West Hills, Ross Island Bridge, downtown skyline	Yes	Overgrown vegetation	<Null>	Yes	Yes	No	No	No	Relocated to SE corner from...
Willamette River, Ross Island, West Hills, South Waterfront, Ross Island Bridge..	Yes	Overgrown vegetation, ...	<Null>	Yes	Yes	<Null>	<Null>	<Null>	<Null>
Willamette River, Ross Island, West Hills, South Waterfront, Ross Island Bridge..	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Willamette River, West Hills, South Waterfront, Ross Island, Ross Island Bridge...	Yes	Overgrown vegetation, ...	<Null>	Yes	Yes	<Null>	<Null>	<Null>	Picnic table area on dirt path...
Willamette River, Ross Island, West Hills, South Waterfront, Ross Island Bridge..	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Willamette River, Ross Island, West Hills, South Waterfront, Ross Island Bridge..	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Mt Hood, landscaping	Yes	Overgrown vegetation, ...	<Null>	No	Yes	Yes	No	No	Relocated to top of steps fr...
Mt Hood, landscaping, downtown skyline, eastern foothills, Mt Adams	Yes	Overgrown vegetation	<Null>	No	Yes	No	No	No	Relocated from bottom of sta...
Mt Hood, landscaping, downtown skyline, eastern foothills	Yes	Overgrown vegetation, ...	<Null>	<Null>	Yes	<Null>	<Null>	<Null>	<Null>
Mt Hood, downtown skyline, eastern foothills, Mt Adams, landscaping	Yes	Overgrown vegetation	<Null>	<Null>	Yes	<Null>	<Null>	<Null>	<Null>
Mt Hood, downtown skyline, buttes, eastern foothills	Yes	Overgrown vegetation, ...	<Null>	<Null>	Yes	<Null>	<Null>	<Null>	<Null>
Vista Bridge, downtown skyline,buttes, eastern foothills	Yes	Overgrown vegetation, ta...	<Null>	No	Yes	No	Yes	No	Relocated to Sherwood Blvd ...
Willamette River, Hawthorne Bridge, Marquam Bridge, West Hills, Waterfront ...	No	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Check location on aerial
Mt Adams, eastern foothills	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Mt Hood, downtown skyline, eastern foothills, natural vegetation	Yes	Overgrown vegetation, ...	<Null>	<Null>	Yes	Yes	<Null>	<Null>	<Null>
Willamette River, Morrison Bridge, Hawthorne Bridge, Marquam Bridge, Mt Hood	No	<Null>	<Null>	No	No	No	No	No	
Mt St Helens, Mt Rainier, easter foothills, landscaping	Yes	Overgrown vegetation	<Null>	No	Yes	No	No	No	Relocated to top of zoo platf...
Mt St Helens, Mt Adams, Mt Hood	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>

Location Old	Inventory ID Old	Greenway (IN	Subtype Old	View Access-Sidewalk	View Access-Bike Lane	View Access Formal Trail	Is it Safe?	Field Observations Notes	Shape *	INT_CODE
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Point	U-67
	VC 17-04			No	No	No	<Null>	Fence blocks part of view	Point	U-34
Broadway Bridge from Lowe..	VB 17-06	<Null>	<Null>	Yes	Yes	<Null>	Yes	<Null>	Point	U-42
<Null>	<Null>	<Null>	<Null>	Yes	<Null>	<Null>	Yes	<Null>	Point	U-43
W of Coliseum			Viewpoint	Yes	Yes	No	Yes	<Null>	Point	U-28
Fremont Bridge from the B...	VB 24-32		View of Bridges	Yes	Yes	No	<Null>	Note: precise location of this VP my have moved a bit i...	Point	R-8
<Null>	<Null>	<Null>	<Null>	Yes	Yes	<Null>	Yes	<Null>	Point	U-44
Downtown from the Red Li...	VC 24-47		View of City	No	No	No	No	<Null>	Point	R-3
<Null>	<Null>	<Null>	<Null>	Yes	<Null>	<Null>	No	This view (from east of center) aligns Fremont and Bro...	Point	R-66
Downtown from 12th Stree...	VC 24-16		View of City	Yes	Yes	No	Yes	Lots of development threat	Point	U-16
<Null>	<Null>	<Null>	<Null>	Yes	Yes	<Null>	Yes	<Null>	Point	U-48
<Null>	<Null>	<Null>	<Null>	Yes	Yes	<Null>	Yes	Freeway is discordant, both visually and in terms of no...	Point	U-46
River and Downtown from ...	VC 24-06		View of City	Yes	Yes	Yes	Yes	<Null>	Point	R-1
<Null>	<Null>	<Null>	<Null>	Yes	Yes	<Null>	<Null>	<Null>	Point	U-47
<Null>	<Null>	<Null>	<Null>	<Null>	Yes	Yes	Yes	<Null>	Point	R-58
East bank south of Steel Br...		CCPV26, GVP	<Null>	<Null>	<Null>	Yes	Yes	<Null>	Point	R-43
<Null>	<Null>	<Null>	<Null>	Yes	<Null>	<Null>	Yes	Cars are discordant	Point	U-49
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Point	<Null>
	VB 24-28	CCPV24	<Null>	Yes	Yes	<Null>	Yes	<Null>	Point	R-45
		CCPV32, GVP	Viewpoints	No	No	No	<Null>	Building across just north of Fremont Bridge in disrepair..	Point	R-20
NW Quimby & Naito Pkwy			Viewpoint	Yes	No	Yes	Yes	<Null>	Point	U-27
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Yes	Yes	<Null>	Point	U-50
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Yes	Yes	<Null>	Point	U-65
<Null>	<Null>	<Null>	<Null>	Yes	<Null>	Yes	Yes	<Null>	Point	U-64
Broadway Bridge		CCPV31		Yes	No	No	<Null>	Consolidated two viewpoints into one, center of Broad...	Point	R-36
Broadway Bridge		CCPV30	Scenic Site	Yes	No	No	<Null>	Downtown view feels different from Steel Bridge and ...	Point	R-35
Mt. Hood from the Broadwa...	VM 24-38		View of Mountains	Yes	Yes	No	Yes	Mt. Hood is original view but can see panorama with "...	Point	R-7
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Yes	Yes	Almost two separate views, but could be united with T...	Point	R-64
Broadway Bridge from the...	VB 24-29	CCPV29	View of Bridges	No	No	Yes	Yes	Thunderbird design will affect this view	Point	R-14
Broadway Bridge from Rail...	VB 24-30		View of Bridges	Yes	No	No	Yes	35mm can't capture union station, even at 18. Second ...	Point	U-21
Steel Bridge looking north		CCPV28	<Null>	Yes	<Null>	<Null>	No	Narrow walkway, lots of traffic, not safe to stand there f...	Point	R-41
Steel Bridge looking south		CCPV27	<Null>	<Null>	<Null>	<Null>	No	<Null>	Point	R-42
Park S of Steel Bridge			Viewpoint	No	No	Yes	Yes	Fence under steel bridge blocks view of Broadway bri...	Point	R-27
Burnside Bridge looking so...		CCPV23	<Null>	Yes	Yes	<Null>	Yes	no guardrail between sidewalk and traffic, but there is ...	Point	R-46
Burnside Bridge from the E...	VB 24-27	CCPV22	View of Bridges	No	Yes	Yes	Yes	CCPV22 - Had three original codes including SRPP, C...	Point	R-19
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Yes	Yes	With tree, more like two views - one south towards Mor...	Point	R-69
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Point	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Point	<Null>
Morrison Bridge looking north		CCPV20	<Null>	Yes	No	<Null>	Yes	North side sidewalk is much narrower and no guardrail...	Point	R-47
<Null>	<Null>	<Null>	<Null>	Yes	Yes	<Null>	Yes	Mt. Hood might be visible on a clearer day, otherwise a...	Point	R-68
Morrison Bridge from the E...	VB 24-36		View of Bridges	No	No	Yes	Yes	Two seating walls; Belmont post with sign is just north o...	Point	R-17
City from Eastbank Esplan...	VC 24-48		View of City	No	No	Yes	<Null>	Yamhill street marker somewhat obscures a 180 view; ...	Point	R-4
Hawthorne Bridge from Eas...	VB 24-25		View of Bridges	No	No	Yes	Yes	Very long viewing platform set a few steps down from b...	Point	R-10
East bank North of Hawtho...		CCPV17, GVP	Greenway Viewp...	No	No	Yes	<Null>	<Null>	Point	R-23
Riverbank near SE Market		CCPV13	<Null>	<Null>	<Null>	Yes	Yes	<Null>	Point	R-52
Downtown from OMSI	VC 24-10		View of City	No	No	Yes	Yes	Noise is discordant; used to have a bench	Point	R-2
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Yes	<Null>	Point	R-74
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Yes	Yes	<Null>	Point	R-67
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Point	R-00
SE Caruthers/Willamette S...		CCPV8	Viewpoint	Yes	Yes	Yes	<Null>	has bikeracks	Point	R-28
Tilikum Crossing			Viewpoint	No	No	No	<Null>	<Null>	Point	R-30
SE Division/Willamette Shore			Viewpoint	No	No	Yes	<Null>	<Null>	Point	R-29
Ross Island Bridge Lookin...		CCPV4, CCPV5	<Null>	Yes	<Null>	<Null>	No	Bridge structure partially blocks west hills; feels unsafe ...	Point	R-55
Ross Island Bridge from S.E..	VB 31-05	GVP	View of Bridges	Yes	No	No	Yes	<Null>	Point	U-15
<Null>		<Null>	<Null>	<Null>	<Null>	Yes	Yes	Lots of garbage; VP itself is in disrepair; no lighting - is...	Point	R-72
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Point	<Null>
<Null>	VB 31-24	<Null>	<Null>	<Null>	<Null>	Yes	Yes	<Null>	Point	R-73
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Point	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Point	<Null>
Mountains and City from L...	VC 23-04		View of City	Yes	No	No	<Null>	Building in foreground is discordant; development coul...	Point	U-8
Mt. Hood and City from the...			View of City	No	No	No	Yes	Might be able to see Hood on a clear day - confirmed	Point	U-7
Mt.Hood and City from Ros...	VC 23-24	<Null>	<Null>	Yes	<Null>	<Null>	Yes	Relocated to top of stairs from bushes; telescope	Point	U-41
<Null>	VM 23-08	<Null>	<Null>	Yes	<Null>	<Null>	Yes	Suggest deleting. Other nearby views are better.	Point	U-59
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Yes	Main view of Mt. Hood and downtown obstructed partia...	Point	U-58
Washington Park			View of City	No	No	No	<Null>	Fence is discordant, overgrown vegetation blocks view	Point	U-31
Morrison Bridge looking so...		CCPV19	<Null>	Yes	Yes	<Null>	Yes	Can probably see Mt. Hood if leaning out over rail, retu...	Point	R-48
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Point	<Null>
<Null>	<Null>	<Null>	<Null>	Yes	<Null>	<Null>	<Null>	Very discordant vegetation and building	Point	U-60
Mt. Hood from South of the...	VM 24-46		View of Mountains	No	No	Yes	Yes	iPad broken, filled in later	Point	R-6
Zoo Train Platform	VP 23-22		Panorama	No	No	Yes	<Null>	Completely overgrown with vegetation but could be op...	Point	U-3
City Panorama from SW Vi...	VP 23-27	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Totally overgrown vegetation but used to be nice city v...	Point	U-37

EXP_FEAT1	EXP_FEAT4	EXP_FEAT2	EXP_FEAT3	EXP_FEAT5	EXP_2FEAT	VP_DEV	VP_ACCESS	VP_USE	Rank	Rank2	Rank3	Rank4
Freemont Bridge	<Null>	West Hills	<Null>	<Null>	Vegetation	0	0.5	0	2	<Null>	<Null>	<Null>
U.S. Bancorp Tower	<Null>	West Hills	<Null>	<Null>	Downtown Skyline	0	0.5	0	2	<Null>	<Null>	<Null>
Broadway Bridge	<Null>	Grain Elevator	<Null>	<Null>	U.S. Bancorp Tower, Pearl Distr...	0	0	0	B	<Null>	<Null>	<Null>
Broadway Bridge	<Null>	West Hills	<Null>	<Null>	Vegetation	0	0.5	0	2	<Null>	<Null>	<Null>
U.S. Bancorp Tower	<Null>	Downtown Skyline	<Null>	<Null>	Koin Tower,	0	1	0	2	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	0.5	0.5	A	<Null>	<Null>	<Null>
Broadway Bridge	<Null>	Union Station	U.S. Bancorp Tower	<Null>	Steel Bridge, West Hills, Downt...	0	1	0	2	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	0	0	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	0.5	0.5	B	<Null>	<Null>	<Null>
U.S. Bancorp Tower	West Hills	Downtown Skyline	Railroad	<Null>	Oregon State Dome, Vegetation...	0	1	0	1	<Null>	<Null>	<Null>
Downtown Skyline	<Null>	West Hills	<Null>	<Null>	<Null>	0	1	0.5	2	<Null>	<Null>	<Null>
U.S. Bancorp Tower	West Hills	Oregon State Dome	Sulivan's Gulch	<Null>	Downtown Skyline, West Hills, I...	0	1	0	2	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	1	0.5	B	<Null>	<Null>	<Null>
Downtown Skyline	<Null>	West Hills	<Null>	<Null>	<Null>	0	1	0.5	1	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	1	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	1	0.5	B	<Null>	<Null>	<Null>
U.S. Bancorp Tower	<Null>	<Null>	<Null>	<Null>	Downtown Skyline, West Hills	0	1	0	2	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	0.5	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	0.5	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	0.5	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	0.5	0	2	2	<Null>	<Null>
Broadway Bridge	<Null>	<Null>	<Null>	<Null>	Walkway, Fencing, Buildings	0	0.5	0	2	<Null>	<Null>	<Null>
Freemont Bridge	<Null>	Centennial Mills	Walkway	<Null>	Landscaping	0	0.5	0	2	<Null>	<Null>	<Null>
Centennial Mills	<Null>	Walkway	<Null>	<Null>	Landscaping	0	0.5	0.5	2	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	1	0.5	A	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	1	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	0.5	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	0.5	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	0.5	0.5	B	<Null>	<Null>	<Null>
Broadway Bridge	<Null>	Freemont Bridge	Union Station	<Null>	<Null>	0	0	0	2	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	0.5	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	0.5	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	1	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	0.5	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	0.5	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	0.5	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	0.5	0.5	B	<Null>	<Null>	<Null>
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<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	0.5	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	0.5	0.5	A	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	0.5	0.5	A	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	1	0.5	A	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	1	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	1	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	0.5	0	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	0.5	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	0.5	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	1	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	1	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	1	0.5	A	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	0	0	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	0.5	0	B	B	<Null>	<Null>
South Waterfront Skyline	<Null>	Ross Island Bridge	<Null>	<Null>	OHSU, Downtown Skyline, Wes...	0	0.5	0	2	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	0.5	0	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	0.5	0	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	0.5	0	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	B	<Null>	<Null>	<Null>
Mt. Hood	<Null>	<Null>	<Null>	<Null>	Walkway, Landscaping, Buildings	0	0.5	0	2	<Null>	<Null>	<Null>
Mt. Hood	<Null>	<Null>	<Null>	<Null>	Rose Garden, Landscaping	0	1	0	1	<Null>	<Null>	<Null>
Mt. Hood	<Null>	Landscaping	<Null>	<Null>	Foothills, Vegetation	1	1	0.5	1	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	1	0	1	<Null>	<Null>	
Mt. Hood	<Null>	Wells Fargo Tower	Vegetation	<Null>	Koin Town, Foothills	1	0	0.5	1	<Null>	<Null>	<Null>
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KeyFocalPts1	KeyFocalPts2	KeyFocalPts3	KeyFocalPts4	HeatMap	CityQuad	Previous IDs	ImageURL	View Rank Descrip...	DocumentURL	xcoord	ycoord	ESEE	F3D_Model	NEW_CODE *
Freemont Bridge	<Null>	<Null>	<Null>	<Null>	North	NA	http://www.portl...	Upland Tier 2	http://www.portlandore...	7646118	690422.8	limit	Y	CC_N02
US Bancorp To...	Council Crest	Koin Center	<Null>	<Null>	North	VC 17-04	http://www.portl...	Upland Tier 2	http://www.portlandore...	7646203	690335.3	limit	Y	CC_N04
Broadway Bridge	US Bancorp T...	Forest Park Hump	<Null>	<Null>	North	VB 17-06	http://www.portl...	River Group B	http://www.portlandore...	7645475	688539.3	allow	<Null>	CC_N07
Broadway Bridge	Council Crest	Forest Park Hump	<Null>	<Null>	North	NA	http://www.portl...	Upland Tier 2	http://www.portlandore...	7646371	687928.6	allow	<Null>	CC_N09
US Bancorp To...	<Null>	<Null>	<Null>	<Null>	North	NA	http://www.portl...	Upland Tier 2	http://www.portlandore...	7645982	687851.9	allow	<Null>	CC_N10
Freemont Bridge	<Null>	<Null>	<Null>	<Null>	North	VB 24-32	http://www.portl...	River Group A	http://www.portlandore...	7645293	687748.1	allow	<Null>	CC_N11
US Bancorp To...	Park West Buil...	Union Station Tower	Broadway Bridge	<Null>	North	NA	http://www.portl...	Upland Tier 2	http://www.portlandore...	7645899	687588.3	alllow	<Null>	CC_N12
US Bancorp To...	Wells Fargo Ce...	Broadway Bridge	<Null>	<Null>	North	VC 24-47	http://www.portl...	River Group B	http://www.portlandore...	7645892	687071.6	limit	<Null>	CC_N14
Union Station ...	Forest Park H...	Steel Bridge	Freemont Bridge	<Null>	North	NA	http://www.portl...	River Group B	http://www.portlandore...	7646351	685993.1	allow	<Null>	CC_N15
US Bancorp To...	Park West Buil...	<Null>	<Null>	Y	Northeast	VC 24-16	http://www.portl...	Upland Tier 1	http://www.portlandore...	7650229	686230.6	limit	Y	CC_NE01
Wells Fargo Ce...	Koin Center	<Null>	<Null>	<Null>	Northeast	NA	http://www.portl...	Upland Tier 2	http://www.portlandore...	7649779	686196.4	allow	<Null>	CC_NE02
US Bancorp To...	Park West Buil...	US State Dome	<Null>	<Null>	Northeast	NA	http://www.portl...	Upland Tier 2	http://www.portlandore...	7650226	686103.6	allow	<Null>	CC_NE03
<Null>	<Null>	<Null>	<Null>	<Null>	Northeast	VC 24-06	http://www.portl...	River Group B	http://www.portlandore...	7647056	686043.4	limit	<Null>	CC_NE04
Wells Fargo Ce...	Koin Center	Council Crest	<Null>	Y	Northeast	NA	http://www.portl...	Upland Tier 1	http://www.portlandore...	7649372	686012.9	limit	Y	CC_NE05
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<Null>	<Null>	<Null>	<Null>	<Null>	Northeast	CCPV26	http://www.portl...	River Group B	http://www.portlandore...	7646973	685815.9	limit	<Null>	CC_NE08
US Bancorp To...	Wells Fargo Ce...	Council Crest	Forest Park H...	<Null>	Northeast	NA	http://www.portl...	Upland Tier 2	http://www.portlandore...	7648172	685209.9	allow	<Null>	CC_NE09
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Freemont Bridge	Broadway Bridge	<Null>	<Null>	<Null>	Northwest	VB 24-30	http://www.portl...	Upland Tier 2	http://www.portlandore...	7644591	686303.4	allow	<Null>	CC_NW18
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Mt. Hood	<Null>	<Null>	<Null>	<Null>	Southeast	NA	http://www.portl...	River Group B	http://www.portlandore...	7646140	682251.2	allow	Y	CC_SE07
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Mt. Hood	<Null>	<Null>	<Null>	Y	Southeast	NA	http://www.portl...	River Group A	http://www.portlandore...	7646867	677853.1	limit	Y	CC_SE21
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Mt. Hood	<Null>	<Null>	<Null>	<Null>	Southwest	VC 23-04	http://www.portl...	Upland Tier 2	http://www.portlandore...	7637943	683839.3	limit	Y	CC_SW02
Mt. Hood	<Null>	<Null>	<Null>	Y	Southwest	NA	http://www.portl...	Upland Tier 1	http://www.portlandore...	7636756	683367.2	limit	Y	CC_SW03
Mt. Hood	US Bancorp T...	Park West Building	<Null>	Y	Southwest	VC 23-24	http://www.portl...	Upland Tier 1	http://www.portlandore...	7636742	683304.9	limit	Y	CC_SW04
Mt. Hood	<Null>	<Null>	<Null>	Y	Southwest	VM 23-08	http://www.portl...	Upland Tier 1	http://www.portlandore...	7636734	683093.1	limit	Y	CC_SW05
Mt. Hood	Wells Fargo Ce...	Mt Tabor	Koin Center	Y	Southwest	NA	http://www.portl...	Upland Tier 1	http://www.portlandore...	7636361	682943.5	limit	Y	CC_SW06
Vista Bridge	US Bancorp T...	Park West Building	<Null>	Y	Southwest	NA	http://www.portl...	Upland Tier 2	http://www.portlandore...	7637326	682911.5	limit	<Null>	CC_SW07
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Mt. Adams	<Null>	<Null>	<Null>	Y	Southwest	NA	http://www.portl...	Upland Tier 1	http://www.portlandore...	7636732	682730.3	limit	Y	CC_SW09
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Mt. St. Helens	<Null>	<Null>	<Null>	Y	Southwest	VP 23-22	http://www.portl...	Upland Tier 1	http://www.portlandore...	7636699	682530.2	limit	Y	CC_SW12
Mt. St. Helens	<Null>	<Null>	<Null>	Y	Southwest	VP 23-27	http://www.portl...	Upland Tier 2	http://www.portlandore...	7639254	682244.9	limit	Y	CC_SW13

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OBJECTID_1 *	MapLabel *	Address	Ownership	View Classification	Status/Action	Size of Viewpoint	MultipleViews	View Direction	ViewHeading	Angle_Hori
16	CC-SW15	Vista Bridge - east side, center	ROW	Viewpoint	Existing	5' sidewalk	False	East	95	90
236	CC-SW16	SW Vista Ave north of SW Montgomery - above stairs	ROW	<Null>	New	5' x '5	False	Northeast	35	45
207	CC-SW17	Greenway Trail West - at Salmon St Springs	<Null>	Viewpoint	Existing	1block x 1 block	False	East	110	180
164	CC-SW18	SW Mill St Terrace	ROW	Viewpoint	Existing	3' shoulder up curb	False	East-Southeast	110	30
167	CC-SW19	SW Montgomery Dr north of SW Carter Ln	ROW	Viewpoint	Existing	<Null>	False	East	90	15
165	CC-SW21	SW Montgomery Dr at Frank L Knight City Park	ROW	Viewpoint	Existing	<Null>	False	North-Northeast	50	5
46	CC-SW23	Hawthorne Bridge - north side, west	Multnomah County	Viewpoint	Existing		False	North-Northeast	20	180
4	CC-SW24	SW Upper Hall hairpin turn		Viewpoint	Existing	8' sidewalk	False	East-Northeast	55	160
150	CC-SW25	Hawthorne Bridge - south side, center	Multnomah County	Viewpoint	Existing	<Null>	False	South	200	170
149	CC-SW26	Hawthorne Bridge - north side, center	Multnomah County	Viewpoint	Existing	<Null>	False	North	20	180
40	CC-SW27	Greenway Trail West - north of Hawthorn Bowl		Viewpoint	Relocated	100' x 100'	False	East-Southeast	105	170
48	CC-SW28	Hawthorne Bowl - palm tree planter		Viewpoint	Relocated	7' (?) path plus wide stairs	False	East-Southeast	115	110
75	CC-SW29	Greenway Trail West - at SW Clay St		Viewpoint	Existing	30' radius circle	False	East	95	180
168	CC-SW30	SW 18th Ave at SW Clifton St	ROW	Corridor/street	Existing	<Null>	False	North-Northeast	30	20
171	CC-SW31	SW Cardinell Dr at top of stairs	ROW	Corridor/trail - linear	Existing	<Null>	False	North-Northeast	20	85
45	CC-SW32	Riverplace south public dock at end of dock		Viewpoint	Existing	20' x 20'	True	North	360	120
170	CC-SW33	SW Rivington Dr	ROW	Viewpoint	Existing	<Null>	False	Northeast	50	80
220	CC-SW34	Lovejoy Fountain	<Null>	Viewpoint	New	<Null>	False	East-Southeast	115	25
76	CC-SW35	Greenway Trail West - south of Riverplace dock		Viewpoint	Existing	35' x 12'	False	East-Northeast	68	180
189	CC-SW36	Greenway Trail West - SW Montgomery gardens, south	<Null>	Viewpoint	New	15' x 25'	True	East-Southeast	100	35
54	CC-SW38	Greenway Trail West - b/w SW Montgomery St & Hall		Viewpoint	Existing	15' greenway trail	False	East-Southeast	100	30
227	CC-SW43	Tilikum Crossing - north side, west	ROW	<Null>	New	<Null>	False	North-Northwest	315	180
43	CC-SW44	Greenway Trail West - south of Marquam Br south pt		Viewpoint	Relocated		False	North-Northeast	70	180
15	CC-SW45	SW Broadway Dr north of SW Hoffman Ave	ROW	Viewpoint	Existing		False	East	90	30
103	CC-SW46	Tilikum Crossing - south side, west	ROW	Viewpoint	New		False	Southeast	135	180
237	CC-SW47	Duniway Park	Park	<Null>	New	<Null>	<Null>	East-Southeast	100	10
77	CC-SW48	Greenway Trail West - north of Tilikum Crossing		Viewpoint	Existing		False	East-Northeast	70	180
12	CC-SW49	SW Terwilliger - north of Campus Dr, north view	ROW	Viewpoint	Existing	10'x15' picnic table platform	False	North	360	40
10	CC-SW50	SW Terwilliger - north of Campus Dr, panorama view	ROW	Viewpoint	Existing		False	North-Northeast	40	160
2	CC-SW51	SW Terwilliger - north of Campus Dr, east view	ROW	Viewpoint	Existing	10' sidewalk	False	East-Southeast	105	60
155	CC-SW52	Greenway Trail West - north of Ross Island Bridge	<Null>	<Null>	Existing	<Null>	False	East-Southeast	80	180
106	CC-SW53	Ross Island Bridge - north side, west	Multnomah County	Viewpoint	New	5' sidewalk	False	North-Northwest	355	180
17	CC-SW54	OHSU Peter O Kohler Pavilion - lower level	OHSU	Viewpoint	Existing		False	East	90	150
222	CC-SW55	OHSU Peter O Kohler Pavilion - upper level	<Null>	Viewpoint	Existing	<Null>	False	East	90	150
110	CC-SW56	Aerial Tram OHSU Terminal - north platform		Viewpoint	New	12' x 12' platform	False	East	90	130
239	CC-SW57	SW Terwilliger Blvd at Campus Dr	ROW	<Null>	New	<Null>	<Null>	<Null>	100	5
212	CC-SW58	SW Gibbs Street Pedestrian Bridge	<Null>	Viewpoint	New	8' x 25' overhang platform	True	East	170	25
57	CC-SW59	Greenway Trail West - at Zidell		Viewpoint	Existing		False	North-Northeast	30	75
223	CC-SW60	Aerial Tram OHSU Terminal - south platform	<Null>	Viewpoint	New	<Null>	False	East	90	140
213	CC-SW61	SW Terwillger - south of SW Campus Dr	ROW	Viewpoint	New	8' sidewalk	False	North-Northeast	10	60
1	CC-SW62	SW Terwillger - north of SW Condor Ln, north point	ROW	Viewpoint	Existing	10' sidewalk	False	East-Northeast	95	40
11	CC-SW63	Veteran's Memorial Hospital/OHSU - sky bridge		Viewpoint	Relocated		False	Northeast	45	75
5	CC-SW64	SW Terwilliger - north of SW Condor, south point	ROW	Viewpoint	Existing		False	North-Northeast	45	90
218	CC-SW65	Greenway Trail West - at SW Curry St	<Null>	Viewpoint	New	Will be 8' path	False	East	95	180
107	CC-SW66	Caruthers Park - SW Bond Ave & SW Pennoyer	PP&R/ROW	Viewpoint	New		False	West-Northwest	290	40
108	CC-SW67	Greenway Trail West - at SW Gaines St		Viewpoint	New		False	East	95	180
240	CC-SW68	Eagle Point	<Null>	<Null>	New	<Null>	True	<Null>	25	5
160	CC-SW69	Greenway Trail West - at SW Bancroft St	<Null>	Viewpoint	Existing	10' diameter circle	False	South	180	40
6	CC-SW70	SW Terwilliger Blvd - at SW Bancroft St	ROW	Corridor/street	Existing		False	East	90	10
242	CC-SW71	Greenway Trail West - SW Unnamed Rd	<Null>	<Null>	New	<Null>	False	East-Southeast	110	180

ViewHeading2	Angle_Hori2	ViewHeading3	Angle_Hori3	ViewHeading4	Angle_Hori4	Amenities	Amenity-Bathroom	Transit Access?	Parking?
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	guardrail	No	No	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	platform, lighting	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	guardrail	<Null>	<Null>	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	guardrail, lighting	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	guardrail	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	guardrail	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	guardrail, lighting	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	platform, gaurdrail, lighting	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	lighting	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	bench, platform, gaurdrail, ...	No	No	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	No
140	75	<Null>	<Null>	<Null>	<Null>	bench, platform, gaurdrail	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	bench, platform, gaurdrail, ...	No	No	No
10	60	<Null>	<Null>	<Null>	<Null>	bench, platform, gaurdrail, ...	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	lighting	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	No	No	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	bench	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	bench, lighting	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	bench, lighting	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	No	No	No
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<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	lighting	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
90	65	40	30	280	30	platform, lighting	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	lighting	<Null>	<Null>	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Yes
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	No	No	No
100	25	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	bench, lighting	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	No	No	No
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>

Focal Object	View is at Risk?	Risk Description Notes	Discord	Discord-Powerlnes	Discord-Overgrown Veg	Discord-Buildings	Discord-Structures	Discord-disrepair	General Notes
Mt Hood, downtown skyline, eastern foothills	Yes	Development, some ove...	<Null>	No	Yes	No	No	No	Relocated to Vista Bridge, e...
Mt St Helens, Mt Adams, downtown skyline, eastern foothills	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Willamette River, Mt Hood, Morrison Bridge, Hawthorne Bridge, riverbrank, but...	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Need to re-shoot on a clear ...
Mt Hood, downtown skyline, eastern foothills	Yes	Overgrown vegetation, ...	<Null>	Yes	Yes	<Null>	<Null>	<Null>	<Null>
Mt Hood, downtown skyline, eastern foothills	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Mt Hood, Mt St Helens, Fremont Bridge	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Willamette River, Morrison Bridge, Lloyd District, Convention Center Spire, Ste...	No	<Null>	<Null>	No	No	No	No	No	
Mt Hood, Mt St Helens, Mt Adams, Fremont Bridge, downtown skyline, eastern...	Yes	Overgrown vegetation, p...	<Null>	No	Yes	No	No	No	Relocated uphill from hairpin...
Willamette River, Marquam Bridge, Tilikum Crossing, downtown skyline, West ...	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Relocated more west to avoi...
Willamette River, downtown skyline, Lloyd District, Morrison Bridge, Conventio...	No	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Willamette River, Hawthorne Bridge, Marquam Bridge, Tilikum Crossing, Sout...	No	<Null>	<Null>	No	No	No	No	No	
Willamette River, Hawthorne Bridge, Marquam Bridge, Tilikum Crossing, Hawt...	No	<Null>	<Null>	No	No	No	No	No	Relocated from lower path to...
Willamette River, Hawthorne Bridge, Riverplace Marina, Tilikum Crossing, Ma...	No	<Null>	<Null>	No	No	No	No	No	Need to return on a clear day...
Mt St Helens, eastern foothills	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Downtown skyline, Mt St Helens, eastern foothills, Fremont Bridge	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
View 1: Willamette River, Hawthorne Bridge, Riverplace Marina; View 2: Willa...	No	<Null>	<Null>	No	No	No	No	No	Relocated to end of dock
Mt Hood, Mt St Helens, eastern foothills, downtown skyline, South Waterfront, ...	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Mt Hood, Lovejoy Fountain	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Willamette River, downtown skyline, Hawthorne Bridge, Marquam Bridge, Tili...	No	<Null>	<Null>	No	Yes	No	Yes	No	Confirm loc with aerial
View 1: Willamette River, Mt Hood, Tilikum Crossing; View 2: Willamette River...	Yes	Overgrown vegetation, ...	<Null>	<Null>	Yes	<Null>	<Null>	<Null>	<Null>
Willamette River, Mt Hood, Marquam Bridge, Tilikum Crossing, riverbank	Yes	Development could obst...	<Null>	Yes	No	No	No	No	
Willamette River, Mt St Helens, Marquam Bridge, downtown skyline, West Hills...	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
	No	<Null>	<Null>	No	No	No	No	No	
Mt Hood, Tilikum Crossing, eastern foothills, buttes	No	<Null>	<Null>	No	No	No	No	No	
Willamette River, Mt Hood, Ross Island Bridge, Ross Island, South Waterfront...	No	<Null>	<Null>	No	No	No	No	No	
Mt Hood	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
	No	<Null>	<Null>	No	No	No	No	No	
Mt St Helens, downtown skyline	Yes	Overgrown vegetation	<Null>	No	Yes	No	No	No	Relocated to picnic table fr...
Mt St Helens, Mt Hood, downtown skyline, eastern foothills	No	<Null>	<Null>	No	No	No	No	No	
Mt Hood, buttes, eastern foothills, Tilikum Crossing, Ross Island Bridge, Sout...	Yes	Overgrown vegetation	<Null>	No	Yes	No	No	No	
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Willamette River, Tilikum Crossing, Marquam Bridge, downtown skyline, West ...	No	<Null>	<Null>	No	No	No	No	No	
Mt Hood, Mt St Helens, Willamette River, Tilikum Crossing, Mt Adams, eastern...	No	<Null>	<Null>	No	No	No	No	No	
Mt Hood, Mt St Helens, Willamette River, Tilikum Crossing, Mt Adams, eastern...	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Mt Hood, Mt St Helens, buttes, Willamette River, Ross Island, Ross Island Bri...	Yes	Overgrown vegetation	<Null>	Yes	No	No	No	No	Relocated to tram platform
Mt Hood	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
4 Views: Ross Island, Mt Hood, Mt Tabor, South Waterfront, southern hills, Tili...	Yes	Zidell development	<Null>	Yes	<Null>	<Null>	<Null>	<Null>	<Null>
	No	<Null>	<Null>	No	No	No	No	No	
Mt Hood, Mt St Helens, Mt Adams, downtown skyline, eastern foothills, buttes, ...	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Downtown skyline, Willamette River, Hawthorne Bridge, Lloyd Center, Mt St H...	Yes	Overgrown vegetation	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Mt Hood, Willamette River, South Waterfront, eastern foothills, buttes	Yes	Overgrown vegetation	<Null>	Yes	Yes	No	No	No	
Mt St Helens, Willamette River, downtown skyline, Lloyd District, eastern foothi...	No	<Null>	<Null>	No	No	No	No	No	
Mt St Helens, eastern foothills, buttes, Willamette River, Tilikum Crossing, Ros...	No	<Null>	<Null>	No	No	No	No	No	
Willamette River, Ross Island, Ross Island Bridge	Yes	Overgrown vegetation	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
West Hills	No	<Null>	<Null>	No	No	No	No	No	
Willamette River, Ross Island, Ross Island Bridge	No	<Null>	<Null>	No	No	No	No	No	
Mt Hood, Mt St Helens	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Willamette River, Ross Island, Sellwood Bridge, southern hills, rivebank	Yes	Overgrown vegetation	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>
Mt Hood, Willamette River, eastern foothills	No	<Null>	<Null>	No	No	No	No	No	
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>

Location Old	Inventory ID Old	Greenway (IN	Subtype Old	View Access-Sidewalk	View Access-Bike Lane	View Access Formal Trail	Is it Safe?	Field Observations Notes	Shape *	INT_CODE
Mt. Hood from the Vista Bri...	VM 23-18		View of Mountains	Yes	No	No	<Null>	Development could really block Mt. Hood; fencing is di...	Point	U-13
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Point	<Null>
<Null>	VM 24-45, VB 24...	CCPV18	<Null>	<Null>	<Null>	Yes	Yes	Can't see Mt. hood today. Placed VP at top center of ci...	Point	R-71
Closer description is missing	VC 22-26	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Big leaf splits view, otherwise would be panorama; dev...	Point	U-38
City from SW Montgomery ...	VC 23-30	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Overgrown vegetation, no visible view	Point	<Null>
City from SW Montgomery	VC 23-29	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	No visible view due to overgrown vegetation	Point	<Null>
Morrison Bridge from the ...	VB 24-37		View of Bridges	Yes	Yes	No	<Null>	<Null>	Point	R-13
S.W. Upper Hall	VP 24-01		Panorama	No	No	No	Yes	One of the nicest views we've seen	Point	U-4
Hawthorne Bridge looking ...		CCPV15	<Null>	Yes	Yes	<Null>	<Null>	<Null>	Point	R-51
Hawthorne Bridge looking ...		CCPV16	<Null>	Yes	Yes	<Null>	<Null>	View doesn't really start until state dome, then west	Point	R-50
Marquam and Ross Island ...	VB 24-24	GVP	View of Bridges	No	No	Yes	<Null>	Telescope	Point	R-9
Hawthorne Bridge from Wa...	VB 24-35	GVP	View of Bridges	No	No	Yes	Yes	Bench seating wall	Point	R-15
	VB 24-34	CCPV14, GVP	Greenway Viewp...	Yes	Yes	No	Yes	Telescope	Point	R-24
City from SW 18th near Ja...	VC 23-31	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Very discordant power lines and veg, can see St. Hele...	Point	U-40
City from SW Cardinell	VC 24-53	<Null>	<Null>	<Null>	<Null>	<Null>	No	No sidewalk, no parking; at top of staircase	Point	U-00
Hawthorne and Morrison Br...	VB2433/2409 VC...	CCPV29	View of Bridges	Yes	No	No	Yes	Two views here - first of Hawthorne Bridge to the north;...	Point	R-12
City from SW Rivington	VC 24-54	<Null>	<Null>	No	No	<Null>	<Null>	Overgrown vegetation, no visible view	Point	U-00
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Point	U-00
Riverbank off SW Montgom...		CCPV12, GVP	Greenway Viewp...	Yes	Yes	Yes	Yes	Discordant garbage structure and cans; off Greenway ...	Point	R-25
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Yes	Yes	Two separate views - one of Mt. Hood, another of Haw...	Point	R-59
Marquam Bridge from the S...	VB 24-23		View of Bridges	Yes	No	Yes	Yes	Not an existing VP but a nice clear view of Mt. Hood; a...	Point	R-18
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Point	U-00
Marquam Bridge from the ...	VB 24-18		View of Bridges	No	No	No	<Null>	<Null>	Point	R-00
Mt. Hood from S.W. Broad...	VM 31-36		View of Mountains	No	No	No	No	Only accessible by auto; sidewalk doesn't connect on e...	Point	U-12
Tilikum Crossing			Viewpoint	No	No	No	<Null>	<Null>	Point	R-31
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Point	<Null>
Greenway Trail, under Tili...		CCPV7, GVP	Greenway Viewp...	No	No	No	<Null>	<Null>	Point	R-00
Mt. Hood from S.W. Terwill...	VC 31-31		View of Mountains	Yes	Yes	No	<Null>	Two views: one of Mt. Hood, one of Mt. St. Helens	Point	U-10
Mt. St. Helens from S.W. T...	VP 31-30		View of City	No	No	No	<Null>	No view, overgrown vegetation blocks view. HIstoric p...	Point	U-00
S.W. Terwilliger above Dun...	VM 31-38		Panorama	Yes	Yes	No	Yes	No more view of Mt. Hood	Point	U-2
Riverbank North of Ross Is...		CCPV6	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Point	R-00
Ross Island Bridge West			Panorama	Yes	No	No	No	<Null>	Point	R-33
Mt. Hood from the Oregon...	VM 31-25		View of Mountains	No	No	No	<Null>	<Null>	Point	U-14
<Null>	VM 31-25	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Point	U-00
OHSU			Scenic Site	No	No	No	<Null>	Access by tram	Point	U-30
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Point	<Null>
<Null>	<Null>	<Null>	<Null>	Yes	<Null>	<Null>	Yes	<Null>	Point	U-56
Ross Island Bridge from th...	VB 31-09	CCPV3, GVP	View of Bridges	No	No	No	<Null>	CCPV3 - There are three old viewpoint codes for this p...	Point	R-00
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Point	U-00
<Null>	<Null>	<Null>	<Null>	Yes	Yes	<Null>	Yes	<Null>	Point	U-57
S.W. Terwilliger Boulevard...	VP 31-29		Panorama	Yes	Yes	No	<Null>	Lots of vegetation; gondola cables are discordant. His...	Point	U-1
Mt. St. Helens from Veteran...	VM 31-21		View of Mountains	No	No	No	<Null>	<Null>	Point	U-9
S.W. Terwilliger Boulevard...	29		Panorama	No	No	No	<Null>	Completely overgrown with vegetation but could be op...	Point	U-5
<Null>	<Null>	<Null>	<Null>	Yes	Yes	Yes	Yes	Under construction; smoky; trees will need to be maint...	Point	R-75
SW Bond			Viewpoint	No	No	No	<Null>	Not clear if this should be a view. Can see the tram th...	Point	U-29
SW Gaines			Viewpoint	Yes	Yes	Yes	<Null>	Need to revisit without fence; under construction, plans...	Point	R-34
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Point	<Null>
Riverbank off SW Bancroft	CCPV2	<Null>	<Null>	<Null>	<Null>	Yes	Yes	Relocated point to benches by Old Spaghetti Factory	Point	R-57
S.W. Terwilliger Boulevard...	30		Panorama	Yes	No	No	Yes	Tons of overgrown vegetation; found a window with a v...	Point	U-6
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	Point	<Null>

EXP_FEAT1	EXP_FEAT4	EXP_FEAT2	EXP_FEAT3	EXP_FEAT5	EXP_2FEAT	VP_DEV	VP_ACCESS	VP_USE	Rank	Rank2	Rank3	Rank4
Mt. Hood	<Null>	Downtown Skyline	<Null>	<Null>	<Null>	1	0.5	0	1	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	0.5	0	1	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	1	1	B	<Null>	<Null>	<Null>
Downtown Skyline	<Null>	<Null>	<Null>	<Null>	Foothills, Vegetation	0	0	0	2	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	2	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	2	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	1	0.5	B	<Null>	<Null>	<Null>
Mt. Hood	Downtown Skyline	Mt. St. Helens	Mt. Adams	<Null>	<Null>	0	0	0	1	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	1	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	1	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	1	1	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	1	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	1	1	B	<Null>	<Null>	<Null>
Mt. St. Helens	<Null>	<Null>	<Null>	<Null>	<Null>	0	0	0	2	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	<Null>	<Null>	1	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	0.5	0.5	B	B	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	<Null>	<Null>	1	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	0.5	0	1	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	0.5	0	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	0.5	0.5	B	B	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	0.5	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	1	0.5	B	<Null>	<Null>	<Null>
<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	0	0	0	B	<Null>	<Null>	<Null>
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<Null>	<Null>	<Null>	<Null>	<Null>	<Null>	1	1	0.5	A	<Null>	<Null>	<Null>
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Mt. Hood	Wells Fargo Ce...	Park West Building	Koin Center	Y	Southwest	VM 23-18	http://www.portl...	Upland Tier 1	http://www.portlandore...	7638855	683031.1	limit	Y	CC_SW15
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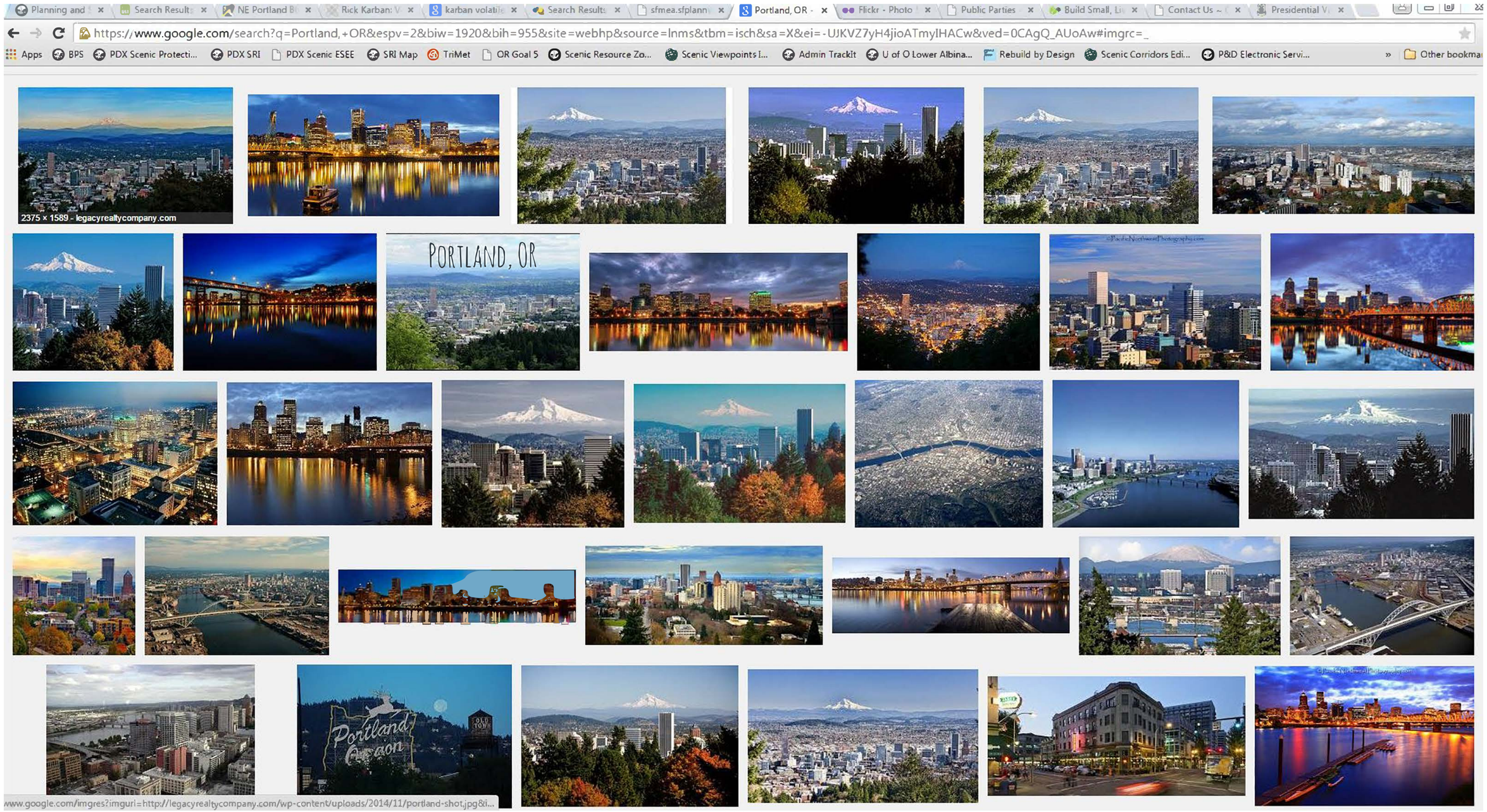
Central City Scenic Resources
GIS Modeling Request
Updated 05-26-15

Purpose: To update the Central City maximum building height map to preserved views of the primary focal features from specified viewpoints per the ESEE recommendations.

Products:

1. A map of updated maximum building heights in the Central City. This map should begin with the existing and proposed height limits and then make adjustments as needed.
2. A simulated photograph with maximum building heights for specified viewpoints. This will be included in the ESEE.
3. A map of ultimate maximum building heights in the Central City. This map is an academic exercise. It will ignore the existing and proposed height limits. The purpose is to see where building height doesn't have to be restricted for scenic reasons. This map could help in the future when developers ask for adjustments to building heights.

Steps: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Apps
BPS
PDX Scenic Protecti...
PDX SRI
PDX Scenic ESEE
SRI Map
TriMet
OR Goal 5
Scenic Resource Zo...
Scenic Viewpoints I...
Admin TrackIt
U of O Lower Albina...
Rebuild by Design
Scenic Corridors Edi...
P&D Electronic Servi...
Other bookma
2375 × 1589 - legacyrealtycompany.com
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Oregon
OLD TOWN
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travelportland.zenfolio.com/p580140981

Apps BPS PDX Scenic Protecti... PDX SRI PDX Scenic ESEE SRI Map TriMet OR Goal 5 Scenic Resource Zo... Scenic Viewpoints I... Admin TrackIt U of O Lower Albina... Rebuild by Design Scenic Corridors Edi... P&D Electronic Servi... » Other bo

Home » All Photographs » Rights Free Images » Downtown Portland

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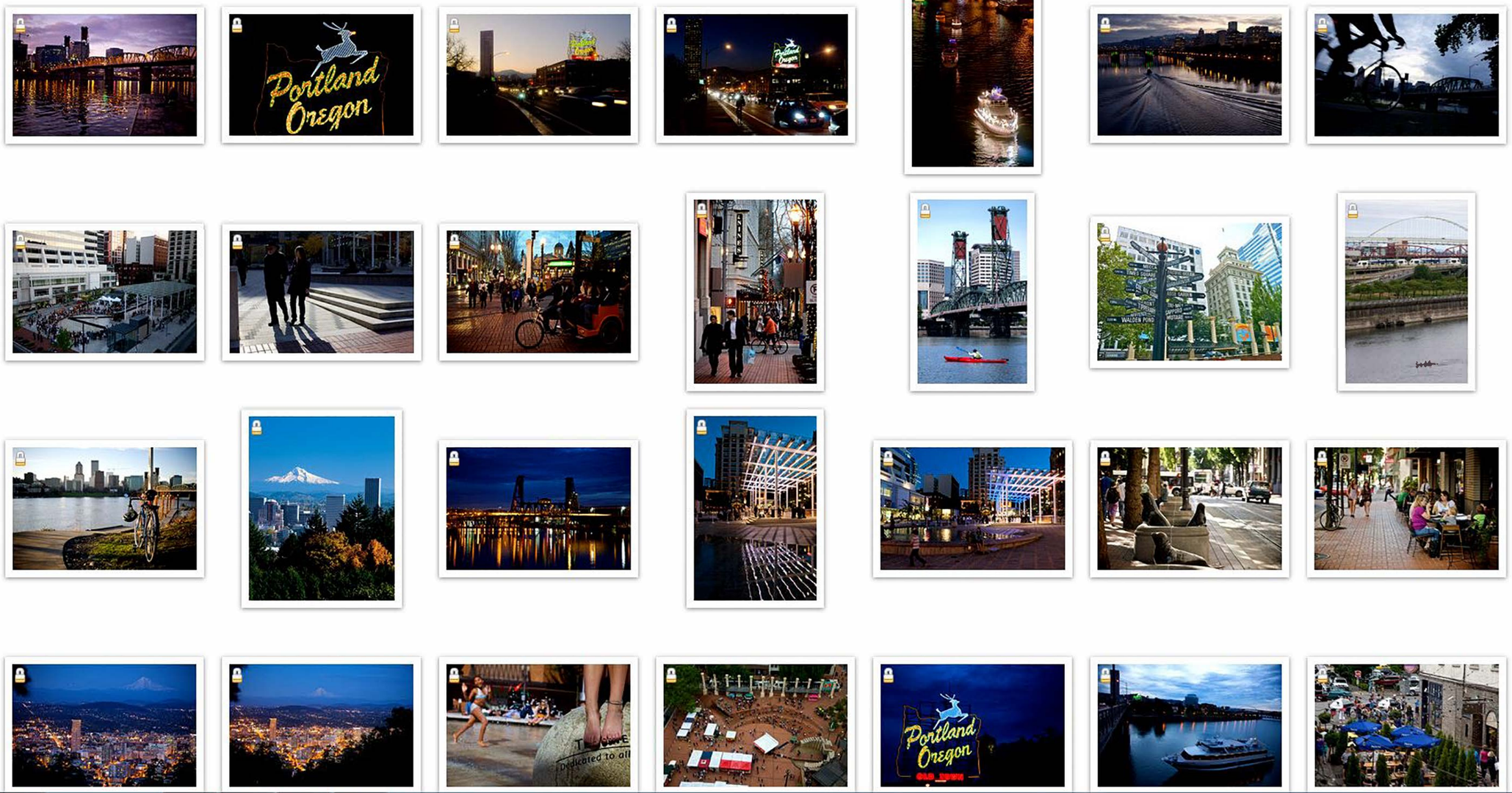
113 photos

Created 14-Sep-12



Central City Scenic Resources Inventory Press Release

April 20, 2015

Now through May 31, the public is invited to comment on an inventory of some of Portland's favorite vistas of the Central City

Take a look at Portland's iconic views and viewpoints in the updated Central City Scenic Resources Inventory; then tell the City what you think

Portland, ORE. — Where do you take your out-of-town visitors to show off Portland? Up to the Washington Park Rose Garden to take in the sweeping, panoramic views of the skyline and Mt Hood? Maybe you head downtown for a stroll along the waterfront or South Park Blocks. Or take a ride on the Aerial Tram to OHSU for views of the many bridges over the Willamette River, special buildings and scenic landmarks.

Scenic resources like these help define the character of the Central City and shape the image of Portland and the region.

To help preserve these visual treasures, Portland manages an inventory of public views, viewpoints and other scenic resources within and of the Central City. At 25-years-old, the Central City portion of the Scenic Resources Inventory (CCSRI) is getting a refresh as part of the update of the Central City Plan.

Take a Look

The public is invited to review the draft CCSRI to help ensure that all Central City scenic resources are included in the inventory. Did we get them all? Did we miss something? Take a look and tell us what you think.

Public comments on the CCSRI are welcome through May 31, 2015.

How to Comment

Visit the project website for more information about the draft Central City Scenic Resources Inventory and to read or download specific chapters of the document.

Then share your feedback on the draft inventory using this online form.

Comments are also accepted by …

- Phone: 503-823-7831
- Email to: mindy.brooks@portlandoregon.gov
- Postal mail to:

Mindy Brooks
City of Portland
Bureau of Planning and Sustainability

1900 SW 4th Ave., Suite 7100
Portland, OR 97201

Comments on the draft CCSRI are due by May 31, 2015.

Background and next steps
Last summer we asked the public to nominate their favorite views and viewpoints in the Central City. Those that met a set of criteria were added to the list of existing views and viewpoints from the 1989 inventory as well as new scenic resources identified in the field. Staff then put them in a database and subjected each view and viewpoint to rigorous analysis by a team of independent reviewers.

The resulting draft CCSRI includes a mix of scenic resources, including 152 views from 144 viewpoints, 15 view streets, 6 scenic corridors, 22 visual focal points and 5 scenic sites.

The purpose of the CCSRI is to provide useful information on the location and quality of existing public scenic resources in and around Portland's Central City. The inventory includes descriptions, evaluations, photos and maps of public views and viewpoints, scenic corridors, view streets, visual focal points and scenic sites located in the Central City inventory area. The inventory does not make recommendations about which scenic resources should be protected.

Scenic resources in Portland have been protected over the past 30 years through various plans and regulations, including the *1983 Terwilliger Parkway Corridor Plan, 1987 Willamette Greenway Plan* and *1991 Scenic Resources Protection Plan.*

Main Page – Central City Scenic Resources Inventory
http://www.portlandoregon.gov/bps/65309
Title: Central City Scenic Resources Inventory
Rolling Photos

[For slide show]

Text: The Bureau of Planning and Sustainability has released the *Draft Central City Scenic Resources Inventory* (CCSRI) for review.

Description: The public is invited to comment [link] on the draft through May 31, 2015

[For landing page]

Portland's Central City has some of the most iconic views in the region. As part of the Central City 2035 (CC2035) project, the *Central City Scenic Resources Inventory (CCSRI)* is the first step in a process to update tools that protect and maintain these significant scenic resources.

The CCSRI provides useful and accessible information on the location and quality of existing public scenic resources. It 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 itself does not make recommendations about which scenic resources should be protected; rather, it will inform the CC2035 Plan. The public will be able to review and comment on the draft CC2035 Plan, including the draft scenic resources protection plan, when the CC2035 Plan is released (currently scheduled for early 2016).

Category 1 - Document
Description: Draft Central City Scenic Resources Inventory – April 2015

Link to each chapter of the report

- Executive Summary
- Title Page and Table of Contents
- Chapter 1 Introduction
- Chapter 2 Project Approach
- Chapter 3 Scenic Views and Viewpoints (recommend viewing as a two-page spread)
    - Methodology
    - Northwest
    - North
    - Northeast
    - Southwest
    - Southeast
- Chapter 4 View Streets

- Chapter 5 Scenic Corridors
- Chapter 6 Visual Focal Points
- Chapter 7 Scenic Sites
- References
- Appendices

Category 2 - Commenting
Description: How To Comment on the Draft Central City Scenic Resources Inventory

Comments on the Draft Central City Scenic Resources Inventory are due by May 31, 2015. Before providing comments, please review the document [link] and web map [link].

Comments can be provided in several ways:
1. Online Survey [link]
2. Phone – Mindy Brooks at 503-823-7831
3. Email - mindy.brooks@portlandoregon.gov
4. Postal Mail –
   Mindy Brooks
   City of Portland
   Bureau of Planning and Sustainability
   1900 SW 4th Ave., Suite 7100
   Portland, OR 97201

Category 3 - Web-based Map ***[This replaces the Central City Scenic Resources Map that is currently a static map on the website)***
Title: Central City Scenic Resources Inventory Map

Text: The Draft Central City Scenic Resources Inventory (CCSRI) map shows all scenic resources in Portland's Central City. Click on any resource to read a short description and view a photograph. The full draft CCSRI document is available to download [link]. Comments [link] may be provided through May 31, 2015.

Embedded map: Interactive CCSRI map

(Note – This replaces the Central City Scenic Resources Map that is currently a static map on the website)

Category 4 - FAQ ***[this is an update of an existing category]***
Title: Central City Scenic Resources Inventory FAQ

Q: What is the difference between a view, viewpoint, view street, scenic corridor, visual focal point, scenic site and scenic resource?

A: A **view** is a feature (natural or built) that is seen from some distance and has pleasing aesthetic qualities.

A **viewpoint** is a location from which to enjoy a scenic view or views. 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.

A **view street** is a linear street that is enclosed or bordered on both sides (e.g., by buildings or trees) and leads to an aesthetically pleasing focal feature that is the terminus of the view.

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.

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.

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.

Taken together, the views, viewpoints, view streets, visual focal points, scenic sites and scenic corridors make up **scenic resources**.

Q: What does it mean if a view or street is included in the Central City Scenic Resources Inventory (CCSRI)?

A: The CCSRI documents conditions of existing scenic resources in and of Portland's Central City. The inventory does not make recommendations about management or regulations to protect and maintain views.

Q: What happens after a view is in the Central City Scenic Resources Inventory?
A: Resources identified in the Central City Scenic Resources Inventory will be evaluated to determine how significant or important each resource is. The public will have an opportunity to review and comment on the evaluation.

Q: Who will decide if a scenic resource will be protected?

A: Based on the evaluation, staff will make recommendations about which scenic resources should be protected and maintained. The recommendations will be forwarded to the Planning and Sustainability Commission (PSC) for consideration. The PSC will hold a hearing where the public can weigh in on the recommendations. Then the Commission will forward their recommendations on to City Council for adoption. City Council will also hold a hearing and receive public testimony.

Category 5 – Press Release
Title: Draft Central City Scenic Resources Inventory Release

(Add text when completed)

Category 6 – Background Documents
Scenic resources have been designated over the past 30 years through multiple plans:
1983 Terwilliger Parkway Corridor Plan
1987 Willamette Greenway Plan
1988 Central City Plan
1991 Scenic Resources Protection Plan
1992 Central City Plan District
2002 Union Station Clock Tower-Related FAR and Height Limitations Study
2006 South Waterfront Urban Design and Development Update Project

CCSRI
Online Survey - open in new tab

Title: Comment on the Draft Central City Scenic Resources Inventory

Text: Please use the following form to provide comments on the Draft Central City Scenic Resources Inventory (CCSRI). Please reference the CCSRI document [link].

What is the nature of your comment? Please choose from the following options: [drop down]

1. I want to propose a scenic resource that is not in the inventory.
2. I want to comment on a scenic resource that is in the inventory.
3. I have a general comment about the Central City Scenic Resources Inventory.

1. New Scenic Resource

Text: To nominate a new scenic resource, please provide the following information:

What type of scenic resource would you like to nominate for inclusion in the CCSRI? (Please review the CCSRI document [link] for definitions of each type of scenic resource.) [drop down]

- Viewpoint/View
- View street
- Scenic corridor
- Visual focal point
- Scenic site

Where is the resource located? (Please be as specific as possible) [text box]

Is the viewpoint, street, corridor, point or site accessible to the general public? [yes/no]

Is the viewpoint, street, corridor, point or site located in the Central City? (Please refer to CCSRI map [link]) [yes/no]

Is the viewpoint, street, corridor, point or site located outside the Central City but close enough to be affected by development within the Central City? [yes/no]

Describe why the resource should be included in the inventory. [text box]

Upload a photo. [optional] ***Julie – if this isn't possible, then skip it***

Do you want to make another comment? [yes/no]
(If yes, start over at beginning. If no, go to 4 "end of survey")

2. Comment on scenic resources in the inventory

Text: Please provide information regarding a scenic resource that is in the inventory. In answering the following questions, be sure to refer to the CCSRI document [link] or map [link] for resource ID numbers, descriptions, etc.

What type of scenic resource would you like to comment on? [drop down]

- Viewpoint/view
- View street
- Scenic corridor
- Visual focal point
- Scenic site

What is the resource ID, name or location from the CCSRI document [link]? (e.g., CCSW57 or SW Salmon Street) [text box]

What important information about the resource did we miss? (e.g., "You can also see the Willamette River." or "The viewpoint would be nicer if there were benches.") [text box]

Is there anything else you would like to tell us about this resource? [text box]

Do you want to make another comment? [yes/no]
(If yes, start over at beginning. If no, go to 4 "end of survey")

3. General comment
Text: Please type your comment in the box below. [text box]

Do you want to make another comment? [yes/no]
(If yes, start over at beginning. If no, go to 4 "end of survey")

4. End of Survey
Text: The City of Portland wants to make sure we're hearing from people who represent the diversity of our community during the CCSRI comment process.

I am responding as: [checklist, choose 1]
- An individual
- A nonprofit organization or community organization
- A business

To help us better understand whose voices we are hearing, and the effectiveness of our engagement, we encourage you to fill out the optional demographic information below.

ZIP: [text box – short field]
Race / Ethnicity: [text box – short field]
Gender: [text box – short field]
Age: [text box – short field; or checklist with age ranges]

Please share your highest level of education: [checklist – choose 1]
- Elementary
- High School / GED
- Some college / 2-year degree
- Vocational School
- 4-year college degree
- Other (please specify) [text box – short field]

5. Final screen:

Thank you for your input

CCSRI project contact:
Mindy Brooks
503-823-7831
Mindy.brooks@portlandoregon.gov

[embed photo]

Main Page – Central City Scenic Resources Inventory
http://www.portlandoregon.gov/bps/65309
Title: Central City Scenic Resources Inventory
Rolling Photos

Text: The Bureau of Planning and Sustainability has released the *Draft Central City Scenic Resources Inventory* (CCSRI) for public review. Comments are due by May 31, 2015.

The CCSRI is part of the Central City 2035 (CC2035) project. The CCSRI is the first step in a process to update tools to protect and maintain significant scenic resources including some of the most iconic views in Portland.

The CCSRI provides useful, current and accessible information on the location and quality of existing public scenic resources. 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 itself does not make recommendations about which scenic resources should be protected.

The draft Central City Scenic Resources Inventory is available for download [link]. The public is invited to comment [link] on the draft through May 31, 2015.

Subpage 1 - Document
Title: Central City Scenic Resources Inventory Draft – April 2015

Link to each chapter of the report

- Executive Summary
- Title Page and Table of Contents
- Chapter 1 Introduction
- Chapter 2 Project Approach
- Chapter 3 Scenic Views and Viewpoints
- Chapter 4 View Streets
- Chapter 5 Scenic Corridors
- Chapter 6 Visual Focal Points
- Chapter 7 Scenic Sites
- References
- Appendices

Subpage 2 - Commenting

Title: How To Comment on the Draft Central City Scenic Resources Inventory

Comments on the Draft Central City Scenic Resources Inventory are due by May 31, 2015. Before providing comments, please review the document [link] and web map [link].

Comments can be provided four ways:

1. Online Survey [link]
2. Phone – Mindy Brooks at 503-823-7831
3. Email - mindy.brooks@portlandoregon.gov
4. Postal Mail –
   Mindy Brooks
   City of Portland
   Bureau of Planning and Sustainability
   1900 SW 4th Ave., Suite 7100
   Portland, OR 97201

Subpage 3 – Web Map

Title: Central City Scenic Resources Inventory Map

Text: The draft map shows all scenic resources in Portland's Central City. Choose any resource to read a short description and view a photograph. The full Draft Central City Scenic Resources Inventory document is available for download [link] and comments [link] may be provided through May 31, 2015.

Embedded map: Interactive CCSRI map

(Note – This replaces the Central City Scenic Resources Map that is currently a static map on the website)

Subpage 4 – FAQ

Title: Central City Scenic Resources Inventory FAQ

Q: What is the difference between a view, viewpoint, view street, scenic corridor, visual focal point, scenic site and scenic resource?

A: A **view** is a feature (natural or built) that is seen from some distance and has pleasing aesthetic qualities. The enjoyment of a view is subjective. Some people enjoy a view of a bridge or skyline and others enjoy a view of a mountain or river.

A **viewpoint** is a location from which to enjoy a scenic view or views. 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.

A **view street** is a linear street that is enclosed or bordered on both sides (e.g., by buildings or trees) and leads to an aesthetically pleasing focal feature that is the terminus of the view.

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.

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.

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.

Taken together, the views, viewpoints, view streets, visual focal points, scenic sites and scenic corridors make up **scenic resources**.

Q: What does it mean if a view or street is included in the Central City Scenic Resources Inventory?
A: The Central City Scenic Resources Inventory documents conditions of existing scenic resources in and of the Central City in Portland. The inventory does not make recommendations about management or regulations to protect and maintain views.

Q: What happens after a view is in the Central City Scenic Resources Inventory?
A: Information in the Central City Scenic Resources Inventory will be evaluated to determine how significant or important each resource is. The public will have an opportunity to review and comment on the evaluation.

Q: Who will decide if a scenic resource will be protected?
A: Based on the evaluation, staff will make recommendations about which scenic resources should be protected and maintained. The recommendations will be forwarded to the Planning and Sustainability Commission for consideration. The Commission will hold a hearing where the public can weigh in on the recommendations. Then, the Commission will forward their recommendations on to City Council for adoption. City Council will also hold a hearing and receive public testimony.

Subpage 5 – Press Release
Title: Draft Central City Scenic Resources Inventory Release

(Add text when completed)

Online Survey
Title: Public Comment on the Draft Central City Scenic Resources Inventory

Text: Please use the following form to provide comments on the Draft Central City Scenic Resources Inventory. Before submitting a comment, be sure to review the Central City Scenic Resources Inventory document [link].

What is the nature of your comment? Please choose from the following options: [drop down]
1. I want to propose a new scenic resource

2. I want to comment on an existing scenic resource
3. I have a general comment about the Central City Scenic Resources Inventory

1. New Scenic Resource

Text: To nominate a new scenic resource, please provide the following information.

What type of scenic resource would you like to nominate for inclusion in the Central City Scenic Resources Inventory? (Please review the CCSRI document [link] for definitions of each type of scenic resource.) [drop down]

- View/Viewpoint
- View street
- Scenic corridor
- Visual focal point
- Scenic site

Where is the resource located? (Please be as specific as possible) [text box]

Is the resource accessible to the general public? [yes/no]

Is the resource located in the Central City? (Please refer to map [link]) [yes/no]

Is the resource located outside the Central City but close enough to be impacted by development within the Central City? [yes/no]

Describe why the resource should be included in the inventory. [text box]

2. Comment on existing scenic resources

Text: Please provide information regarding an existing scenic resource. In answering the following questions, please be sure to refer to the CCSRI document [link] or map [link] for resource ID numbers, descriptions, etc.

What type of existing scenic resource would you like to comment on? [drop down]

- View/Viewpoint
- View street
- Scenic corridor
- Visual focal point
- Scenic site

What is the resource ID, name or location from the CCSRI document [link]? (e.g., CCSW57 or SW Salmon Street) [text box]

What important information about the resource did we miss? (e.g., you can also see the Willamette River or the viewpoint would be nicer if there were benches) [text box]

Is there anything else you would like to tell us about this resource? [text box]

3. General comment
Text: Please type your comment in the box below. [text box]

4. End of Survey
Text: The City of Portland wants to make sure we're hearing from people who represent the diversity of our community during the Central City Scenic Resources Inventory comment process.

I am responding as: [checklist, choose 1]
- An individual.
- A non-profit organization or community organization.
- A business.

To help us better understand whose voices we are hearing, and the effectiveness of our engagement, we encourage you to fill out the optional demographic information below.
ZIP: [text box – short field]
Race / Ethnicity: [text box – short field]
Gender: [text box – short field]
Age: [text box – short field; or checklist with age ranges]

Please share your highest level of education: [checklist – choose 1]
- Elementary
- High School / GED
- Some college / 2-year degree
- Vocational School
- 4-year college degree
- Other (please specify) [text box – short field]

(Julie – Is there a way for people to restart the survey to enter another comment but not have to refill out the optional demographic information?)

Map

1) Embed into a webpage.
    a. At the top of the page have a little statement that includes a link to the document and a link to "how to provide comments"
        i. We'd like a web page for the document that has a little intro and then links to each of the chapters
        ii. How to provide comments would also be a web page with the four ways people can comment – mail, email, phone and online survey
2) Pop-ups for the scenic resource features
    a. Each resource type will have its own pop-up
    b. Link at the bottom of each pop-up to "see more information" – goes to document web page with links to each chapter
    c. Viewpoints will have the most information
        i. ID, location, rank, multiple views and primary focal features (Emily and I will be correcting the data over the next two weeks)
    d. View Streets will have the second most information
        i. Location, view from, view to, and focal terminus
    e. Scenic Corridors, Visual Focal Points and Scenic Sites will just have the resources name and pictures, no other information

Comment Form

1) Start at an Intro page that have three options to comment: add a new scenic resource, missed Info about an existing resource and general comment
    a. Intro page will have rules/criteria and instructions
    b. Include a link to the document page with link to chapters
2) Nominate a New Scenic Resource
    a. Drop-down list of what kind of resource: viewpoint, view street, scenic corridor, visual focal point or scenic site
    b. Where is the resource (be as specific as possible)
    c. Why should it be included in the inventory (check all that apply) – we'll put together a list – can the list be specific to the resource type? (mandatory)
        i. The last option can be *none of the above*. We can give them another chance to explain themselves below if they choose none of the above.
    d. Describe why you think the resource should be included
    e. Upload 1-3 pictures
3) The report missed some info about an existing resource
    a. Drop-down list of what kind of resource: viewpoint, view street, scenic corridor, visual focal point or scenic site (mandatory)
    b. Resource ID, name or location (mandatory)
    c. What important information about the resource did we miss? (e.g., you can also see the river)
        i. Include "please refer to the report" with a link
    d. What could be done to the resource to make it better? (e.g, add benches, trim vegetation)
        i. Include "please refer to the report" with a link
4) Provide a general comment about the CCSRI
    a. Just goes to an open ended comment form

Map webpage:
Title: Central City Scenic Resources Inventory Map – Public Comment Draft

Text: To view the Central City Scenic Resources Inventory document or to provide comments, please visit [website]. [OR - Visit www.portlandoregon.gov/bps/ccsri [link] to view, download or provide comments on the draft inventory.]

Embedded image: Interactive CCSRI map

CCSRI Public Draft webpage:
Title: Central City Scenic Resources Inventory - Public Comment Draft
Image bar: document cover photo on the left with a text bar on the right that says: "PUBLIC COMMENT DRAFT" and "COMMENTS DUE BY MAY 31, 2015"

Commented [ME1]: Modeled after Climate Action Plan public draft website

Text: The Bureau of Planning and Sustainability has released the draft Central City Scenic Resources Inventory (CCSRI) for public comment. The draft inventory builds on Portland's 30+ years of designating and protecting Portland's scenic resources.

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 the first step in a three-step process to develop a scenic resources protection plan for the Central City. The CCSRI does not make recommendations about which scenic resources should be protected.

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.

The draft Central City Scenic Resources Inventory is available for download as either the full document [link] or as specific chapters [link].

The public is invited to comment [link] on the draft inventory through May 31, 2015.

How To Comment on the 2015 Central City Scenic Resources Inventory - Public Comment Draft
Online comment form and other ways to tell us what you think about the draft 2015 Central City Scenic Resources Inventory.

2015 Central City Scenic Resources Inventory - Public Comment Draft
Full document | Public Comment Draft | xx MB pdf file.

2015 Central City Scenic Resources Inventory Chapters
Look at a specific section of the CCSRI in PDF format.

CCSRI chapters webpage:
Title: 2015 Central City Scenic Resources Inventory Chapters

Introduction
Chapter 1 | Public Comment Draft

Project Approach
Chapter 2 | Public Comment Draft

Scenic Views and Viewpoints
Chapter 3 | Public Comment Draft

View Streets
Chapter 4 | Public Comment Draft

Scenic Corridors
Chapter 5 | Public Comment Draft

Visual Focal Points
Chapter 6 | Public Comment Draft

Scenic Sites
Chapter 7 | Public Comment Draft

Supporting Resources
References | Public Comment Draft

Appendices
Appendices | Public Comment Draft

CCSRI Public Draft comment webpage:
Title: How To Comment on the 2015 Central City Scenic Resources Inventory - Public Comment Draft

Text: Comments on the draft 2015 Central City Scenic Resources Inventory are due by May 31, 2015.

1. Visit [link website] to read about the Central City Scenic Resources Inventory, read specific chapters or download the full draft inventory.
2. Share your feedback on the draft inventory through the online comment form [link].

Comments are also accepted by:

Phone: 503-823-7831

Email to: mindy.brooks@portlandoregon.gov

Postal mail to:
Mindy Brooks
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave., Suite 7100
Portland, OR 97201

Online comment form homepage:
Title: Please comment on the Draft Central City Scenic Resources Inventory

Text: Please use the following form to provide comments on the draft Central City Scenic Resources Inventory. Before submitting a comment, be sure to review the Central City Scenic Resources Inventory document [link].

What is the nature of your comment? Please choose from the following options: [drop down]

- I want to add a new scenic resource. [OR – I want to propose a new scenic resource.]
- The CCSRI missed information about an existing scenic resource. [OR – I want to add information about an existing scenic resource. OR – I want to comment on an existing scenic resource.]
- I have a general comment about the Central City Scenic Resources Inventory.

If "new scenic resource":
To nominate a new scenic resource, please provide the following information. Remember, to be eligible for inclusion in the Central City Scenic Resources Inventory, the scenic resource must be:

a. Public, and
b. Within the Central City 2035 boundary (note: select viewpoints outside of the CC2035 boundary with views that could be affected by development within the Central City are also eligible).

What type of scenic resource would you like to nominate for inclusion in the Central City Scenic Resources Inventory? (Please review the CCSRI document [link] for definitions of each type of scenic resource.) [drop down]

- View/Viewpoint
- View street
- Scenic corridor
- Visual focal point
- Scenic site

Where is the resource located (please be as specific as possible)? [text box]

Why should it be included in the inventory? (check all that apply) – we'll put together a list – can the list be specific to the resource type? (mandatory). The last option can be none of the above. We can give them another chance to explain themselves below if they choose none of the above. [check list – select multiple]

Commented [ME2]: Maybe just stick with the open ended question asking them to describe why it should be included?

Describe why you think the resource should be included in the CCSRI. [text box]

Upload 1-3 pictures (optional)

Any additional comments? [text box]

If "existing scenic resource":
What type of existing scenic resource would you like to comment on? (Please review the CCSRI document [link] for definitions of each type of scenic resource.) [drop down]

- View/Viewpoint
- View street
- Scenic corridor
- Visual focal point
- Scenic site

In answering the following questions, please be sure to refer to the CCSRI document [link].
What is the resource ID, name or location from the CCSRI? [text box? or drop down of all resources?]

What important information about the resource did we miss? (e.g., you can also see the Willamette River) [text box]

What could be done to the resource to make it better? (e.g, add benches, trim vegetation) [text box]

Any additional comments? [text box]

If "general comment":
Please type your comment in the box below. [text box]

For all:
I am responding as: [checklist, choose 1]

- An individual.
- A non-profit organization or community organization.
- A business.

The City of Portland wants to make sure we're hearing from people who represent the diversity of our community during the Central City Scenic Resources Inventory comment process.

To help us better understand whose voices we are hearing, and the effectiveness of our engagement, we encourage you to fill out the optional demographic information below.
ZIP: [text box – short field]
Race / Ethnicity: [text box – short field]
Age: [text box – short field; or checklist with age ranges]

Please share your highest level of education: [checklist – choose 1]

Commented [ME3]: Is this possible through an online survey? We could also just provide an email address if they want to send anything.

Commented [ME4]: Do we want to ask this separately or is it more or less included in the above question? We might be leading people with this one…

Commented [ME5]: From CAP online survey

Commented [ME6]: Not in CAP but could be interesting to know

- Elementary
- High School / GED
- Some college / 2-year degree
- Vocational School
- 4-year college degree
- Other (please specify) [text box – short field]

SRI Blog Post

April 10, 2015

Title: Take a look at Portland's iconic views and viewpoints in the updated Scenic Resources Inventory; then tell us what you think

~~**Community comments welcome on draft Central City Scenic Resources Inventory. Public comment period open through May 31, 2015.**~~

Description: ~~[Alternate title:~~ Now through May 31, Portlanders are invited to ~~:~~ Ssubmit comments on ~~the~~an inventory of some of Portland's favorite places ~~draft Central City Scenic Resources Inventory]~~

~~We're all familiar with some of~~ It's hard to miss Portland's most iconic ~~scenic resources~~views and favorite places:~~,~~ sweeping, ~~from the Lan Su Chinese Garden to scenic waterways like the Willamette River, from~~ panoramic views of the downtown skyline and Mt Hood from the Washington Park Rose Garden, the train station clock tower, Lan Su Chinese Garden, and ~~to individual views of~~ the ~~city's~~ many bridges over the Willamette River, ~~-~~special buildings and scenic landmarks. Together, these scenic resources help define the character of the Central City and shape the image of Portland and the region.

To help preserve these visual treasures, Portland manages an inventory of views, viewpoints and view corridors within and of the Central City. At 25-years-old, the Central City Scenic Resources Inventory (CCSRI) is getting an update.

Over the summer community members nominated their favorite views and viewpoints, many of which were already in the SRI. Staff then put them into a database and subjected each view and viewpoint to rigorous analysis by a team of independent reviewers.

The resulting ~~Scenic resources in Portland have been protected over the past 30 years through various plans and regulations, including the 1983 *Terwilliger Parkway Corridor Plan*, 1987 *Willamette Greenway Plan* and 1991 *Scenic Resources Protection Plan*. The City is in the process of developing the *Central City Scenic Resources Protection Plan* through a project called Central City 2035 (CC2035). The first step in the process is to update the inventory of scenic resources. The *Central City Scenic Resources Inventory* (CCSRI) includes public scenic resources located within the Central City as well as views of – or across – the Central City that could be affected by future development within the Central City. (Scenic resources that are outside of the Central City are not being updated at this time and will remain protected through the previous plans.)~~

~~**Take a Look**~~

~~The~~ draft CCSRI includes a mix of scenic resources, including~~:~~ 152 views from 144 viewpoints, 15 view streets, ~~six~~ 6 scenic corridors, 22 visual focal points and ~~five~~ 5 scenic sites.

Take a Look

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The public is invited to review the draft CCSRI to help ensure that all Central City scenic resources are included in the inventory. Did we get them all? Did we miss something? Take a look and tell us what you think.

Public comments on the CCSRI are welcome through May 31, 2015.

How to Comment

Visit the project website for more information about the draft Central City Scenic Resources Inventory and to read specific chapters or download the full draft plan.

Then share your feedback on the draft inventory using this online form.

Comments are also accepted by …

Phone: 503-823-7831

Email to: mindy.brooks@portlandoregon.gov

Postal mail to:

Mindy Brooks
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave., Suite 7100
Portland, OR 97201

Comments on the draft CCSRI are due by May 31, 2015.

Background and next steps

Scenic resources in Portland have been protected over the past 30 years through various plans and regulations, including the 1983 *Terwilliger Parkway Corridor Plan*, 1987 *Willamette Greenway Plan* and 1991 *Scenic Resources Protection Plan.*

~~The City is in the process of developing the *Central City Scenic Resources Protection Plan* through a project called Central City 2035 (CC2035). The first step in the process is to update the inventory of scenic resources. The *Central City Scenic Resources Inventory* (CCSRI) includes public scenic resources located within the Central City as well as views of — or across — the Central City that could be affected by future development within the Central City. (Scenic resources that are outside of the Central City are not being updated at this time and will remain protected through the previous plans.)~~

The purpose of the CCSRI is to provide ~~useful, current and accessible~~ useful information on the location and quality of existing public scenic resources in and around Portland's Central City. The inventory includes descriptions, evaluations, photos and maps of public views and viewpoints, scenic corridors, view streets, visual focal points and scenic sites located in the Central City inventory area. The inventory does not make recommendations about which scenic resources should be protected.

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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 be used to draft a scenic resources protection plan for the Central City, which will include staff recommendations of which scenic resources to protect and maintain and what tools to use to implement these recommendations. The scenic resources protection plan will inform updates to the Central City 2035 Plan including changes to zoning regulations and maps. The public will be able to review and comment on the draft CC2035 Plan, including the draft scenic resources protection plan, when the CC2035 Plan is released (currently scheduled for early 2016).

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~~**How to comment**~~

- ~~Visit [inset link] for more information about the draft Central City Scenic Resources Inventory, and to read specific chapters or download the full draft plan.~~
- ~~Share your feedback on the draft inventory using this online form.~~

~~Comments are also accepted by:~~

~~Phone: 503-823-7831~~

~~Email to: mindy.brooks@portlandoregon.gov~~

~~Postal mail to:~~

~~Mindy Brooks~~
~~City of Portland~~
~~Bureau of Planning and Sustainability~~
~~1900 SW 4th Ave., Suite 7100~~
~~Portland, OR 97201~~

~~*Comments on the draft CCSRI are due by May 31, 2015.*~~

CENTRAL CITY 2035
SCENIC RESOURCES INVENTORY

PUBLIC REVIEW DRAFT | APRIL 2015



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

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

Acknowledgments

City Council
Charlie Hales, Mayor and Commissioner in Charge
Nick Fish
Amanda Fritz
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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.

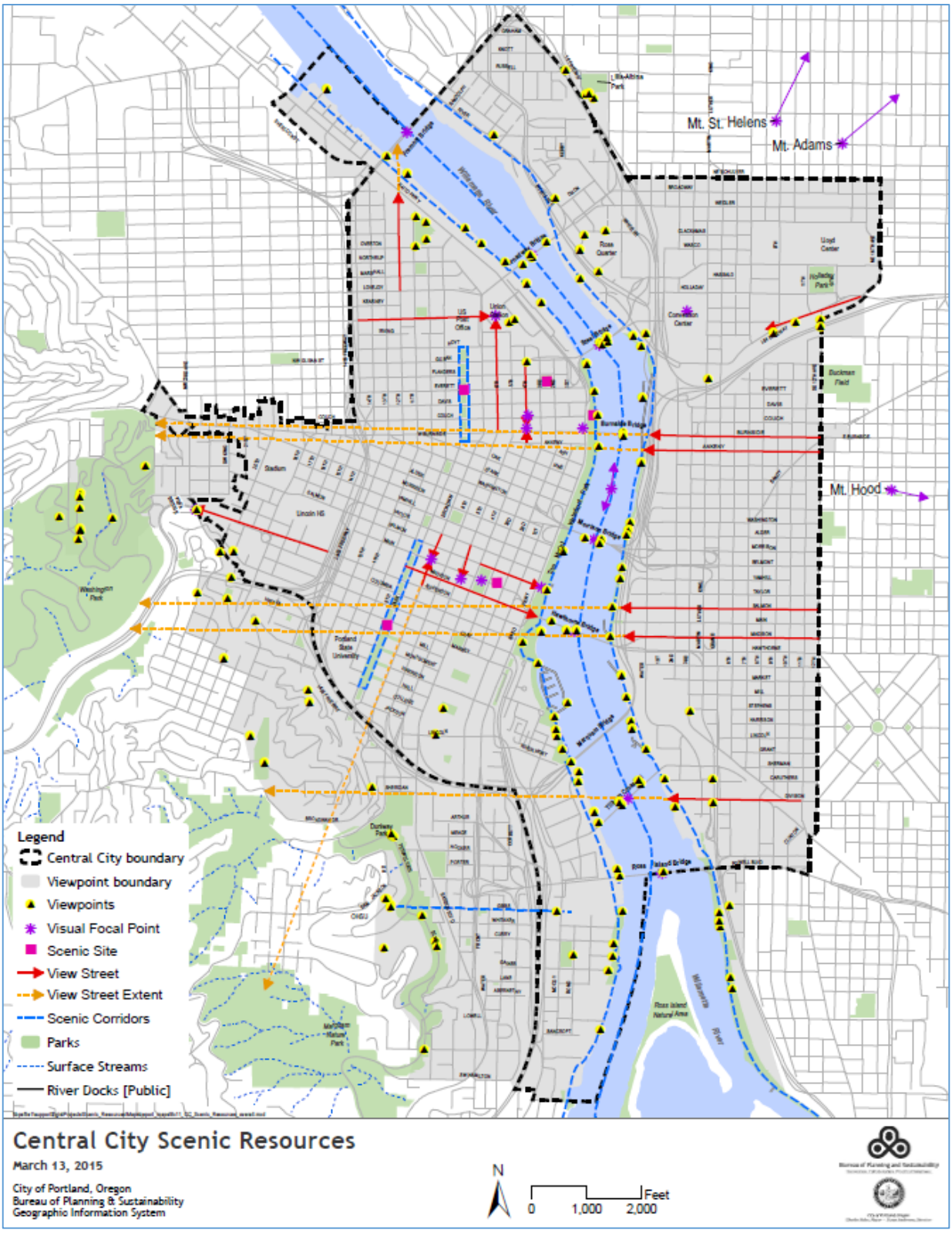
The CCSRI is intended to inform and support a broad array of City and community activities related to the Central City. Such activities include long-range planning, implementing and updating city programs to protect scenic resources, and identifying priorities for the maintenance and enhancement of scenic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



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 152 views from 144 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. The CCSRI includes 15 view streets. Examples of view streets include a view of Salmon Street Springs looking down SW Salmon Street from SW 4th Avenue or a view of Union Station looking north on NW 6th Avenue starting at W Burnside Street.

Scenic Corridors



A scenic corridor is a linear transportation feature including, but not limited to, a road, rail, trail or waterway valued for its aesthetic qualities and accessed by car, bike, train, 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 22 visual focal points. Examples of visual focal points include the Chinatown Gate, Mt Hood, the Fremont Bridge and the White Stag sign.

Scenic Sites

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



Conclusion

The CCSRI includes a mix of scenic resources: 152 views from 144 viewpoints, 15 view streets, six scenic corridors, 22 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.

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 Central City 2035 boundary are part of this inventory update.

There are also views, viewpoints, view streets, scenic corridors, visual focal points and scenic sites located outside of the Central City 2035 (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, viewpoint, view street, scenic corridor, visual focal point or scenic site 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.

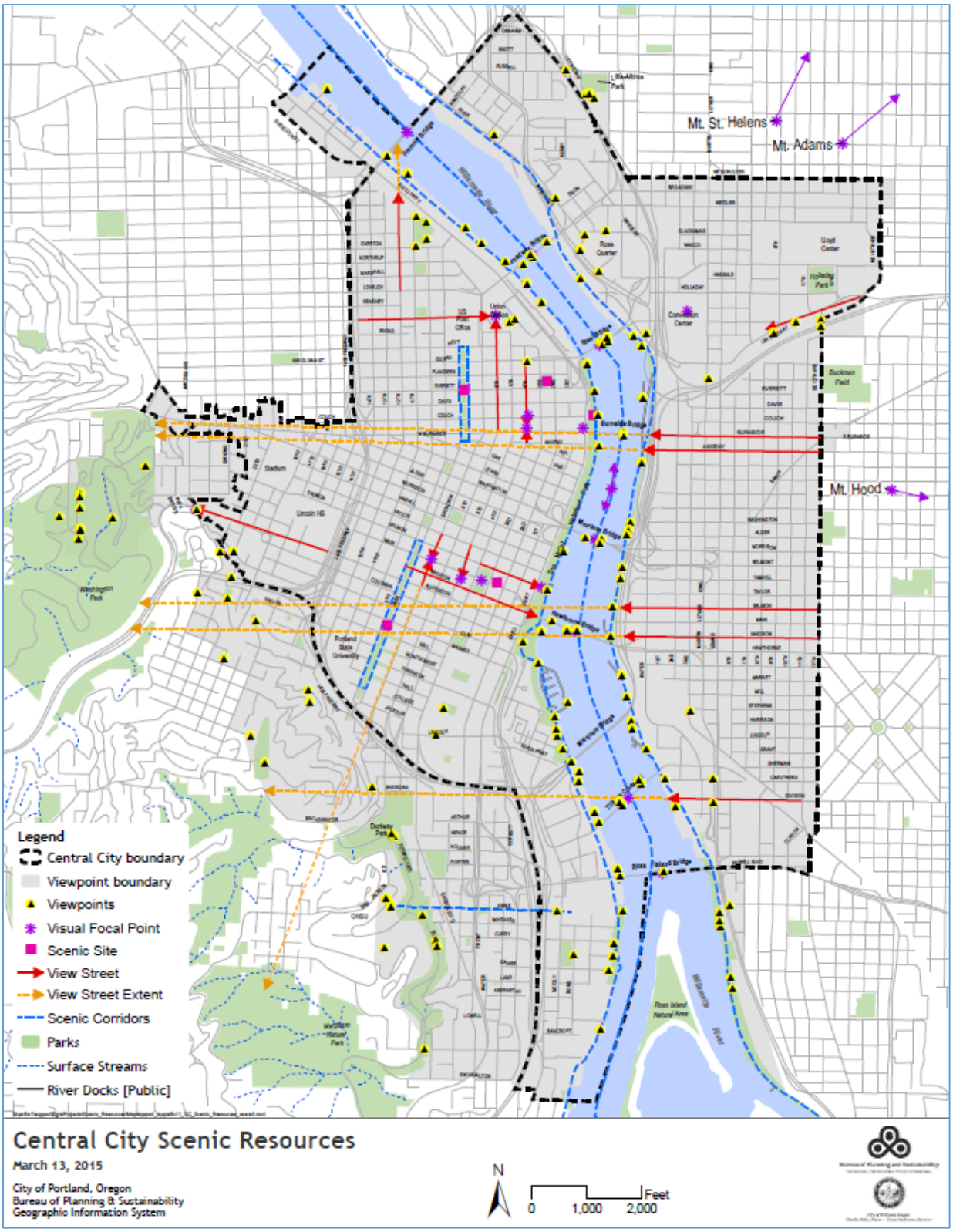
It is important to note that a changing skyline does not equal partially blocking the view. For example, from the viewpoint at the top of Rocky Butte one can see the downtown skyline. Development within the Central City will change how that view looks; however, new buildings of any height located in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

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



Map 1: Central City Scenic Resources Inventory Area

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 and 8 — 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.

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.

Table 1: Scenic Resources Nomenclature in City Plans			
1989 Scenic Views, Sites and Drives Inventory	**1989 Scenic Resource Inventory Map**	**1991 Scenic Resources Protection Plan**	**2015 Scenic Resources Inventory**
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*.

1987 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 detractions.

- **Prominence.** Prominent focal features enhance the quality of the view. Prominence is tied to sky space, which is the open space around a focal feature that makes the feature stand out in the view. Prominence is different from a focal feature that dominates a view in that prominence affects the aesthetic quality of the feature.

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

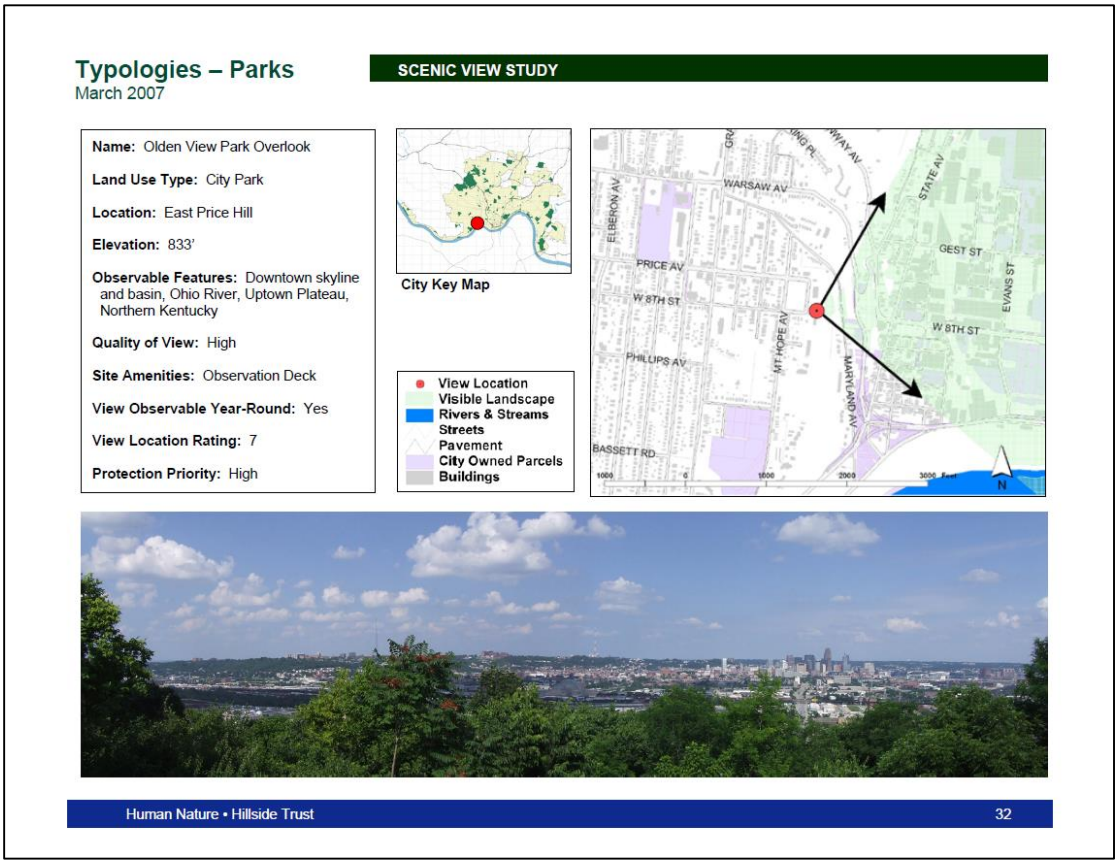


Figure 1: Scenic View Study Report Layout, Cincinnati, OH



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

2. Project Approach

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

The general inventory steps were:

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

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

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

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

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

1. Central City staff identified potential new scenic resources based on input received at CC2035 advisory committees and public open house events. While the focus of these events was not

scenic resources, views were often discussed and staff took notes regarding potential scenic resources not already included in previous inventories.

2. An inter bureau technical committee was formed and identified potential new scenic resources. The committee included staff from Bureau of Planning and Sustainability, Portland Parks and Recreation, Bureau of Environmental Services and Bureau of Transportation.
3. The public nominated potential new views and viewpoints. Staff developed an online survey, and the public was invited to nominate new views and viewpoints during the summer of 2014. All nominations were cataloged; however, only those that met the requirements for inclusion in the Central City inventory area were included for further evaluation.
4. Staff documented potential new scenic resources during field visits, inspecting all existing and potential scenic resources. During the course of these site visits, staff identified additional scenic resources that were not already included in the study.

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

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

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

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

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

March 2015. The trail opened on DATE and staff were able to document the viewpoints located along the trail.

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
    1. **Date:** The date the field visit was performed.
    2. **Address:** The viewpoint's location or nearest intersection was recorded.
    3. **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 2nd Avenue and SW Salmon Street's view of Salmon Street Springs), moderate (e.g., the Eastbank Esplanade's view of the city skyline from the Eastbank Esplanade), or high (e.g., Pittock Mansion's view of Mt Hood and the city skyline).

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

     If the primary focal elements are located at different distances, more than one was chosen.
   - **Scenic Category of View:** The scenic category is the type of view and may include more than one of these categories:
     - Panorama – an expansive view; typically at least 90° of unobstructed view
     - Overlook – an overview from a viewpoint where the viewer is in a superior position
     - Distant View – a view of a focal element in the far background; may be a peripherally framed view (e.g., a framed view of Mt Hood)
     - Enclosed View – a close-in, framed view (e.g., a framed view of a building or a bridge)
     - Feature – a specific feature, landmark or structure
   - **Character of the View:** The general character of the view was defined as:
     - Natural – mountains, hills, forest/woodland, meadow, open land, wetland, stream, river or a natural area park
     - Groomed Open – golf course, ball fields, campus greens
     - Urban – residential, commercial/office, industrial, hardscape park

  - Rural – agricultural, residential development on lots larger than 0.5 acre
  - Other
- **Visual Focal Points of the View:** The focal points are the components that form the landscape or setting and are foci of the view. Options that could be included were: river, stream, wetland, vegetation, mountain, hills, bridge, building, trail, road, sculpture/art, historic site, culturally significant site, and/or other. Both primary and secondary focal points were documented.
- **Discordant Elements in the View:** Discordant elements are things that interfere with the enjoyment of the view. Power-lines, street lights, overgrown vegetation, buildings, structures, fencing, disrepair, and other physical changes that negatively affect the perception of the view were documented.
- **View is at Risk:** Is the view itself at risk of being blocked? If yes, what is putting the view at risk? Would future development block the view; is vegetation becoming overgrown?
- **Field Observations:** Any important notes about the viewpoint and/or view were documented.
- **Notes:** If the viewpoint was relocated, the original and updated locations were documented under notes.

Photographs

At each view and viewpoint staff took photographs with a Nikon D7000 camera with a Nikon AF-S DX NIKKOR 18-105mm f/3.5-5.6G ED VR lens using the raw NEF format. The camera was set to the landscape scene function. A standard setting of 35mm was used. For all viewpoints, one or more pictures of the view were taken on a tripod set with the center of the lens at 5’ 6” from the ground, the average human’s eye level. For panoramas, multiple photographs were taken to capture the full horizontal scope of the view; these photos were then stitched together in Photoshop using Photomerge set to Auto layout with the blend images together, vignette removal, and geometric distortion correction boxes checked. As much as was possible, views looking to the west were photographed in the morning and views looking to the east were photographed in the afternoon in order to minimize glare from the sun.

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

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

adequately captured in the photos of the view and/or viewpoint, no additional picture was required.

4. Retiring Viewpoints

As part of this process, several viewpoints are recommended for retirement. A list of retired viewpoints, along with a detailed explanation of why the viewpoint was retired, can be found in Appendix 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 evaluated 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 executive director 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 2nd Avenue and SW Salmon Street's view of Salmon Street Springs)
   - Moderate use as a viewpoint = 0.5 point (e.g., the Eastbank Esplanade's view of the city skyline)
   - High use as a viewpoint = 1 point (e.g., Pittock Mansion's view of Mt Hood and the city skyline)

6. Score, Rank and Group Views and Viewpoints

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

Upland Views

Scoring Methodology

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

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

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

Ranking Methodology

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

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

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

River Views

Scoring Methodology

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

An alternative approach was proposed by the project consultant to identify which river views are of slightly higher scenic value and which are of slightly lower scenic value among all the similar views. A signal detection method was used. The approach 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.

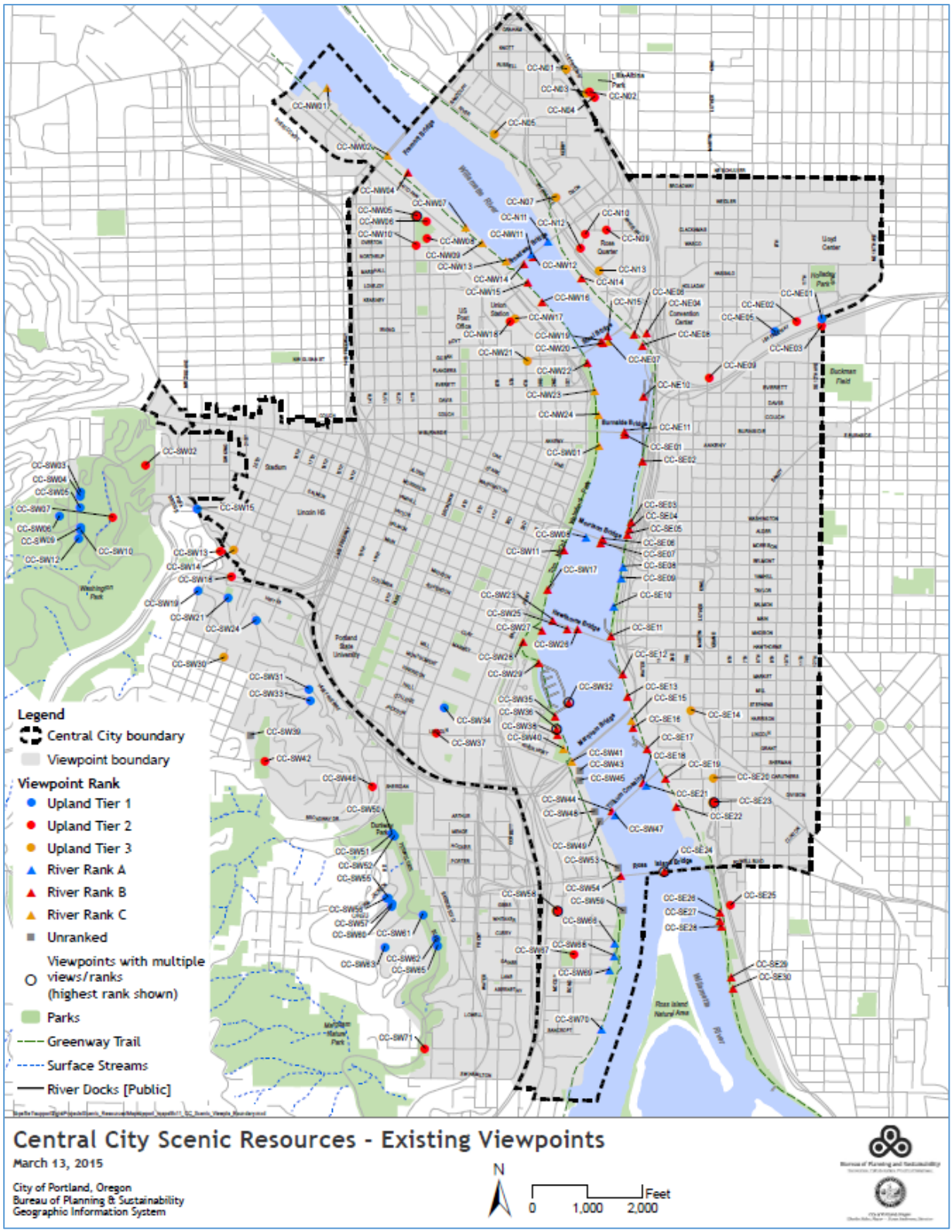
The project consultant reviewed photos taken near the viewpoints that were not accessible due to construction as well as photos of views taken during or after the experts' reviews. When the view had many commonalities with the higher ranked/grouped views it was assigned to Tier I for upland or Group 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 151 views from 143 viewpoints included in the Central City Scenic Resources Inventory (see map 2). For the purpose of this inventory the viewpoints are then further split into quadrants based on the street grids for the city (NW, N, NE, SW, and SE).



Map 2: Scenic Views and Viewpoints

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.

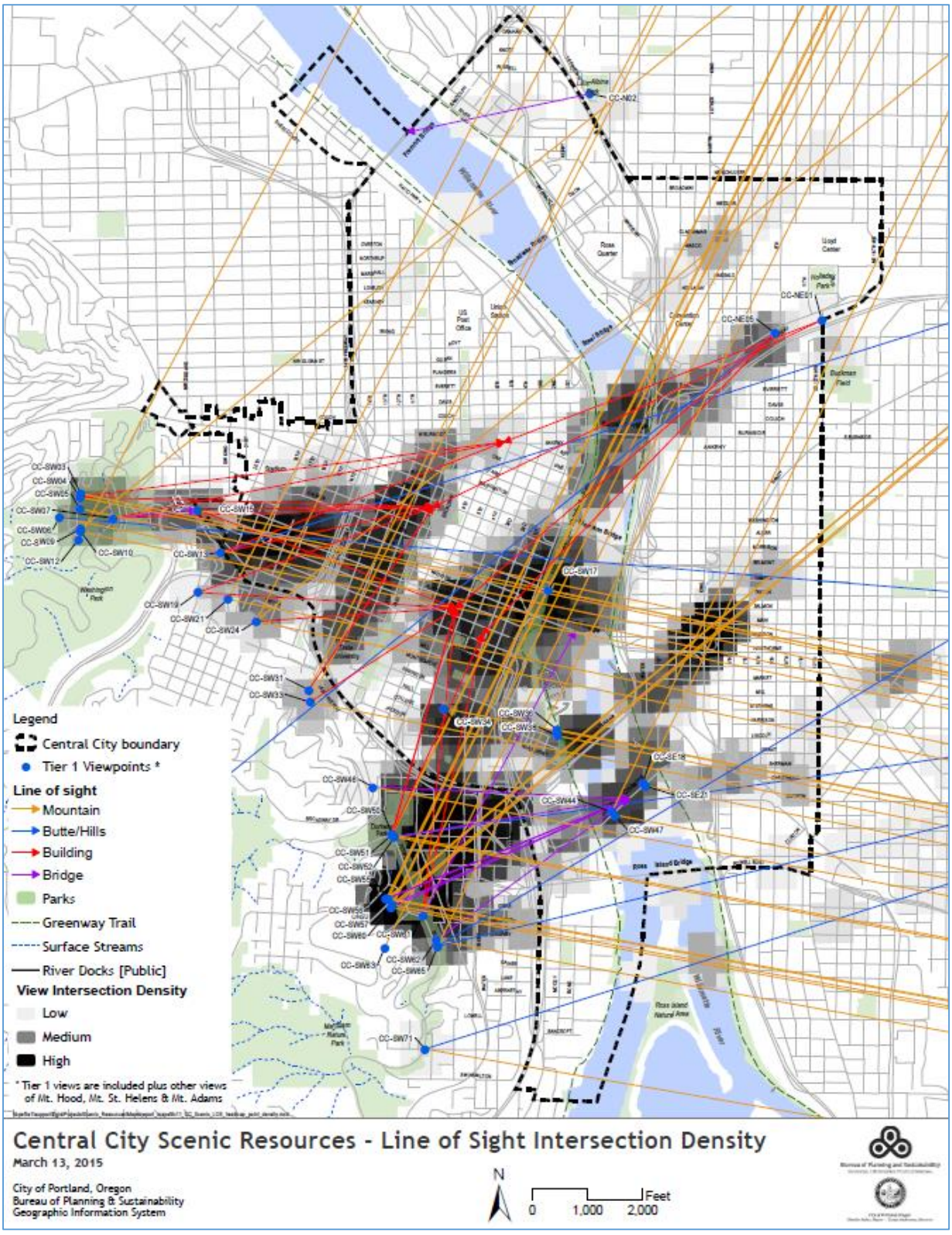
Next an ArcGIS spatial analysis was performed to understand the relationship of the views to each other. Below are detailed explanations of each ArcGIS analysis. A more detailed explanation of the ArcGIS analysis can be found in Appendix D.

Line of Sight: Intersection Density

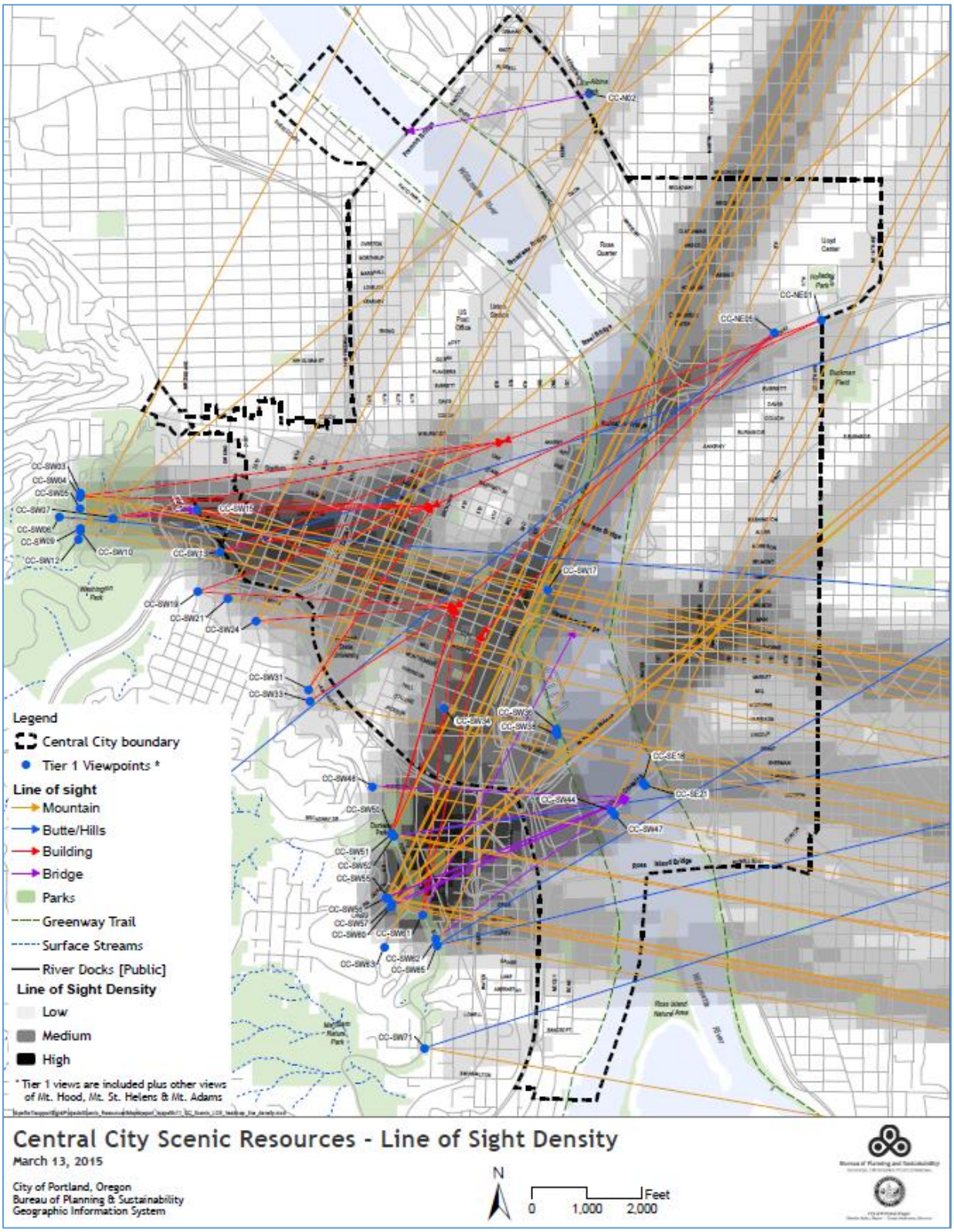
A data layer of points was created where the lines of sight intersect each other and an ArcGIS Spatial Analyst Point Density Tool was used to calculate the density of the intersection points from the lines of sight. In other words, the number of lines of sight intersect at any given point. The results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

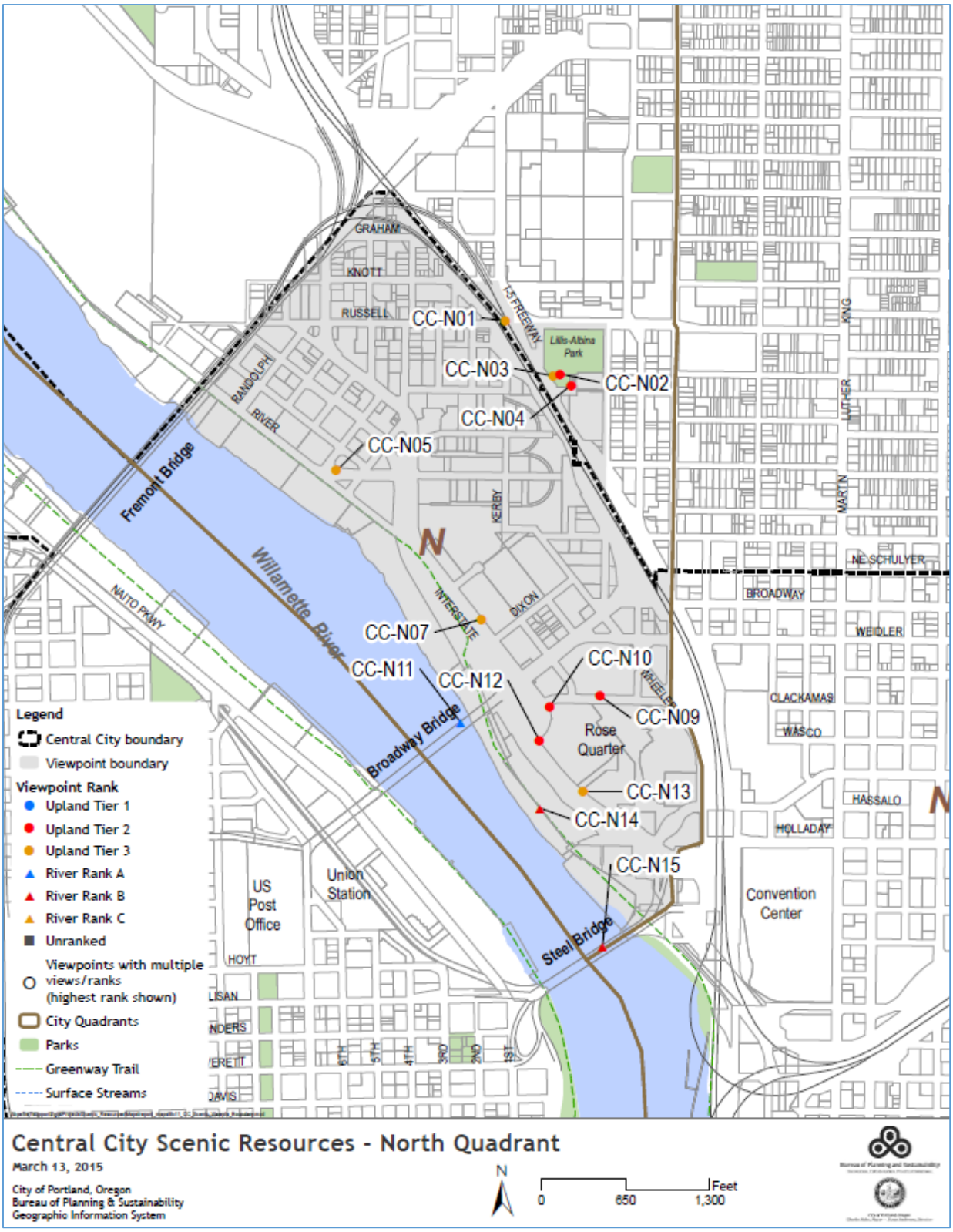


Map 4: Scenic Views - Line of Sight Line Density

3.b.3. Results for North

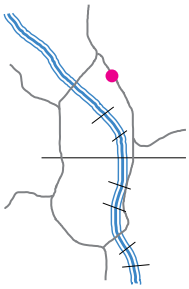
There are 13 viewpoints in the north quadrant of the Central City Scenic Resources Inventory. The viewpoints are numbered within the quadrant starting in the northwest corner and progressing left to right from N Graham Street south to E Burnside Street.

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.



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.

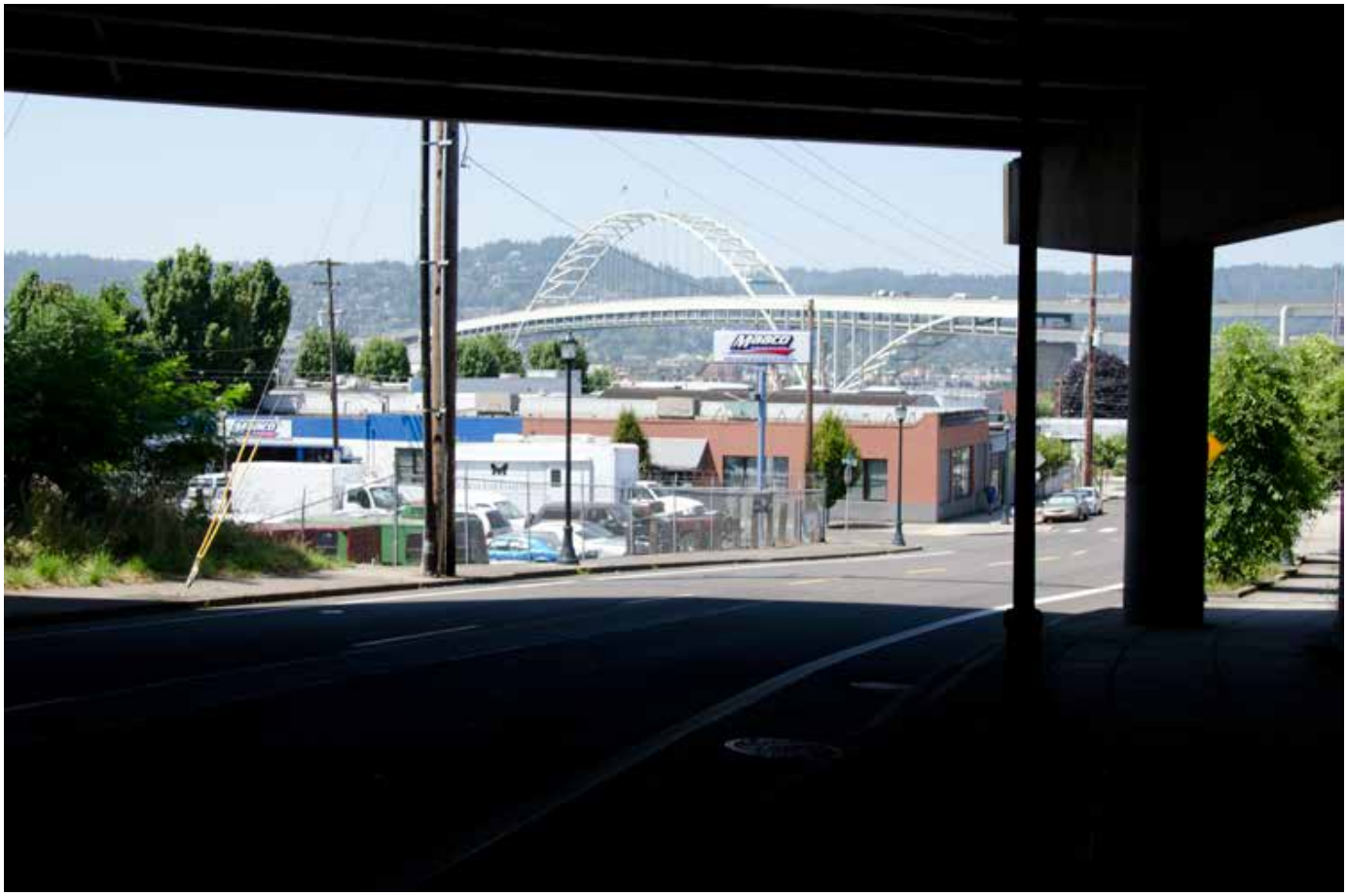
Primary Focal Feature(s): Fremont Bridge, Forest Park, West Hills
Secondary Focal Feature(s):

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

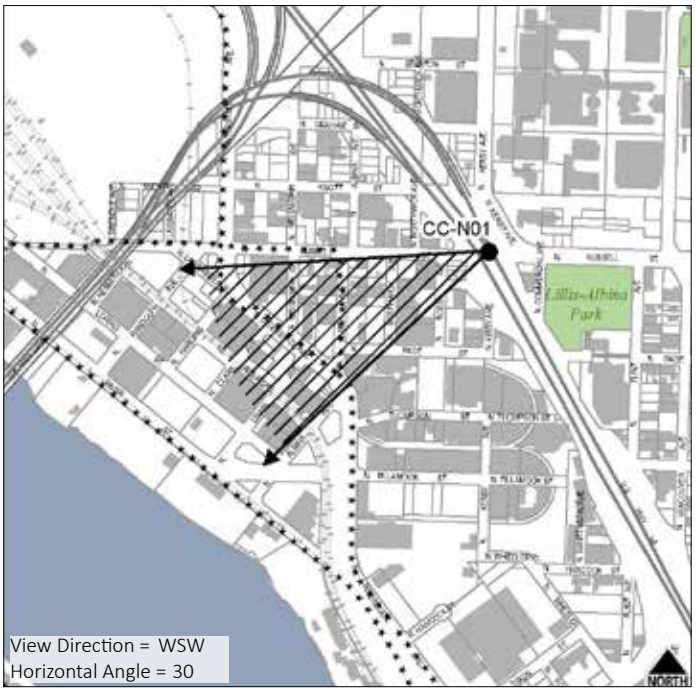
- Viewpoint location under the freeway makes it feel unsafe.

Access

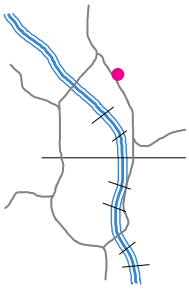
- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- Limited parking

Old SRI ID:

Old Central City ID:



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. Overgrown vegetation partially blocks this view while the chain-link fence remains a discordant feature. Vegetation maintenance 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

Management Considerations

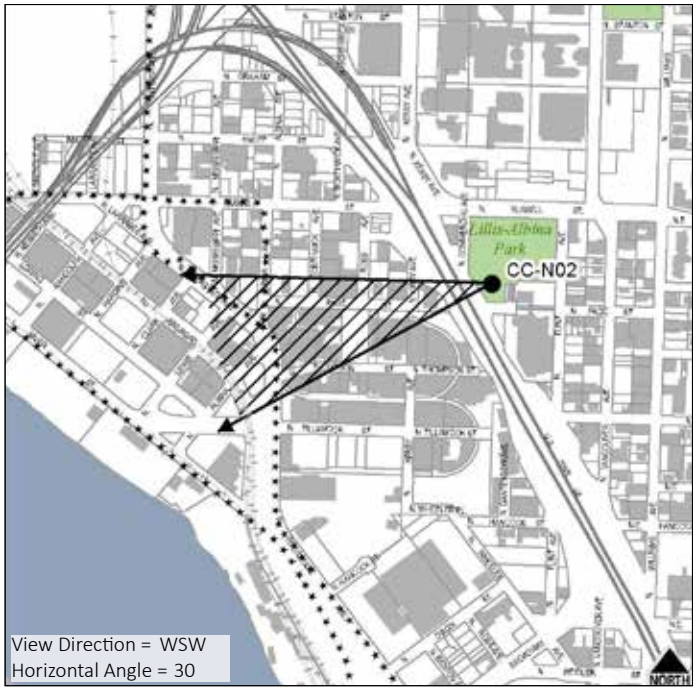
- Overgrown vegetation encroaches on the view from both sides; vegetation maintenance could open up the view.
- Additional amenities, such as benches or better aligning the existing picnic table with the viewpoint, could enhance the viewer's experience.

Access

- Informal trail
- No transit stop
- Limited parking

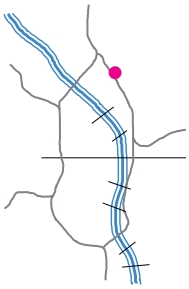
Old SRI ID:

Old Central City ID:



36411

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 downtown 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, downtown 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



View from N Commercial Avenue at Lillis Albina Park

Viewpoint Amenities

- None

Management Considerations

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

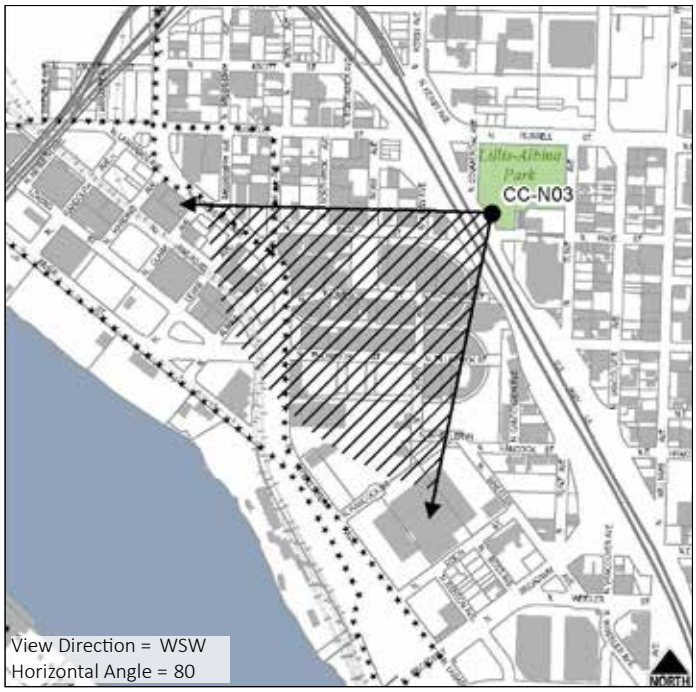
Access

- Street/Auto
- Sidewalk
- No transit stop

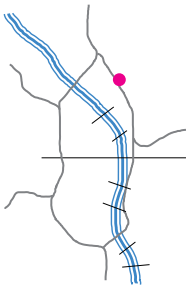


Old SRI ID:

Old Central City ID:



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

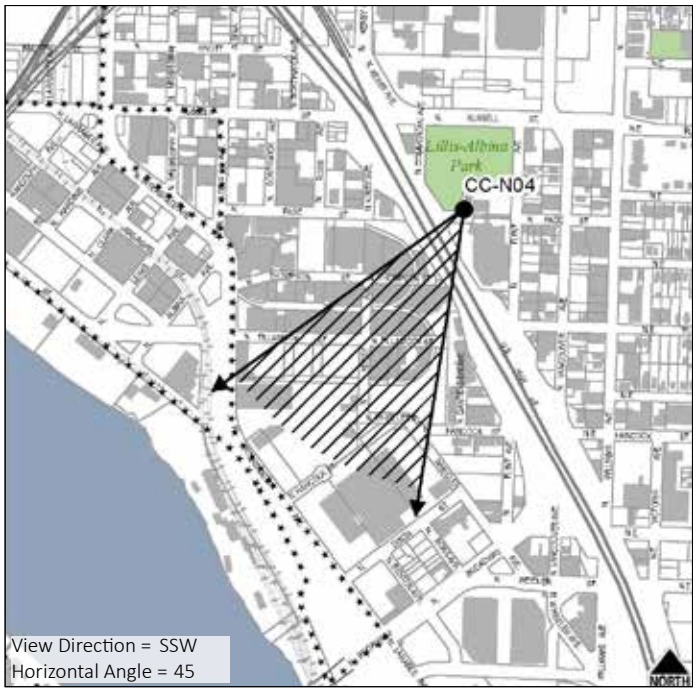
- Vegetation constrains the view from opening up on both sides; vegetation maintenance could enhance the view.
- Additional amenities, such as benches, could enhance the viewer's experience.

Access

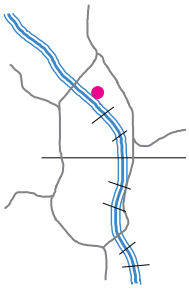
- Street/Auto
- Sidewalk
- Adjacent parking
- No transit stop

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

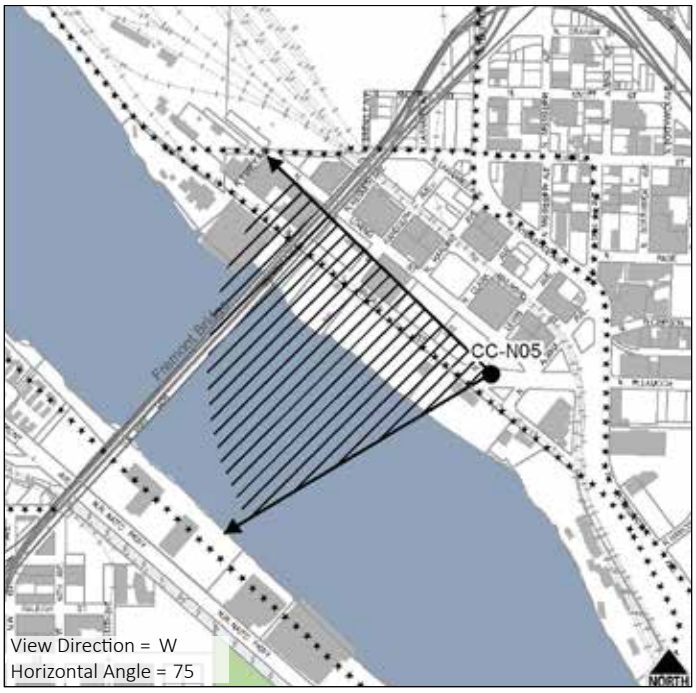
- This viewpoint is in a very industrial location.
- N Tillamook Street does not cross over I-5 to the east.

Access

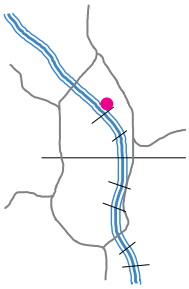
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop

Old SRI ID:

Old Central City ID:



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



SCORE: 4.3 **TIER:** III

Description

Located at street level, the dominance of the road and traffic detracts from the view. The Broadway Bridge, Pearl District waterfront, West Hills, and grain mill are the primary focal elements of this view. The U.S. Bancorp Tower is also visible. The view would be less impacted by the discordant lanes of traffic were the viewpoint moved across N Larrabee Avenue, where it was historically located; however, there is not a sidewalk on the west side of N Larrabee Avenue and no safe way to cross the street. Overgrown vegetation encroaches on the view from the bottom and left hand side. Vegetation maintenance could slightly open up the view from the bottom and the left. 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.

Primary Focal Feature(s): Broadway Bridge, grain mill, West Hills, Pearl District
Secondary Focal Feature(s): Downtown skyline

RANKINGS

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

Contributing Factors

Skyline: 2.57
Vegetation: 2.43
Horizon/Ridgetops: 3.43
Water: 0.00
Focal Features: 4.14
Iconic: 4.43
Depth: 3.00
Scope: 4.00



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
- Sidewalk
- No transit stop
- Adjacent parking

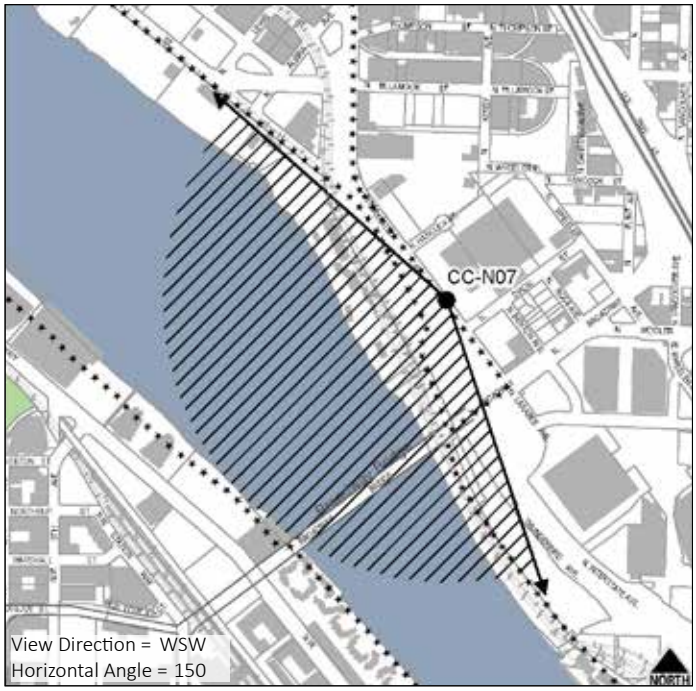
Management Considerations

- The street dominates the foreground but there's no sidewalk on the west side of N Larrabee Avenue from which to document this view.
- Overgrown vegetation encroaches on the view from the bottom and left; vegetation maintenance could open up the view.
- There's a similar view from the publicly-owned Blanchard site parking lot above that places the viewer in a more superior position, opening up views of the river while minimizing the dominating street in the foreground.

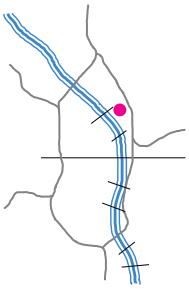
Old SRI ID: VB17-06 (Relocated)

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 maintenance 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

Management Considerations

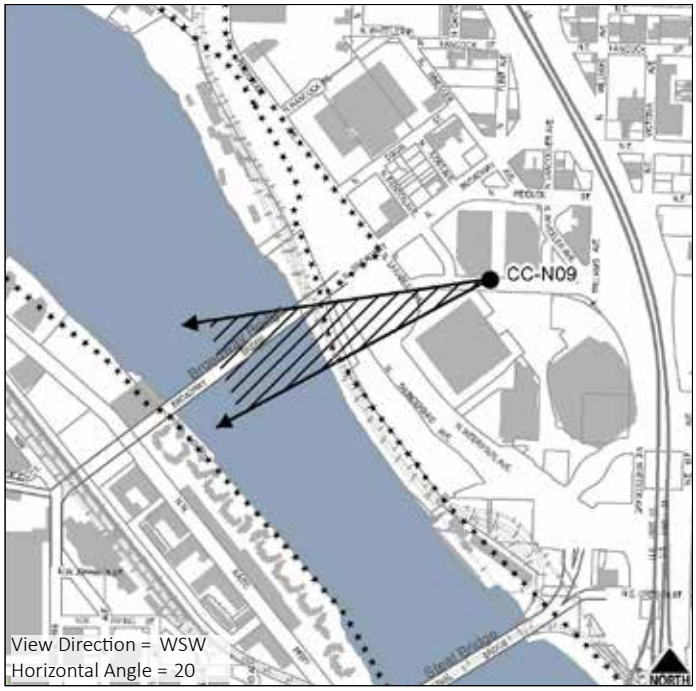
- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation maintenance could open up the view and reveal more of the Broadway Bridge, West Hills, and potentially even the downtown skyline.

Access

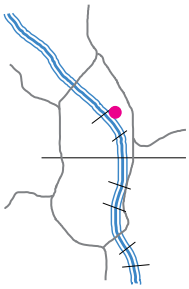
- Street/Auto
- Sidewalk
- Transit stop
- Limited parking

Old SRI ID:

Old Central City ID:



CCN10: N LARRABEE AVENUE AND N WINNING WAY



SCORE: 5.8 **TIER:** II

Description

In this view, the West Hills, Pearl District 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 maintenance 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 Pearl District 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

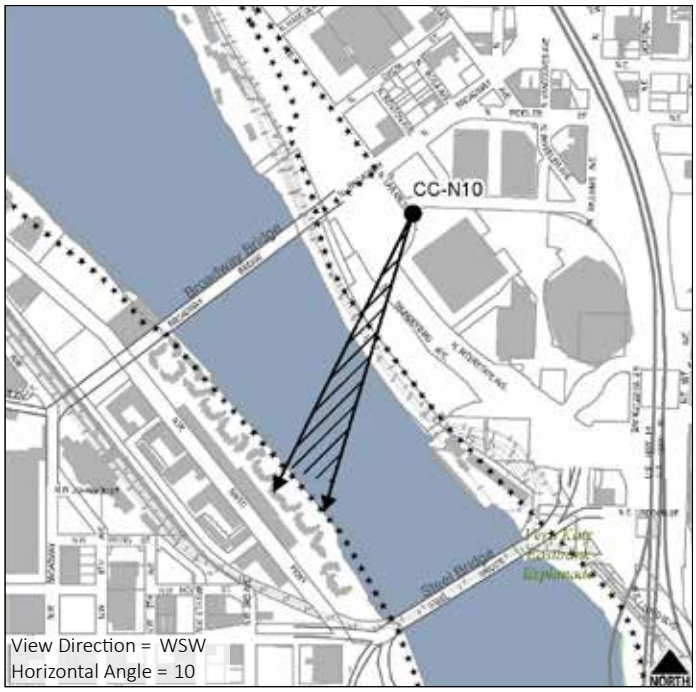
- Overgrown vegetation encroaches on this view from the sides; vegetation maintenance could open up the view.

Access

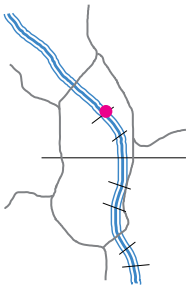
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- Limited parking

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
Focal Features: 7.67
Vegetation: 3.83
Iconic: 7.83
Horizon/Ridgetops: 3.17
Water: 6.33



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

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.

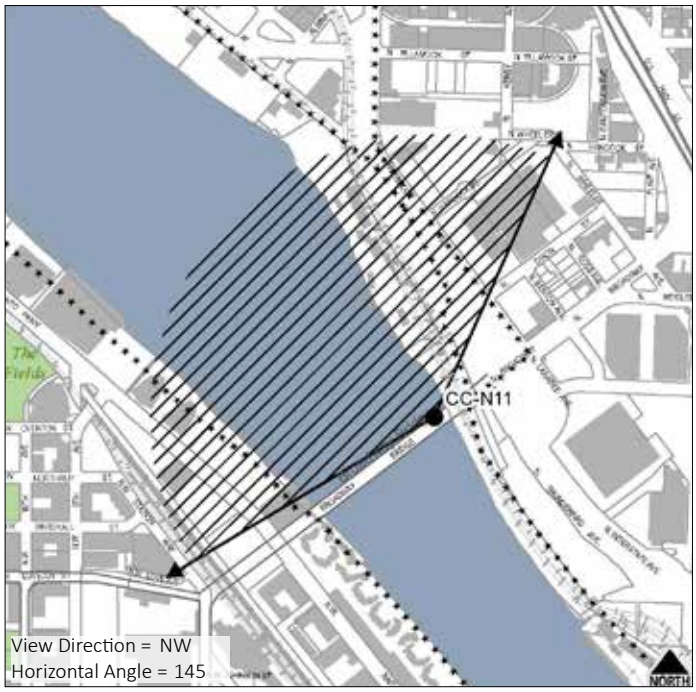
Access

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

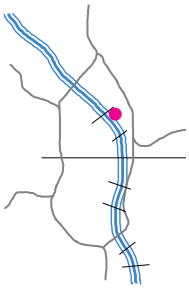
Old SRI ID: VB24-32

Old Central City ID:





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, Pearl District, 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.

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



View of Union Station from N Larrabee and N Interstate Avenues

Viewpoint Amenities

- None

Management Considerations

- There's no sidewalk on the west side of N Interstate Avenue.
- Overgrown vegetation partially blocks the view of the Broadway Bridge; vegetation maintenance could open up the view.

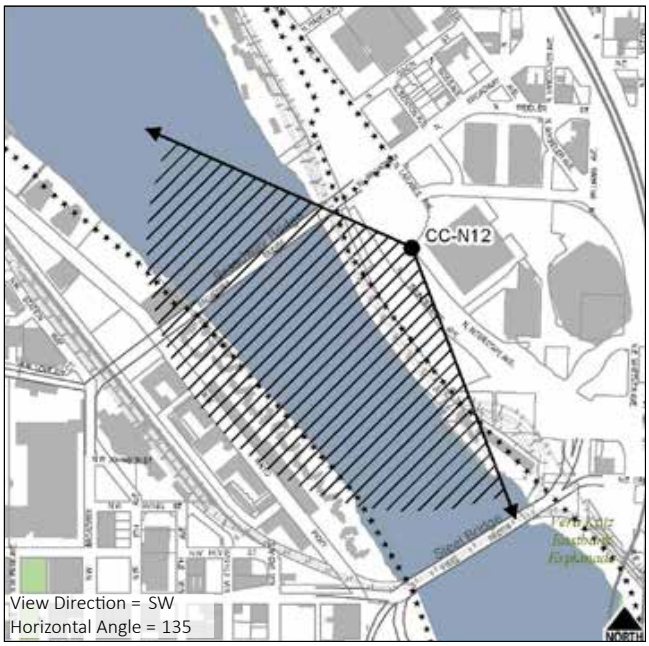
Access

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

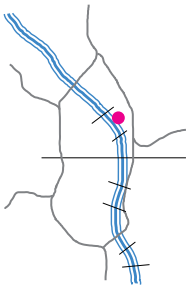


Old SRI ID:

Old Central City ID:



CCN13: N DREXLER DRIVE AND N INTERSTATE AVENUE



SCORE: 4.0 **TIER:** III

Description

This view looks across the Willamette River toward the downtown skyline, West Hills, Pearl District, Union Station, and Broadway Bridge. The U.S. Bancorp Tower and part of the Fremont Bridge are also visible. Multiple discordant features, including aboveground utility lines and metal structures, 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
Secondary Focal Feature(s): West Hills, Union Station, downtown skyline, grain mill

RANKINGS

Universal Scenic Quality: 3.0
Access to Viewpoint: 1
Developed as a Viewpoint: 0
Use as a Viewpoint: 0

Contributing Factors

Skyline: 2.29
Vegetation: 1.43
Horizon/Ridgetops: 1.86
Water: 0.00
Focal Features: 3.43
Iconic: 4.29
Depth: 2.71
Scope: 2.71



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

Management Considerations

- Overgrown vegetation on the right and utility poles on both sides disrupt the continuity of the view; vegetation maintenance and underground utility placement could restore the continuity of the view.

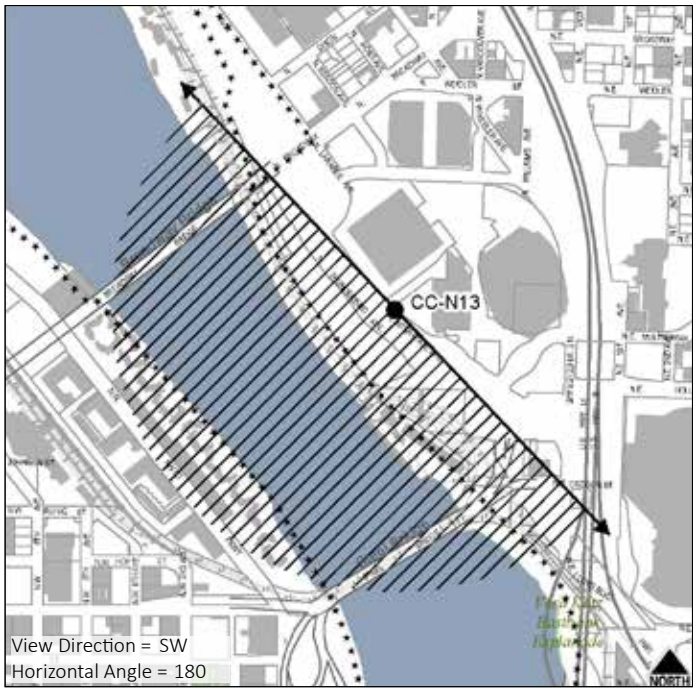
Access

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

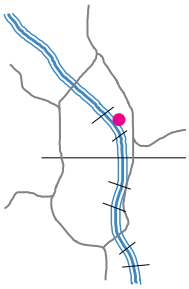


Old SRI ID:

Old Central City ID:



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, Pearl District, 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, Pearl District, 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

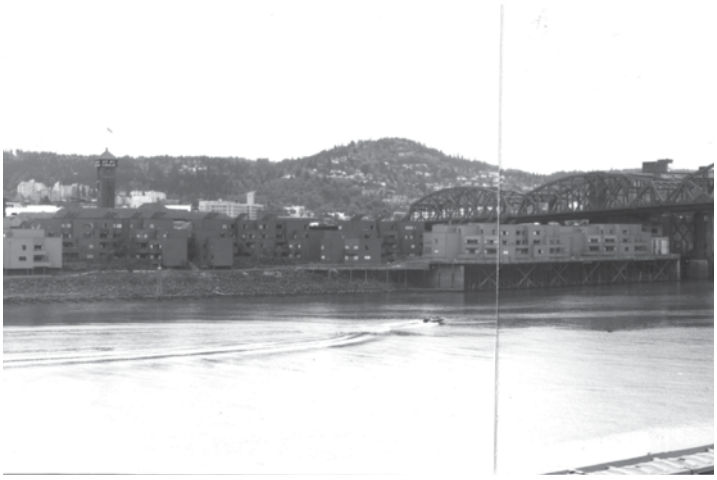
Skyline: 6.14
Vegetation: 2.14
Horizon/Ridgetops: 3.14
Water: 5.00
Focal Features: 5.29
Iconic: 6.14



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

Management Considerations

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

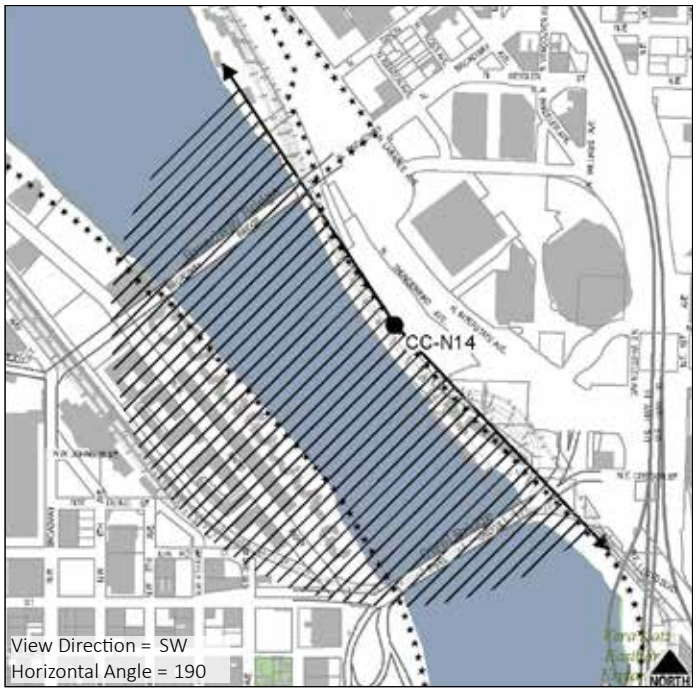
Access

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

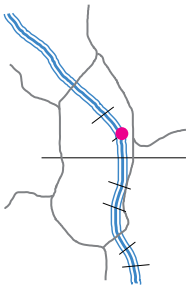
Old SRI ID: VC24-47

Old Central City ID:





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 Pearl District 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, 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

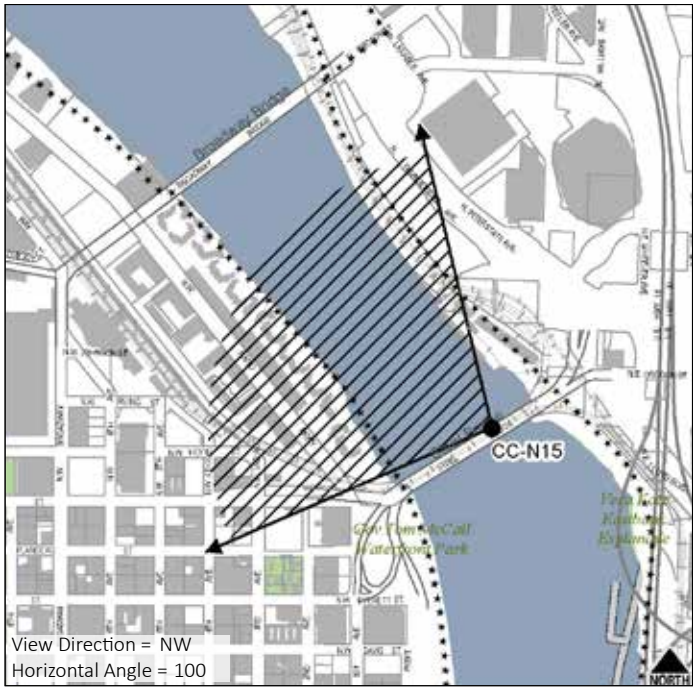
Management Considerations

- 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:

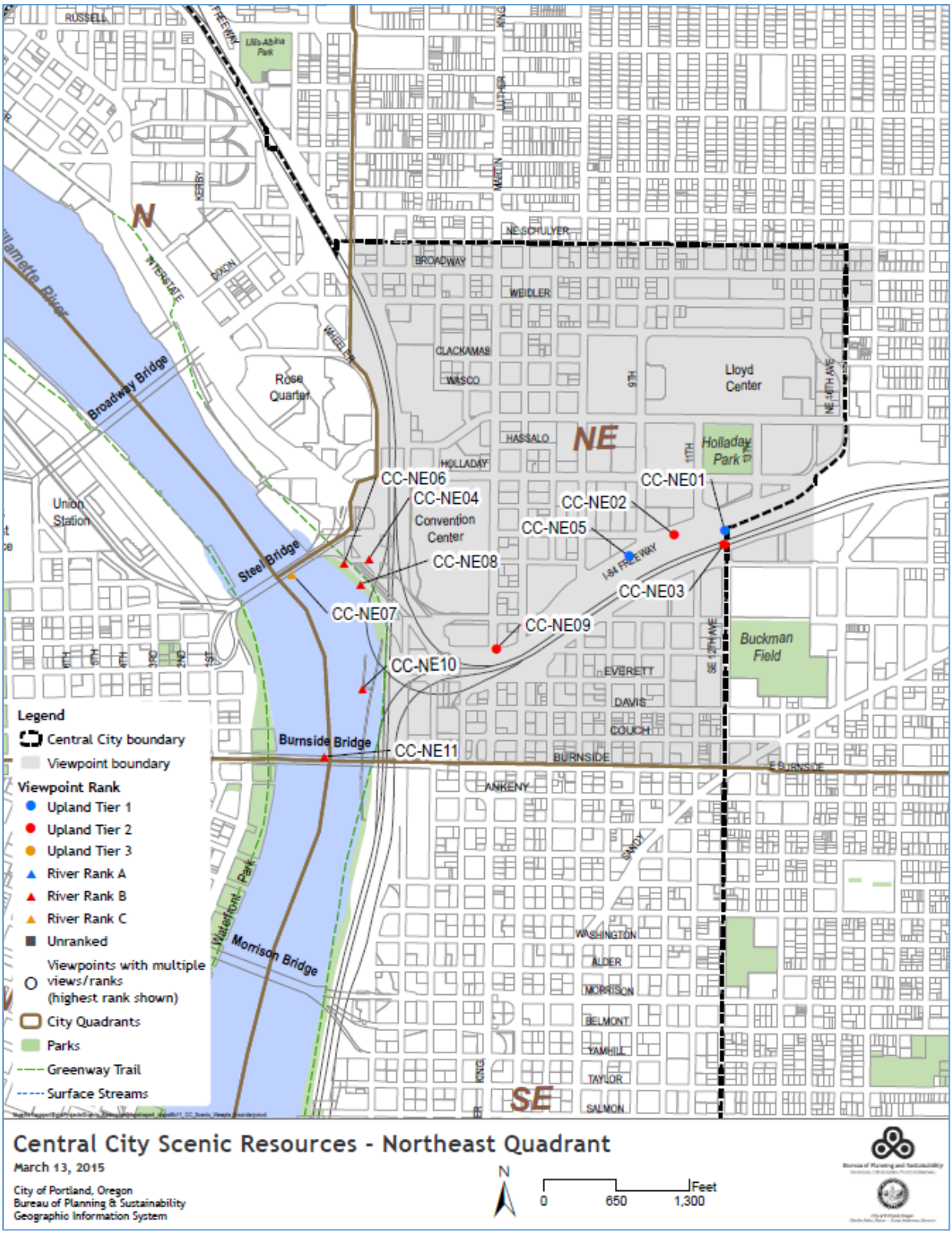
Old Central City ID:





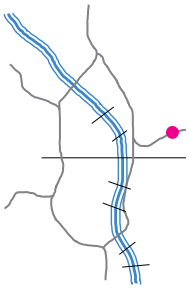
3.b.4. Results for Northeast

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.



Map 7: Scenic Views and Viewpoints - Northeast Quadrant

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

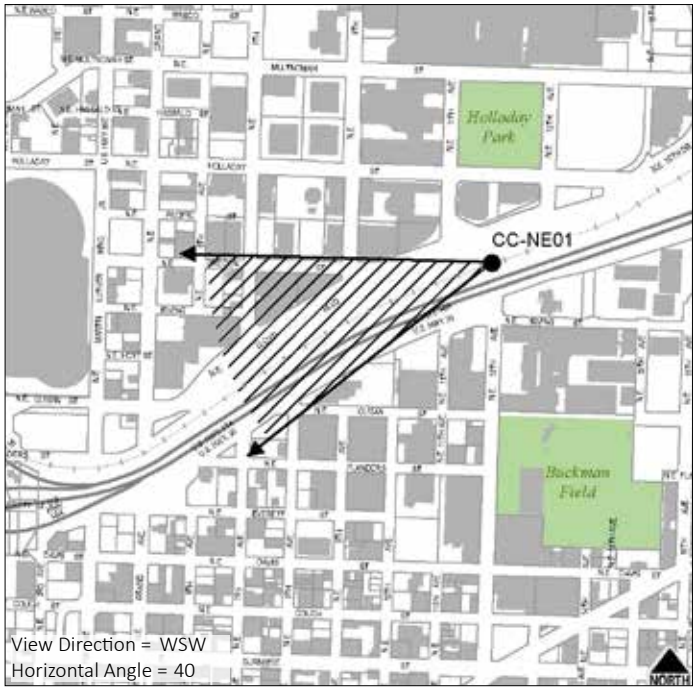
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- Limited parking

Management Considerations

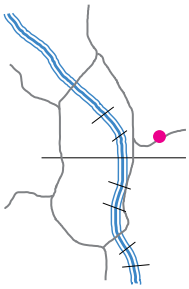
- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation maintenance could open up the view.
- Central vegetation helps screen I-84 traffic.
- Lower growing vegetation along the north side of I-84 could help maintain screening while opening up the view of the skyline.

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 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

Management Considerations

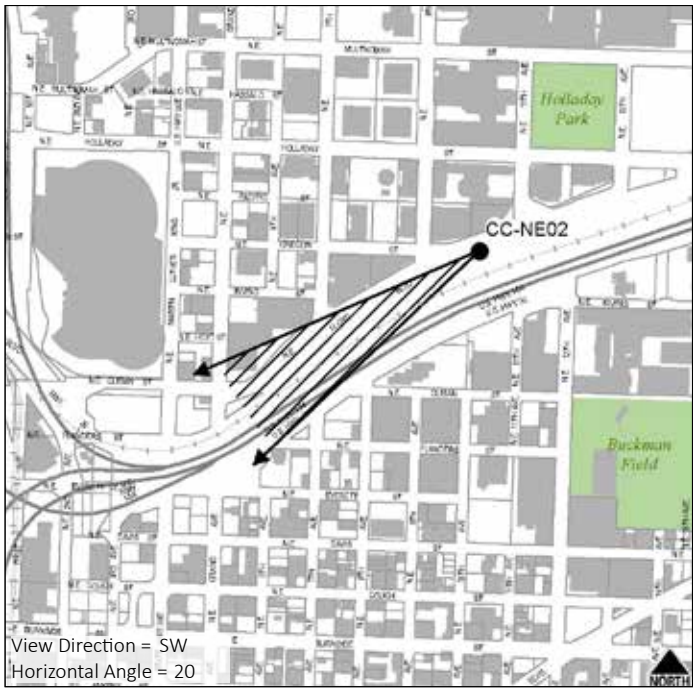
- Overgrown vegetation encroaches on the view; vegetation maintenance could open up the view.
- A similar view to the west (NE05) has a narrower view of the downtown skyline but more of the West Hills are visible and I-84 is less visible from that viewpoint.

Access

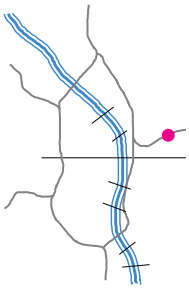
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- No parking

Old SRI ID:

Old Central City ID:



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



View from NE 12th Avenue and I-84 overpass

Viewpoint Amenities

- Guardrail

Management Considerations

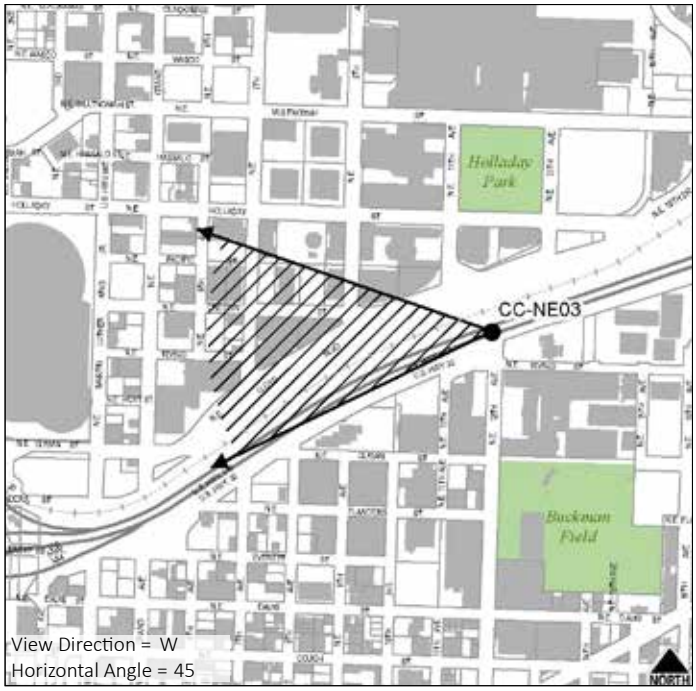
- Overgrown vegetation encroaches on the view from the bottom and left; vegetation maintenance could open up the view.
- A similar view just north of this point (NE01) minimizes the discordance of I-84.

Access

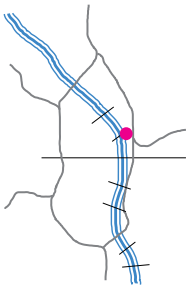
- Street/Auto
- Sidewalk
- Bike lane
- Transit stop
- Limited parking

Old SRI ID:

Old Central City ID:



CCNE04: GREENWAY VIEWPOINT AT CONVENTION CENTER PLAZA



GROUP: B

Description

This is a developed viewpoint at the Convention Center Plaza 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 overgrown 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
Focal Features: 5.00
Vegetation: 3.14
Iconic: 5.57
Horizon/Ridgetops: 1.71
Water: 4.14



View from Convention Center Plaza



Viewpoint at Convention Center Plaza



View of downtown and White Stag sign from Convention Center Plaza

Viewpoint Amenities

- Seating wall
- Platform
- Guardrail
- Lighting

Access

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

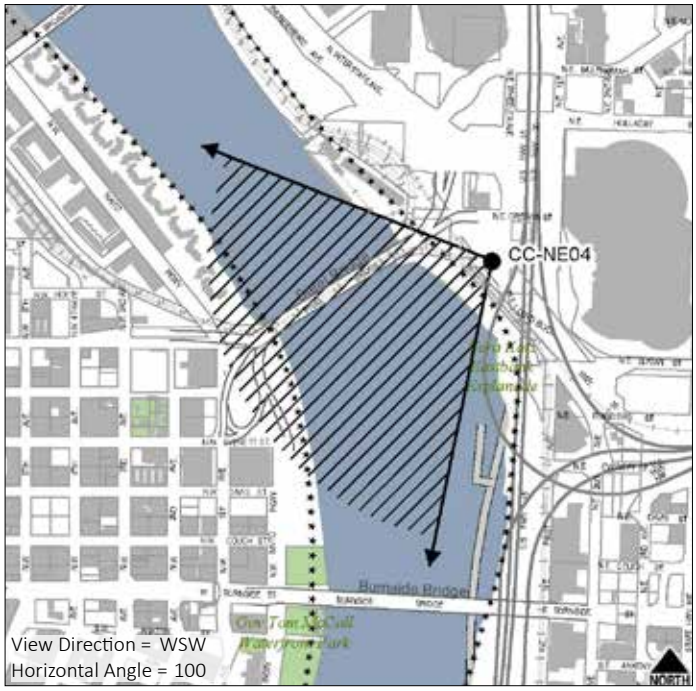
Management Considerations

- Overgrown vegetation significantly encroaches on this view during leaf-on; vegetation maintenance 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.

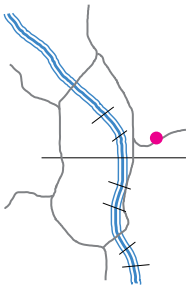
Old SRI ID: VC24-06

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 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



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

Viewpoint Amenities

- None

Management Considerations

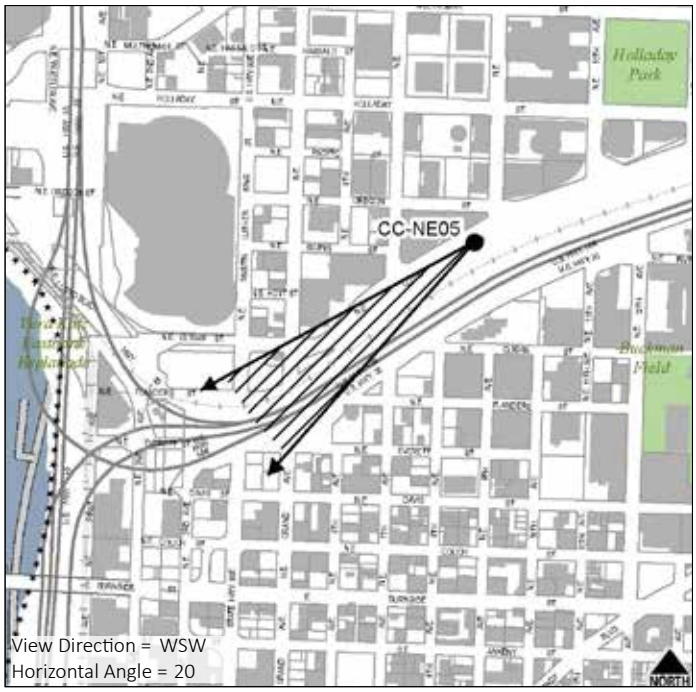
- Overgrown vegetation encroaches on the view; vegetation maintenance could open up the view.
- A similar view to the east (NE02) shows more of the downtown skyline, but I-84 is more discordant to that view.

Access

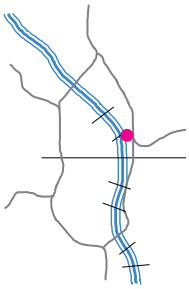
- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- No parking

Old SRI ID:

Old Central City ID:



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



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



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



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

Viewpoint Amenities

- Platform
- Guardrail

Management Considerations

- Overgrown vegetation encroaches on the view; vegetation maintenance could open up the view.
- Additional viewpoint amenities, such as benches, could enhance the viewer's experience.

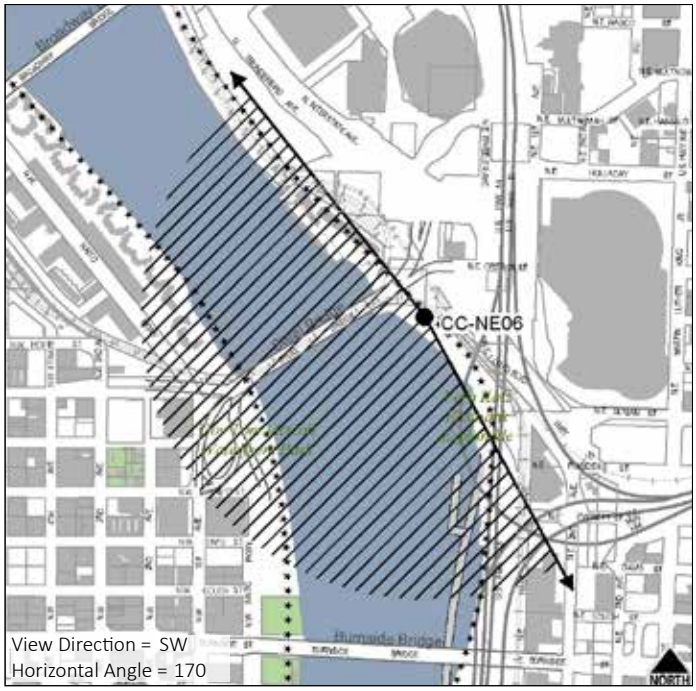
Access

- Formal trail
- No transit stop
- No parking

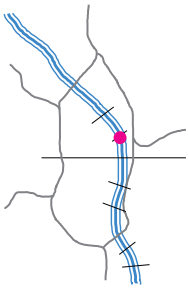
Old SRI ID:

Old Central City ID:





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 downtown skyline 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
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
Focal Features: 2.29
Vegetation: 1.43
Iconic: 3.14
Horizon/Ridgetops: 0.00
Water: 2.43



View from Steel Bridge lower deck bike/pedestrian path



Viewpoint along Steel Bridge lower deck bike/pedestrian path



View from Steel Bridge lower deck bike/pedestrian path

Viewpoint Amenities

- Guardrails

Access

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

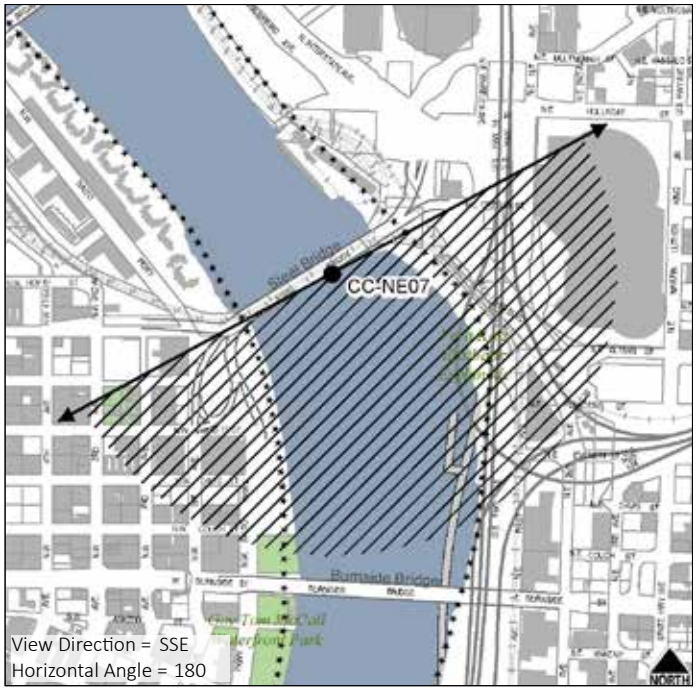
Management Considerations

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

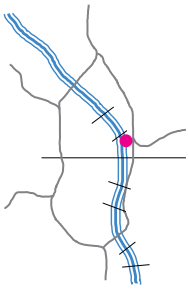
Old SRI ID:

Old Central City ID:





CCNE08: EASTBANK ESPLANADE - SOUTH OF STEEL BRIDGE



GROUP: B

Description

This view looks out across the Willamette River to Waterfront Park and the downtown skyline 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, Burnside Bridge, West Hills

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



View from Eastbank Esplanade south of Steel Bridge



Viewpoint along Eastbank Esplanade south of Steel Bridge



View of Steel Bridge from Eastbank Esplanade south of Steel Bridge

Viewpoint Amenities

- Guardrail

Management Considerations

- Overgrown vegetation encroaches on the view from the right; vegetation maintenance could open up the view.

Access

- Formal trail
- No transit stop
- No parking

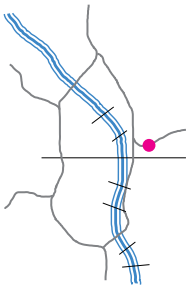


Old SRI ID:

Old Central City ID: CCPV26



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

Management Considerations

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

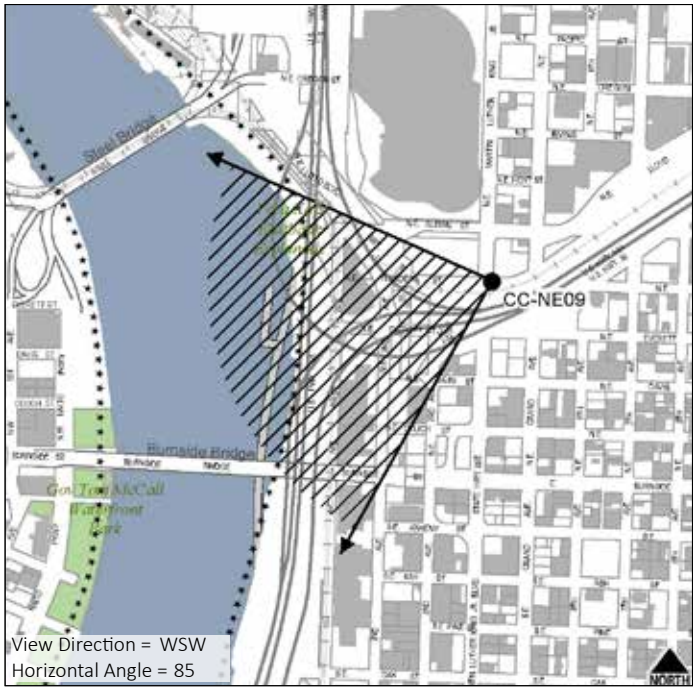
Access

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

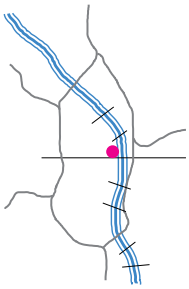


Old SRI ID:

Old Central City ID:



CCNE10: DUCKWORTH DOCK - SOUTH END



GROUP: B

Description

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

Primary Focal Feature(s): Willamette River, Steel Bridge, Burnside Bridge
Secondary Focal Feature(s): Downtown skyline, Waterfront Park, White Stag sign

RANKINGS

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

Contributing Factors

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



View from Duckworth Dock south end



Viewpoint at Duckworth Dock south end



View from Duckworth Dock south end

Viewpoint Amenities

- Lighting

Access

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

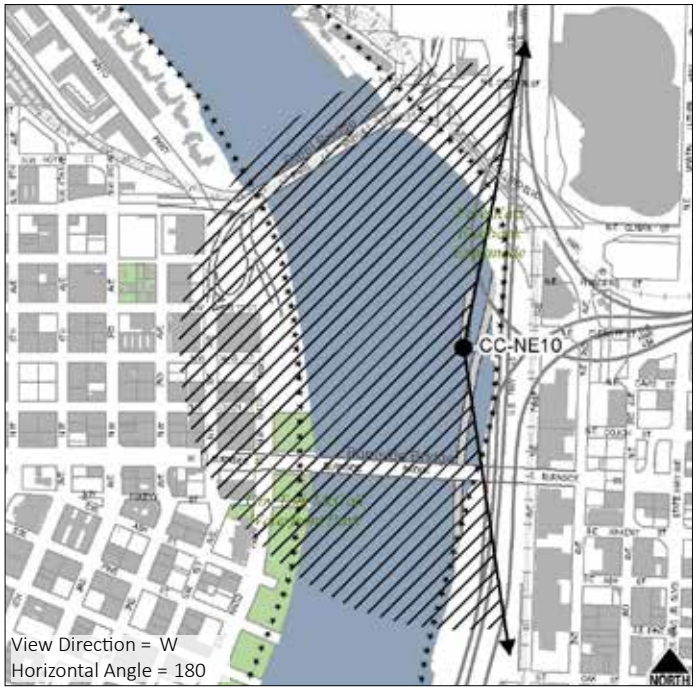
Management Considerations

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

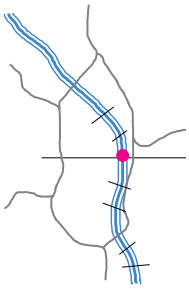


Old SRI ID:

Old Central City ID:



CCNE11: BURNSIDE BRIDGE - NORTH SIDE, CENTER



GROUP: B

Description

This is one of the few places where the viewer can see both the downtown 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 the Pearl District 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 industrial Albina, 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): Pearl District, 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
Focal Features: 6.71
Vegetation: 3.43
Iconic: 6.14
Horizon/Ridgetops: 2.57
Water: 5.29



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

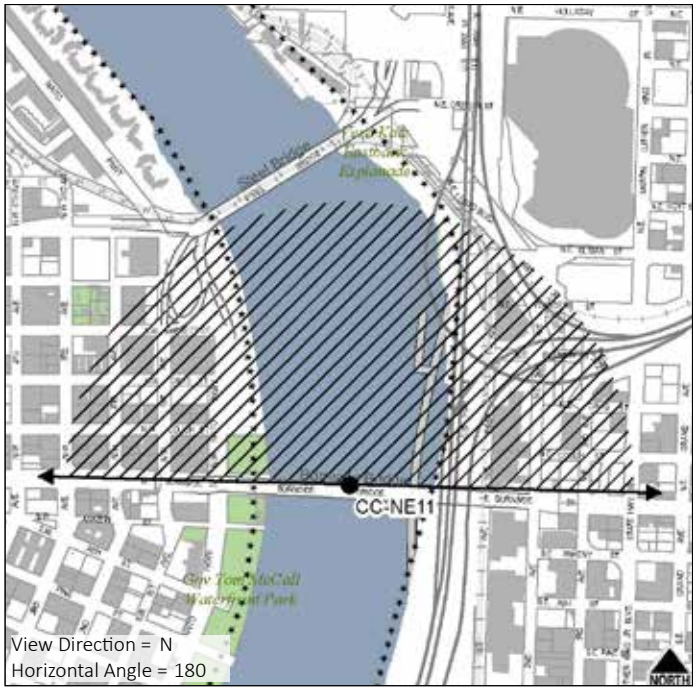
Management Considerations

- 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

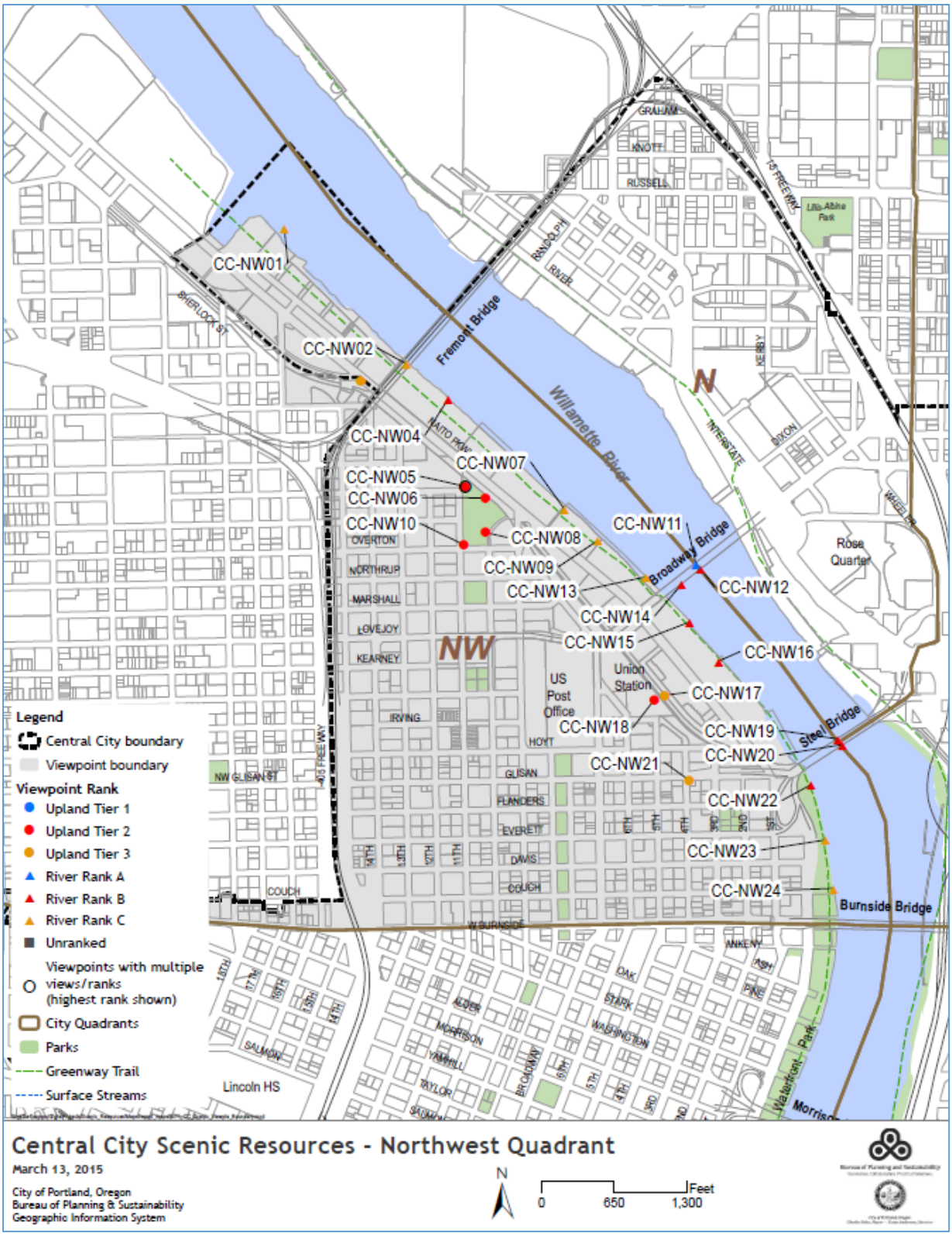




3.b.2. Results for Northwest

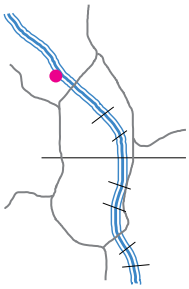
There are 23 viewpoints in the northwest quadrant of the Central City Scenic Resources Inventory. The viewpoints are numbered within the quadrant starting in the northwest corner and progressing left to right from Riverscape Pier south to W Burnside Street.

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.



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
Focal Features: 4.29
Vegetation: 3.43
Iconic: 3.86
Horizon/Ridgetops: 0.57
Water: 4.14



View from Riverscape Pier



Viewpoint at Riverscape Pier



View from Riverscape Pier

Viewpoint Amenities

- Platform/Pier
- Guardrail

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.

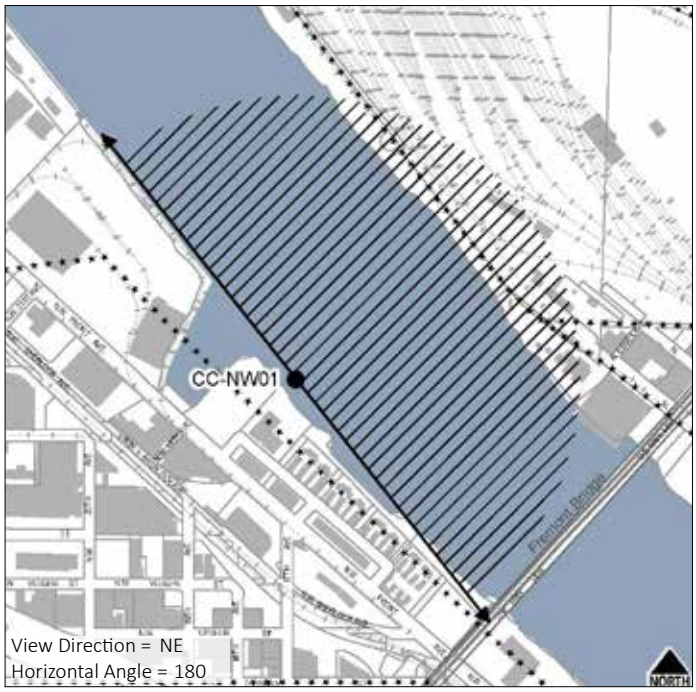
Access

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

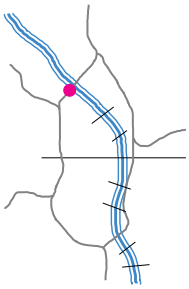
Old SRI ID:

Old Central City ID:





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
Focal Features: 2.29
Vegetation: 2.00
Iconic: 3.71
Horizon/Ridgetops: 1.43
Water: 2.43



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

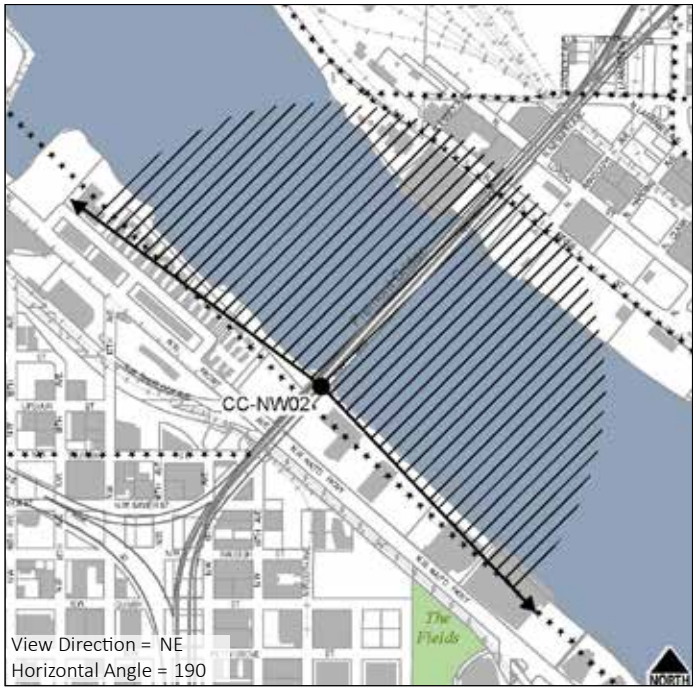
Management Considerations

- Overgrown vegetation is beginning to encroach on the view from the right; vegetation maintenance 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:

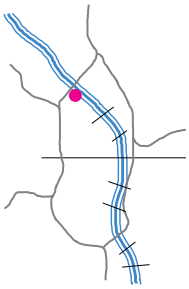
Old Central City ID:





View Direction = NE
Horizontal Angle = 190

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
Focal Features: 4.86
Vegetation: 2.14
Iconic: 5.57
Horizon/Ridgetops: 2.14
Water: 5.00



View from Greenway Trail just south of Fremont Bridge



Viewpoint along Greenway Trail just south of Fremont Bridge



Fremont Bridge from Greenway Trail just south of Fremont Bridge

Viewpoint Amenities

- Platform
- Benches
- Lighting
- Guardrail

Access

- Formal trail
- Transit stop
- Limited parking

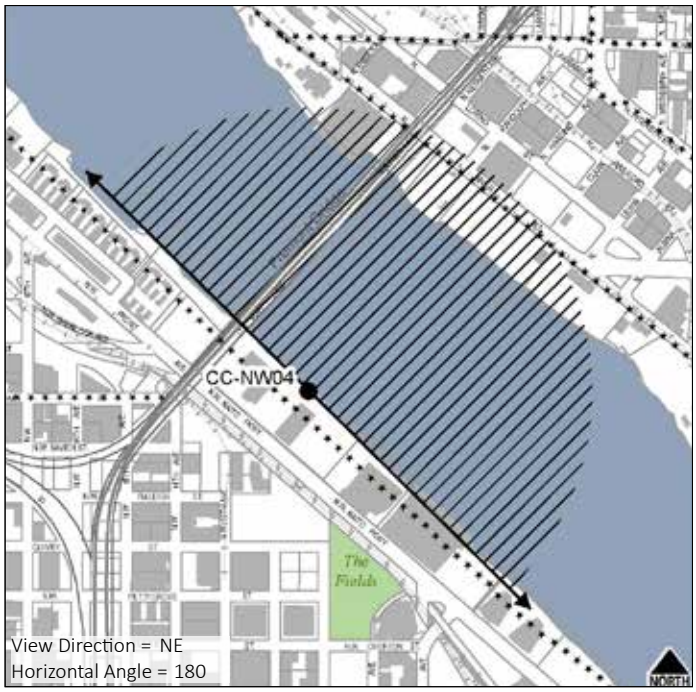
Management Considerations

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

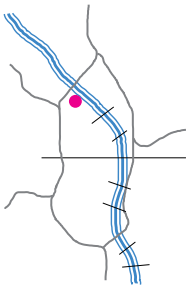
Old SRI ID:

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

Viewpoint Amenities

- Platform
- Bench
- Lighting

Management Considerations

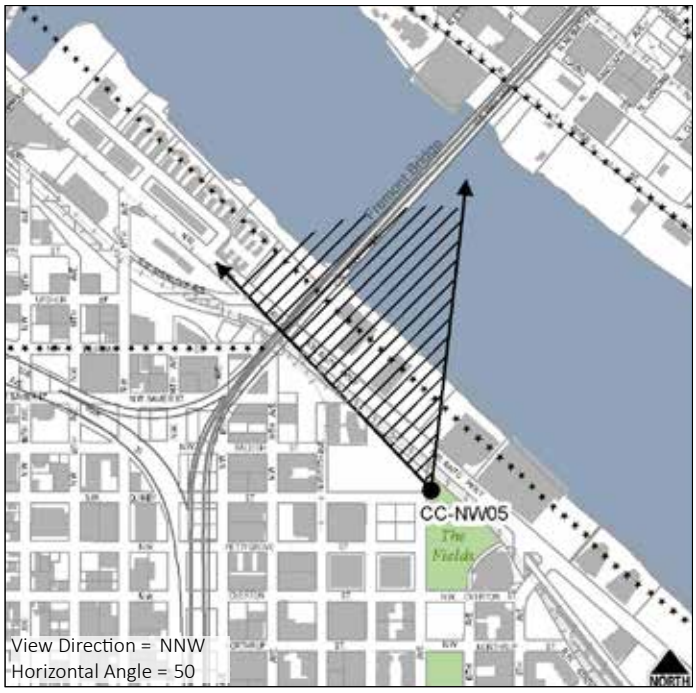
- A connection over the train tracks to NW Naito Parkway would provide access from The Fields Park to the Greenway Trail.

Access

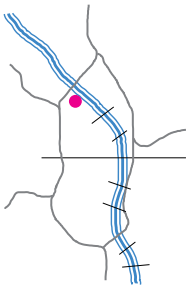
- Formal trail
- Transit stop

Old SRI ID:

Old Central City ID:



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



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



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



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

Viewpoint Amenities

- Platform
- Bench
- Lighting

Management Considerations

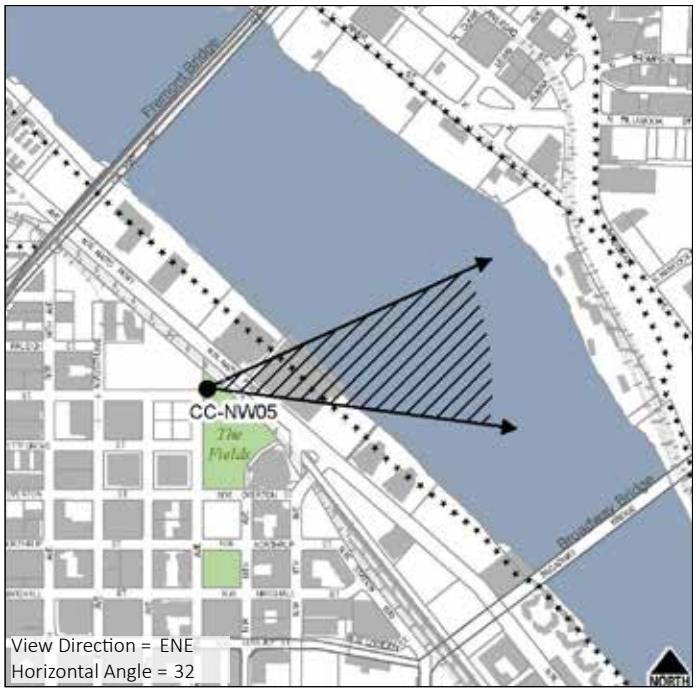
- A connection over the train tracks to NW Naito Parkway would provide access from The Fields Park to the Greenway Trail.
- Centennial Mills is in disrepair.

Access

- Formal trail
- Transit stop

Old SRI ID:

Old Central City ID:



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

Management Considerations

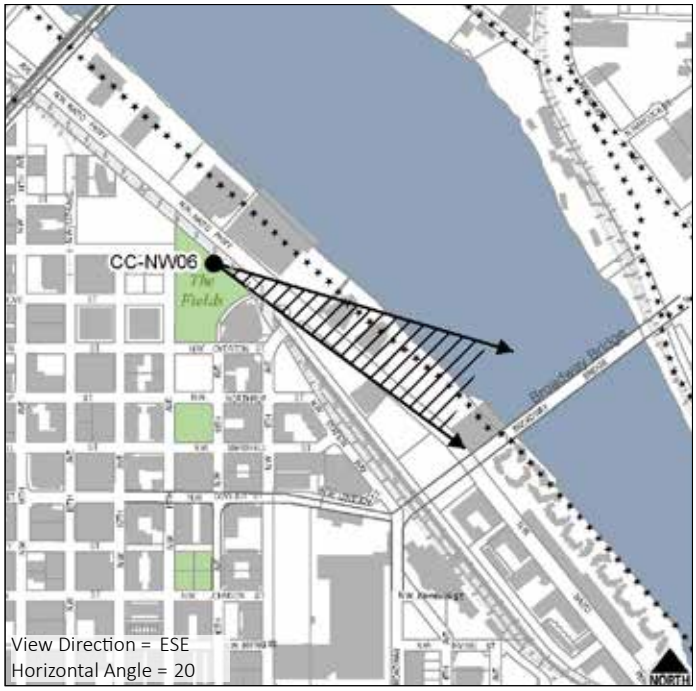
- A connection over the train tracks to NW Naito Parkway would provide access from The Fields Park to the Greenway Trail.
- Development constrains the view on either side.

Access

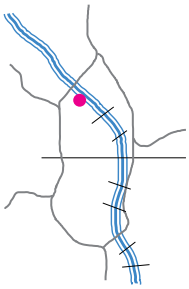
- Formal trail
- Transit stop

Old SRI ID:

Old Central City ID:



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 along Greenway Trail at approximately NW 9th Avenue

Viewpoint Amenities

- Platform
- Benches
- Lighting
- Guardrail

Management Considerations

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

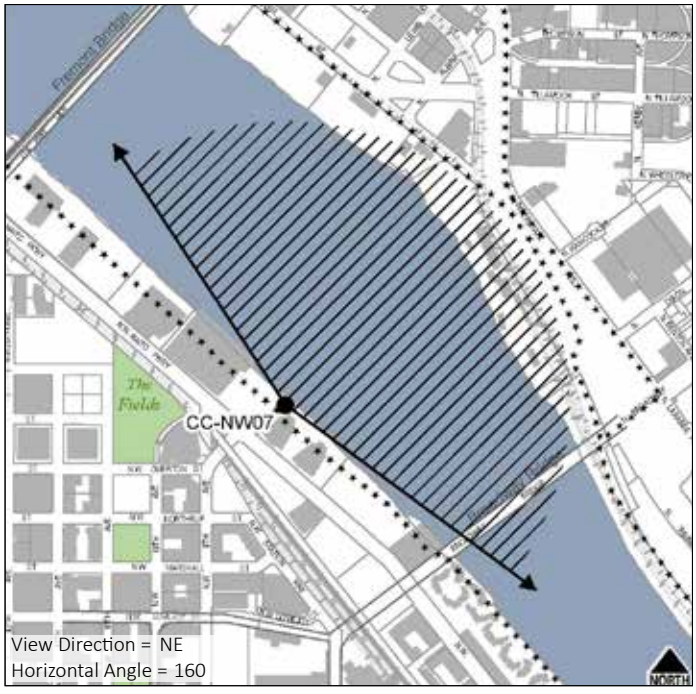
Access

- Formal trail
- Transit stop
- Limited parking

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



View from The Fields Park southeast path

Viewpoint Amenities

- Nearby bench

Management Considerations

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

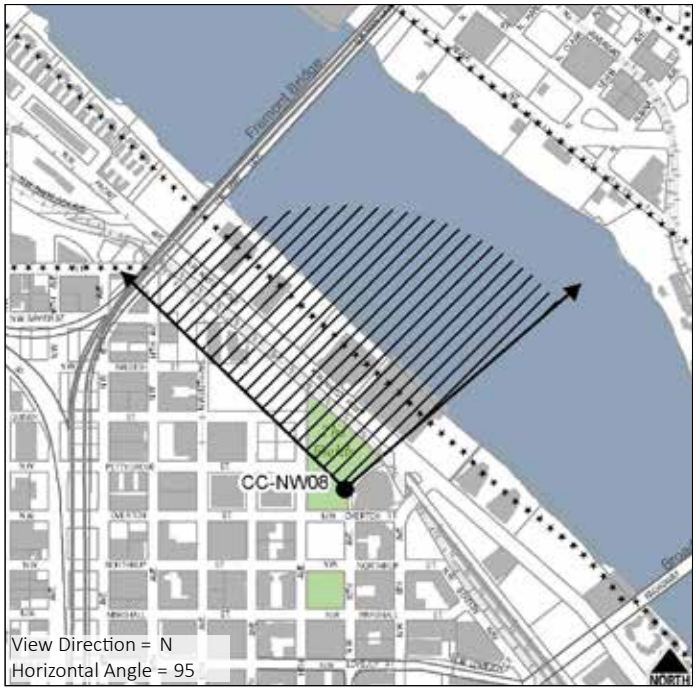
Access

- Formal trail
- Public transit

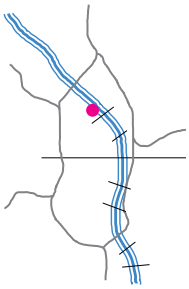


Old SRI ID:

Old Central City ID:



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 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.

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

- Overgrown vegetation is encroaching on the view; vegetation maintenance could open up the view.

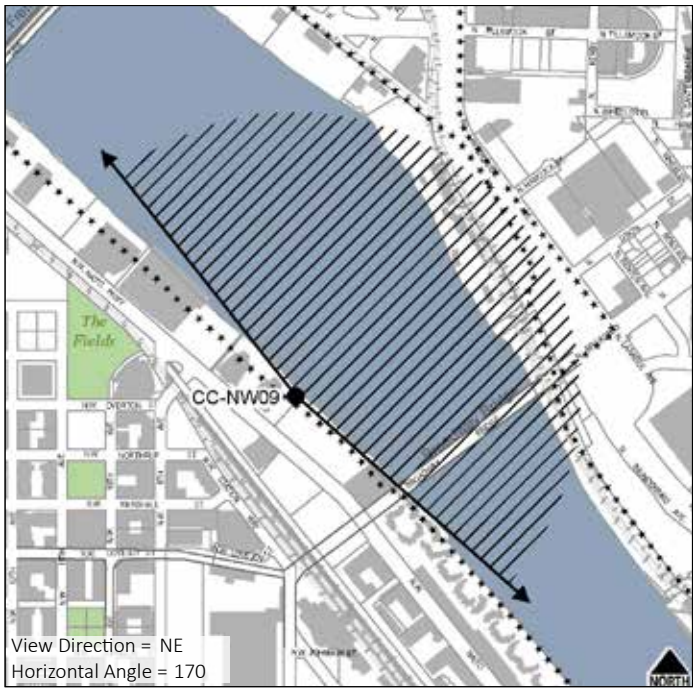
Access

- Formal trail
- Limited parking
- No transit stop



Old SRI ID:

Old Central City ID:



36477

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



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

Viewpoint Amenities

- Benches
- Lighting

Management Considerations

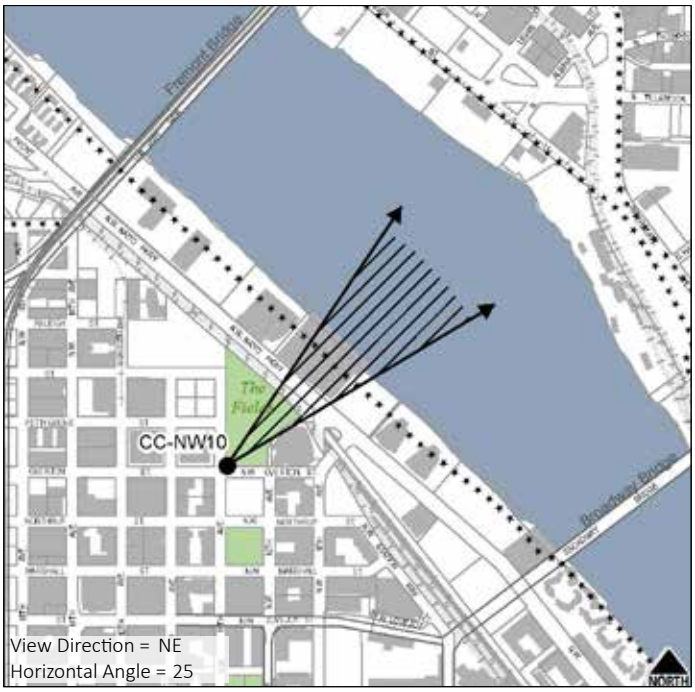
- Centennial Mills is in disrepair.
- Vegetation management is necessary to maintain the view.

Access

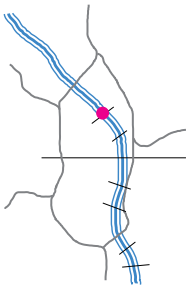
- Street/Auto
- Sidewalk
- Formal trail
- Adjacent parking
- Transit stop

Old SRI ID:

Old Central City ID:



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
Focal Features: 7.57
Vegetation: 3.14
Iconic: 7.14
Horizon/Ridgetops: 2.71
Water: 5.57



View from Broadway Bridge north side center



Viewpoint on Broadway Bridge north side center



View from Broadway Bridge north side center

Viewpoint Amenities

- Guardrails
- Physical separation of auto/non-auto

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.

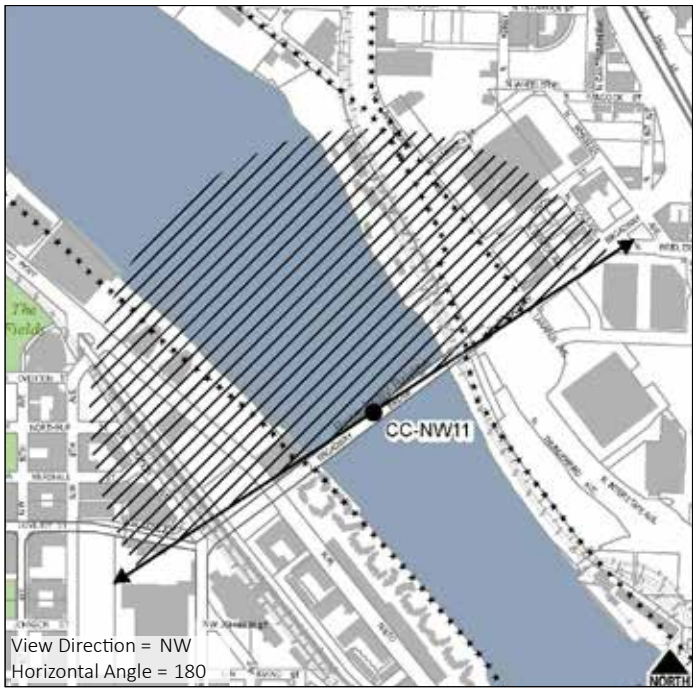
Access

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

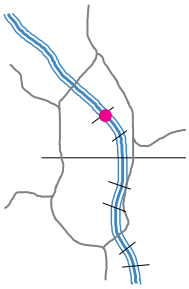
Old SRI ID:

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 Pearl District 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, 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



View of Union Station from Broadway Bridge south side center

Viewpoint Amenities

- Guardrails
- Physical separation of auto/non-auto

Access

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

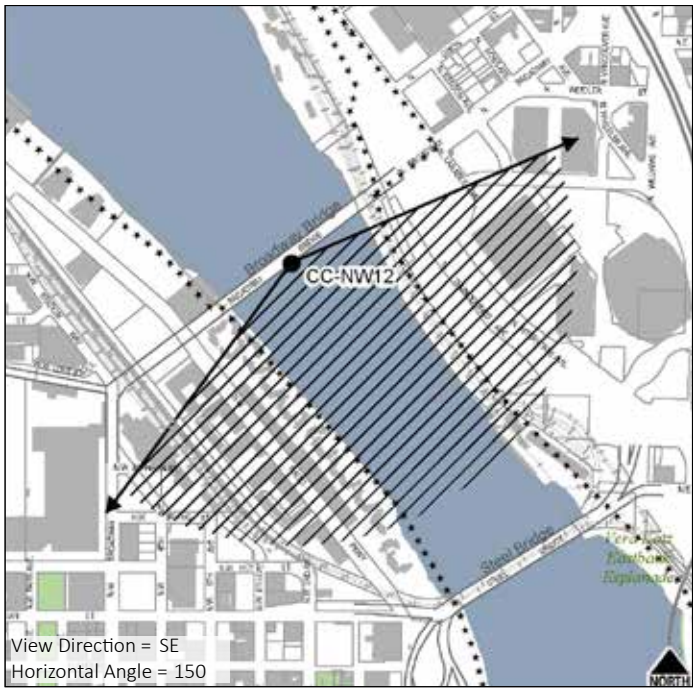
Management Considerations

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

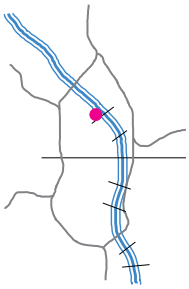


Old SRI ID:

Old Central City ID: 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 overgrown 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
Vegetation: 2.00
Horizon/Ridgetops: 0.57
Water: 3.57
Focal Features: 3.29
Iconic: 3.86



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

Management Considerations

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

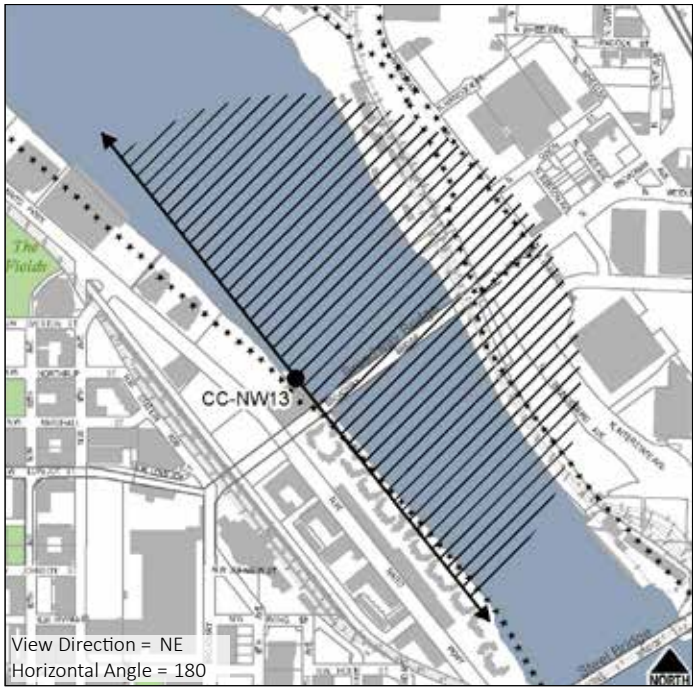
Access

- Formal trail
- No transit stop
- Limited parking

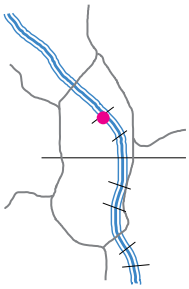
Old SRI ID:

Old Central City ID:





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 Pearl District 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, Pearl District, 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
Focal Features: 6.14
Vegetation: 3.57
Iconic: 6.00
Horizon/Ridgetops: 2.43
Water: 5.57



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

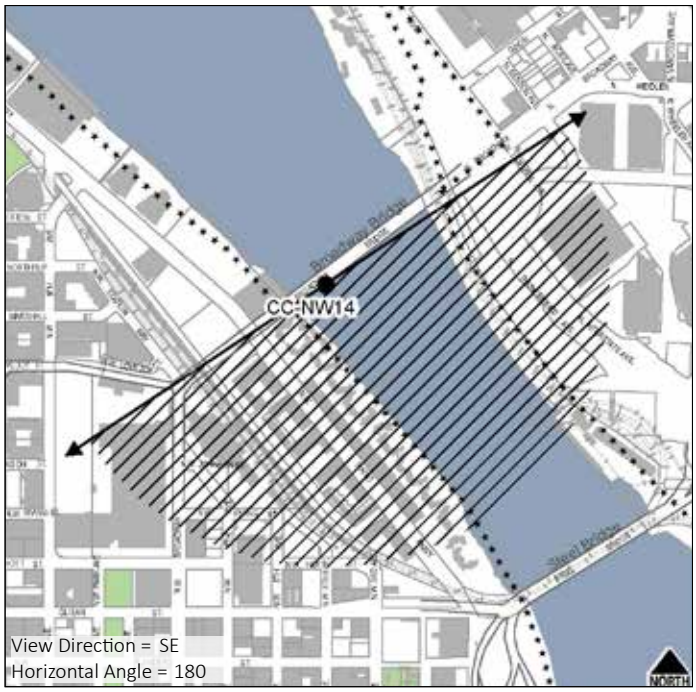
Management Considerations

- 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.

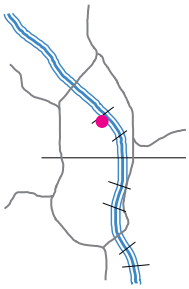
Old SRI ID: VM24-38 (Relocated)

Old Central City ID:





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 overgrown 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

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.

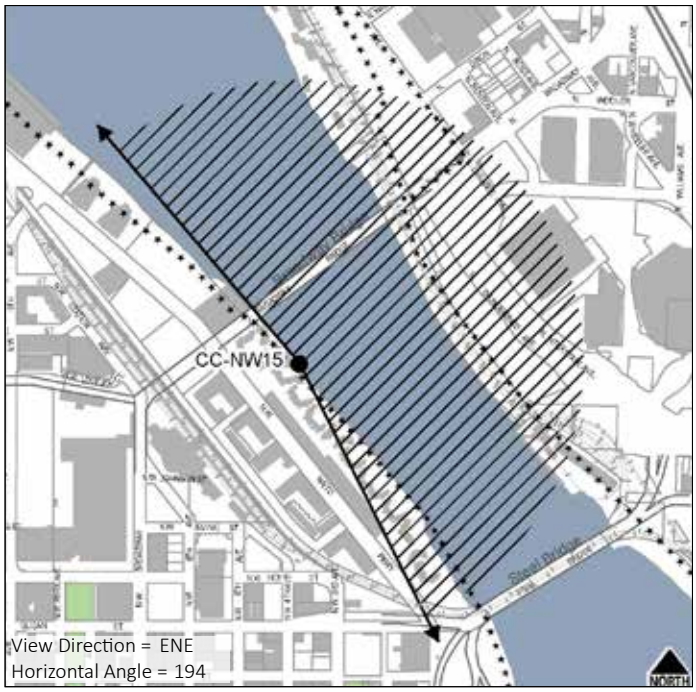
Access

- Formal trail
- Transit stop
- Limited parking

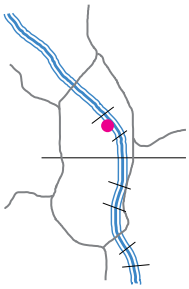
Old SRI ID:

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



Historic view from Greenway Trail between Broadway and Steel Bridges

Viewpoint Amenities

- Seating wall
- Guardrail

Management Considerations

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

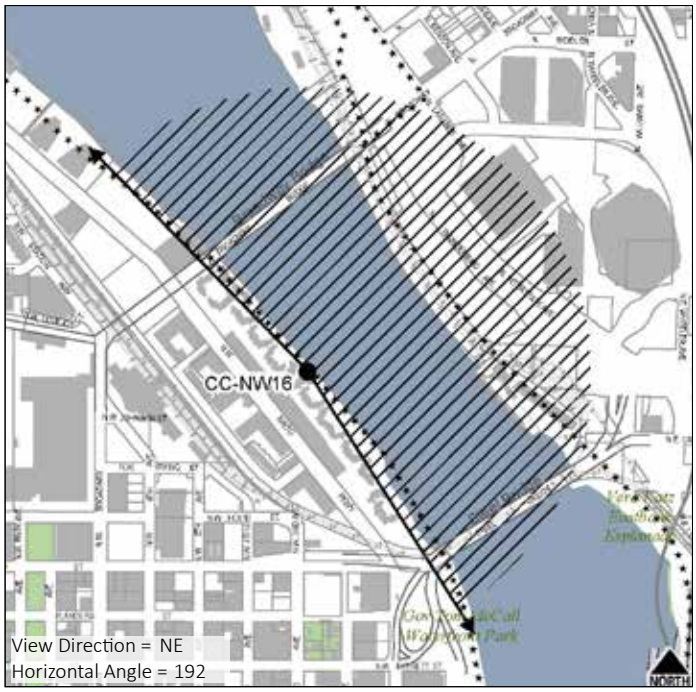
Access

- Formal trail
- Transit stop
- Limited parking

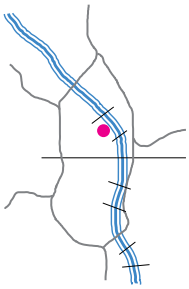
Old SRI ID: VB24-29

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 downtown skyline 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
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

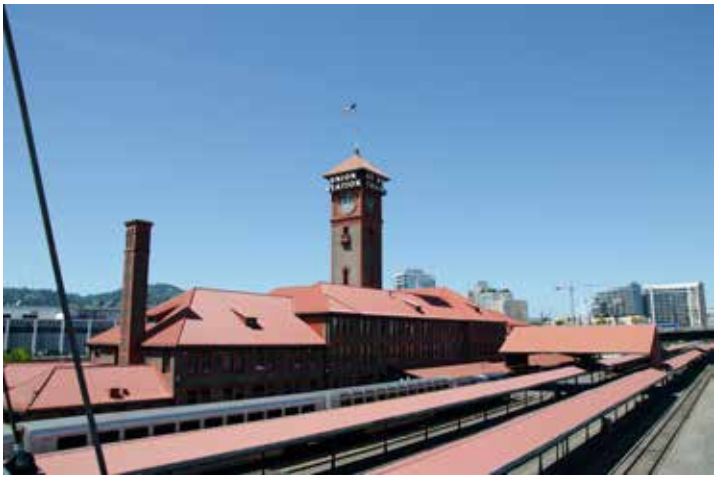
Skyline: 1.14
Vegetation: 0.71
Horizon/Ridgetops: 0.71
Water: 0.43
Focal Features: 1.86
Iconic: 3.00
Depth: 1.14
Scope: 1.57



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.

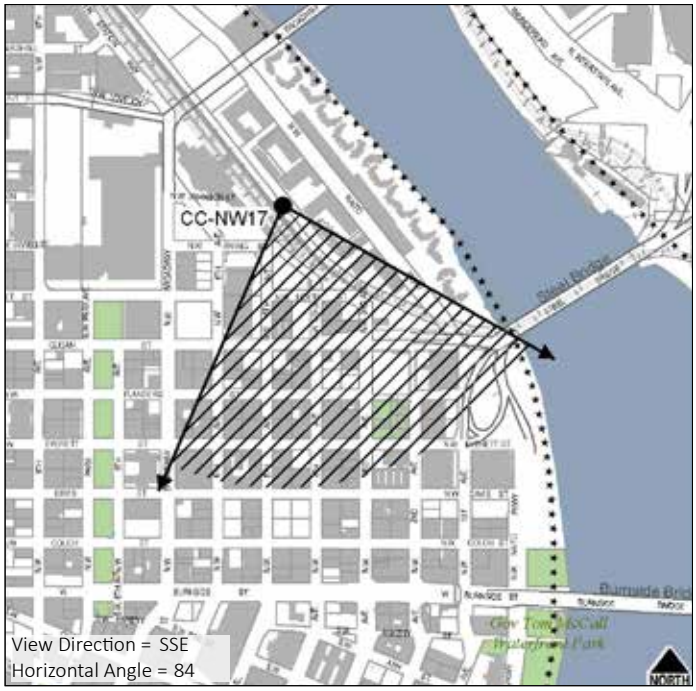
Access

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

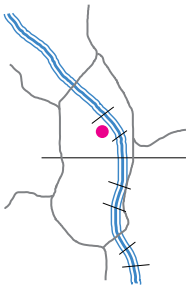
Old SRI ID:

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



Historic view from rail yards southwest of Union Station

Viewpoint Amenities

- Guardrail

Management Considerations

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

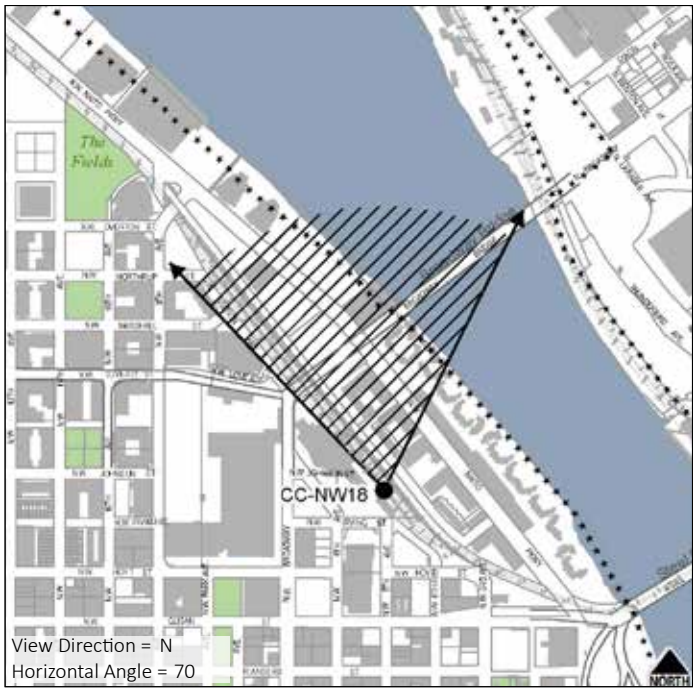
Access

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

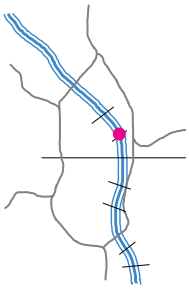


Old SRI ID: VB24-30 (Relocated)

Old Central City ID:



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 Pearl District waterfront, Union Station, 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): 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

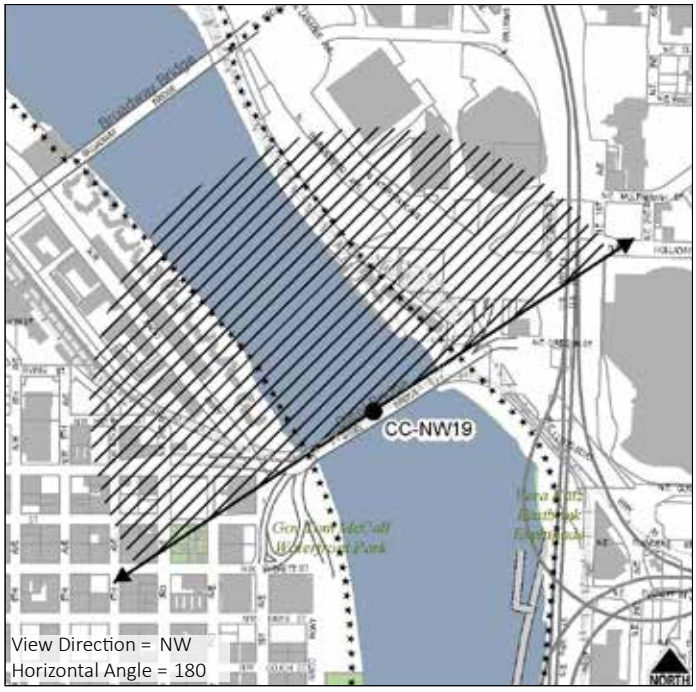
Management Considerations

- 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.



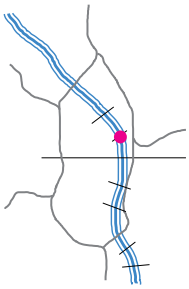
Old SRI ID:

Old Central City ID: CCPV28



36497

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
Focal Features: 5.43
Vegetation: 4.43
Iconic: 6.14
Horizon/Ridgetops: 1.86
Water: 4.86



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

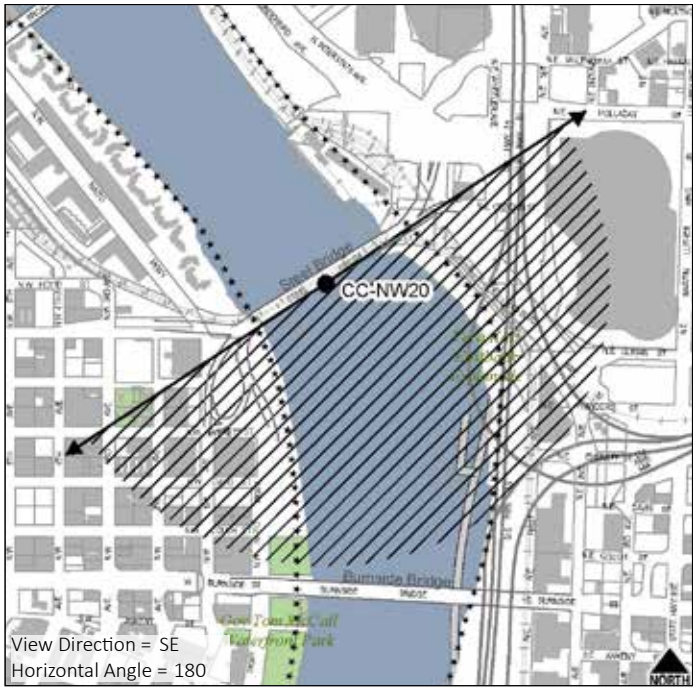
Management Considerations

- 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.

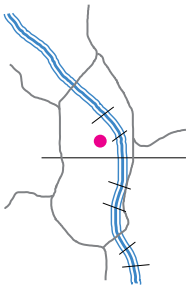


Old SRI ID:

Old Central City ID: CCPV27



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 **Focal Features:** 5.29
Vegetation: 0.00 **Iconic:** 5.00
Horizon/Ridgetops: 0.00 **Depth:** 3.14
Water: 0.00 **Scope:** 2.00



View from NW Glisan Street and NW 4th Avenue



Viewpoint at NW Glisan Street and NW 4th Avenue



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

Viewpoint Amenities

- None

Management Considerations

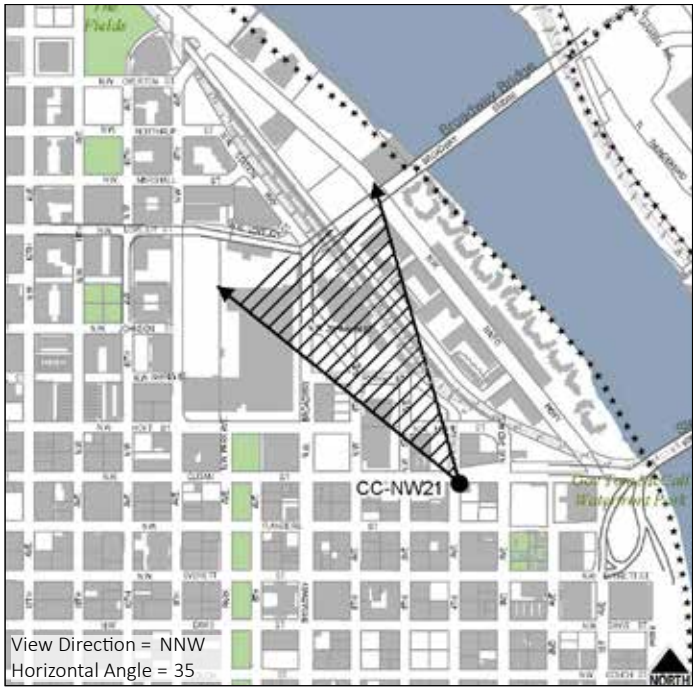
- There are many discordant elements in foreground.
- There's an additional view of the Steel Bridge to the east that could be developed as a corridor.

Access

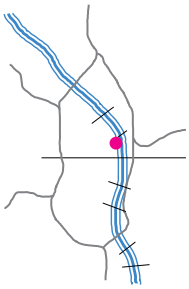
- Street/Auto
- Sidewalk
- Adjacent parking
- Transit stop

Old SRI ID:

Old Central City ID:



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. Mt Hood and the Burnside Bridge are visible in the distance to the right. 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, Mt Hood, 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
Focal Features: 4.71
Vegetation: 2.14
Iconic: 5.57
Horizon/Ridgetops: 0.00
Water: 3.86



View from Greenway Trail south of Steel Bridge



Viewpoint along Greenway Trail south of Steel Bridge



View from Greenway Trail south of Steel Bridge

Viewpoint Amenities

- Seating wall
- Guardrail
- Lighting

Management Considerations

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

Access

- Formal trail
- No transit stop
- Limited parking

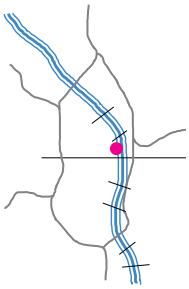


Old SRI ID:

Old Central City ID:



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
Focal Features: 5.14
Vegetation: 1.43
Iconic: 5.29
Horizon/Ridgetops: 0.14
Water: 3.29



View from Greenway Trail West at stairs near NW Everett Street



Viewpoint along Greenway Trail at stairs near NW Everett Street



View from Greenway Trail at stairs near NW Everett Street

Viewpoint Amenities

- Guardrail
- Lighting
- Water fountain

Management Considerations

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

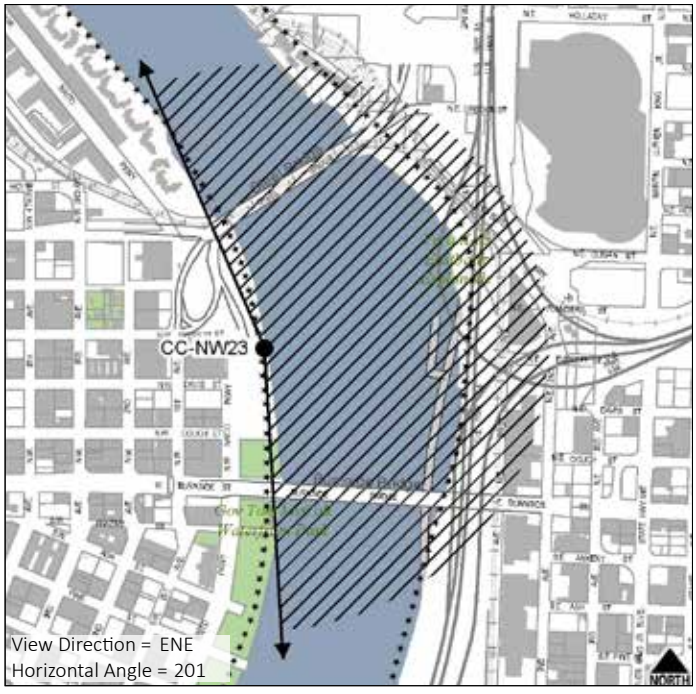
Access

- Formal trail
- Transit stop
- Limited parking

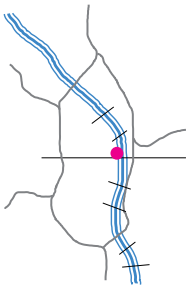


Old SRI ID:

Old Central City ID: CCPV25



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



Japanese American Historical Plaza along Greenway Trail at NW Couch Street

Viewpoint Amenities

- Guardrail
- Lighting
- Water fountain

Management Considerations

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

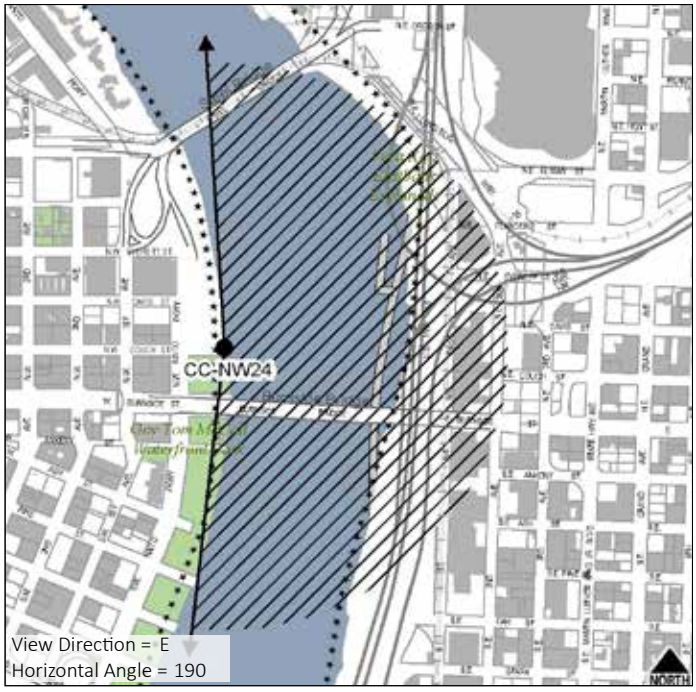
Access

- Formal trail
- Transit stop
- Limited parking

Old SRI ID:

Old Central City ID:

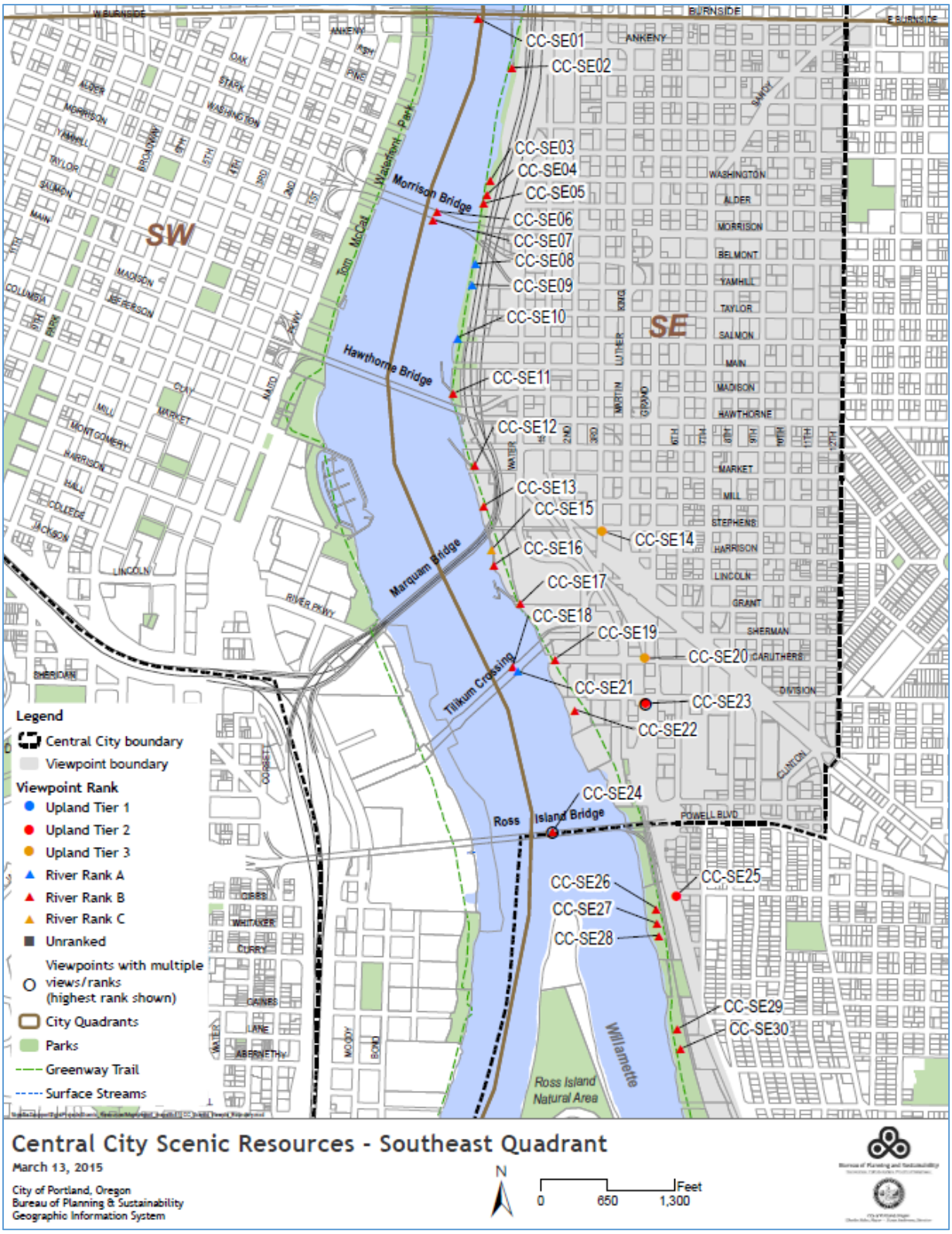




3.b.6. Southeast

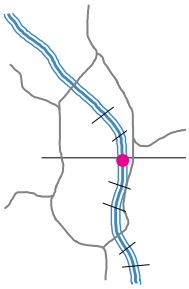
There are 30 viewpoints in the southeast quadrant of the Central City Scenic Resources Inventory. The viewpoints are numbered within the quadrant starting in the northwest corner and progressing left to right from E Burnside Street south to SE Haig Street.

Note – Viewpoints CCSE23 and CCSE24 have two views.



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)

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.

Access

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

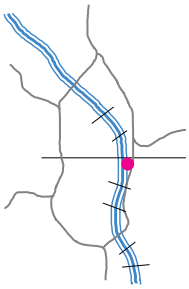
Old SRI ID:

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
Focal Features: 5.57
Vegetation: 5.14
Iconic: 6.71
Horizon/Ridgetops: 1.86
Water: 5.43



View from Eastbank Esplanade south of Burnside Bridge



Viewpoint along Eastbank Esplanade south of Burnside Bridge



White Stag sign from Eastbank Esplanade south of Burnside Bridge

Viewpoint Amenities

- Platform
- Benches
- Guardrail

Management Considerations

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

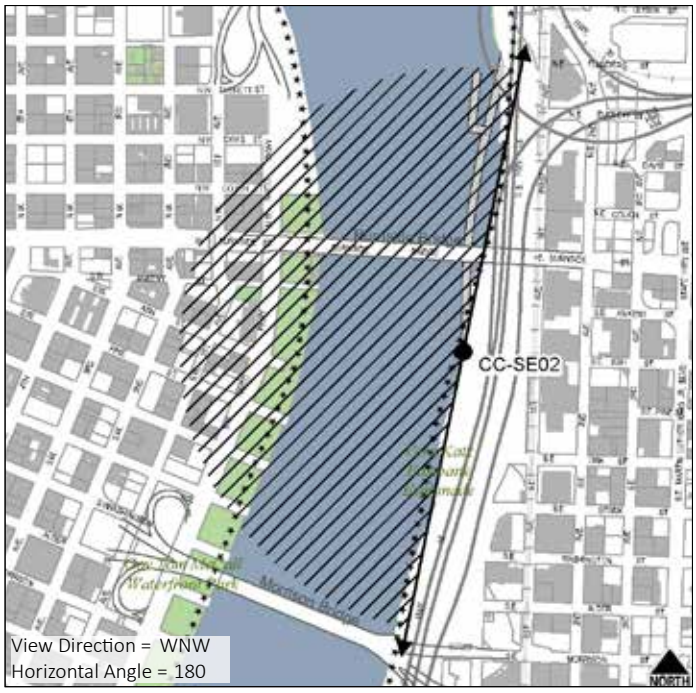
Access

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

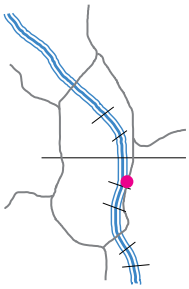


Old SRI ID: VB24-27

Old Central City ID: CCPV22



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



View from Eastbank Esplanade at SE Washington Street

Viewpoint Amenities

- Platform
- Guardrail

Management Considerations

- Overgrown vegetation is beginning to encroach on the view; vegetation maintenance 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.

Access

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

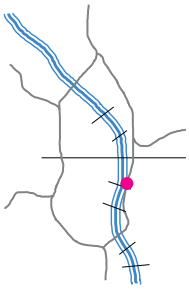
Old SRI ID:

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

Management Considerations

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

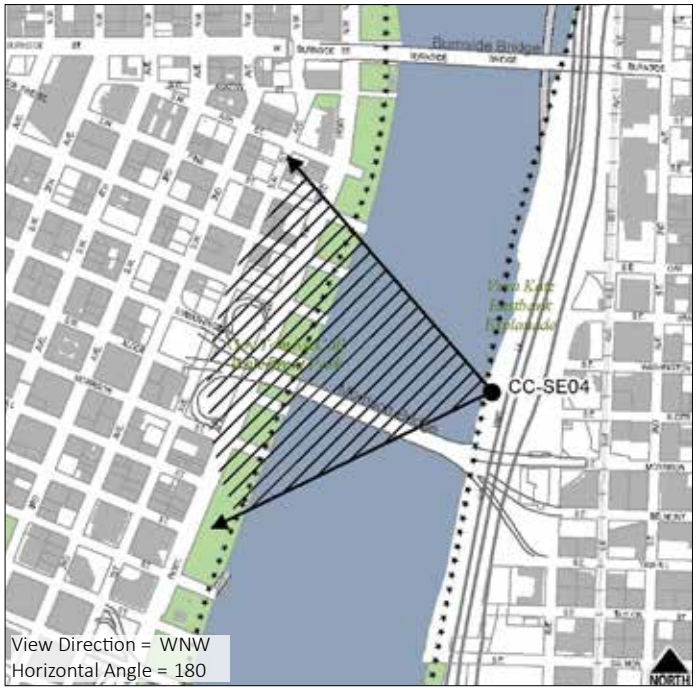
Access

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

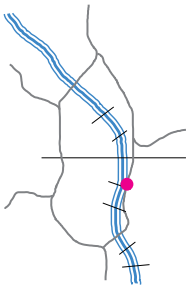
Old SRI ID:

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



View from Eastbank Esplanade at SE Alder Street

Viewpoint Amenities

- Platform
- Guardrail

Management Considerations

- Overgrown vegetation is beginning to encroach on the view; vegetation maintenance 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.

Access

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

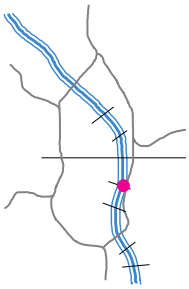
Old SRI ID:

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
Focal Features: 4.43
Vegetation: 4.14
Iconic: 6.00
Horizon/Ridgetops: 0.00
Water: 4.29



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)

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.

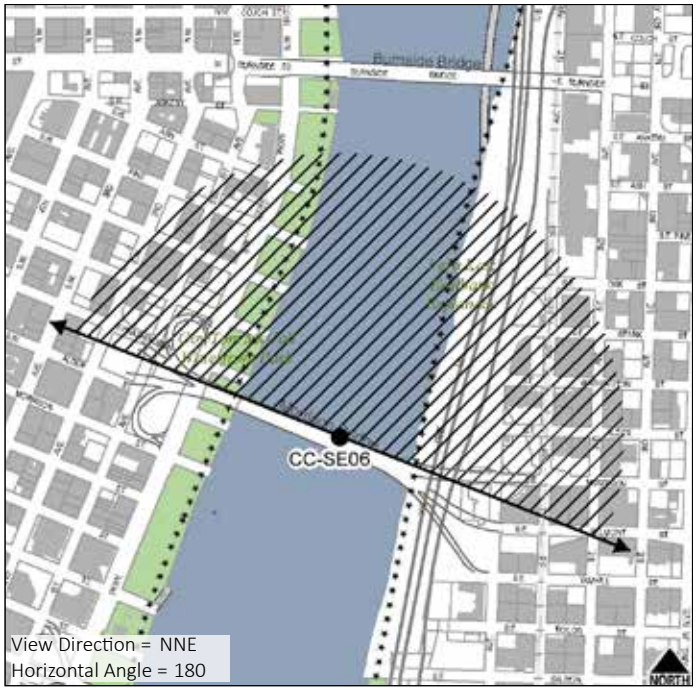
Access

- Street/Auto
- Sidewalk
- No bike lane
- No transit
- No parking
- Very limited access from east

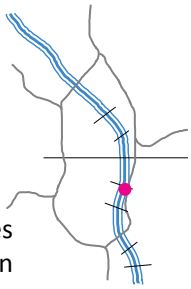
Old SRI ID:

Old Central City ID: CCPV20 (Relocated)





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, 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
Focal Features: 4.43
Vegetation: 2.14
Iconic: 6.14
Horizon/Ridgetops: 1.86
Water: 3.43



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.

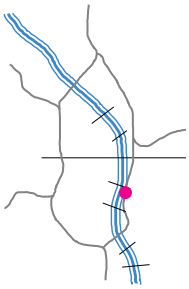
Old SRI ID:

Old Central City ID:





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
Focal Features: 4.71
Vegetation: 4.43
Iconic: 8.14
Horizon/Ridgetops: 3.43
Water: 7.57



View from Eastbank Esplanade just south of SE Belmont Street



Viewpoint along Eastbank Esplanade just south of SE Belmont Street



Historic view from Eastbank Esplanade just south of SE Belmont Street

Viewpoint Amenities

- 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.

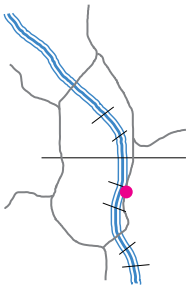


Old SRI ID: VB24-36

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

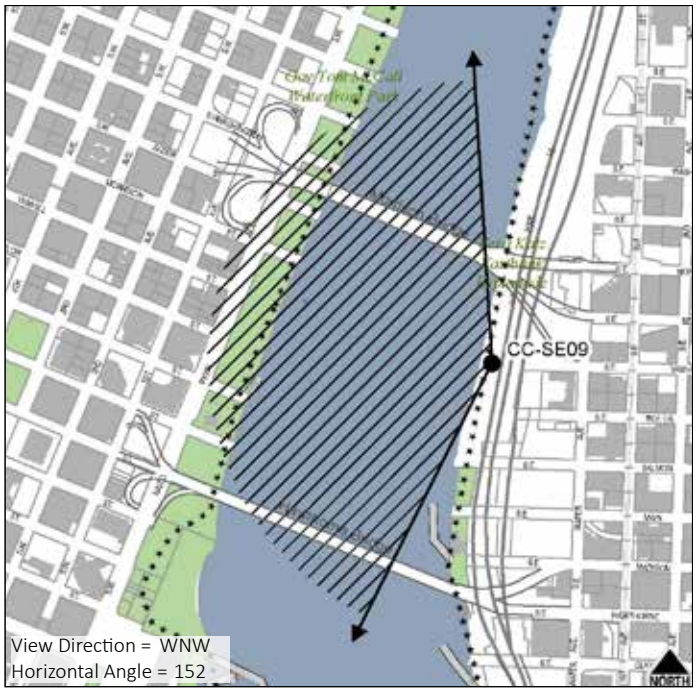
Management Considerations

- 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.

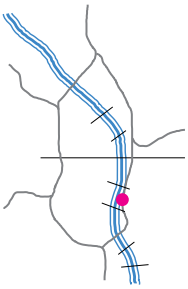


Old SRI ID: VC24-48

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

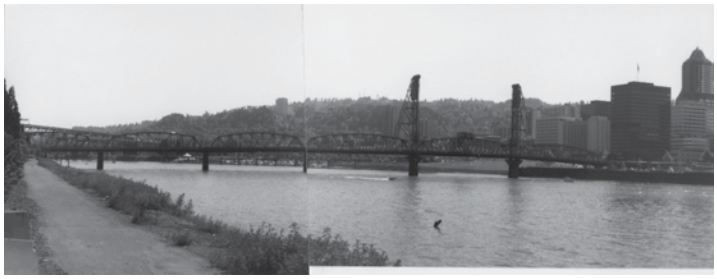
Skyline: 7.86
Vegetation: 4.29
Horizon/Ridgetops: 2.29
Water: 6.43
Focal Features: 5.29
Iconic: 7.43



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

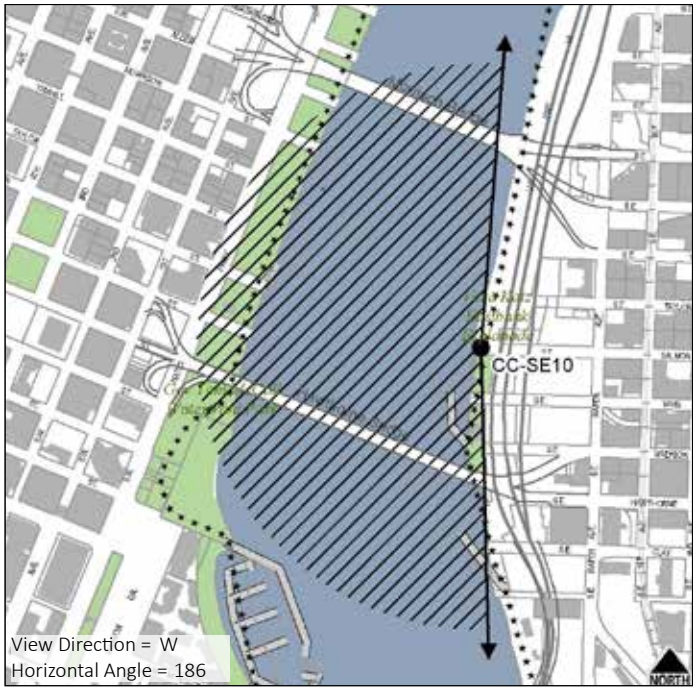
Management Considerations

- 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.

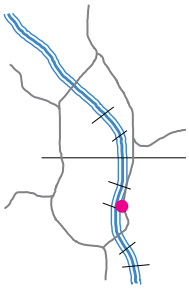


Old SRI ID: VB24-25 (Relocated)

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
Focal Features: 4.00
Vegetation: 2.00
Iconic: 6.33
Horizon/Ridgetops: 0.00
Water: 5.17



View from Eastbank Esplanade just north of Hawthorne Bridge



Viewpoint along Eastbank Esplanade just north of Hawthorne Bridge



Entrance to Madison Dock

Viewpoint Amenities

- Platform
- Benches
- Guardrail
- Lighting

Access

- Formal trail
- Dock
- No transit stop
- Adjacent parking (U-Park lot)
- Direct eastern access from SE Madison Street

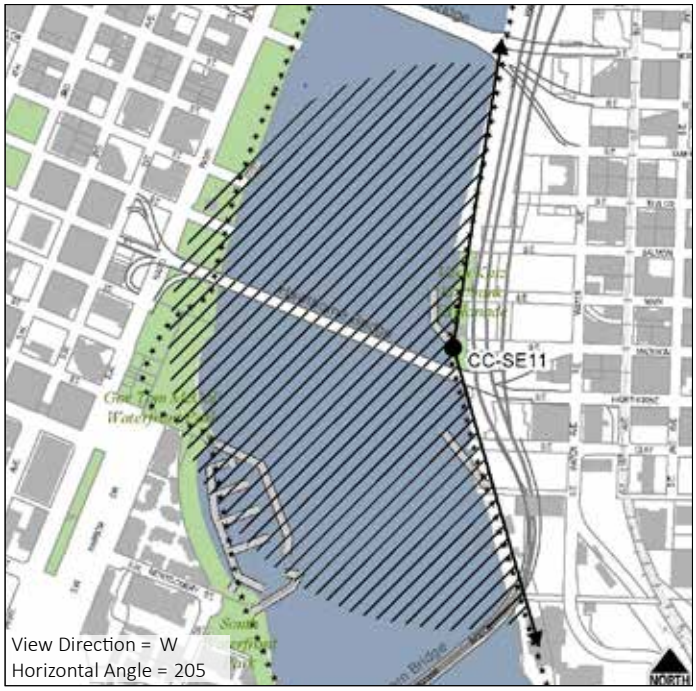
Management Considerations

- The Fire Station 21 dock is partially accessible to the public.
- SE Madison Street is one of the few streets that connect the inner southeast to the Eastbank Esplanade.
- Additional benches at the western end of the viewing platform could enhance the viewer's experience.

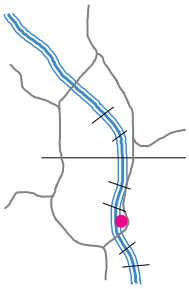
Old SRI ID:

Old Central City ID: CCPV17





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 downtown skyline, 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 overgrown 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

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
Focal Features: 5.00
Vegetation: 6.14
Iconic: 6.14
Horizon/Ridgetops: 2.14
Water: 4.29



View from Greenway Trail (east) at Holman Dock (winter 2015)



View from Greenway Trail (east) at Holman Dock (fall 2014)



Viewpoint along Greenway Trail (east) at Holman Dock



Signage on Greenway trail (east) at Holman Dock

Viewpoint Amenities

- Platform
- Benches
- Educational sign

Management Considerations

- Overgrown vegetation encroaches on the view from both sides; vegetation maintenance could open up the view.
- Holman dock is publicly accessible.
- Additional amenities, such as bike racks, could enhance this viewpoint.

Access

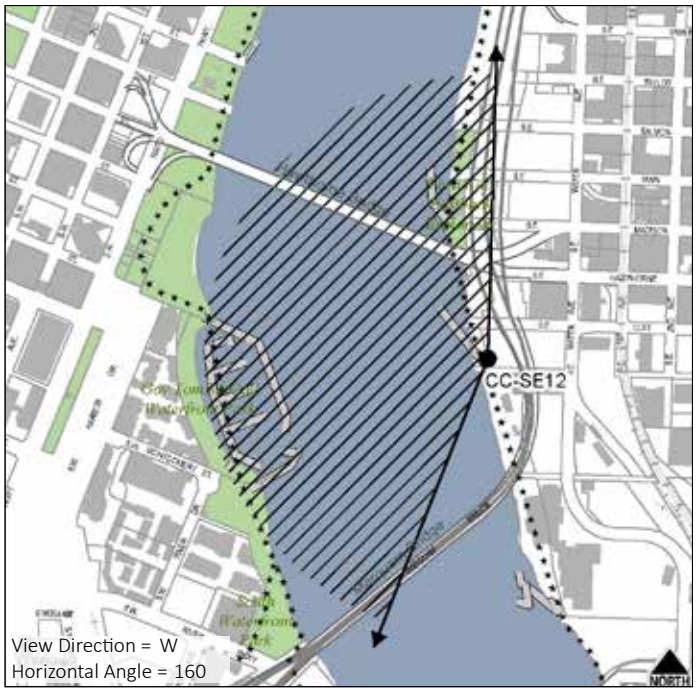
- Formal trail
- Dock
- Access from east via SE Clay Street one block north
- No transit stop
- Adjacent parking



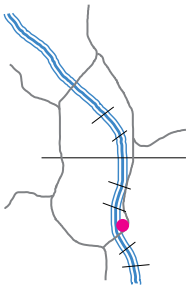


Old SRI ID:

Old Central City ID: CCPV13



CCSE13: GREENWAY TRAIL EAST - OMSI NORTH OF MARQUAM BRIDGE



GROUP: B

Description

This view includes the Willamette River, downtown skyline, 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, overgrown 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

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)

Management Considerations

- Overgrown vegetation encroaches on the view from the right; vegetation maintenance 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.

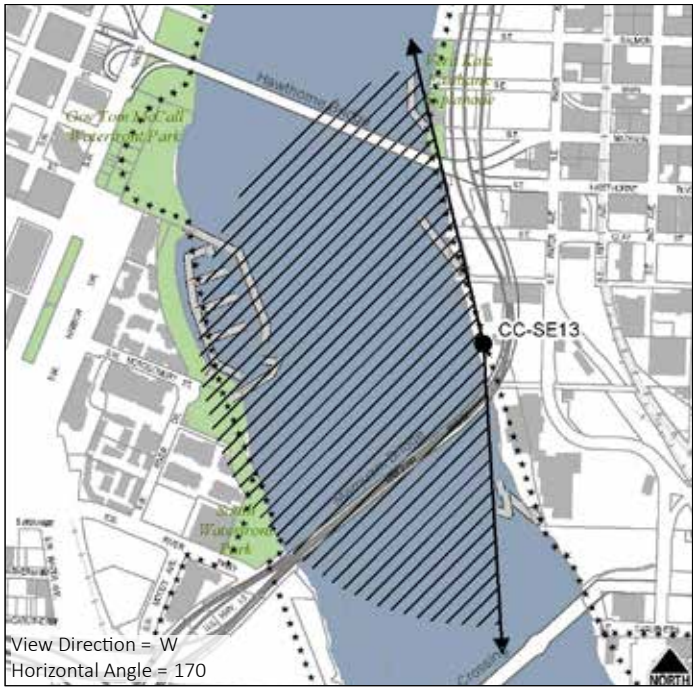
Access

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

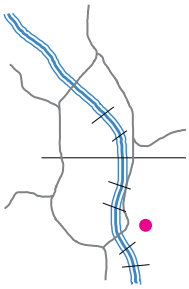
Old SRI ID: VC24-10

Old Central City ID:





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. Overgrown vegetation and fencing with barbed wire encroach on the view of Tilikum Crossing from the bottom. Vegetation maintenance 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

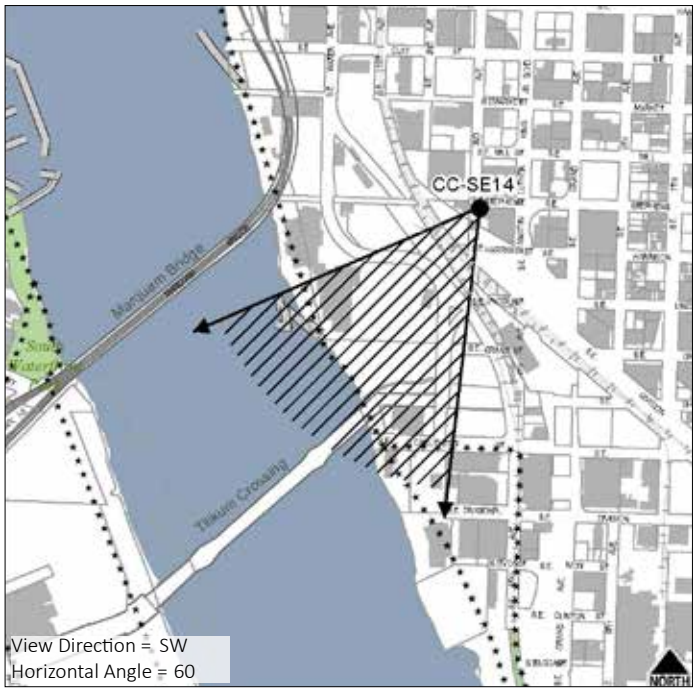
- Street/Auto
- Sidewalk
- Transit stop
- Adjacent parking

Management Considerations

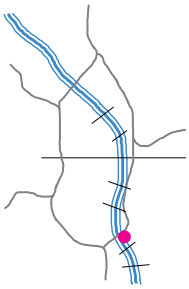
- The original viewpoint was on private property (Station L) located just west of SE Stephens Street and SE 3rd Avenue; the viewpoint has been relocated to the public ROW.
- Overgrown vegetation and fencing are encroaching on the view; vegetation maintenance, removal of the fencing, or replacement of 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 downtown skyline, 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

RANKINGS

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

Contributing Factors

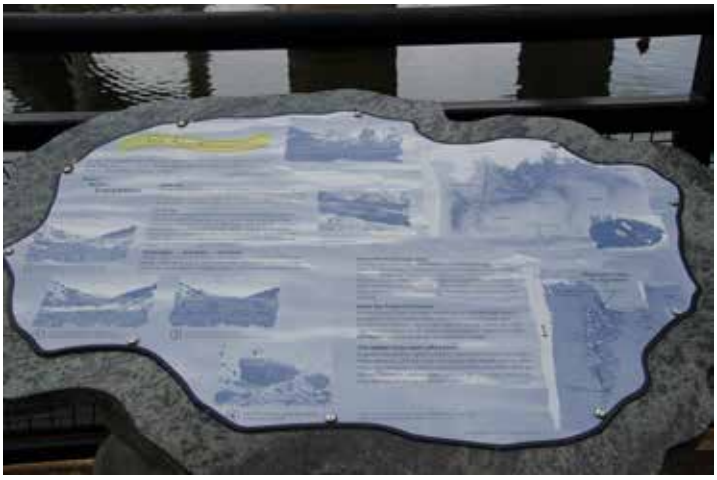
Skyline: 4.00
Focal Features: 3.29
Vegetation: 1.71
Iconic: 3.86
Horizon/Ridgetops: 2.43
Water: 2.71



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.

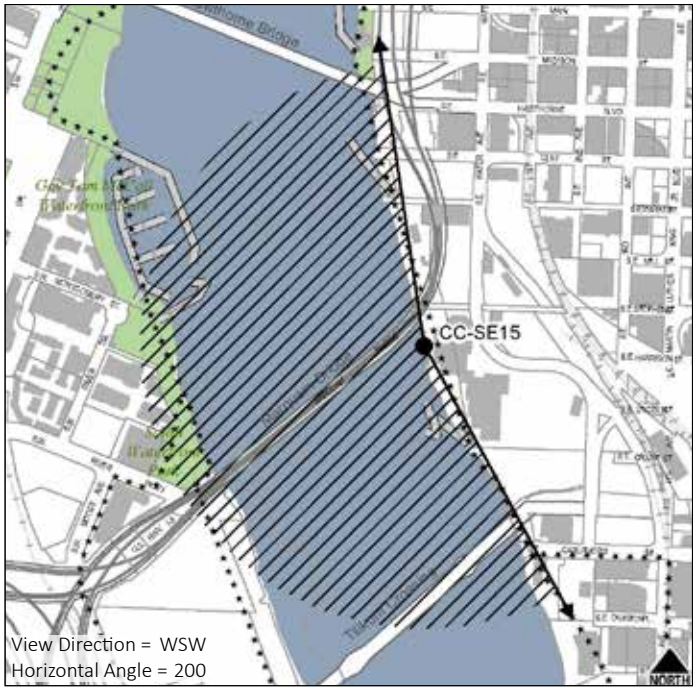
Access

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

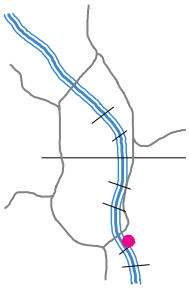
Old SRI ID:

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 downtown skyline, 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, 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
Focal Features: 3.71
Vegetation: 1.71
Iconic: 4.29
Horizon/Ridgetops: 2.29
Water: 3.86



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

Management Considerations

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

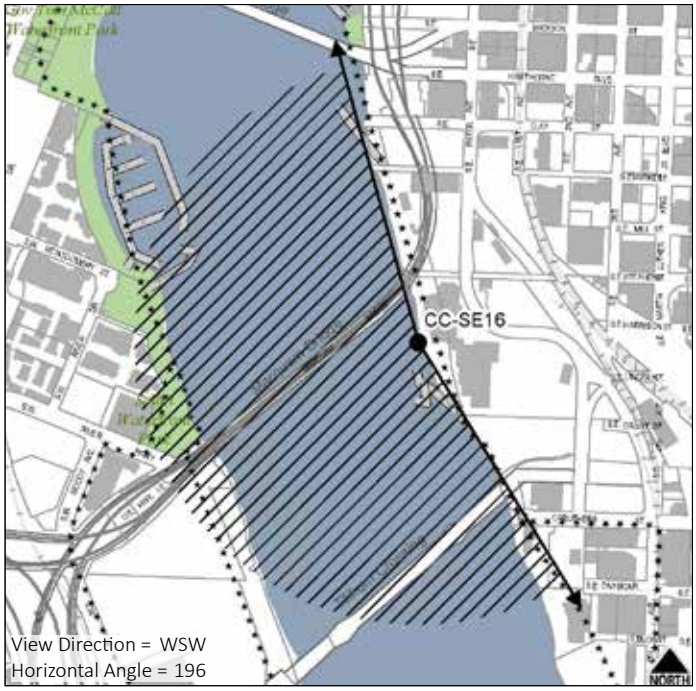
Access

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

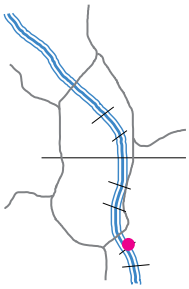
Old SRI ID:

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. Overgrown 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, 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



Greenway Trail (east) at OMSI south viewpoint

Viewpoint Amenities

- Platform
- Lighting

Access

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

Management Considerations

- Overgrown vegetation is encroaching on the view from the left; vegetation maintenance 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.

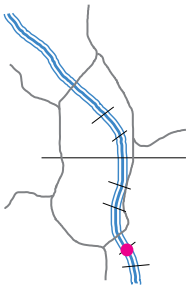
Old SRI ID:

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 downtown skyline, 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, Mt St Helens, Lloyd District, Riverplace Marina

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

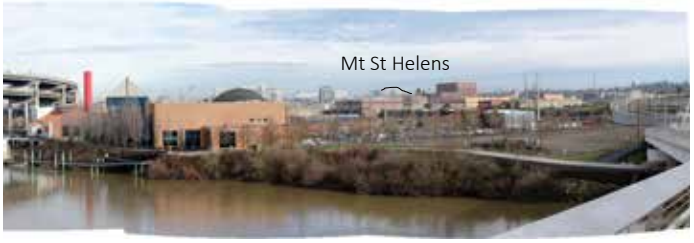
- Tilikum Crossing is still under construction.
- Additional amenities, such as a bench at the bump-out, could enhance the viewer's experience.
- There's an additional view of Mt Hood to the southeast.

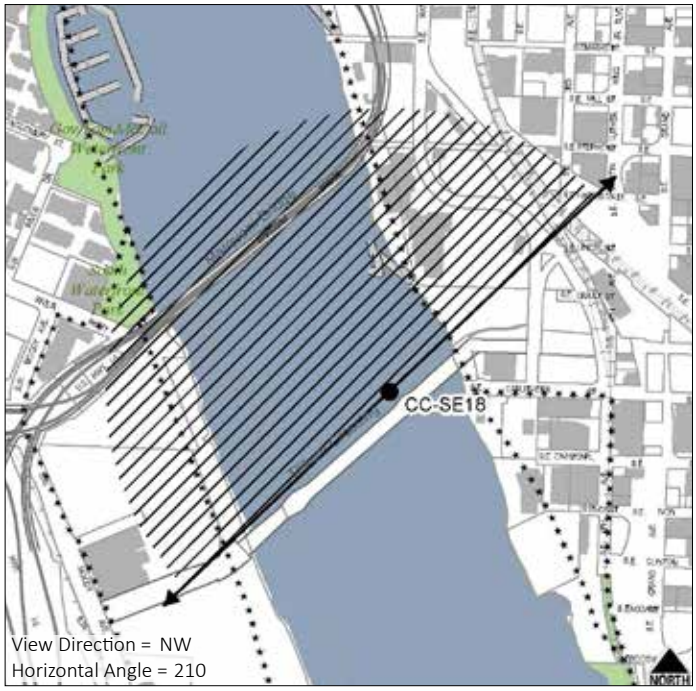
Access

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

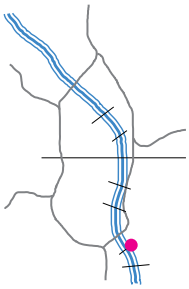
Old SRI ID:

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
Focal Features: 7.00
Vegetation: 3.00
Iconic: 7.00
Horizon/Ridgetops: 2.43
Water: 4.29



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

Management Considerations

- Overgrown vegetation encroaches on this view from the bottom; vegetation maintenance 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.

Access

- Street/Auto
- Formal trail
- Sidewalk
- Limited access from east side
- No transit stop
- Adjacent parking

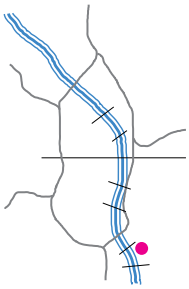
Old SRI ID:

Old Central City ID: CCPV8





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

Management Considerations

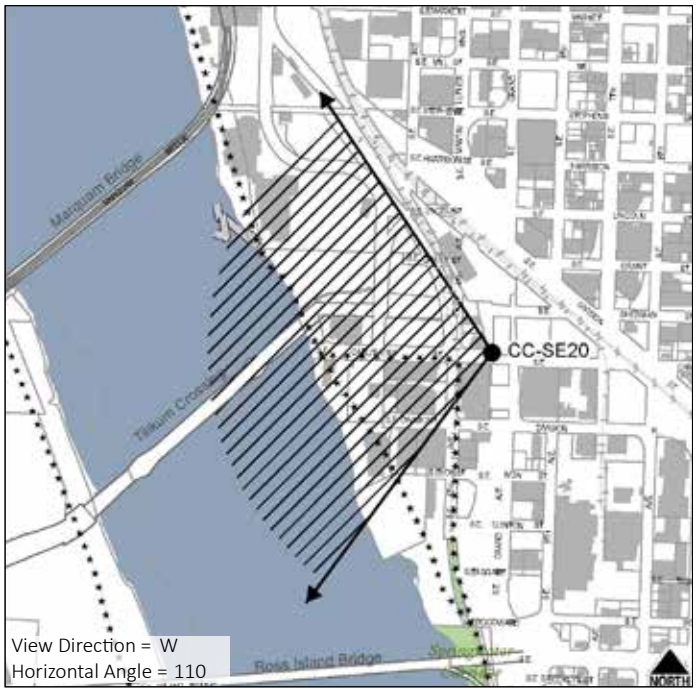
- This is a developed viewpoint but it's not heavily trafficked by pedestrians, it's inaccessible to bikes, and there's nowhere for cars to pull over to access the viewpoint.

Access

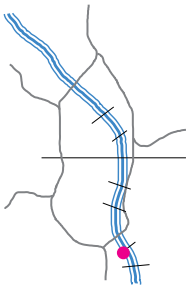
- Street/Auto
- Sidewalk
- No bike lane
- No transit stop
- No parking

Old SRI ID:

Old Central City ID:



CCSE21: TILIKUM CROSSING - SOUTH SIDE, EAST



GROUP: B

Description

This view from the eastern bump-out on the south side of Tilikum Crossing looks south up the Willamette River toward the Ross Island Bridge, Ross Island, and the South Waterfront. The West Hills, multiple buttes, and Mt Hood are all visible in the distance. Tilikum Crossing is one of the few bridges with separated bicycle and pedestrian lanes as well as pedestrian bump-outs, creating a safe place for viewers to stop and enjoy the view. The bridge is only accessible to bikes, pedestrians, and public transit; automobiles are not allowed. Tilikum Crossing is currently under construction and scheduled to open in September 2015.

Primary Focal Feature(s): Willamette River, Ross Island Bridge, Mt Hood
Secondary Focal Feature(s): Ross Island, West Hills, South Waterfront, Mt Tabor, Kelly Butte, Mt Scott, riverbank

RANKINGS

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

Contributing Factors

Shares characteristics with high rated river views (natural vegetation, focal bridge, focal mountain, superior viewer position) but view is dominated by east/left side which lacks prominent focal features.



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



Viewpoint on Tilikum Crossing, south side, east bump-out



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

Viewpoint Amenities

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

Management Considerations

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

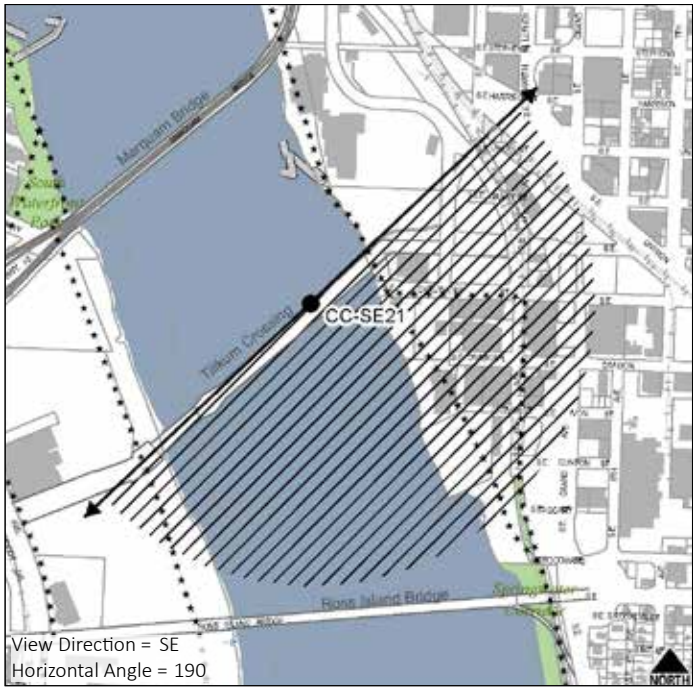
Access

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

Old SRI ID:

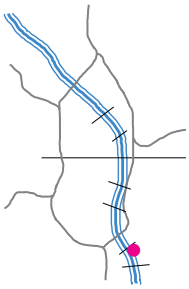
Old Central City ID:





View Direction = SE
Horizontal Angle = 190

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. Overgrown 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

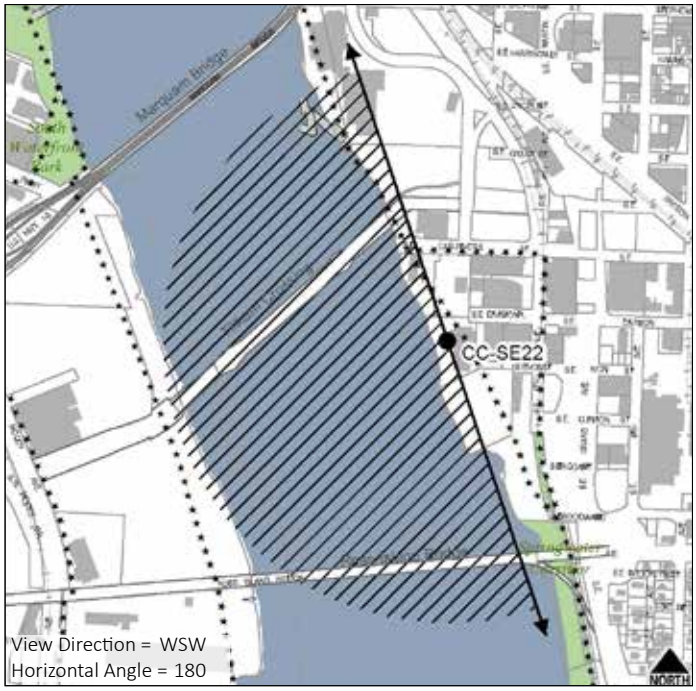
Management Considerations

- Overgrown vegetation is beginning to encroach on this view from the bottom and right; vegetation maintenance 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.

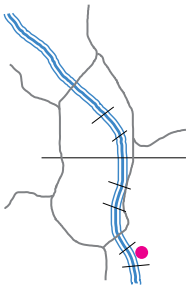
Old SRI ID:

Old Central City ID:





CCSE23: MLK VIADUCT ABOVE SE DIVISION PLACE, LOOKING WEST



SCORE: 4.7 **TIER:** II

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: 0.5
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

Management Considerations

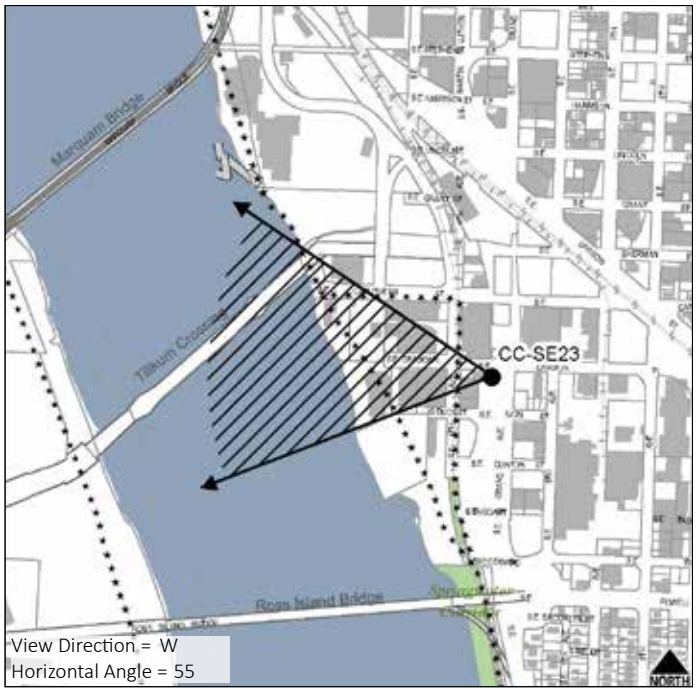
- This is a developed viewpoint but it's not heavily trafficked by pedestrians, it's inaccessible to bikes, and there's nowhere for cars to pull over to access the viewpoint; the most direct access is via a ramp up from SE Division Place and SE 4th Place.

Access

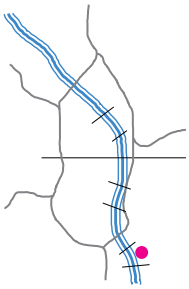
- Street/Auto
- Sidewalk
- No bike lane
- Pedestrian ramp up from SE Division Place
- No transit stop
- No parking

Old SRI ID:

Old Central City ID:



CCSE23: MLK VIADUCT ABOVE SE DIVISION PLACE, LOOKING NORTH



SCORE: 3.3 **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: 0.5
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

Management Considerations

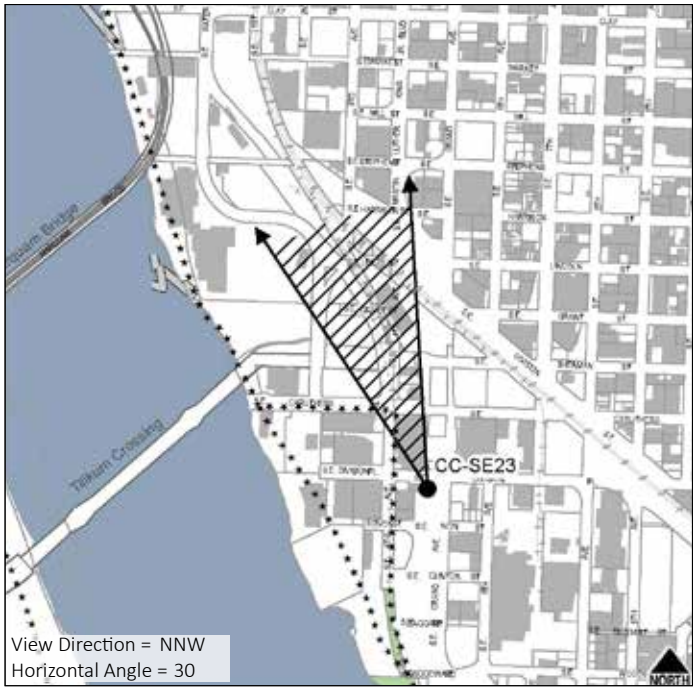
- This is a developed viewpoint but it's not heavily trafficked by pedestrians, it's inaccessible to bikes, and there's nowhere for cars to pull over to access the viewpoint; the most direct access is via a ramp up from SE Division Place and SE 4th Place.

Access

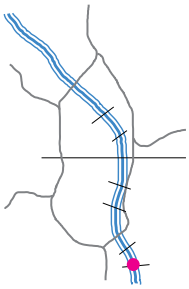
- Street/Auto
- Sidewalk
- No bike lane
- Pedestrian ramp up from SE Division Place
- No transit stop
- No parking

Old SRI ID:

Old Central City ID:



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 downtown skyline; 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, 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

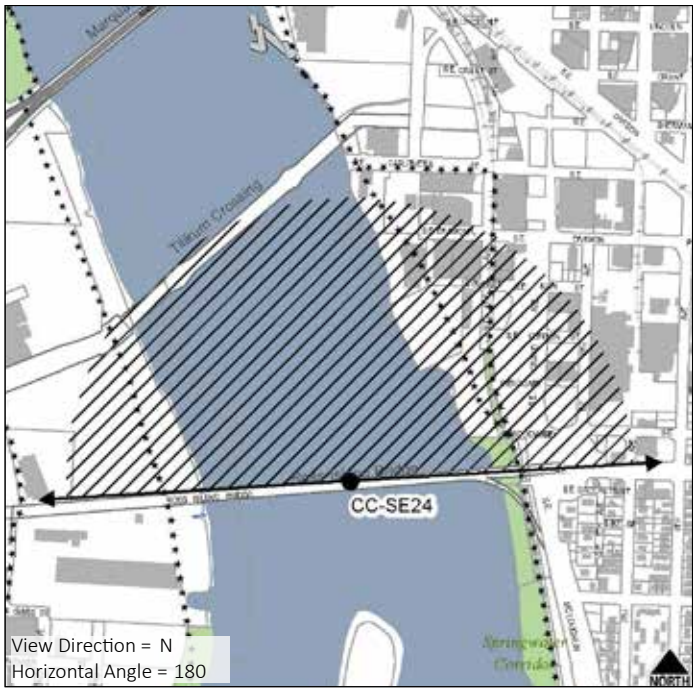
Management Considerations

- 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.

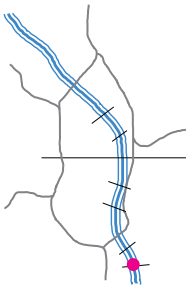
Old SRI ID:

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

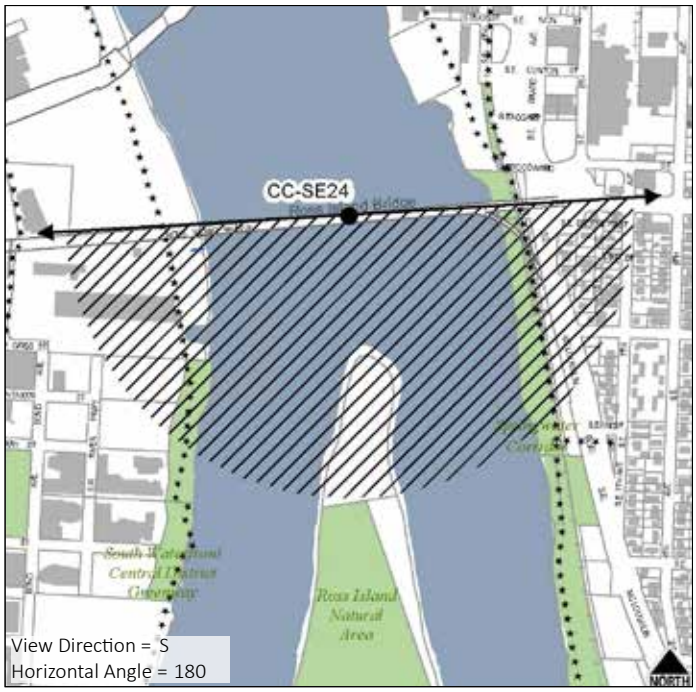
Management Considerations

- 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: SE McLOUGHLIN BOULEVARD AND SE FRANKLIN STREET



SCORE: 6.0 **TIER:** II

Description

This view is primarily of South Waterfront, the West Hills, and Ross Island Bridge. The downtown skyline is also visible in the distance on the right. Multiple lanes of traffic and a concrete traffic barrier dominate and detract from the view; the west side of SE McLoughlin Boulevard would offer a better view with fewer obstructions but cannot be accessed by pedestrians or cyclists and there is not a safe place for automobiles to pull over. Traffic speeds on SE McLoughlin Boulevard also make the viewpoint feel unsafe.

Primary Focal Feature(s): Ross Island Bridge, West Hills, South Waterfront
Secondary Focal Feature(s): Downtown skyline

RANKINGS

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

Contributing Factors

Skyline: 5.14
Vegetation: 5.29
Horizon/Ridgetops: 6.43
Water: 2.43
Focal Features: 5.14
Iconic: 6.86
Depth: 5.29
Scope: 5.86



View from SE McLoughlin Boulevard and SE Franklin Street



Viewpoint at SE McLoughlin Boulevard and SE Franklin Street



View from SW McLoughlin Boulevard and SE Franklin Street

Viewpoint Amenities

- None

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 concrete lane divider; this view would be better from the west side but there's no sidewalk/access on the west side of the street from which to take in the view.
- Lots of car traffic creates an unsafe viewing environment.
- Overgrown vegetation encroaches on the view from the bottom; vegetation maintenance could open up the view.
- There's a similar view from Springwater Corridor below which has fewer discordant elements and includes a view of the Willamette River (see CCSE26).

Old SRI ID: VB31-05

Old Central City ID:





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. Overgrown 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 maintenance 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

- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation maintenance could open up the view.
- Transient camping and separation from the main bike path make this viewpoint feel unsafe.

Access

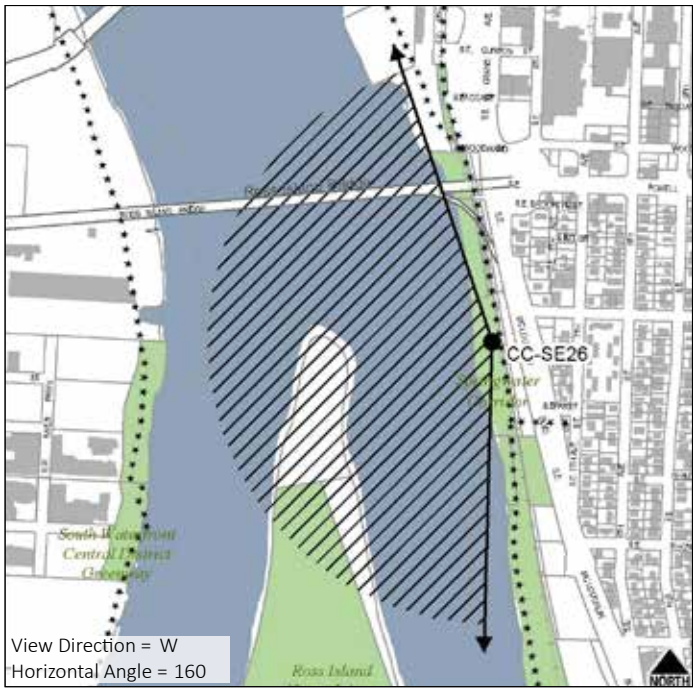
- Informal trail off Springwater Corridor
- No direct access from east side
- No transit stop
- No parking





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. Overgrown 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 maintenance 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

- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation maintenance could open up the view.
- Transient camping and separation from the main bike path make this viewpoint feel unsafe.

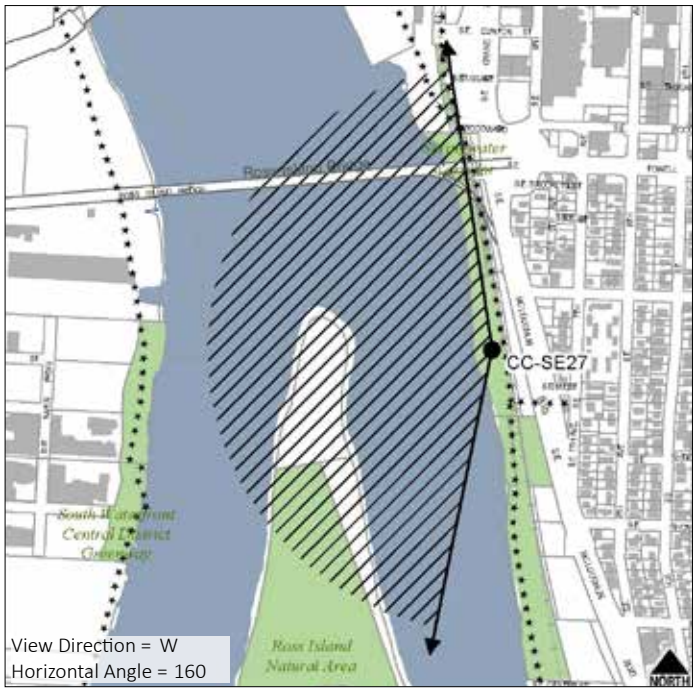
Access

- 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. Overgrown vegetation in the foreground is highly discordant, blocking most of the view of the river during leaf-on. Vegetation maintenance 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): Ross Island Bridge, South Waterfront
Secondary Focal Feature(s): West Hills, Willamette River, 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
Focal Features: 4.00
Vegetation: 5.14
Iconic: 6.29
Horizon/Ridgetops: 3.00
Water: 3.57



View from Springwater Corridor south of Ross Island Bridge between SE Franklin and SE Haig Streets, south point (winter 2015)



View from Springwater Corridor south of Ross Island Bridge between SE Franklin and SE Haig Streets, south point (fall 2014)



Viewpoint along Springwater Corridor between SE Franklin and Haig Streets



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

Viewpoint Amenities

- Picnic table

Management Considerations

- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation maintenance 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



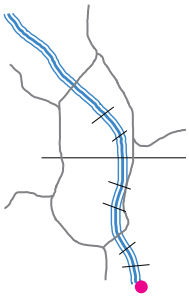


Old SRI ID: VB 31-24

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 maintenance 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

Management Considerations

- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation maintenance could open up the view.
- Transient camping and separation from the main bike path make this viewpoint feel unsafe.

Access

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

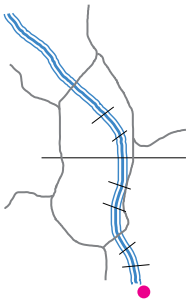


Old SRI ID: VP31-37

Old Central City ID:



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. Overgrown vegetation in the foreground is discordant during leaf-on. Vegetation maintenance 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

Management Considerations

- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation maintenance could open up the view.
- Transient camping and separation from the main bike path make this viewpoint feel unsafe.

Access

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

Old SRI ID: VP31-37

Old Central City ID:



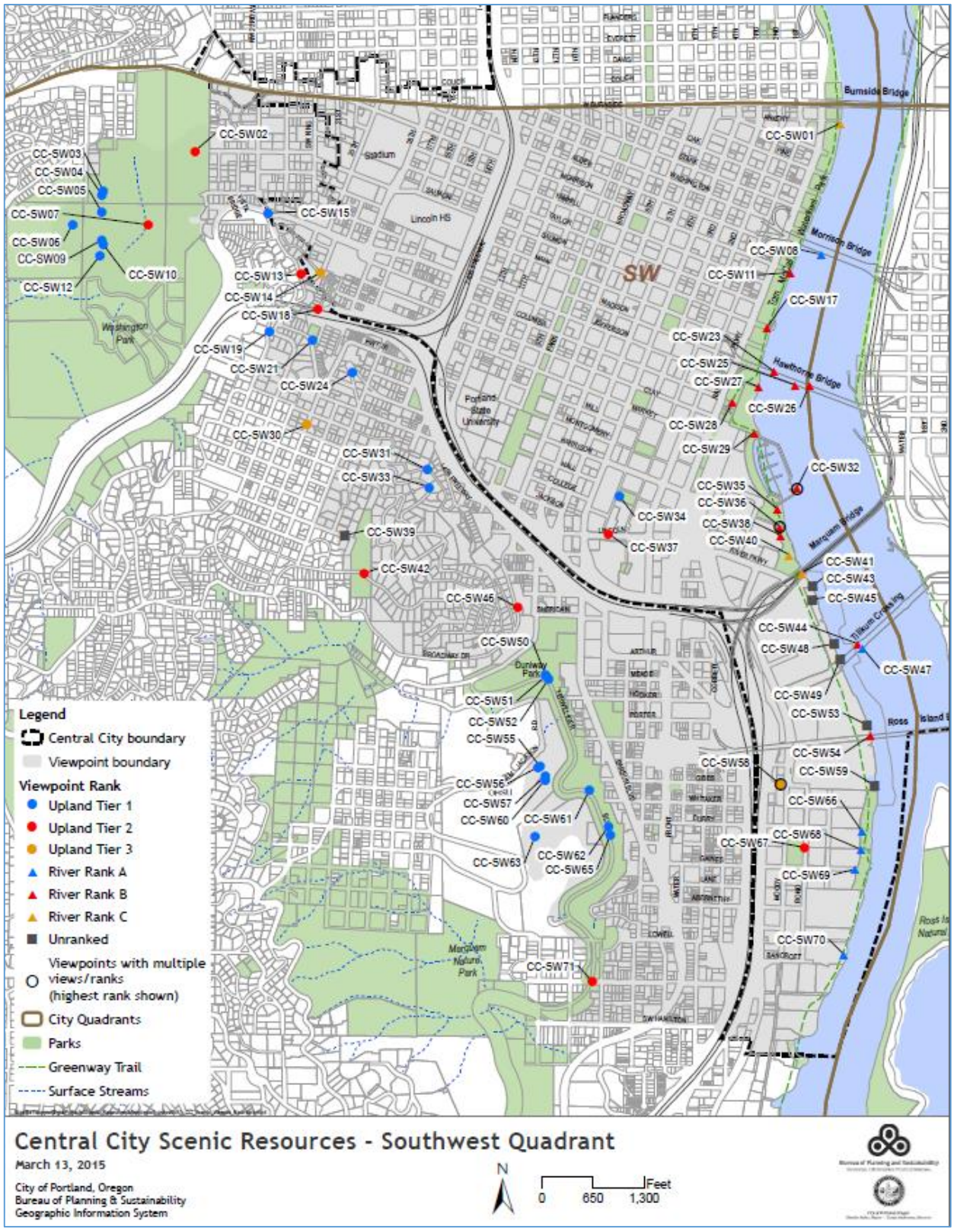


The view down SW Madison Street from SW Park Avenue circa 1988.

3.b.5. Southwest

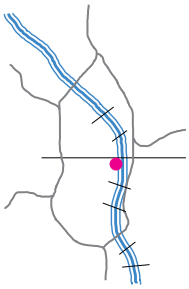
There are 67 viewpoints in the southwest quadrant of the Central City Scenic Resources Inventory. The viewpoints are numbered within the quadrant starting in the northwest corner and progressing left to right from W Burnside Street south to SW Hamilton Court (the boundary of the Central City 2035 Plan area).

Note – Viewpoints CCSW20, CCSW22, CCSW39, and CCSW64 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.



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

Management Considerations

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

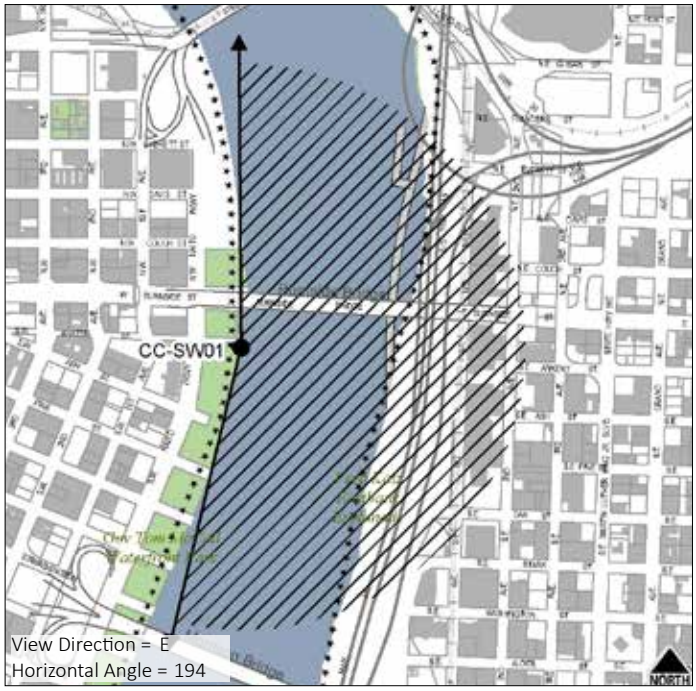
Access

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

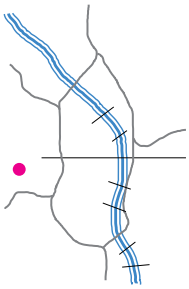
Old SRI ID: VB24-26

Old Central City ID: CCPV21





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
Secondary Focal Feature(s): Mt Hood

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

Management Considerations

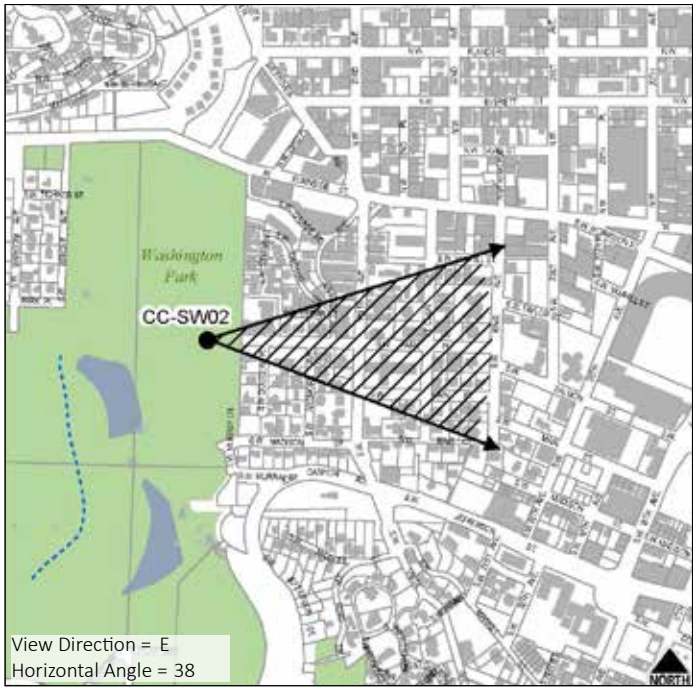
- Development obscures the view of Mt Hood.
- Landscaped vegetation or street trees could grow and obscure the view of Mt Hood; vegetation management is needed to preserve the view.

Access

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

Old SRI ID: VC23-04

Old Central City ID:



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 maintenance 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

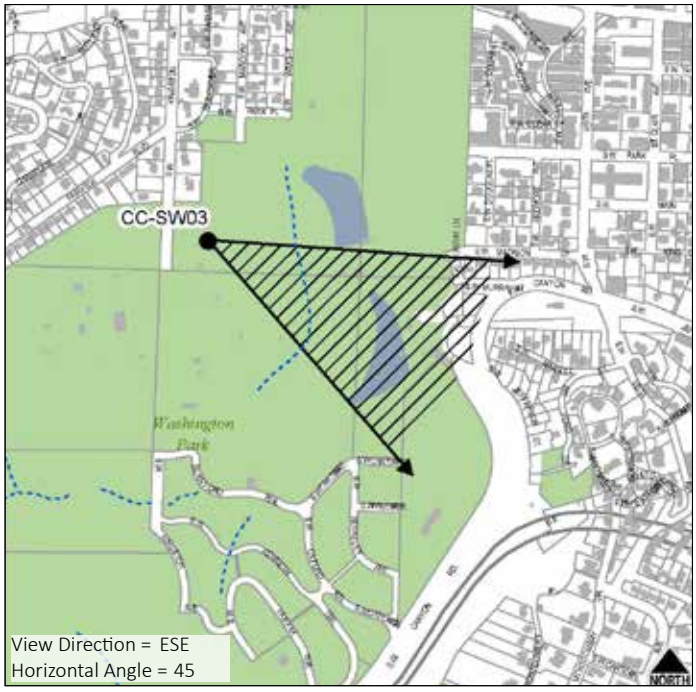
- Street/Auto
- Sidewalk
- No transit stop
- Adjacent parking

Management Considerations

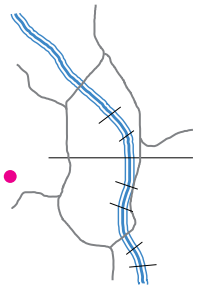
- Overgrown vegetation is beginning to encroach on this view, particularly from the bottom; vegetation maintenance could open up the view.
- This is one of the least obstructed current views of Mt Hood from the Rose Garden, but it's less developed as a viewpoint compared to others.
- Additional amenities,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

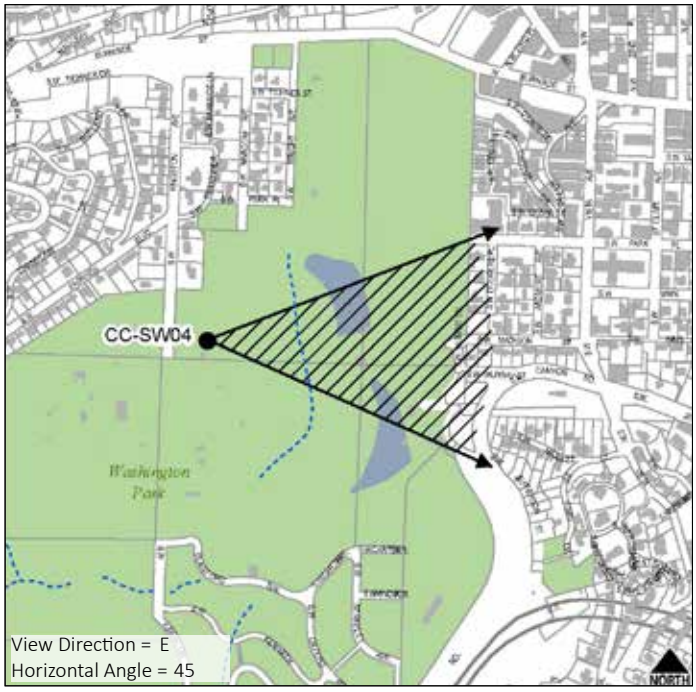
- Street/Auto
- Sidewalk
- Transit stop
- Adjacent parking

Management Considerations

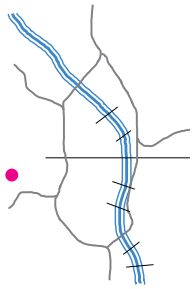
- Overgrown vegetation is encroaching on the view from the bottom and sides; vegetation maintenance could open up the view to reveal more of the city skyline and Mt Hood.
- Mt Hood is partially obscured by a Douglas fir.
- The rose garden in the foreground positively contributes to the scenic quality 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 maintenance 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 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

Management Considerations

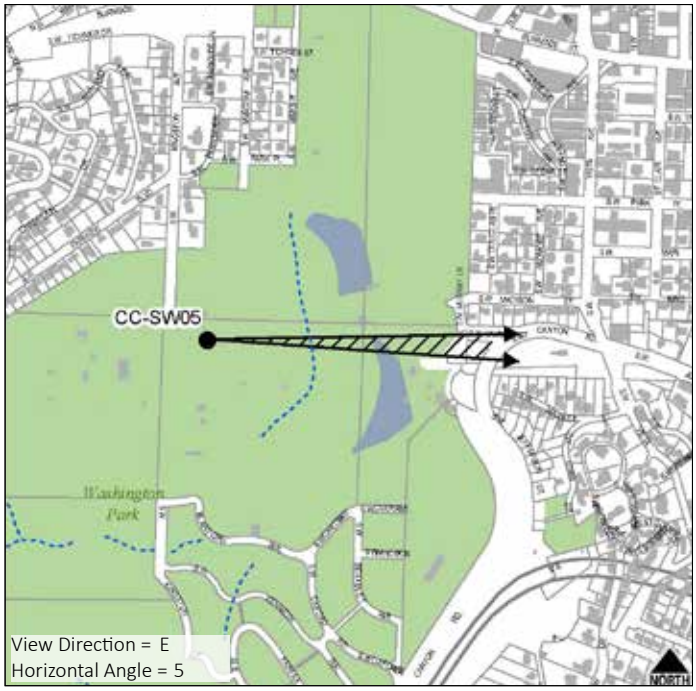
- Overgrown vegetation encroaches on the view; vegetation maintenance could open up the view.
- Mt Adams is visible from a slightly different vantage point, though the view is mostly obscured by vegetation.

Access

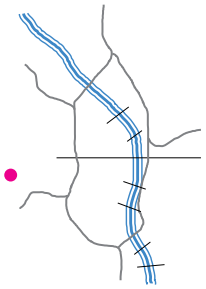
- Street/Auto
- Sidewalk
- Transit stop
- Adjacent parking

Old SRI ID: VM23-08

Old Central City ID:



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 maintenance 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



Historic view from Portland Japanese Garden (March 1971)

Viewpoint Amenities

- Platform

Access

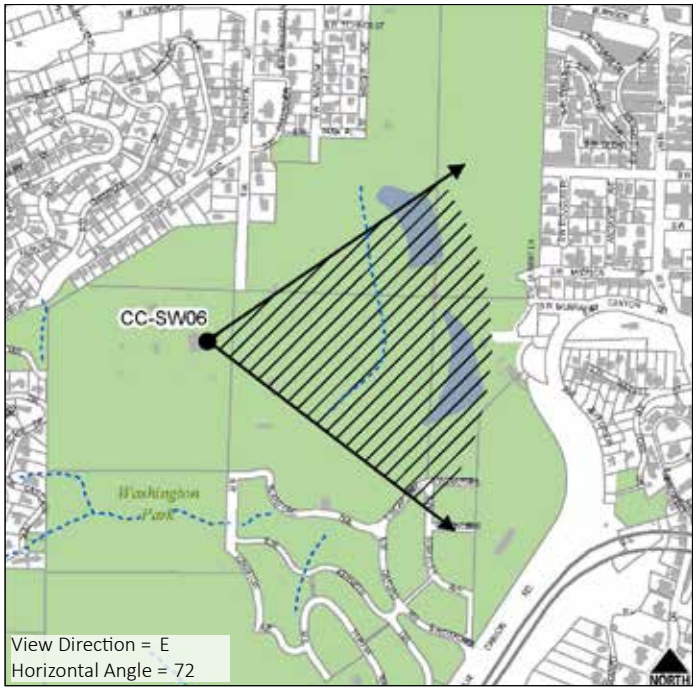
- Informal trail
- No transit stop at top but shuttle from SW Kingston Ave up to garden
- No parking

Management Considerations

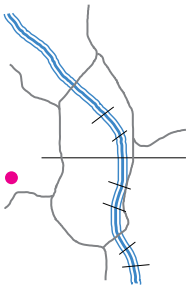
- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation maintenance could open up the view.
- Mt St Helens could be visible if the view were to be significantly opened up to the left.
- This is the only viewpoint that requires an entrance fee, which limits accessibility.

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 maintenance 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



View from SW Sherwood Boulevard above Reservoir 4

Viewpoint Amenities

- None

Access

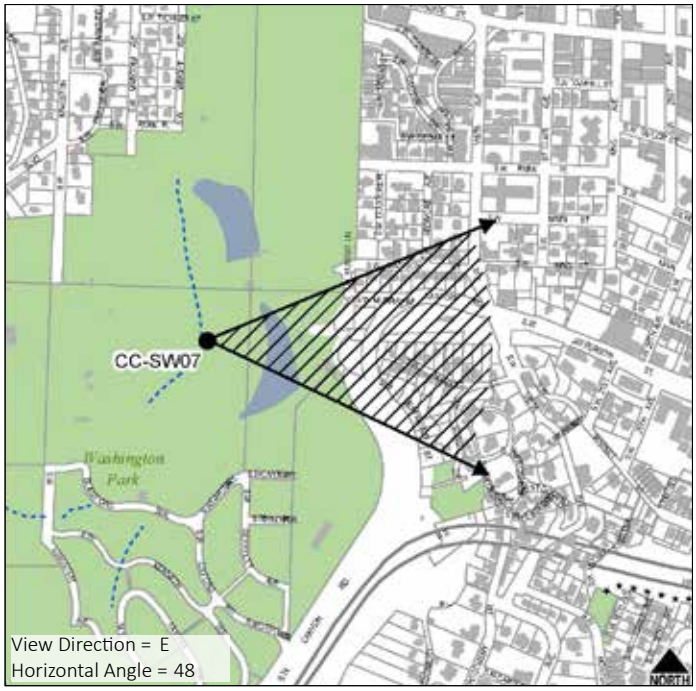
- Street/Auto
- Informal trail
- No sidewalk
- No bike lane
- No transit stop
- Adjacent parking

Management Considerations

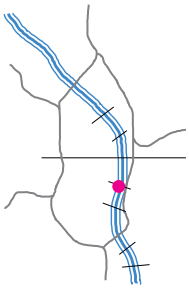
- The chain-link fence is highly discordant to this view; removal of the fence could enhance the view.
- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation maintenance could open up the view.
- Development around Reservoir 4 will affect this view.

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



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

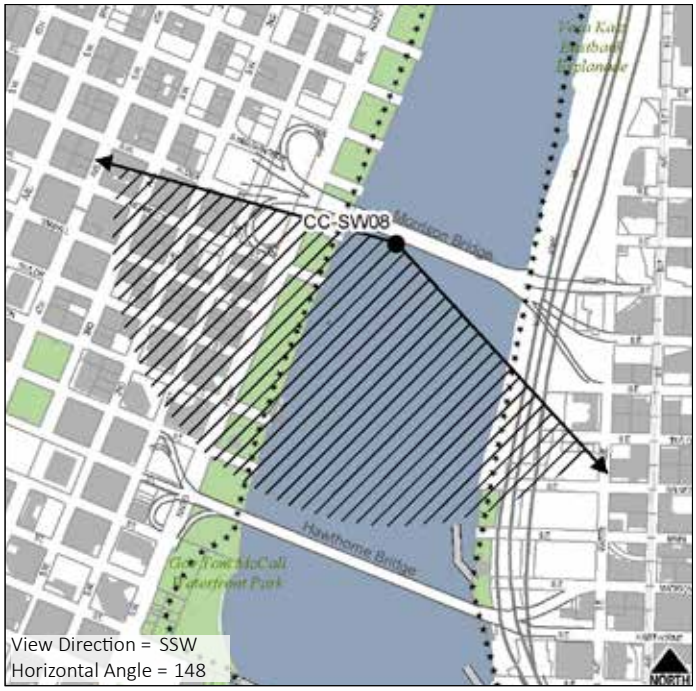
Management Considerations

- 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.

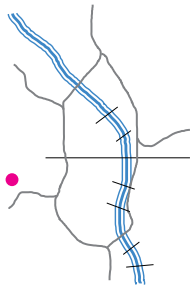
Old SRI ID:

Old Central City ID: CCPV19





CCSW09: INTERNATIONAL ROSE TEST GARDEN - NEAR GARDEN SHOP, 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 shop and is a view of Mt Adams; the other is just to 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

Management Considerations

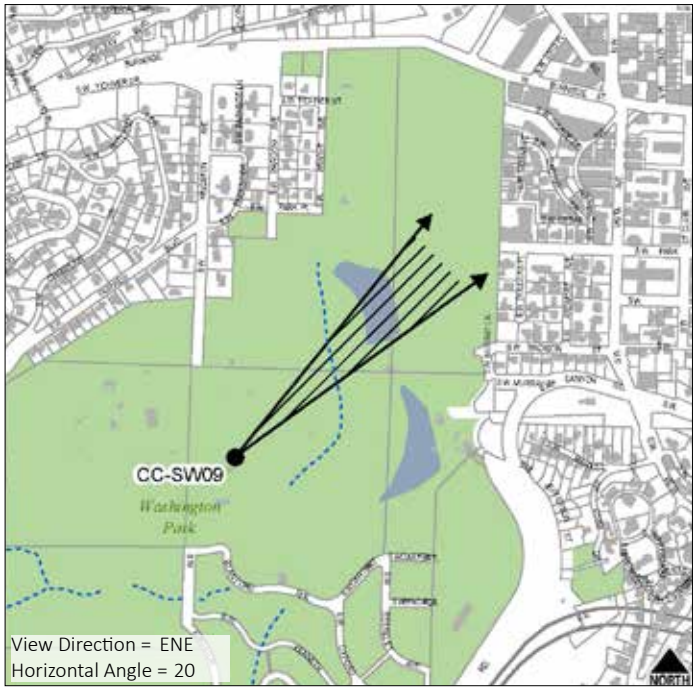
- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation maintenance could open up the view.
- This is a highly developed viewpoint with many amenities.

Access

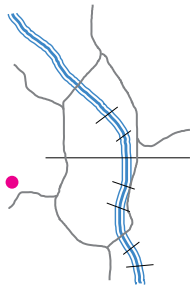
- Street/Auto
- Sidewalk
- Transit stop
- Adjacent parking

Old SRI ID:

Old Central City ID:



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 city 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 shop; the other is just to 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

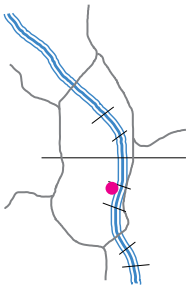
- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation maintenance could open up the view.
- Mt Hood is partially blocked by development.
- This is a highly developed viewpoint with many amenities.

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
Focal Features: 5.86
Vegetation: 2.14
Iconic: 5.29
Horizon/Ridgetops: 1.71
Water: 4.43



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



Viewpoint at Greenway Trail between SW Morrison and SW Yamhill Streets



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

Viewpoint Amenities

- Benches
- Lighting
- Guardrail

Management Considerations

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

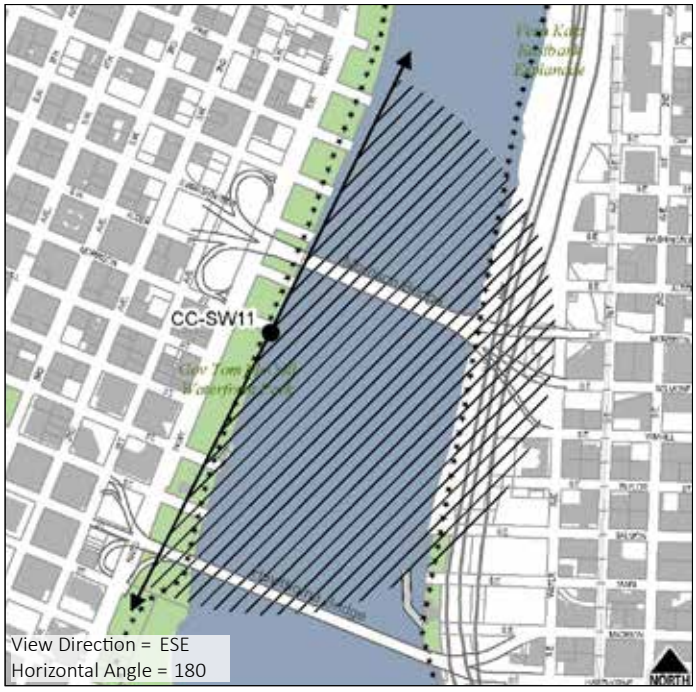
Access

- Formal trail
- No transit stop
- Limited parking nearby

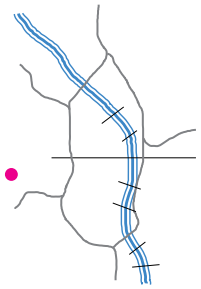


Old SRI ID: VM24-46 (Relocated)

Old Central City ID:



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 maintenance.

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

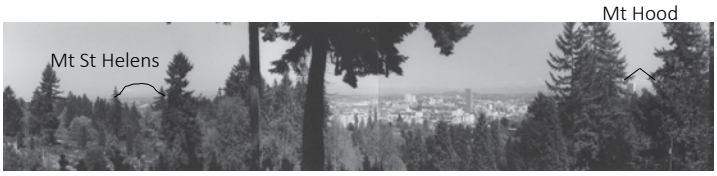


View from Washington Park zoo train station platform



Viewpoint at Washington Park zoo train station





Historic view from the Washington Park zoo train station

Viewpoint Amenities

- Platform
- Guardrail

Access

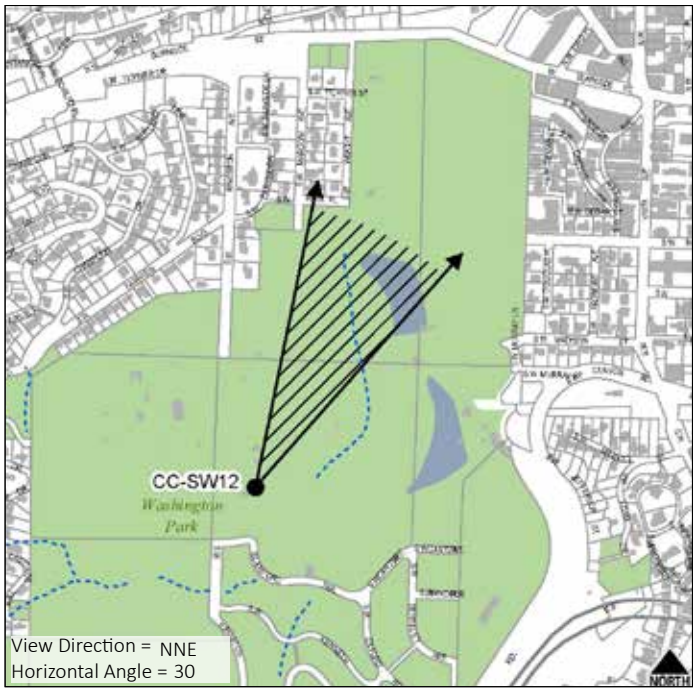
- Zoo Train
- Informal trail
- No sidewalk
- No bike lane
- No parking

Management Considerations

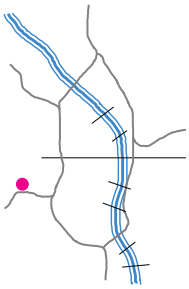
- Historically, this was a panoramic view with views of the skyline, Mt St Helens, and Mt Hood.
- Today, overgrown vegetation completely blocks Mt Hood and the downtown skyline, even during leaf-off, and encroaches on the view from the bottom and sides; vegetation maintenance could open up this view.
- 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 a 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

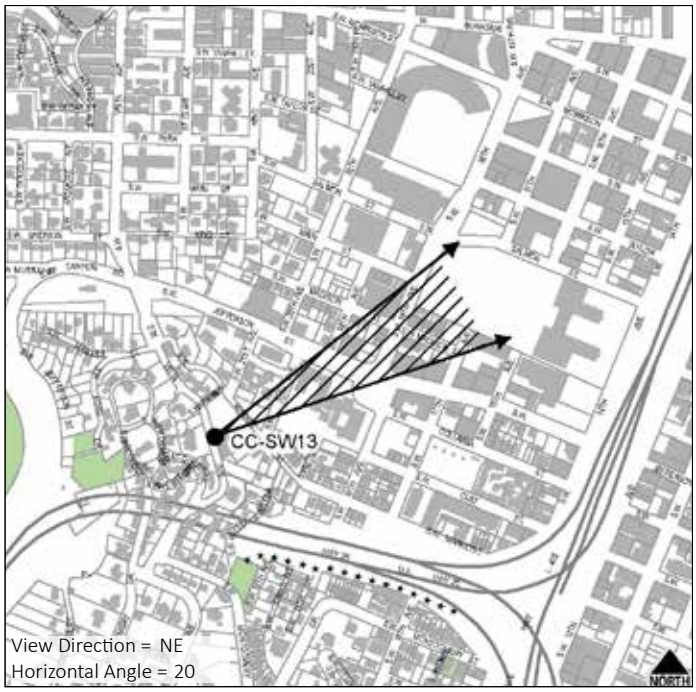
- Street/Auto
- Sidewalk
- No bike lane
- Transit stop
- Limited parking

Management Considerations

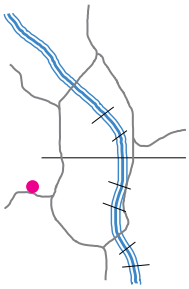
- Overgrown vegetation is encroaching on the view from all sides; vegetation maintenance could open up the view significantly.
- Development constrains the view on the right.
- This is the original viewpoint from the northern part of the property; there's a similar view from just south of this property 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: 3.3 **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
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

Management Considerations

- Overgrown vegetation encroaches on the view; vegetation maintenance 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.

Access

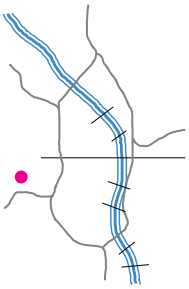
- Street/Auto
- Sidewalk
- Stairs connect down to SW 20th Avenue
- No bike lane
- No transit
- Adjacent parking

Old SRI ID: VC23-28

Old Central City ID:



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

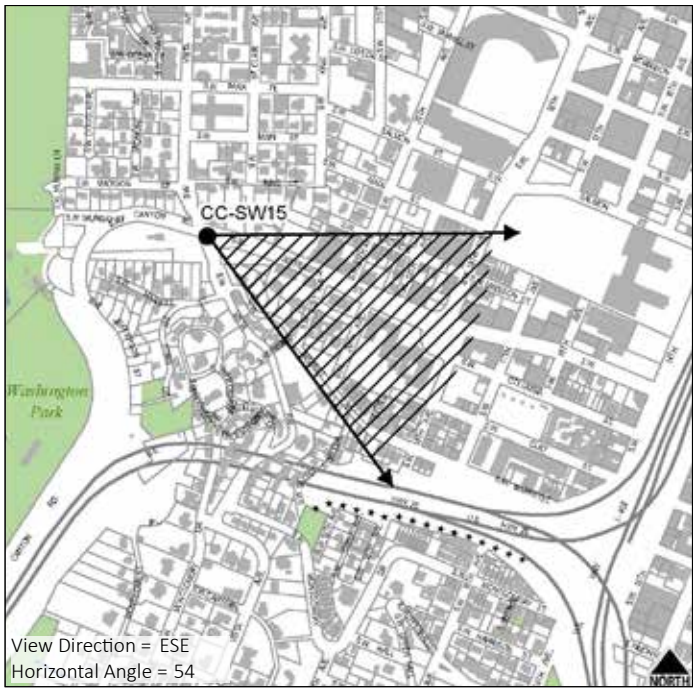
- Street/Auto
- Sidewalk
- No bike lane
- Transit stop
- No parking

Management Considerations

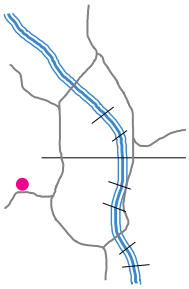
- The chain-link fence is highly discordant and blocks access to the bridge's viewing benches; removal of the chain-link fence would restore access to the viewing benches and improve the view.
- Staff were unable to take a panoramic photo due to the interfering fence.
- Overgrown vegetation is encroaching on the view from the right; vegetation maintenance 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 downtown 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. Overgrown vegetation prevents the view from opening up to the right; vegetation maintenance 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, downtown skyline
Secondary Focal Feature(s): Mt Adams, 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 of high rated upland views: view of mountains, 3 distance zones, superior viewer position, panorama.



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



Viewpoint at SW Vista Avenue north of SW Montgomery Drive



Mt Adams from SW Vista Avenue north of SW Montgomery Drive

Viewpoint Amenities

- Guardrail

Management Considerations

- Overgrown vegetation is encroaching on the view; vegetation maintenance could open up the view.

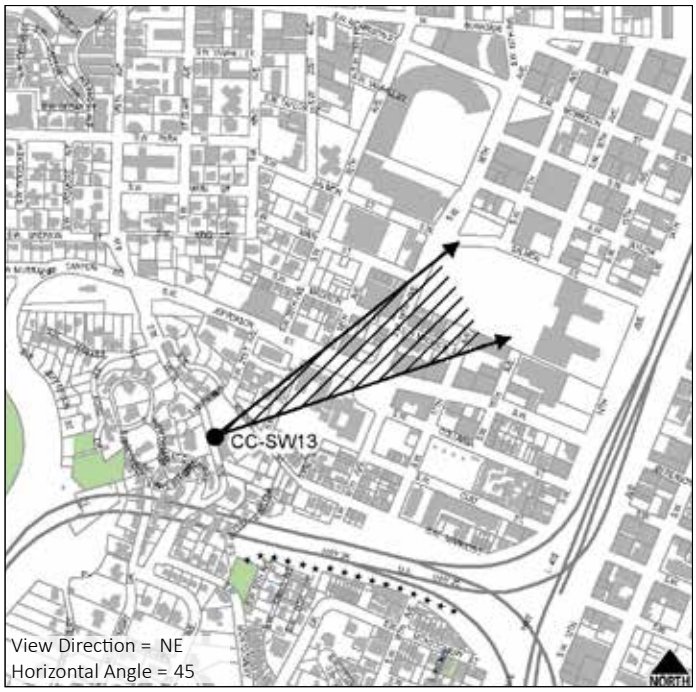
Access

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

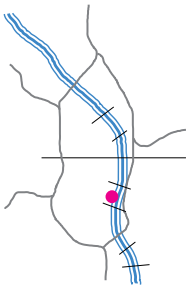


Old SRI ID:

Old Central City ID:



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
Focal Features: 5.43
Vegetation: 2.57
Iconic: 6.00
Horizon/Ridgetops: 2.57
Water: 4.43



View from Greenway Trail at Salmon Street Springs



Viewpoint along Greenway Trail at Salmon Street Springs



Salmon Street Springs

Viewpoint Amenities

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

Access

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

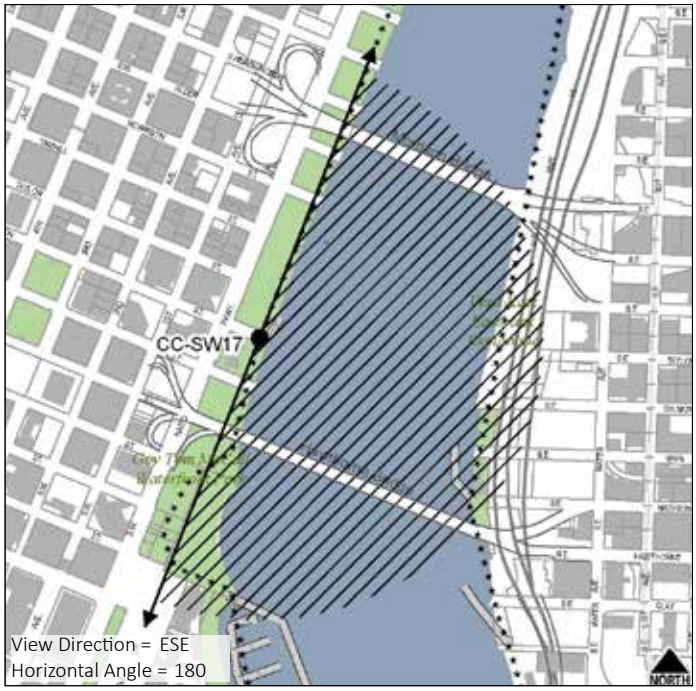
Management Considerations

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

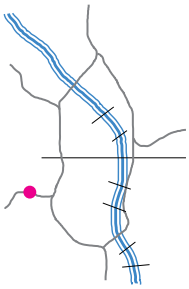
Old SRI ID: VM24-45, VB24-31

Old Central City ID: CCPV18





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.

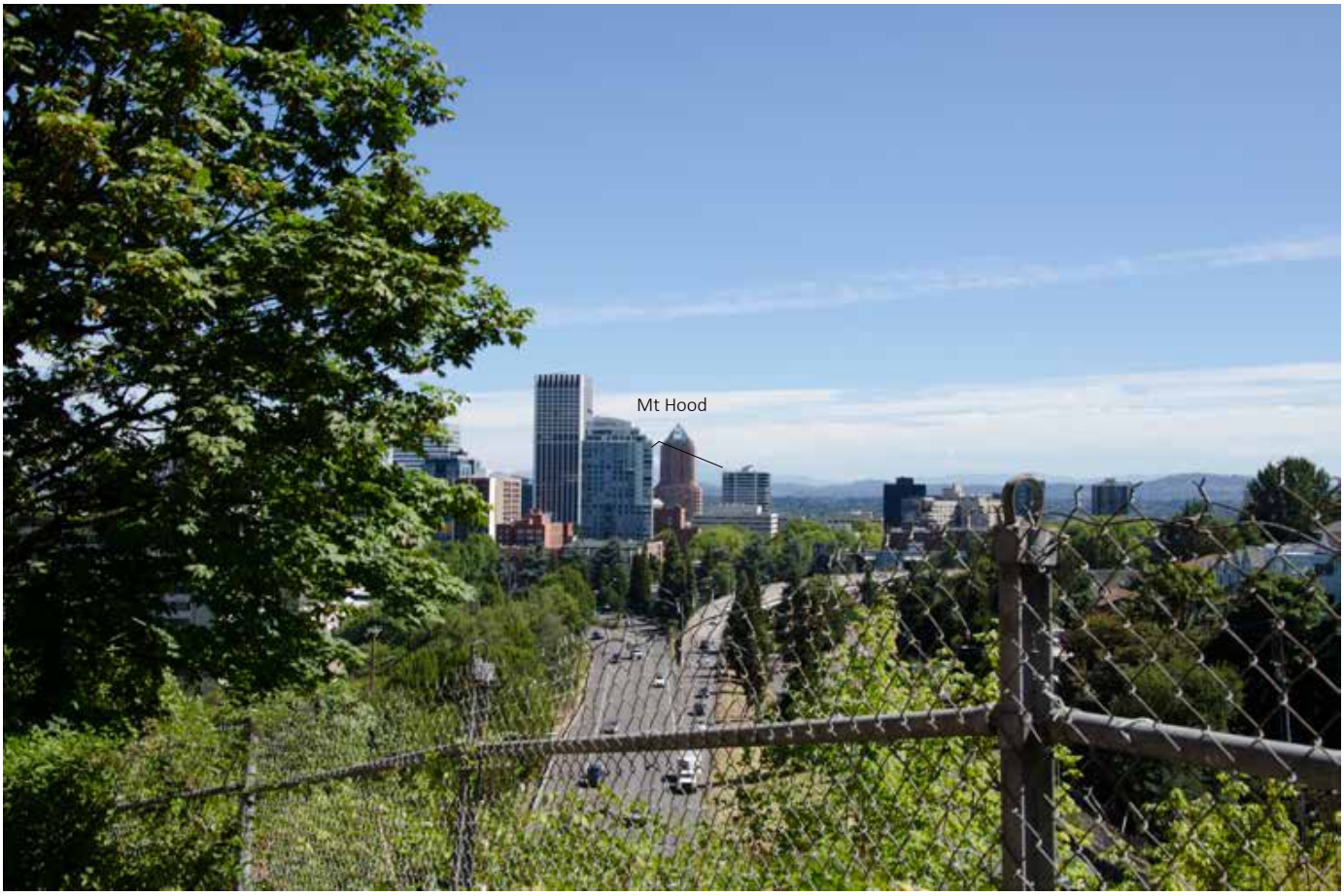
Primary Focal Feature(s): Downtown skyline
Secondary Focal Feature(s): Eastern foothills, Mt Hood

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

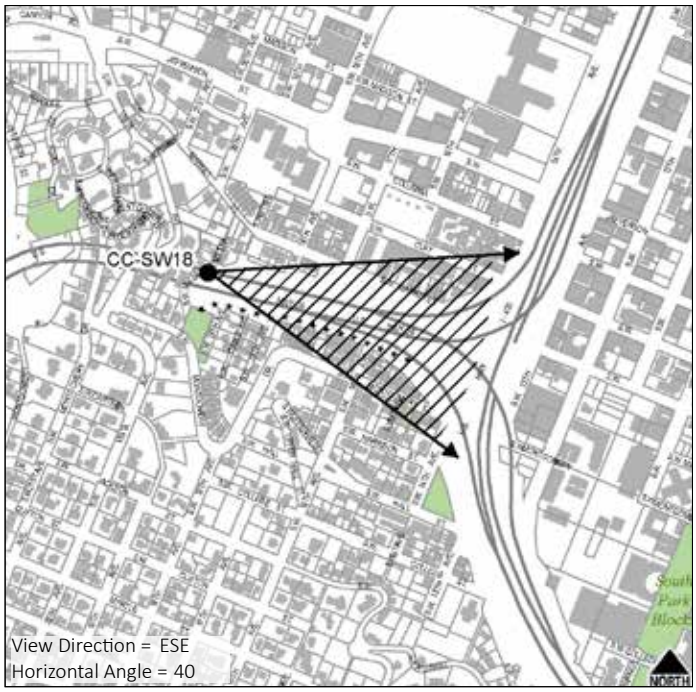
- This viewpoint is very difficult to access; there's no sidewalk or bike lane and only one parking space.

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 maintenance 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): Mt Hood, downtown skyline
Secondary Focal Feature(s): Eastern foothills

RANKINGS

Universal Scenic Quality: Extrapolated **Access to Viewpoint:** 0

Developed as a Viewpoint: 0 **Use as a Viewpoint:** 0

Contributing Factors

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



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



Viewpoint at SW Montgomery Drive north of SW Carter Lane



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

Viewpoint Amenities

- Guardrail

Management Considerations

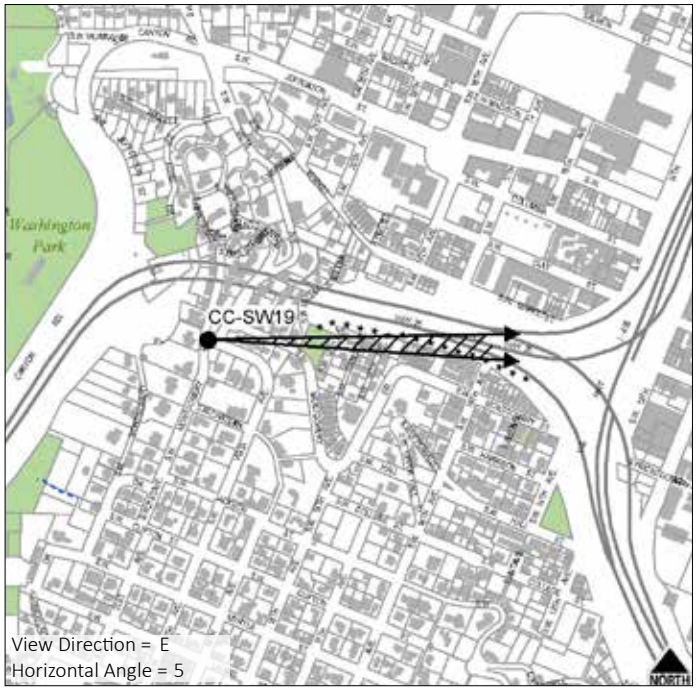
- Overgrown vegetation mostly blocks the view even during leaf-off; vegetation maintenance could restore a view of Mt Hood and the downtown skyline.

Access

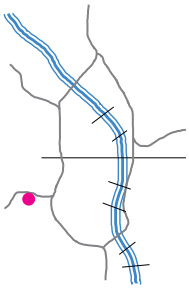
- Street/Auto
- Sidewalk
- No bike lane
- No transit stop
- Adjacent parking

Old SRI ID: VC23-30

Old Central City ID:



CCSW21: SW MONTGOMERY DRIVE AT FRANK L KNIGHT CITY PARK



SCORE: N/A **TIER:** II

Description

This view from SW Montgomery Drive at Frank L Knight City Park looks out over downtown 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 maintenance 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 Hood, Mt St Helens
Secondary Focal Feature(s): 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, 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



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

Viewpoint Amenities

- Guardrail

Management Considerations

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

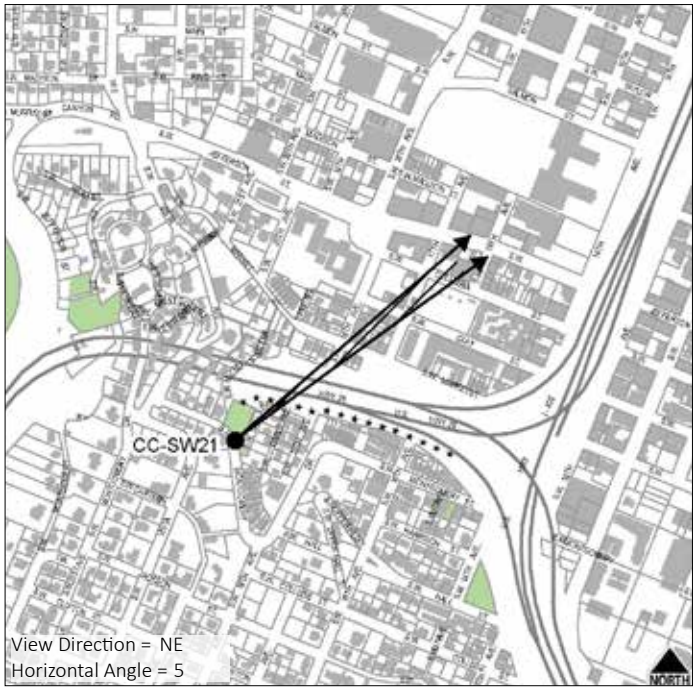
Access

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

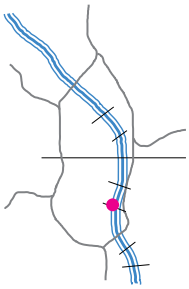
Old SRI ID: VC23-29

Old Central City ID:





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 Adams, 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



Historic view from Hawthorne Bridge north side west of center

Viewpoint Amenities

- Guardrail (between sidewalk and river)

Access

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

Management Considerations

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

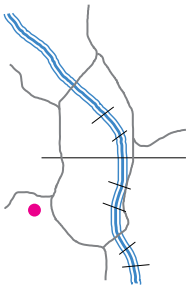
Old SRI ID: VB24-37

Old Central City ID:





CCSW24: SW UPPER HALL STREET HAIRPIN TURN



SCORE: 9.0 **TIER:** I

Description

This viewpoint offers one of the most expansive views of the downtown skyline in 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
Secondary Focal Feature(s): Downtown skyline, 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



View from SW Upper Hall Street

Viewpoint Amenities

- Guardrail

Management Considerations

- Overgrown vegetation is beginning to encroach on this view, particularly from the bottom; vegetation maintenance 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.

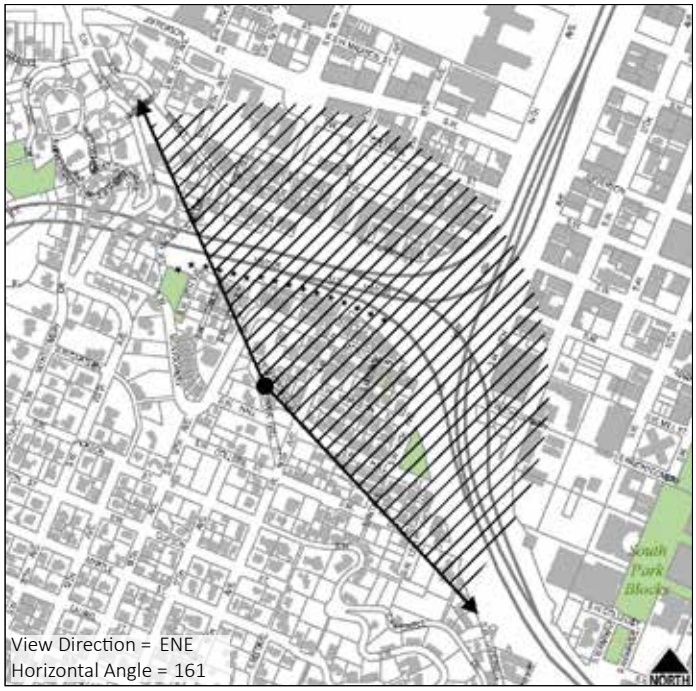
Access

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

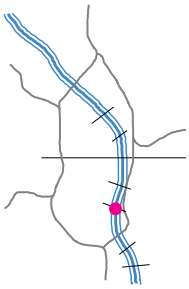


Old SRI ID: VP24-01

Old Central City ID:



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

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



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

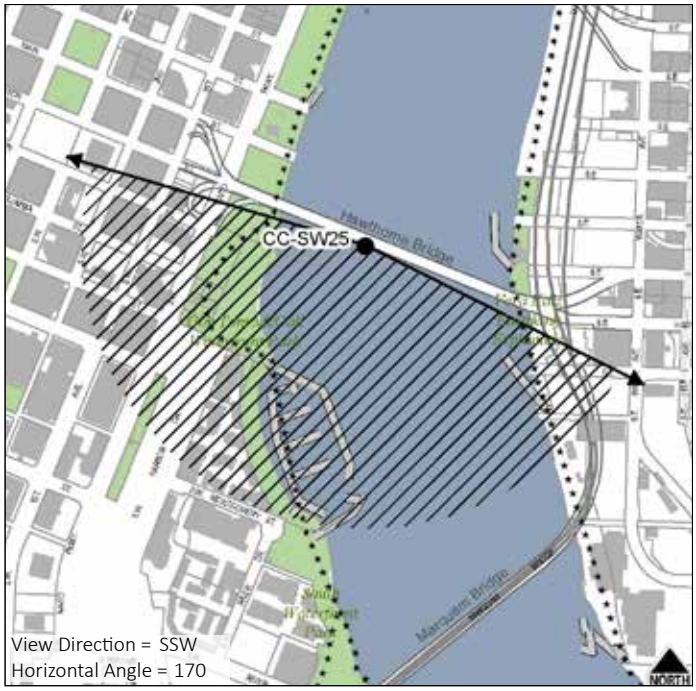
Management Considerations

- 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:

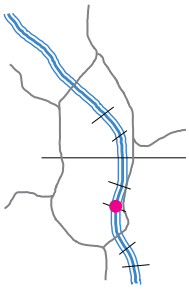
Old Central City ID: CCPV15





View Direction = SSW
Horizontal Angle = 170

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 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.

Primary Focal Feature(s): Willamette River, downtown skyline
Secondary Focal Feature(s): Morrison Bridge, Convention Center spires, Waterfront Park, Mt St Helens, Mt Adams, 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
Focal Features: 4.43
Vegetation: 3.29
Iconic: 6.00
Horizon/Ridgetops: 0.14
Water: 4.57



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.

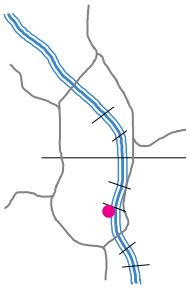
Old SRI ID:

Old Central City ID: CCPV16





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



View from Greenway Trail north of Hawthorne Bowl

Viewpoint Amenities

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

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.

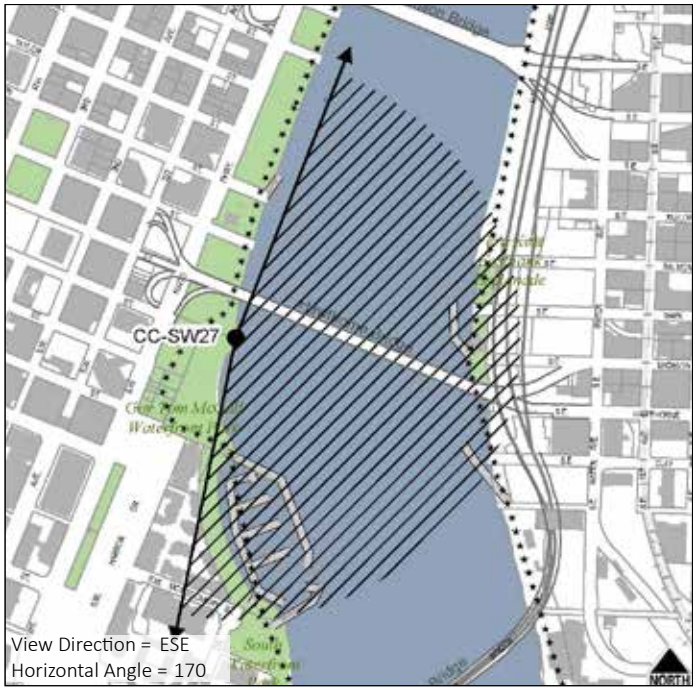
Access

- Formal trail
- Transit stop
- No parking

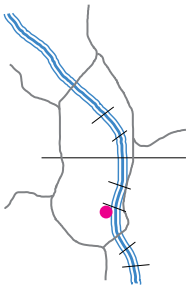


Old SRI ID: VB24-24 (Relocated)

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

RANKINGS

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

Contributing Factors

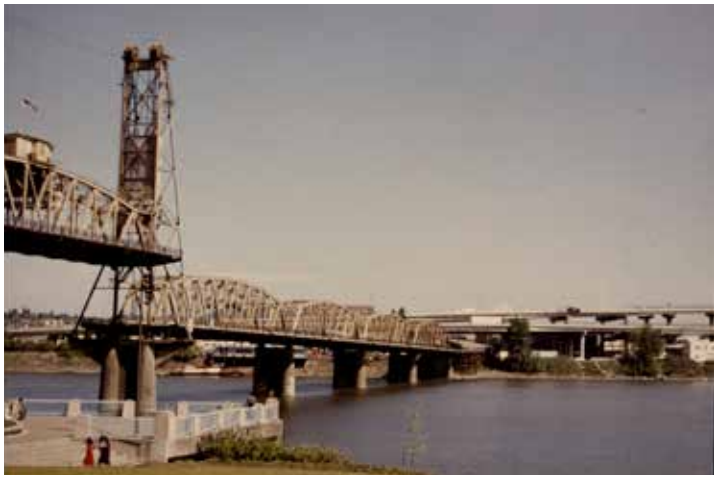
Skyline: 0.00
Focal Features: 4.43
Vegetation: 3.14
Iconic: 4.86
Horizon/Ridgetops: 0.14
Water: 3.14



View from Hawthorne Bowl



Viewpoint at Hawthorne Bowl



Historic view from Hawthorne Bowl

Viewpoint Amenities

- Seating wall
- Lighting
- Amphitheater-style staircase

Access

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

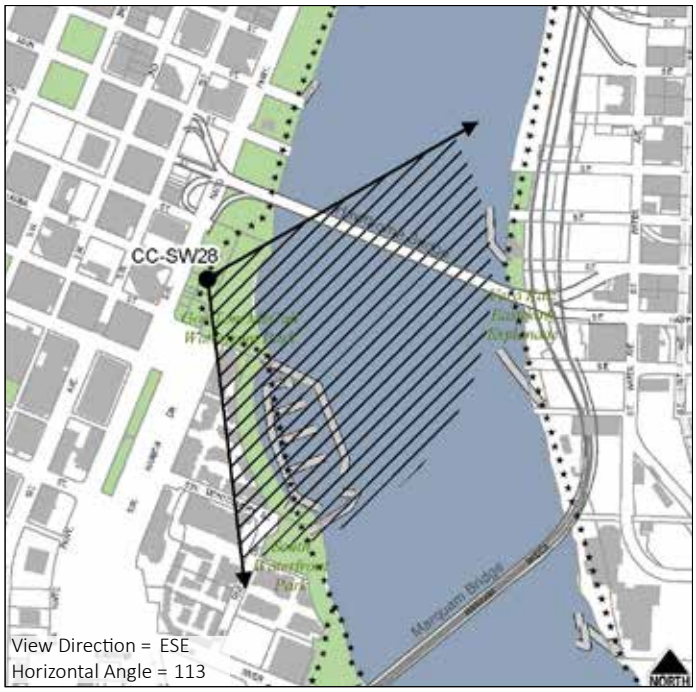
Management Considerations

- The Hawthorne Bowl draws large crowds during events.
- Vegetation partially blocks views of the Hawthorne and Marquam Bridges as well as Riverplace Marina; vegetation maintenance 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.

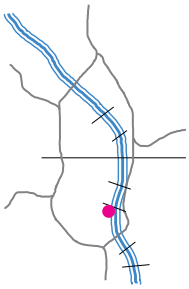


Old SRI ID: VB24-35 (Relocated)

Old Central City ID:



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 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.

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
Focal Features: 4.57
Vegetation: 1.14
Iconic: 4.71
Horizon/Ridgetops: 0.14
Water: 4.00



View from Greenway Trail at SW Clay Street



Viewpoint along Greenway Trail at SW Clay Street



Historic view from Greenway Trail at SW Clay Street

Viewpoint Amenities

- Platform
- Benches
- Telescope
- Lighting
- Guardrail

Management Considerations

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

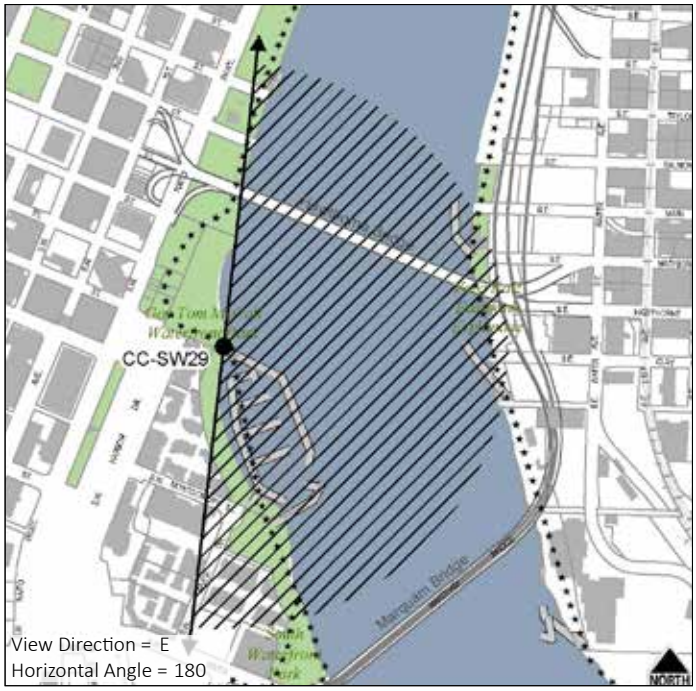
Access

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

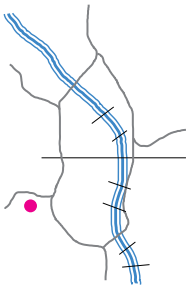
Old SRI ID: VB24-34

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 downtown 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 maintenance 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



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

Viewpoint Amenities

- None

Access

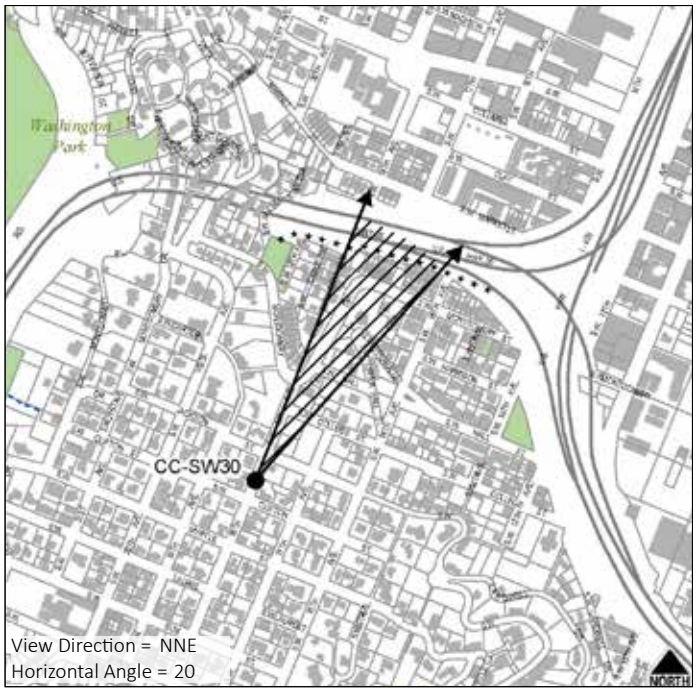
- Street/Auto
- Sidewalk
- No bike lane
- No transit stop
- Adjacent parking

Management Considerations

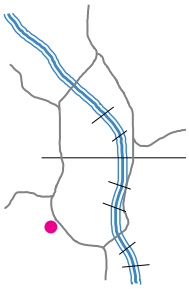
- Overgrown vegetation almost entirely blocks the view, particularly during leaf-on; vegetation maintenance could open up the view.
- The powerlines are highly discordant; underground utility placement could enhance the view.
- The best vantage point is from the middle of the intersection which is not 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 downtown skyline, including views of the Fremont Bridge, Park Avenue West Tower (under construction), and Mt St Helens, on a clear day. The view is almost completely blocked by overgrown vegetation during leaf-on, though vegetation maintenance could restore the view. There are also discordant utility lines cutting through the view. The viewpoint is adjacent to an undeveloped private property which offers a similar but less obstructed view. This viewpoint is not in a highly trafficked area of Portland and is difficult to access.

Primary Focal Feature(s): Mt St Helens
Secondary Focal Feature(s): Eastern foothills, downtown skyline, Fremont Bridge

RANKINGS

Universal Scenic Quality: Extrapolated **Access to Viewpoint:** 0

Developed as a Viewpoint: 0 **Use as a Viewpoint:** 0

Contributing Factors

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



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



Viewpoint at SW Cardinell Drive, top of stairs



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

Viewpoint Amenities

- None

Management Considerations

- The current view is obscured by vegetation, almost completely so during leaf-on; vegetation maintenance 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.

Access

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

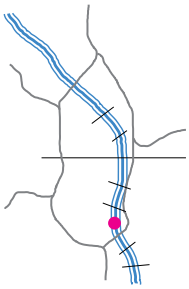


Old SRI ID: VC24-53

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



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

Viewpoint Amenities

- Platform
- Bench
- Guardrail

Management Considerations

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

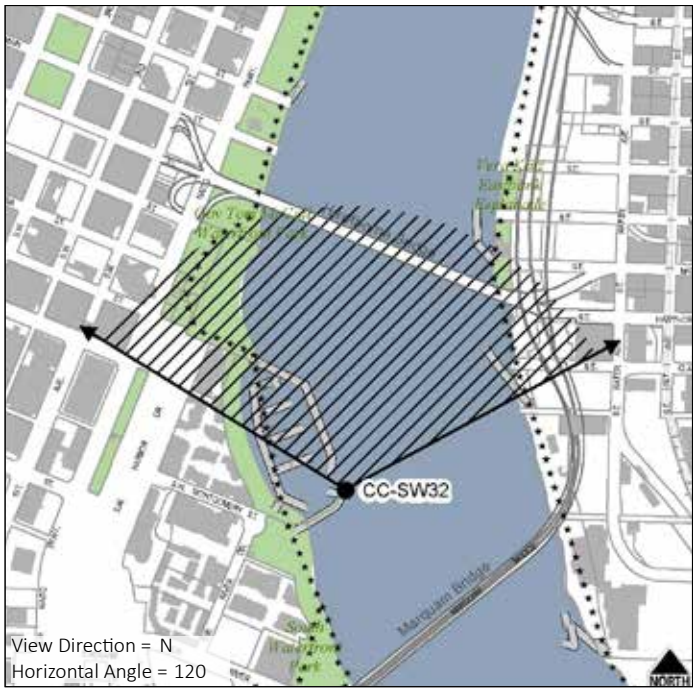
Access

- Sidewalk
- Dock
- No transit stop
- No parking

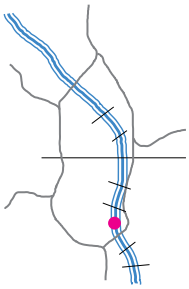


Old SRI ID: VB24-33, VC24-43

Old Central City ID: CCPV29



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



View from end of Riverplace south public dock, looking south



Viewpoint at end of Riverplace south public dock



View from end of Riverplace south public dock

Viewpoint Amenities

- Platform
- Bench
- Guardrail

Management Considerations

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

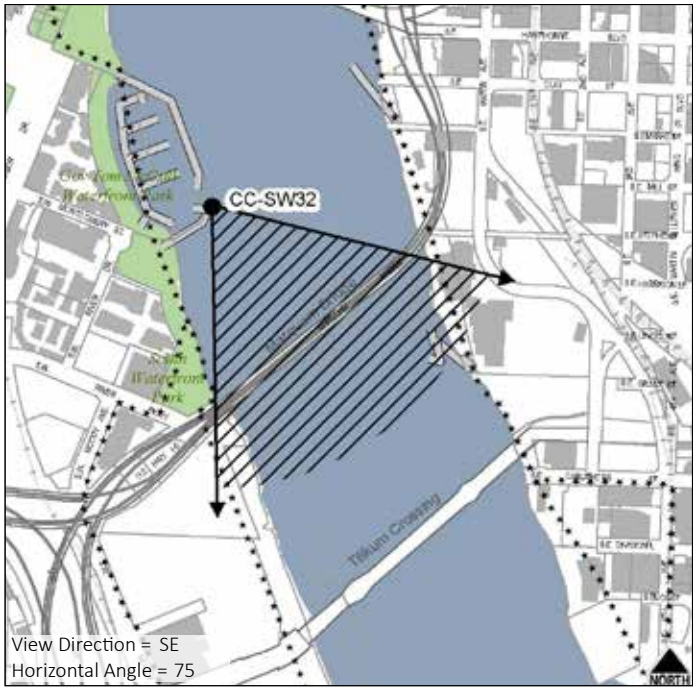
Access

- Sidewalk
- Dock
- No transit stop
- No parking

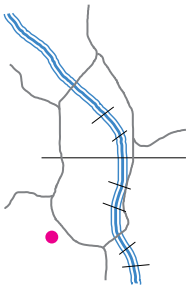
Old SRI ID: VB24-09

Old Central City ID: CCPV29





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

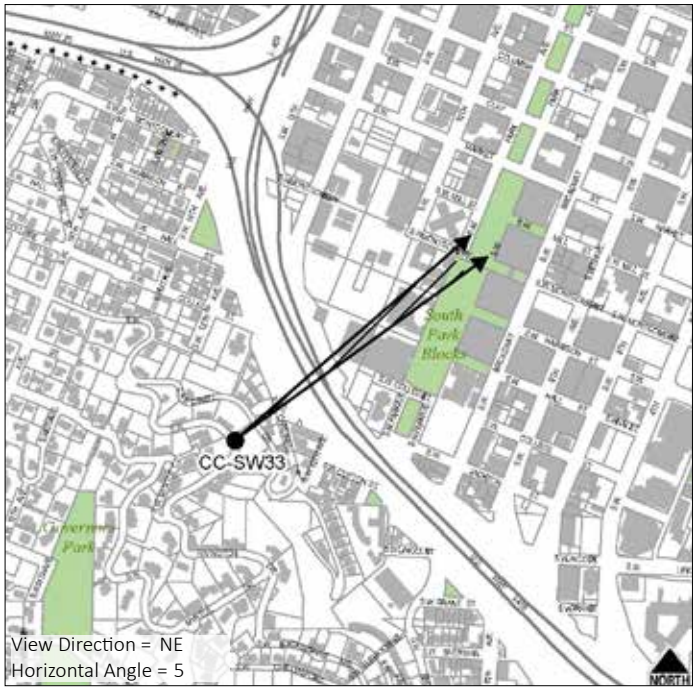
Management Considerations

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

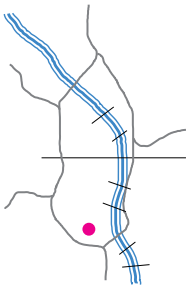
Old SRI ID: VC24-54

Old Central City ID:





CCSW34: LOVEJOY FOUNTAIN



SCORE: N/A **TIER:** I

Description

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

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

RANKINGS

Universal Scenic Quality: Extrapolated **Access to Viewpoint:** 0.5

Developed as a Viewpoint: 0 **Use as a Viewpoint:** 0

Contributing Factors

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



View from Lovejoy Fountain



Viewpoint behind Lovejoy Fountain



View of Mt Hood from Lovejoy Fountain

Viewpoint Amenities

- Benches
- Seating wall
- Shelter

Management Considerations

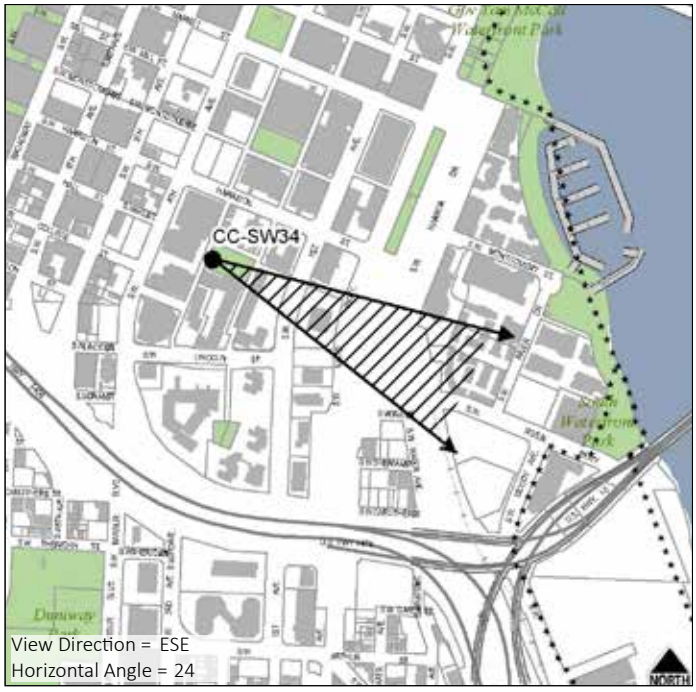
- The view of Mt Hood is currently framed by vegetation; if the vegetation expands outward, it could obscure the view.
- Development blocks the bottom of Mt Hood.

Access

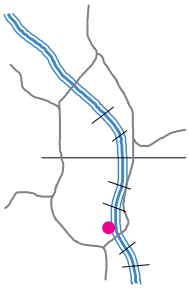
- Formal trail
- Transit stop
- No parking

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
Focal Features: 5.43
Vegetation: 2.43
Iconic: 5.57
Horizon/Ridgetops: 0.57
Water: 4.86



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

Management Considerations

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

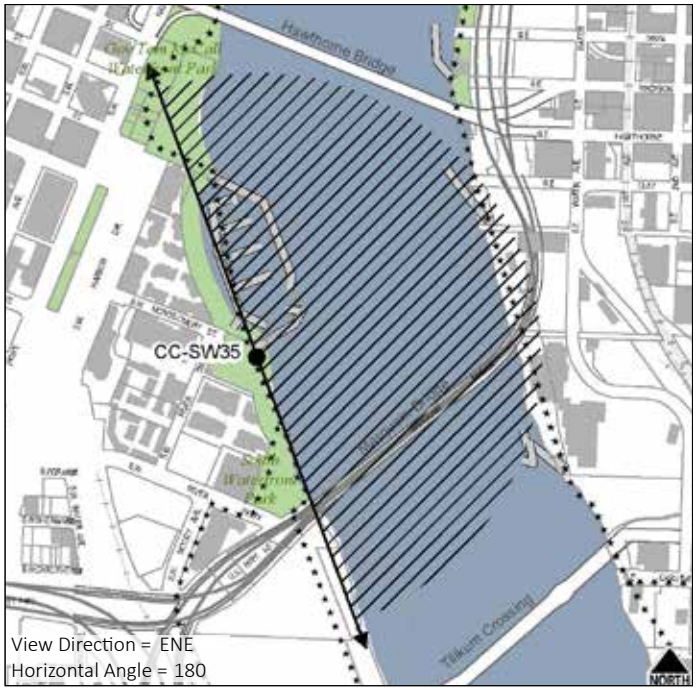
Access

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

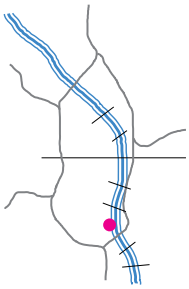
Old SRI ID:

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 overgrown vegetation. Vegetation maintenance 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
Focal Features: 6.29
Vegetation: 3.29
Iconic: 6.29
Horizon/Ridgetops: 2.14
Water: 4.86



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

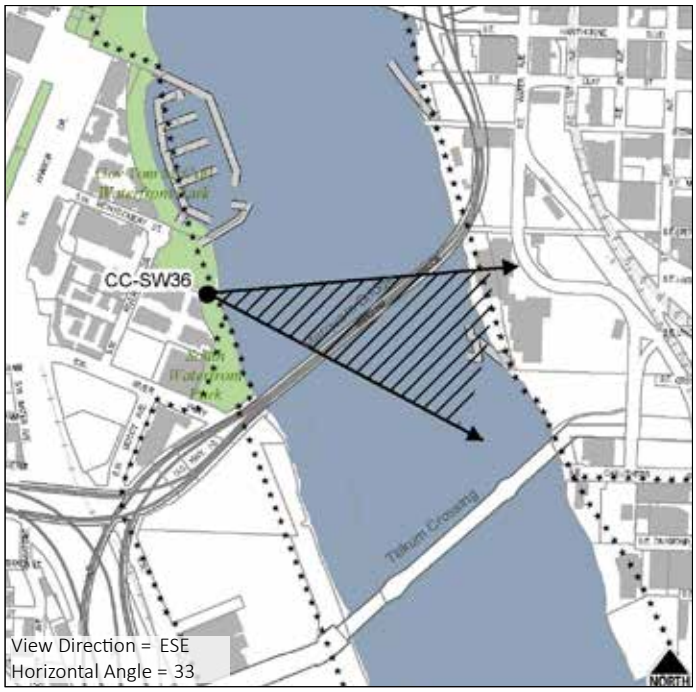
- Formal trail
- No transit stop
- No parking

Management Considerations

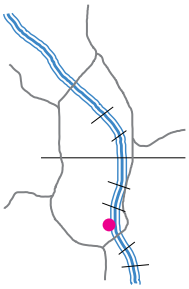
- Overgrown vegetation is encroaching on the view from the right; vegetation maintenance could open up the view.
- Mt Hood is partially obscured by a row of columnar maples on the Eastbank Esplanade by OMSI; there is a similar but less obscured view of Mt Hood just south of here (see CCSW38).

Old SRI ID:

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. Overgrown 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

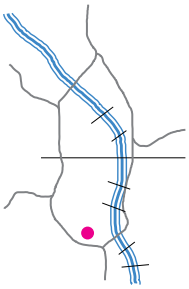
- Overgrown vegetation is encroaching on the view; vegetation maintenance could open up the view.

Old SRI ID:

Old Central City ID:



CCSW37: SW LINCOLN STREET AND PEDESTRIAN TRAIL BY SCULPTURE



SCORE: N/A **TIER:** II

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):

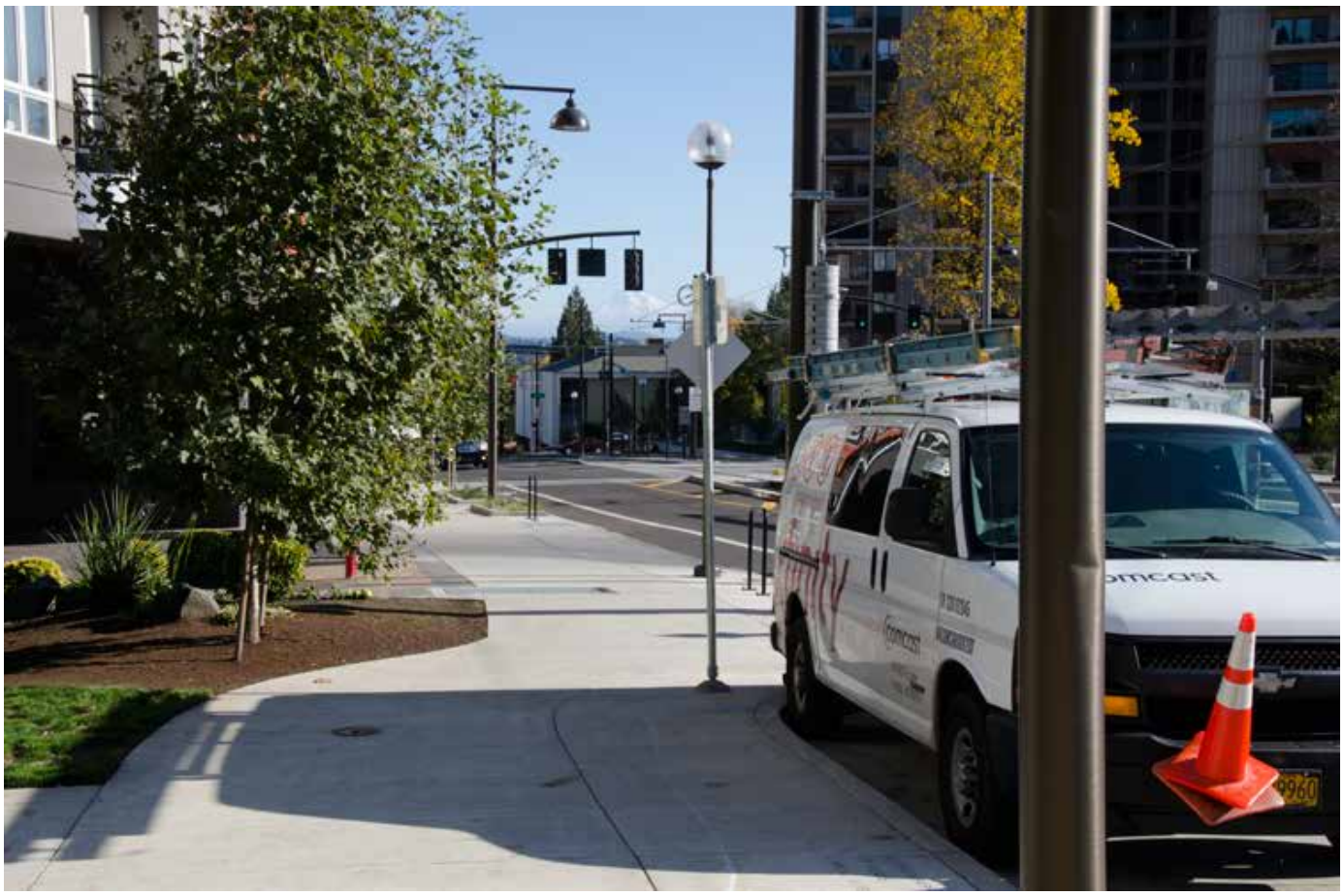
RANKINGS

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

Management Considerations

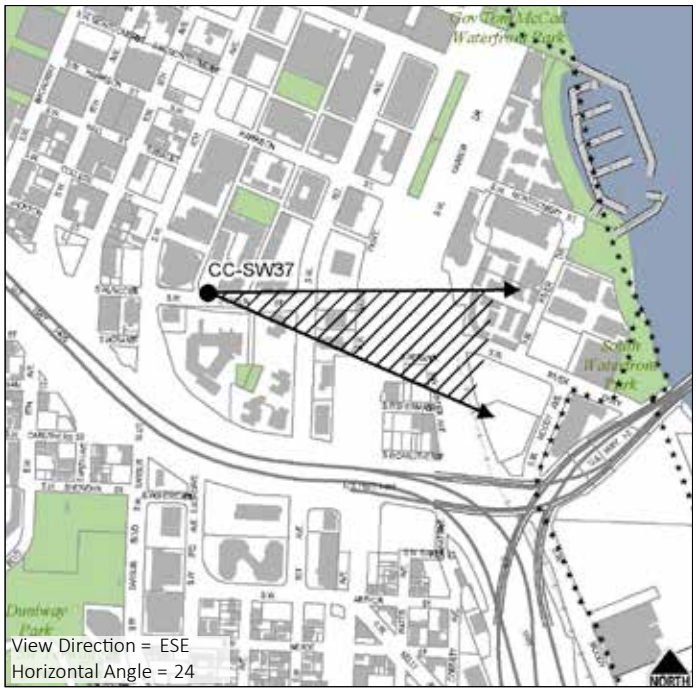
- MAX wires and vegetation partially obscure the view of Mt Hood; underground placement of MAX wires and vegetation maintenance could open up the view, though the street lights and street signs are still discordant.

Access

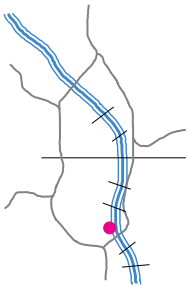
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- No parking

Old SRI ID:

Old Central City ID:



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 overgrown 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 Greenway Trail between SW Montgomery and SW Hall Streets

Viewpoint Amenities

- Lighting

Management Considerations

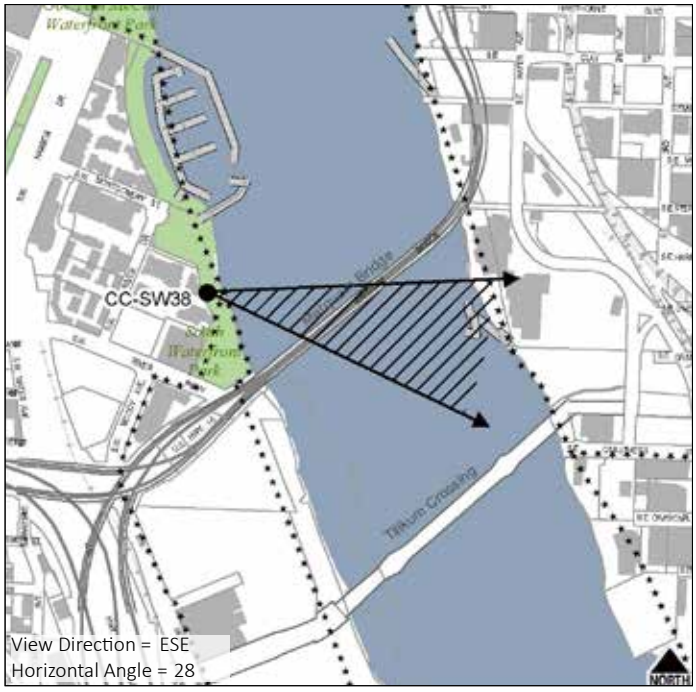
- Overgrown vegetation encroaches on the view from the right; vegetation maintenance could open up the view to reveal more of Tilikum Crossing.
- The developed viewpoint just north (CCSW36) offers a similar view but this is a less obstructed view of Mt Hood.

Access

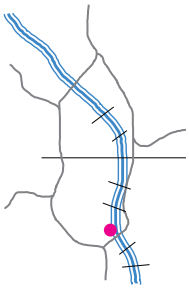
- Formal trail
- No transit stop
- No parking

Old SRI ID: VB24-23

Old Central City ID:



CCSW40: 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. Overgrown vegetation encroaches on the view from the left and right. Vegetation maintenance 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



Greenway Trail at SW Hall Street

Viewpoint Amenities

- Platform
- Benches
- Lighting
- Guardrail

Management Considerations

- Overgrown vegetation is encroaching on the view; vegetation maintenance could open up the view.

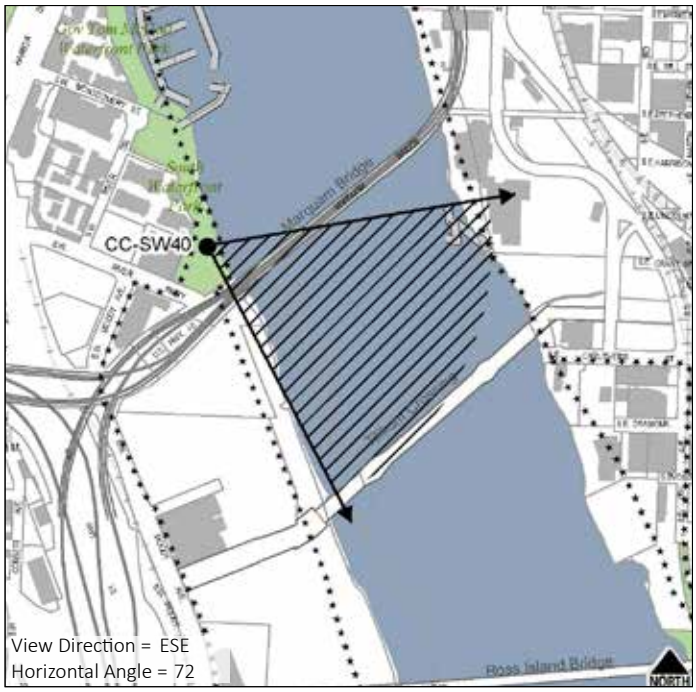
Access

- Formal trail
- No transit stop
- No parking

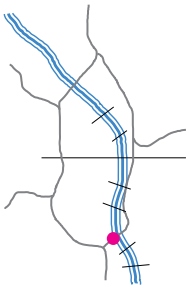


Old SRI ID:

Old Central City ID:



CCSW41: 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
Focal Features: 3.29
Vegetation: 1.86
Iconic: 3.43
Horizon/Ridgetops: 0.86
Water: 4.00



View from Greenway Trail under Marquam Bridge



Viewpoint along Greenway Trail under Marquam Bridge



View from Greenway Trail under Marquam Bridge

Viewpoint Amenities

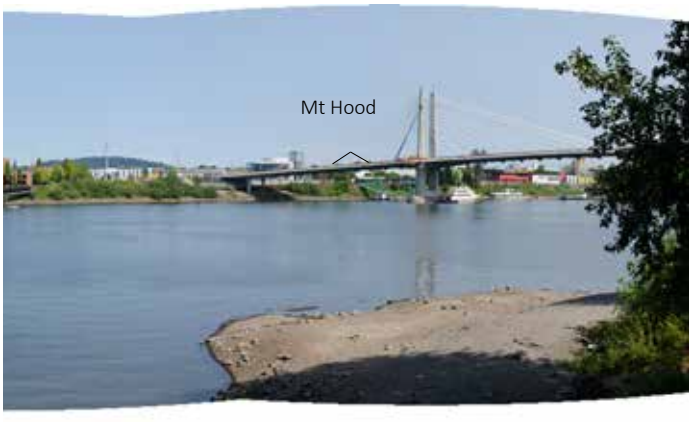
- Platform
- Seating rocks
- Lighting
- Guardrail

Access

- Formal trail
- No transit stop
- No parking

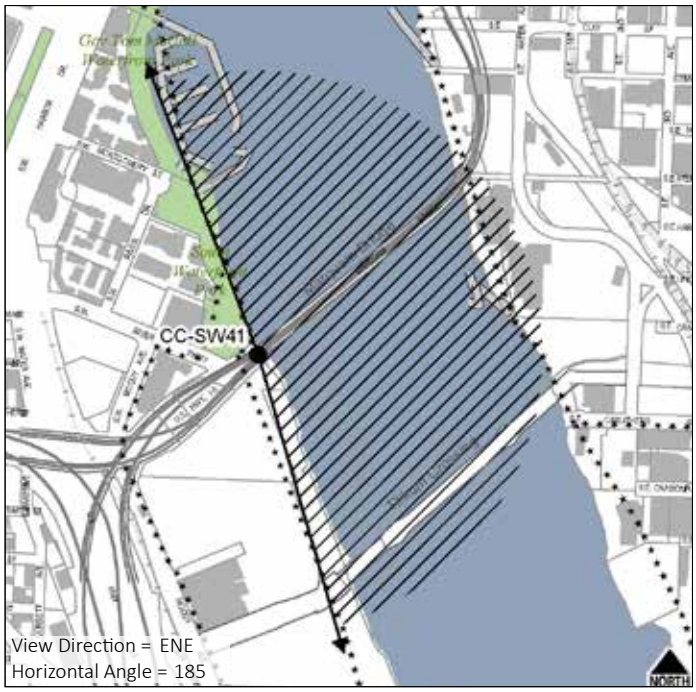
Management Considerations

- Currently there's no connection to the Greenway Trail to the south.
- Overgrown vegetation partially blocks the view of Tilikum Crossing to the right; vegetation maintenance could open up the view.

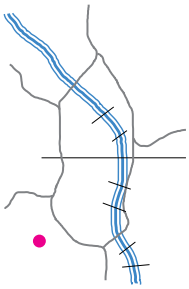


Old SRI ID:

Old Central City ID: CCPV10 (Relocated)



CCSW42: 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 maintenance 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

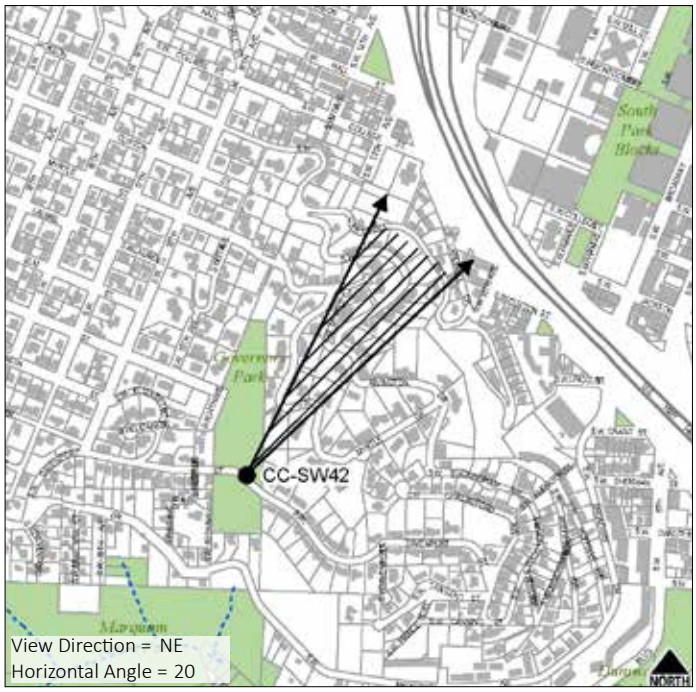
- This view is almost entirely obscured by overgrown vegetation, even during leaf-off; vegetation maintenance could open up the view.

Access

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

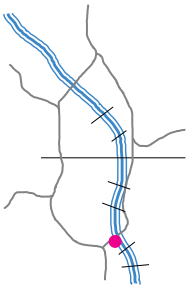
Old SRI ID: VC23-35

Old Central City ID:



36658

CCSW43: GREENWAY TRAIL WEST - SOUTH OF MARQUAM BRIDGE, NORTH POINT (INACCESSIBLE)



GROUP:

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

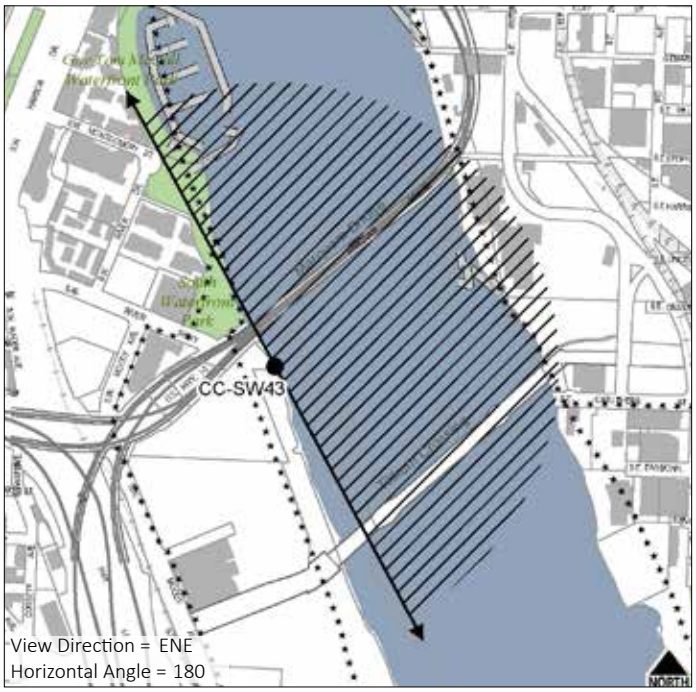
Viewpoint Amenities

Management Considerations

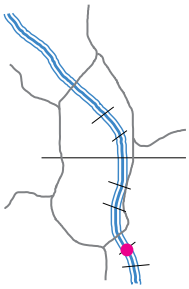
Access

Old SRI ID:

Old Central City ID: CCPV9



CCSW44: 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, Mt St Helens
Secondary Focal Feature(s): West Hills, Hawthorne Bridge, Lloyd District, Riverplace Marina

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.

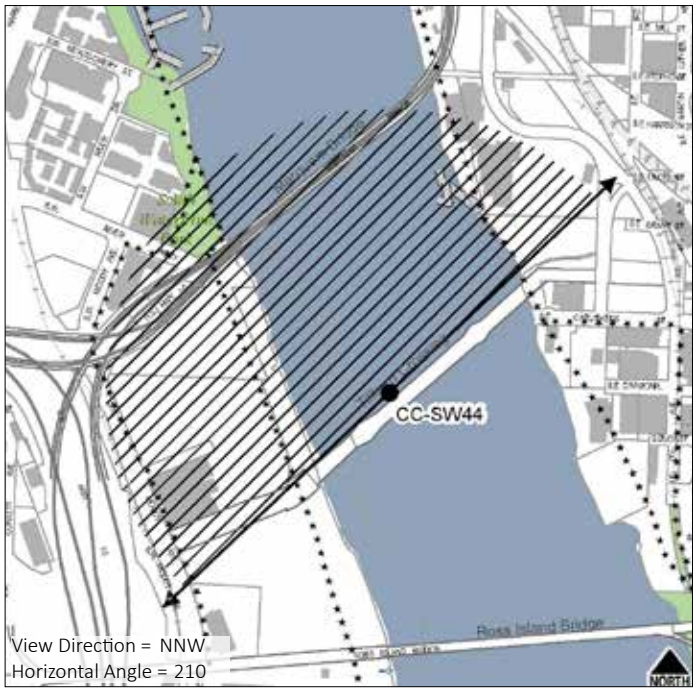
Access

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

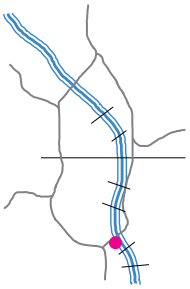


Old SRI ID:

Old Central City ID:



CCSW45: GREENWAY TRAIL WEST - SOUTH OF MARQUAM BRIDGE, SOUTH POINT (INACCESSIBLE)



GROUP:

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

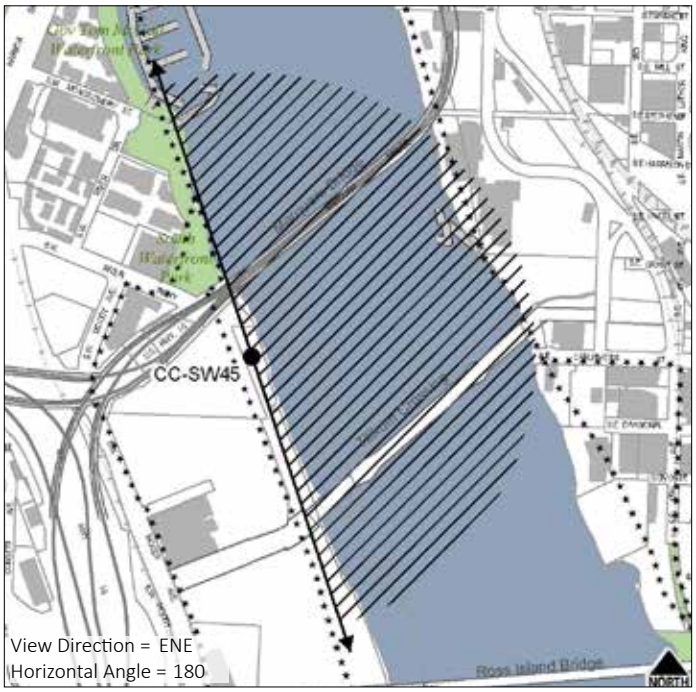
Viewpoint Amenities

Management Considerations

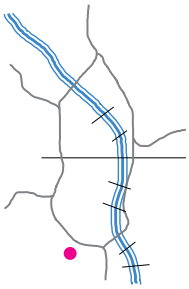
Access

Old SRI ID: VB 24-18

Old Central City ID:



CCSW46: 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

Management Considerations

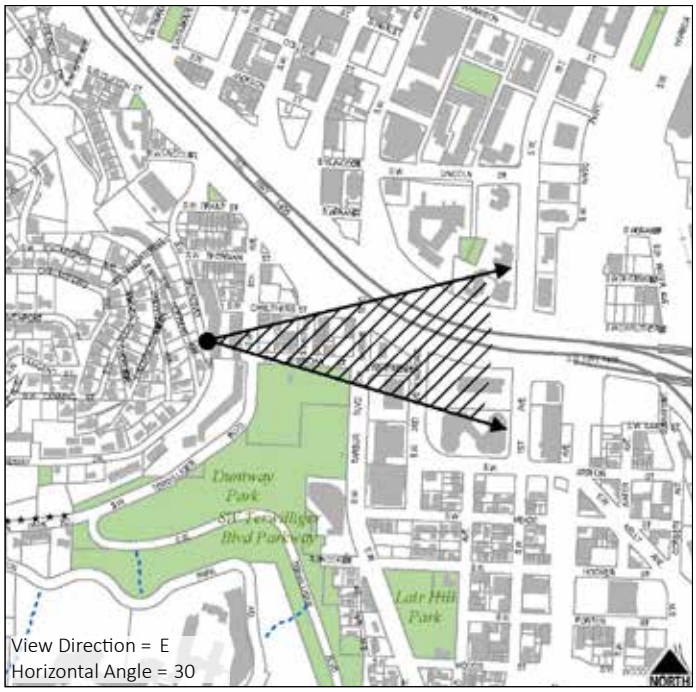
- Development constrains this view on both sides.
- The sidewalk ends just south of this viewpoint.
- Vegetation is beginning to encroach on the view of Tilikum Crossing; vegetation maintenance could preserve the view of Tilikum Crossing.

Access

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

Old SRI ID: VM31-36

Old Central City ID:



View Direction = E
Horizontal Angle = 30

CCSW47: TILIKUM CROSSING - SOUTH SIDE, WEST



GROUP: A

Description

This view from the western bump-out on the south side of Tilikum Crossing looks south up the Willamette River toward the Ross Island Bridge, Ross Island, and the South Waterfront. The West Hills, multiple buttes, and Mt Hood are all visible in the distance. Tilikum Crossing is one of the few bridges with separated bicycle and pedestrian lanes as well as pedestrian bump-outs, creating a safe place for viewers to stop and enjoy the view. The bridge is only accessible to bikes, pedestrians, and public transit; automobiles are not allowed. Tilikum Crossing is currently under construction and scheduled to open in September 2015.

Primary Focal Feature(s): Willamette River, Ross Island Bridge, Mt Hood
Secondary Focal Feature(s): Ross Island, West Hills, South Waterfront, Mt Tabor, Kelly Butte, Mt Scott, riverbank

RANKINGS

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

Contributing Factors

Shares many characteristics with high rated river views: 3 distance zones, natural vegetation, focal bridge, view of mountain, high viewer position.



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



Viewpoint on Tilikum Crossing, south side, west bump-out



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

Viewpoint Amenities

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

Management Considerations

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

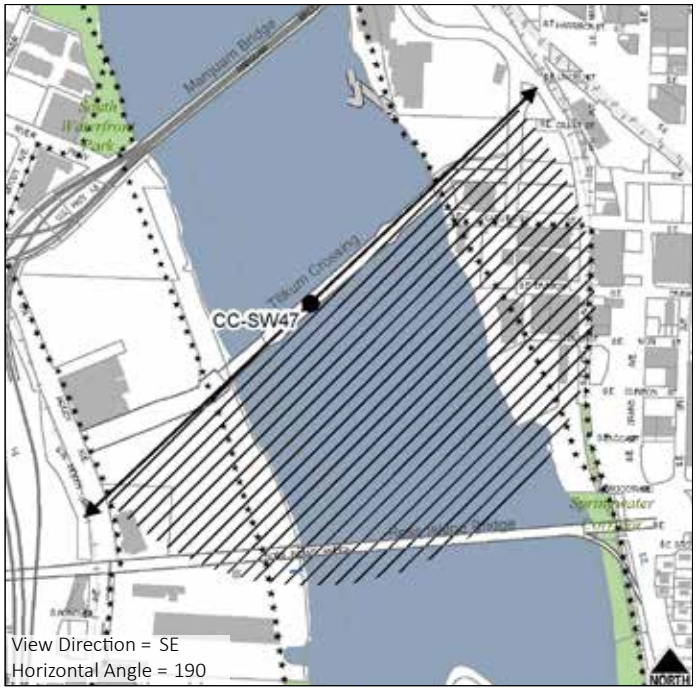
Access

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

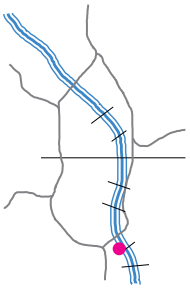
Old SRI ID:

Old Central City ID:





CCSW48: GREENWAY TRAIL WEST - NORTH OF TILIKUM CROSSING (INACCESSIBLE)



GROUP:

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

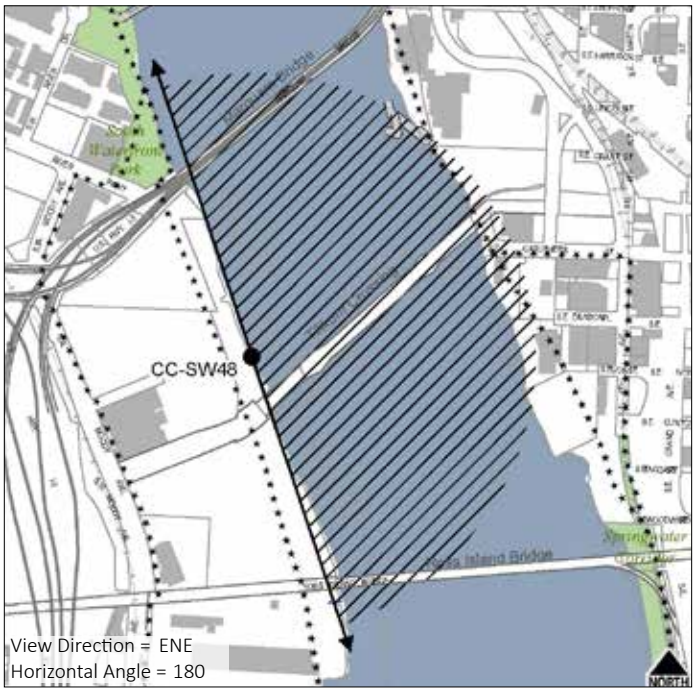
Viewpoint Amenities

Management Considerations

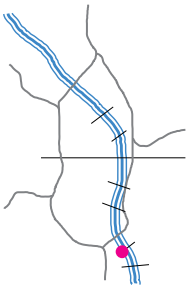
Access

Old SRI ID:

Old Central City ID: CCPV7



CCSW49: GREENWAY TRAIL WEST - UNDER TILIKUM CROSSING (INACCESSIBLE)



GROUP:

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

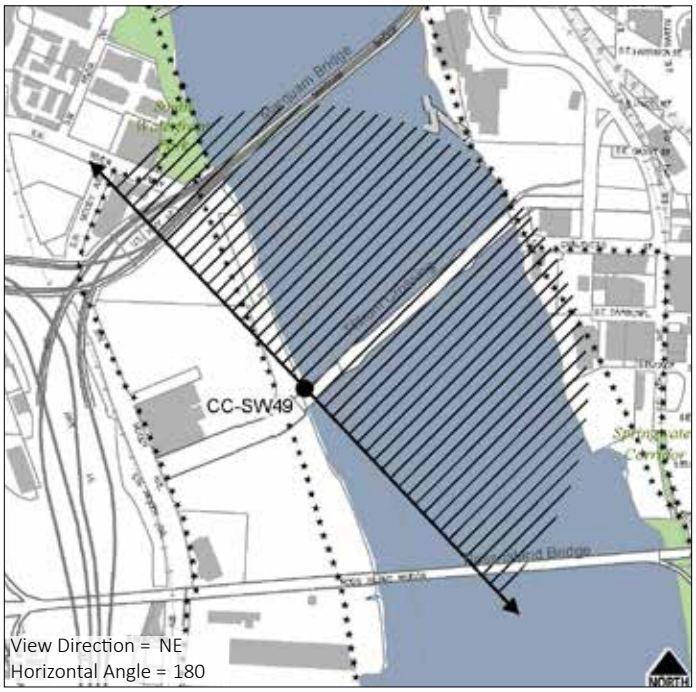
Viewpoint Amenities

Management Considerations

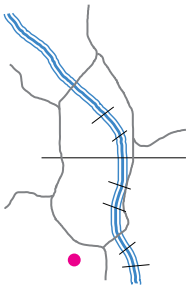
Access

Old SRI ID:

Old Central City ID:



CCSW50: 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 maintenance 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 CCSW51 and CCSW52). This northern viewpoint at the automobile pull-out has a picnic table.

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

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

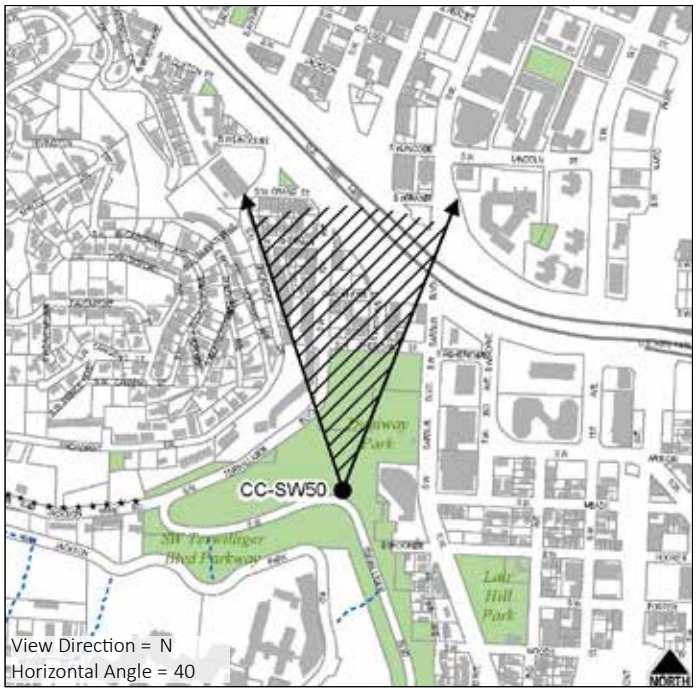
- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- Adjacent parking

Management Considerations

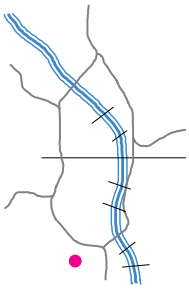
- Overgrown vegetation is encroaching on the view; vegetation maintenance could potentially restore the view.
- Development partially blocks view of Mt St Helens.
- A panoramic view from this viewpoint at the picnic table is constrained by significant overgrown vegetation to the east.
- Additional amenities, 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:



CCSW51: 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, 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 CCSW50 and CCSW52). 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



Historic view from SW Terwilliger Boulevard north of SW Campus Drive

Viewpoint Amenities

- Automobile pull-out

Management Considerations

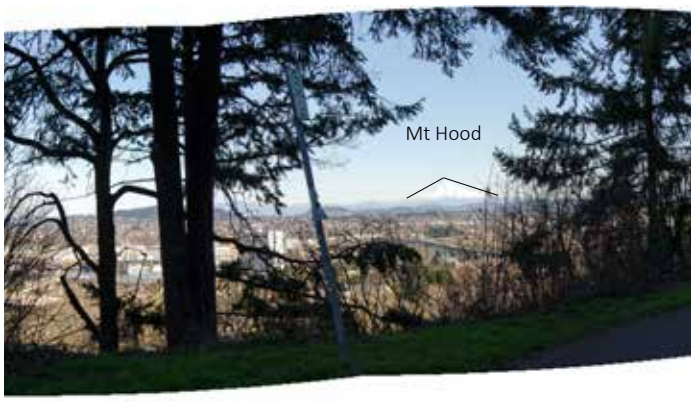
- Overgrown vegetation is significantly encroaching on the middle of this panoramic view; vegetation maintenance could open up the view.
- Additional amenities, such as benches, bike racks, lighting, or a formalized viewing platform, could enhance the viewer's experience.

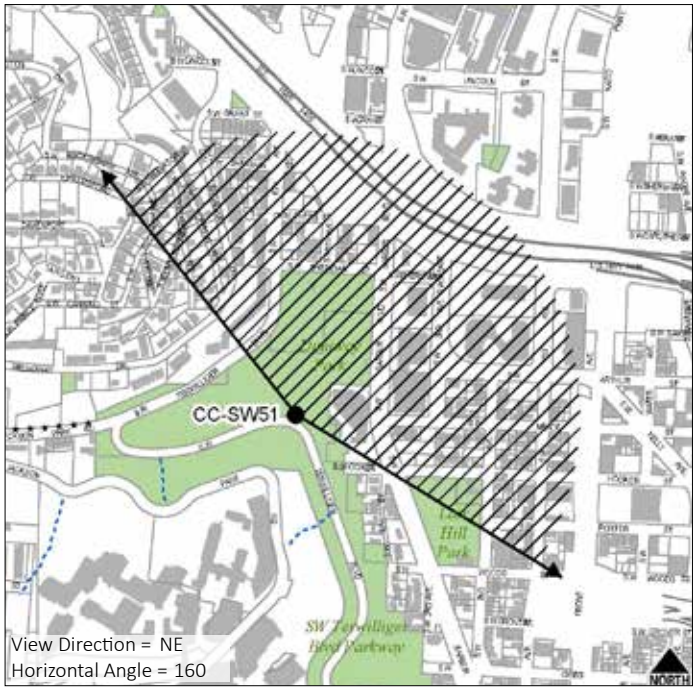
Access

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

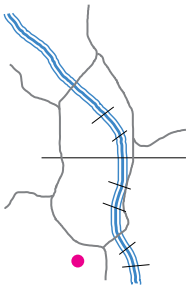
Old SRI ID: VP31-30

Old Central City ID:





CCSW52: 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 overgrown vegetation encroaching on the view from the bottom and both sides, although the side vegetation also frames the view. Vegetation maintenance 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 CCSW50 and CCSW51). 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

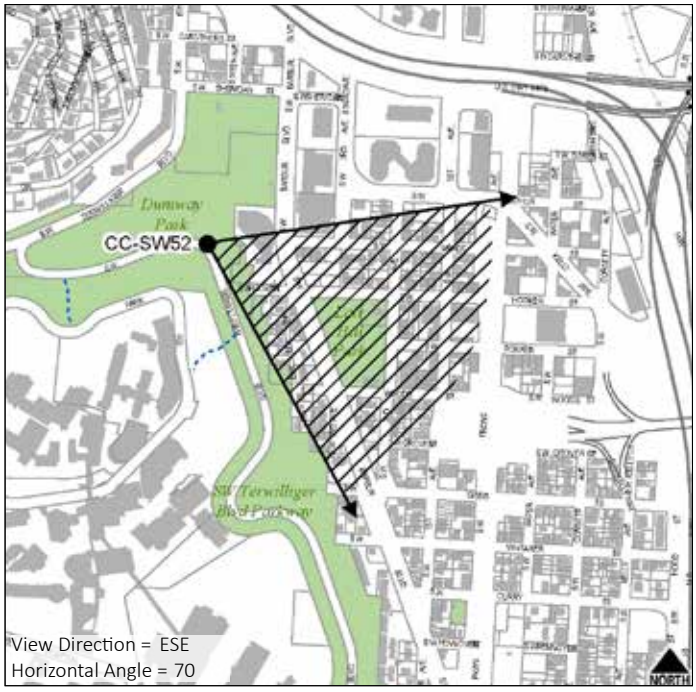
- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- Adjacent parking

Management Considerations

- Overgrown vegetation is encroaching on the view from the bottom and sides; vegetation maintenance 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:



36678

CCSW53: GREENWAY TRAIL WEST - NORTH OF ROSS ISLAND BRIDGE (INACCESSIBLE)



GROUP:

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

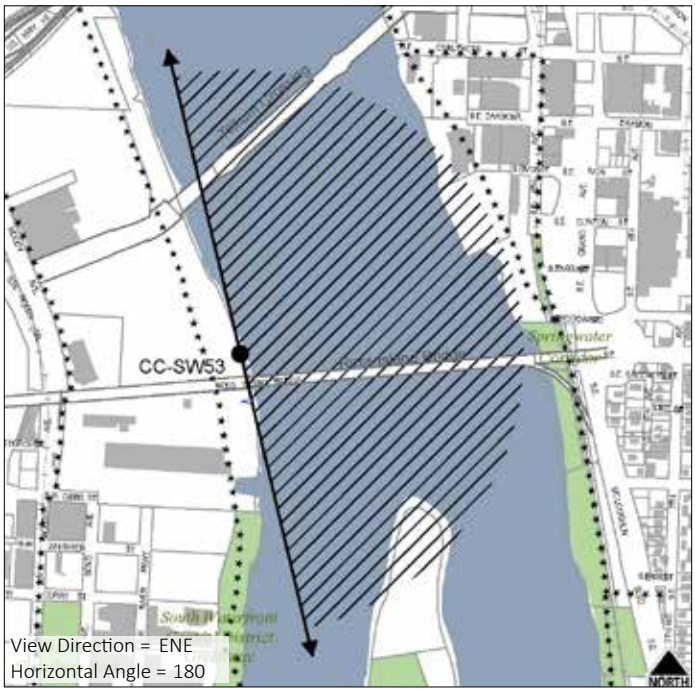
Viewpoint Amenities

Management Considerations

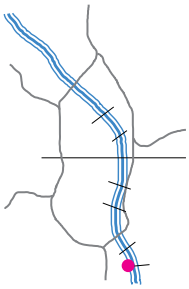
Access

Old SRI ID:

Old Central City ID: CCPV6



CCSW54: 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, Mt St Helens, West Hills, eastern foothills, riverbank

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
Focal Features: 6.71
Vegetation: 2.57
Iconic: 6.29
Horizon/Ridgetops: 3.57
Water: 4.14



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

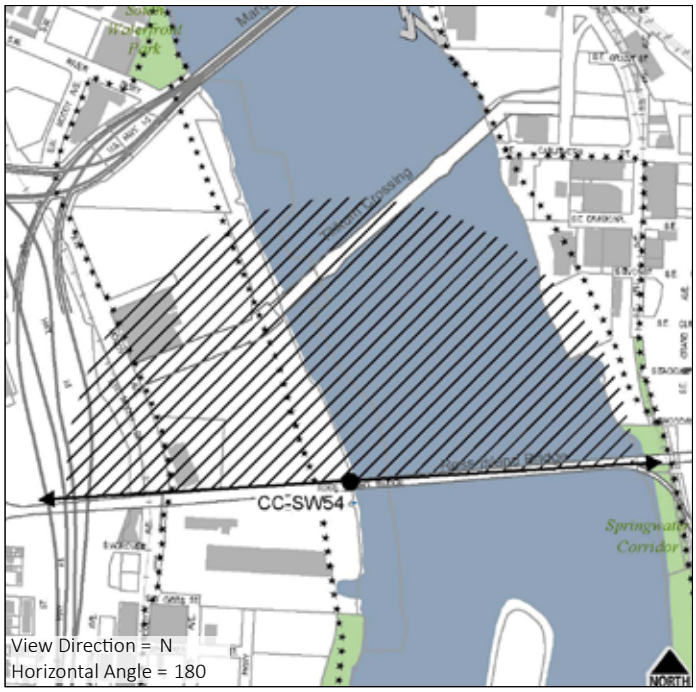
Management Considerations

- 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.

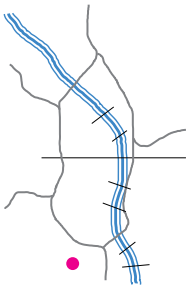
Old SRI ID:

Old Central City ID:





CCSW55: 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 CCSW56). 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

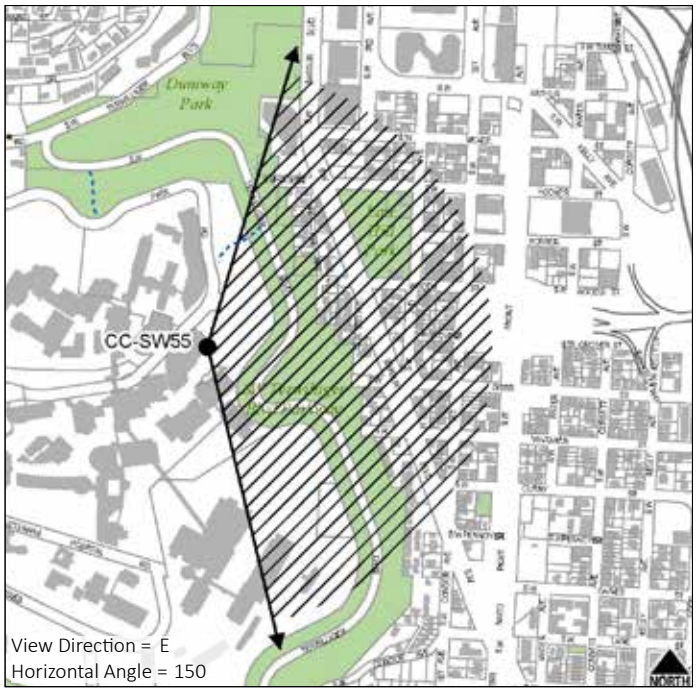
Management Considerations

- 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.

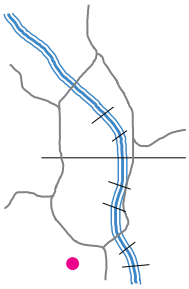
Old SRI ID: VM31-25

Old Central City ID:





CCSW56: 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 CCSW55). 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

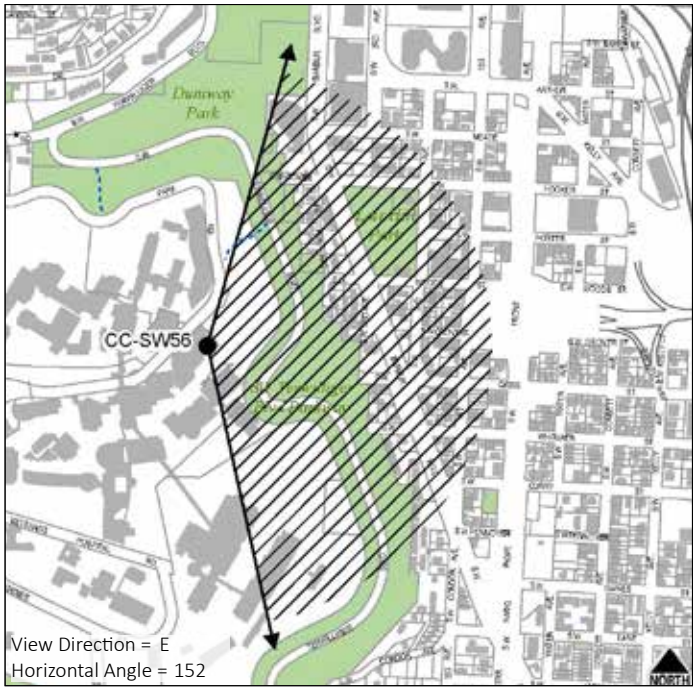
Management Considerations

- 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 maintenance could open up the view and preserve the view of Mt St Helens.

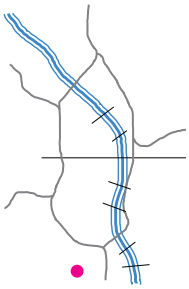
Old SRI ID: VM31-25

Old Central City ID:





CCSW57: 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

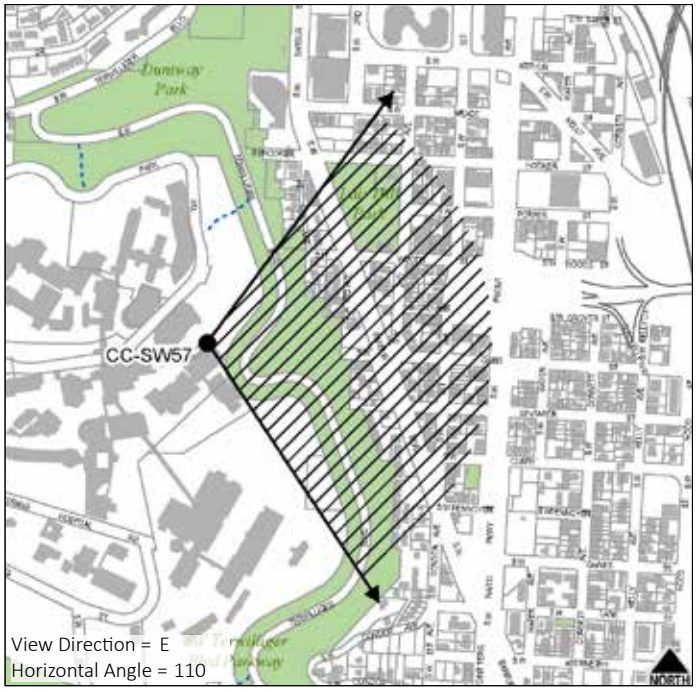
Management Considerations

- 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.

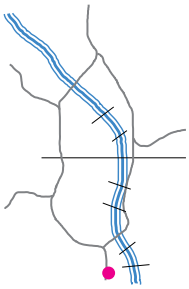
Old SRI ID:

Old Central City ID:





CCSW58: SW GIBBS STREET PEDESTRIAN BRIDGE, LOOKING EAST



SCORE: 3.7 **TIER:** III

Description

This view looks west 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: 2.2
Access to Viewpoint: 0.5
Developed as a Viewpoint: 1
Use as a Viewpoint: 0

Contributing Factors

Skyline: 0.00
Vegetation: 1.67
Horizon/Ridgetops: 1.83
Water: 1.17
Focal Features: 1.33
Iconic: 1.33
Depth: 1.17
Scope: 0.50



View from SW Gibbs Street pedestrian bridge, looking east



Viewpoint at SW Gibbs Street pedestrian bridge



View from SW Gibbs Street pedestrian bridge

Viewpoint Amenities

- Platform
- Guardrail

Management Considerations

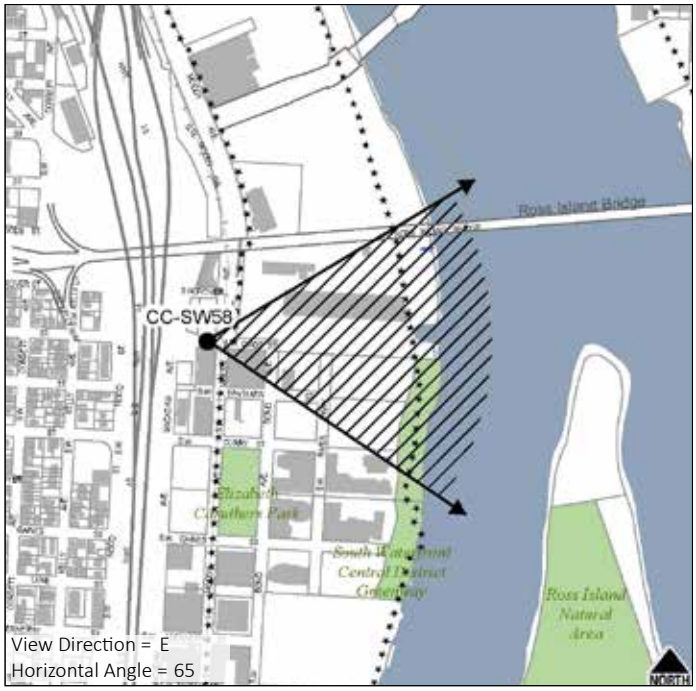
- Development of Zidell Yards will affect this view.
- Additional amenities, such as a bench, could enhance the viewer's experience.

Access

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

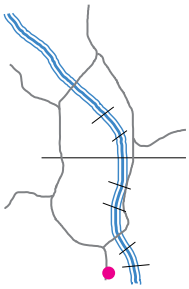
Old SRI ID:

Old Central City ID:



View Direction = E
Horizontal Angle = 65

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

Management Considerations

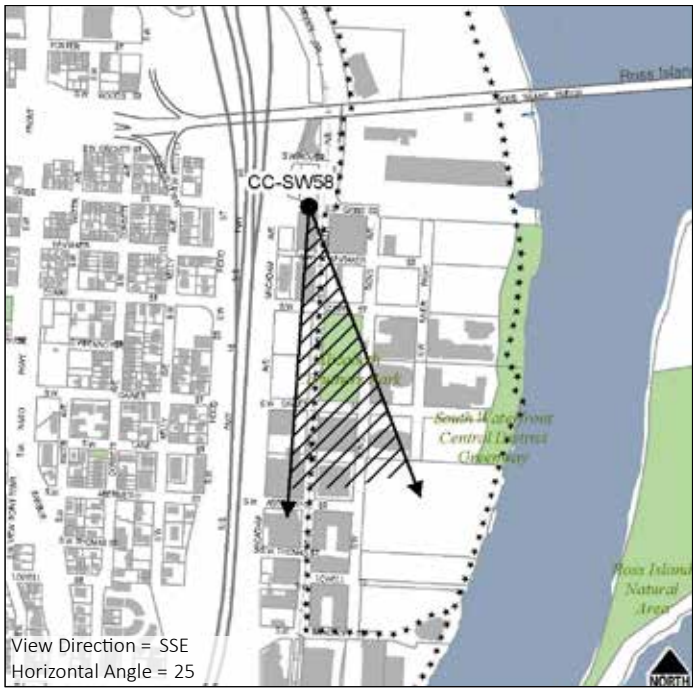
- Development constrains the view on the left and partially obscures the view of Caruthers Park.
- Additional amenities, such as a bench, could enhance the viewer's experience.

Access

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

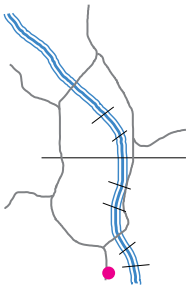
Old SRI ID:

Old Central City ID:



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



Mt St Helens from SW Gibbs Street pedestrian bridge

Viewpoint Amenities

- Platform
- Guardrail

Management Considerations

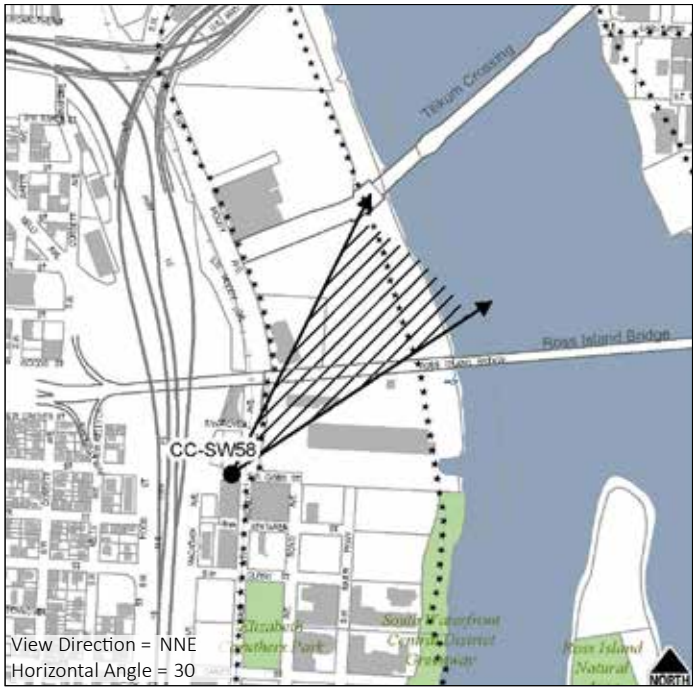
- Development of Zidell Yards will affect this view.
- Additional amenities, such as a bench, could enhance the viewer's experience.

Access

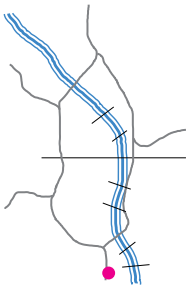
- Sidewalk
- Elevator/stairs
- Transit stop
- No parking

Old SRI ID:

Old Central City ID:



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

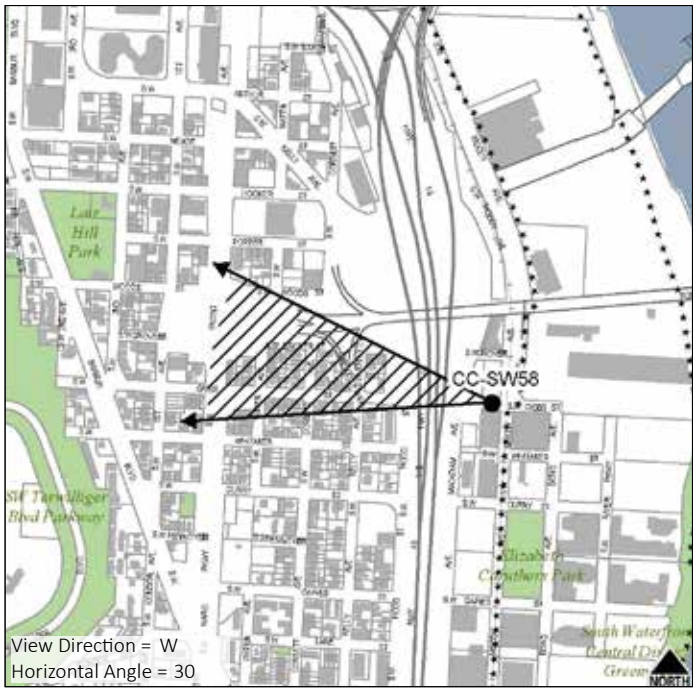
- The elevator structure constrains the view on the left.
- Additional amenities, such as a bench, could enhance the viewer's experience.

Access

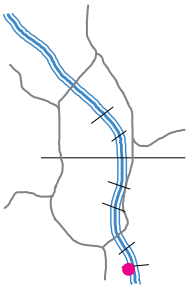
- Sidewalk
- Elevator/stairs
- Transit stop
- No parking

Old SRI ID:

Old Central City ID:



CCSW59: GREENWAY TRAIL WEST - AT ZIDELL (INACCESSIBLE)



GROUP:

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

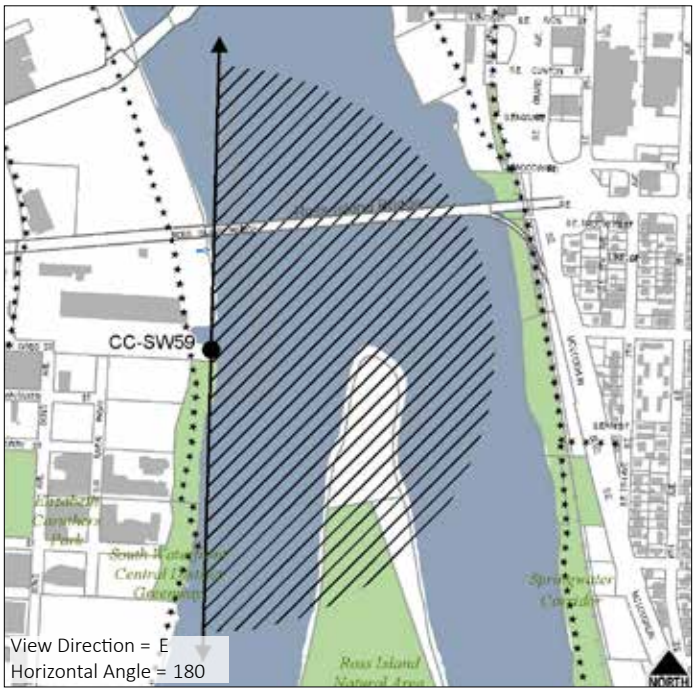
Viewpoint Amenities

Management Considerations

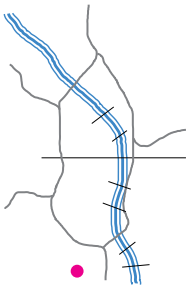
Access

Old SRI ID: 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 (CCSW57), 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

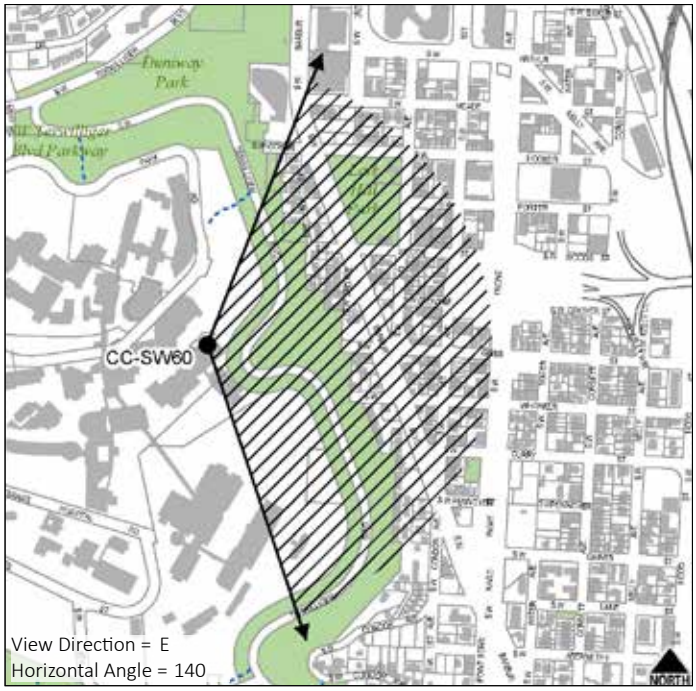
Management Considerations

- 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).

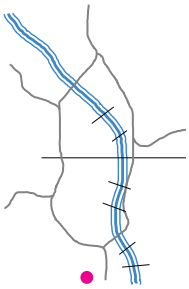
Old SRI ID:

Old Central City ID:





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 maintenance 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

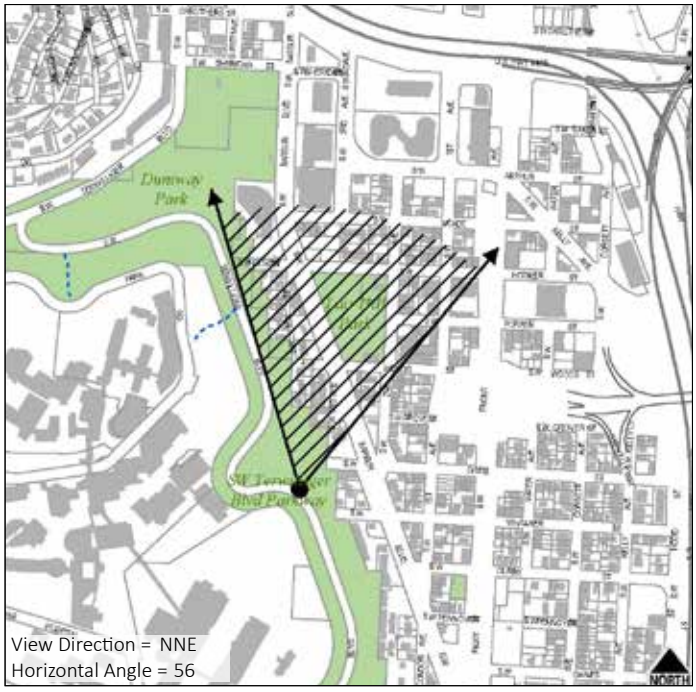
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- Adjacent parking

Management Considerations

- Historic views from a nearby section of SW Terwilliger Boulevard include panoramic views of Mt Hood and Mt St Helens.
- Overgrown vegetation encroaches on the view from all sides, particularly during leaf-on; vegetation maintenance 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:



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 maintenance 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 CCSW65).

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

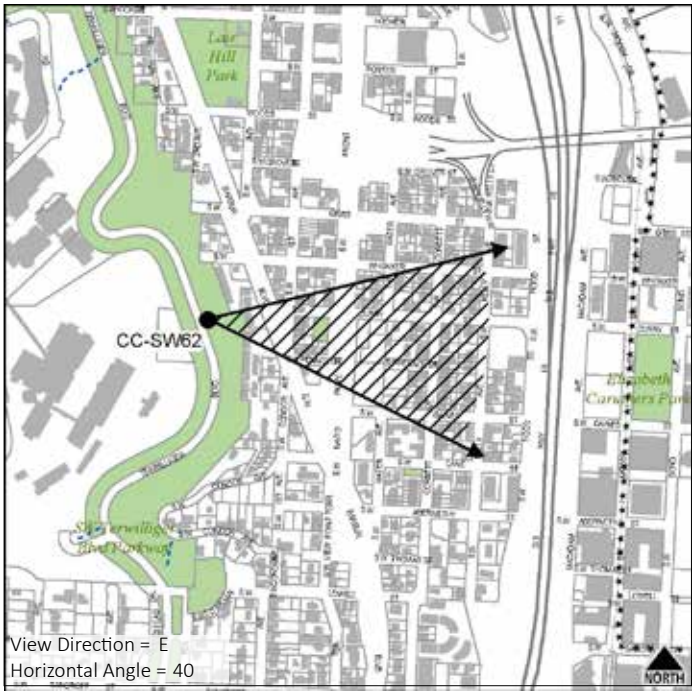
- Street/Auto
- Bike lane
- Sidewalk
- No transit stop
- Adjacent parking

Management Considerations

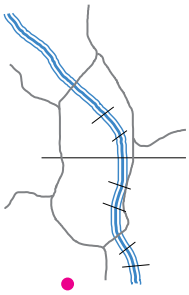
- Overgrown vegetation is encroaching on the view from the bottom and sides; vegetation maintenance could open up the view.
- Historically, there was a panoramic view here with views of Mt Hood and the downtown skyline.
- Additional amenities, such as benches, could enhance the viewer's experience and 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

Management Considerations

- There is significant glare from the window of the sky bridge.
- Overgrown vegetation encroaches on this panoramic view from the right; vegetation maintenance could open the view up and expand the panorama.
- This viewpoint is very difficult to access and is marginally public.

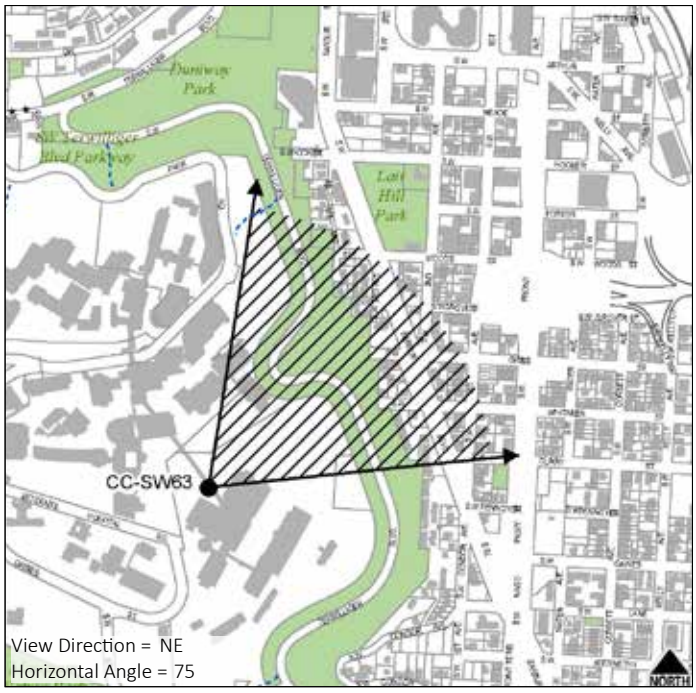
Access

- Sky bridge
- No transit stop
- No parking

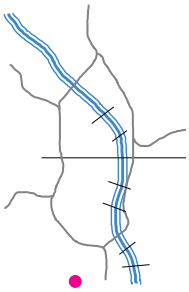


Old SRI ID: VM31-21 (Relocated)

Old Central City ID:



CCSW65: 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 overgrown 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 maintenance 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

Management Considerations

- Historic photos from this stretch of Terwilliger Boulevard show the downtown skyline and Mt Hood.
- Overgrown vegetation almost completely blocks this view; vegetation maintenance could open up the view.
- Additional amenities, such as benches, could enhance the viewer's experience and direct vegetation management.

Access

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



Old SRI ID: 29

Old Central City ID:



CCSW66: GREENWAY TRAIL WEST - AT SW CURRY STREET



GROUP: A

Description

This viewpoint along the South Waterfront Greenway Trail was not fully accessible due to construction; a representative photo was taken from the accessible part of the viewpoint. Once completed, this will be a developed viewpoint at the end of SW Curry Street with views of the Willamette River, Ross Island, and Ross Island Bridge. Along with two other South Waterfront Greenway Trail views (CCSW68 and CCSW69), 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):

RANKINGS

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

Contributing Factors

Shares characteristics with high rated river views: natural vegetation, focal bridge, panoramic view. Similar to SW70 which experts ranked as A.



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)

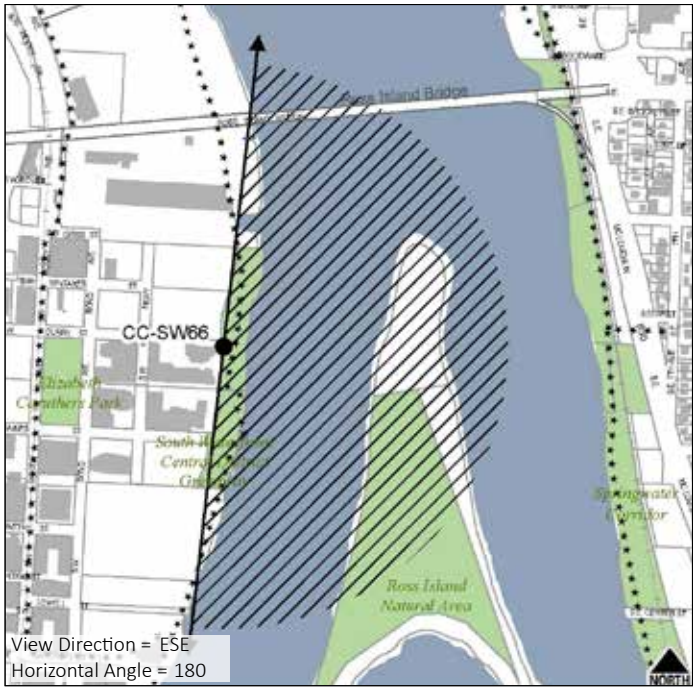
Management Considerations

- The South Waterfront Greenway Trail is still under construction but this viewpoint has been made accessible.
- Currently, there is a gap in the Greenway Trail between the Marquam Bridge and the South Waterfront Greenway Trail.

Old SRI ID:

Old Central City ID:





CCSW67: 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

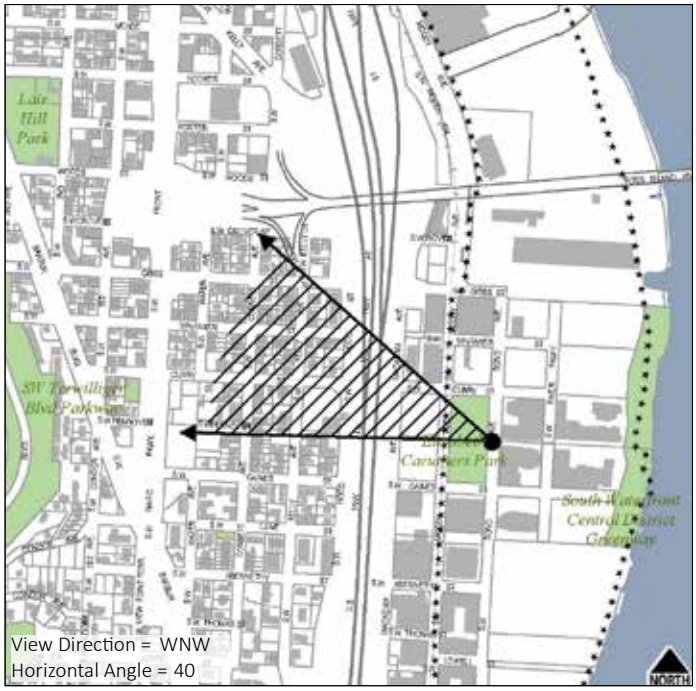
- Caruthers Park has amenities but this viewpoint is on the street.

Access

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

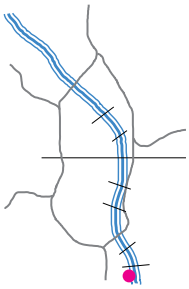
Old SRI ID:

Old Central City ID:



View Direction = WNW
Horizontal Angle = 40

CCSW68: GREENWAY TRAIL WEST - AT SW PENNOYER STREET



GROUP: A

Description

This viewpoint along the South Waterfront Greenway Trail was not fully accessible during the inventory due to construction; a representative photo was taken. Once completed, this will be a developed viewpoint at the end of SW Pennoyer Street with views of the Willamette River, Ross Island, and Ross Island Bridge. Along with two other South Waterfront Greenway Trail views (CCSW66 and CCSW69), 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):

RANKINGS

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

Contributing Factors

Shares characteristics with high rated river views: natural vegetation, focal bridge, panoramic view. Similar to SW70 which experts ranked as A.



View from Greenway Trail at SW Pennoyer Street



Viewpoint along Greenway Trail at SW Pennoyer Street



View from Greenway Trail at SW Pennoyer Street

Viewpoint Amenities

- Benches
- Lighting

Management Considerations

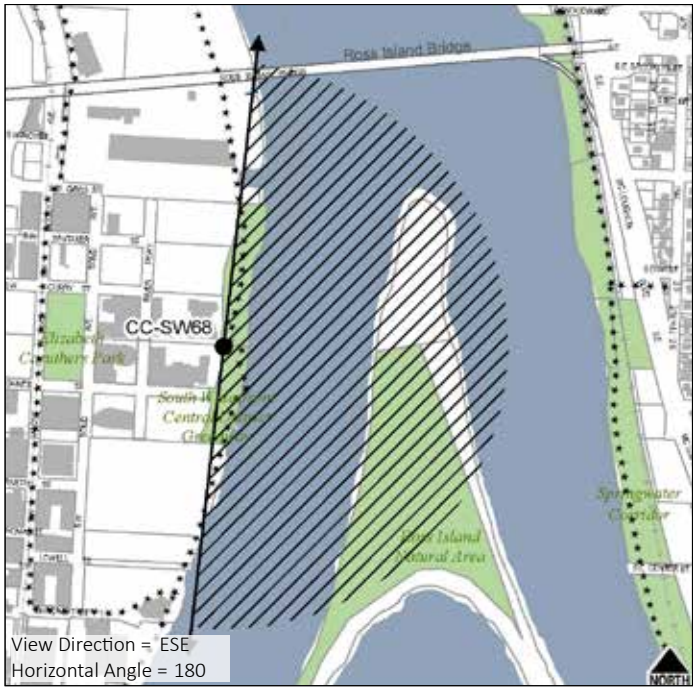
- The South Waterfront Greenway Trail is under construction and this viewpoint is currently inaccessible.
- Currently, there is a gap in the Greenway Trail between the Marquam Bridge and the South Waterfront Greenway Trail.

Access

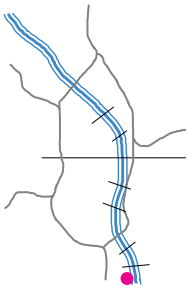
- Formal trail
- No transit stop
- No parking

Old SRI ID:

Old Central City ID:



CCSW69: GREENWAY TRAIL WEST - AT SW GAINES STREET



GROUP: A

Description

This viewpoint along the South Waterfront Greenway Trail was not fully accessible during the inventory due to construction; a representative photo was taken. Once completed, this will be a developed viewpoint at the end of SW Gaines Street with views of the Willamette River, Ross Island, and Ross Island Bridge. Along with two other South Waterfront Greenway Trail views (CCSW66 and CCSW68), 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):

RANKINGS

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

Contributing Factors

Shares characteristics with high rated river views: natural vegetation, focal bridge, panoramic view. Similar to SW70 which experts ranked as A.



View from Greenway Trail at SW Gaines Street



Viewpoint at Greenway Trail at SW Gaines Street



View from Greenway Trail at SW Gaines Street

Viewpoint Amenities

- Benches
- Lighting

Management Considerations

- The South Waterfront Greenway Trail is under construction and this viewpoint is currently inaccessible.
- Currently, there is a gap in the Greenway Trail between the Marquam Bridge and the South Waterfront Greenway Trail.

Access

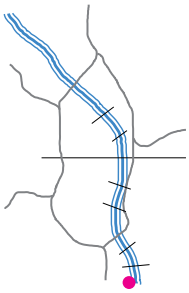
- Formal trail
- No transit stop
- Limited adjacent parking

Old SRI ID:

Old Central City ID:



CCSW70: 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. 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

Management Considerations

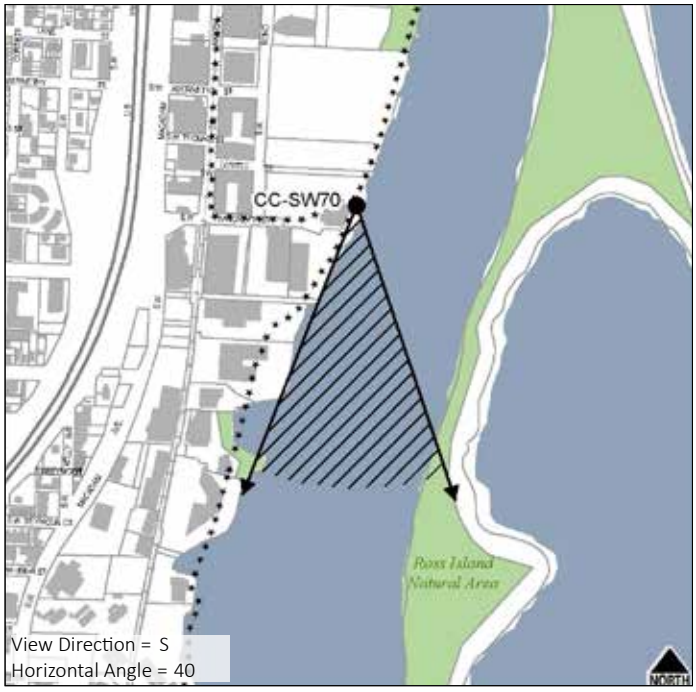
- There's a gap in the Greenway Trail just north of this viewpoint.
- If the foreground vegetation grows much taller, it will block views of the Willamette River and Sellwood Bridge; vegetation maintenance can preserve the view.

Access

- Formal trail
- No transit stop
- Limited parking (customer only parking for Old Spaghetti Factory)

Old SRI ID:

Old Central City ID: CCPV2



CCSW71: SW TERWILLIGER BOULEVARD AND 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 maintenance 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

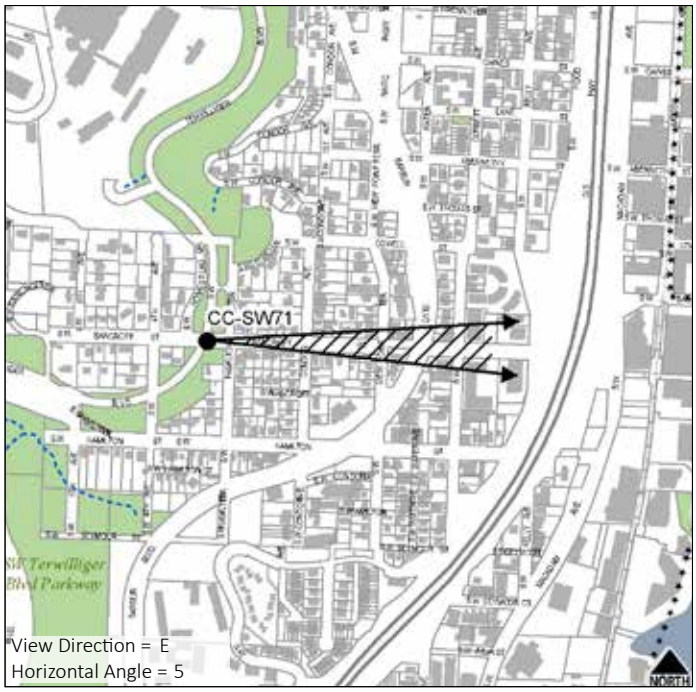
- Street/Auto
- Bike lane
- Sidewalk
- Transit stop
- No parking

Management Considerations

- The view from the original viewpoint on SW Terwilliger Boulevard is almost completely blocked by vegetation, even during leaf-off; vegetation maintenance 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:



View Direction = E
Horizontal Angle = 5

4. View Streets

4.a. 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 4th Avenue; thus, the view street starts at SW 4th 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

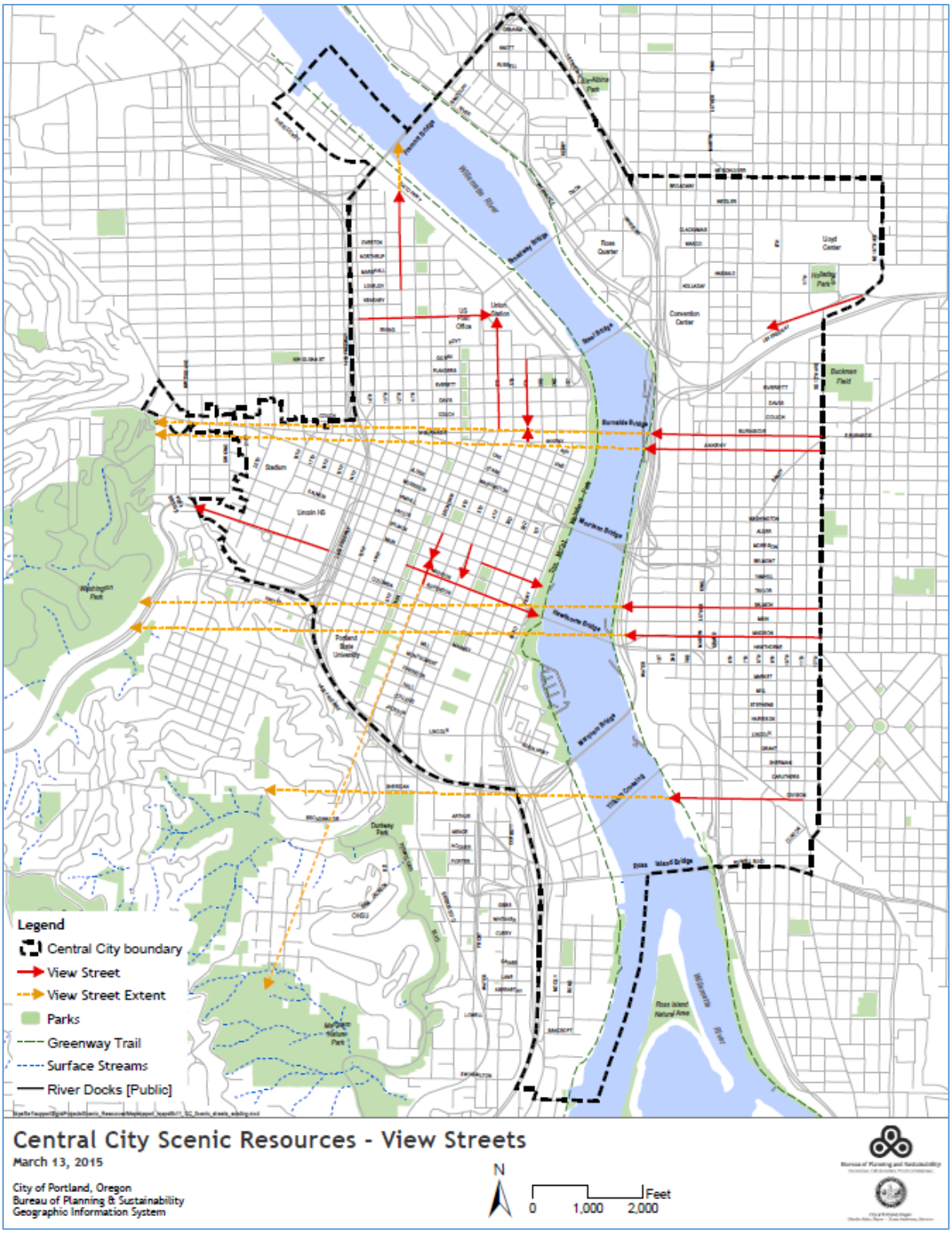
best was included. Often this meant there was a second focal terminus, the skyline was more prominent, or the view was in the same direction as the flow of traffic.

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.

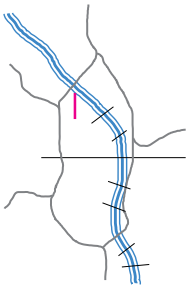
4.b. View Streets Results

There are 15 view streets in the Central City. 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.



Map 10: View Streets

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

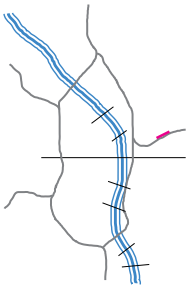
- Development blocks the east side of the Fremont Bridge.
- Vegetation is encroaching from below.

Old SRI Code:



Looking north from NW Lovejoy Street and NW 12th Avenue

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

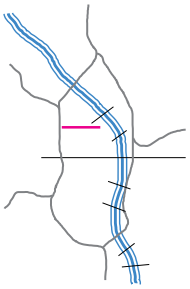
- Overgrown vegetation encroaches on the view from both sides; vegetation maintenance could open up the view.
- Location under the off-ramp feels unsafe.

Old SRI Code: Gateway 49



Looking west from NE 16th Avenue under I-84 ramp

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

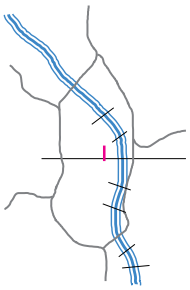
- Street trees partially obscure the view of the tower.
- The post office site partially blocks a view of the tower; development of the site will affect this view.
- NW Johnson Street is a designated Neighborhood Greenway

Old SRI Code:



Looking east from NW Johnson Street and NW 15th Avenue

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

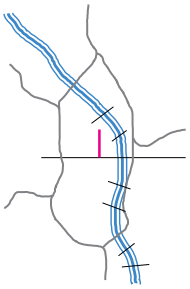
- The best view of the Chinatown Gate is from south of the gate but the view street in that direction can only extend back one block.
- There's a longer view street north of the gate, looking against the flow of traffic.

Old SRI Code:



Looking south from NW Glisan Street and NW 4th Avenue

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

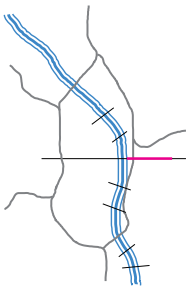
- Street trees partially obscure the view of the tower; there's a clearer view of the tower during leaf-off.
- NW 6th Avenue is part of Portland's Transit Mall.

Old SRI Code:



Looking north from W Burnside Street and NW 6th Avenue

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

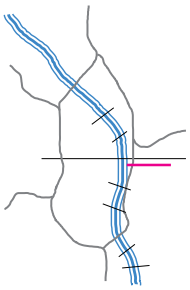
- Street trees on the left and right frame the view of the U.S. Bancorp Tower and West Hills but also disrupt the continuity of the ridgeline.

Old SRI Code: VC24-51



Looking west from E Burnside Street and NE 12th Avenue

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

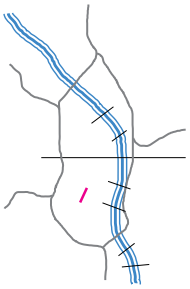
- Street trees on the left and right frame the view of the U.S. Bancorp Tower and West Hills but also disrupt the continuity of the ridgeline.
- SE Ankeny Street is a designated Neighborhood Greenway.

Old SRI Code:



Looking west from SW 12th Avenue and SE Ankeny Street

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

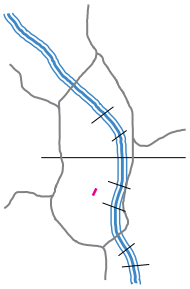
- Street trees partially obscure the Portland sign.
- The terminus focal point for this view street is in the middle of the full view extent.
- This section of SW Broadway is part of the Broadway Unique Sign District.

Old SRI Code:



Looking north from SW Broadway and SW Jefferson Street

SW 5th AVENUE AND SW TAYLOR STREET, LOOKING SOUTH



View Terminus Focal Point: Portlandia statue on the Portland Building

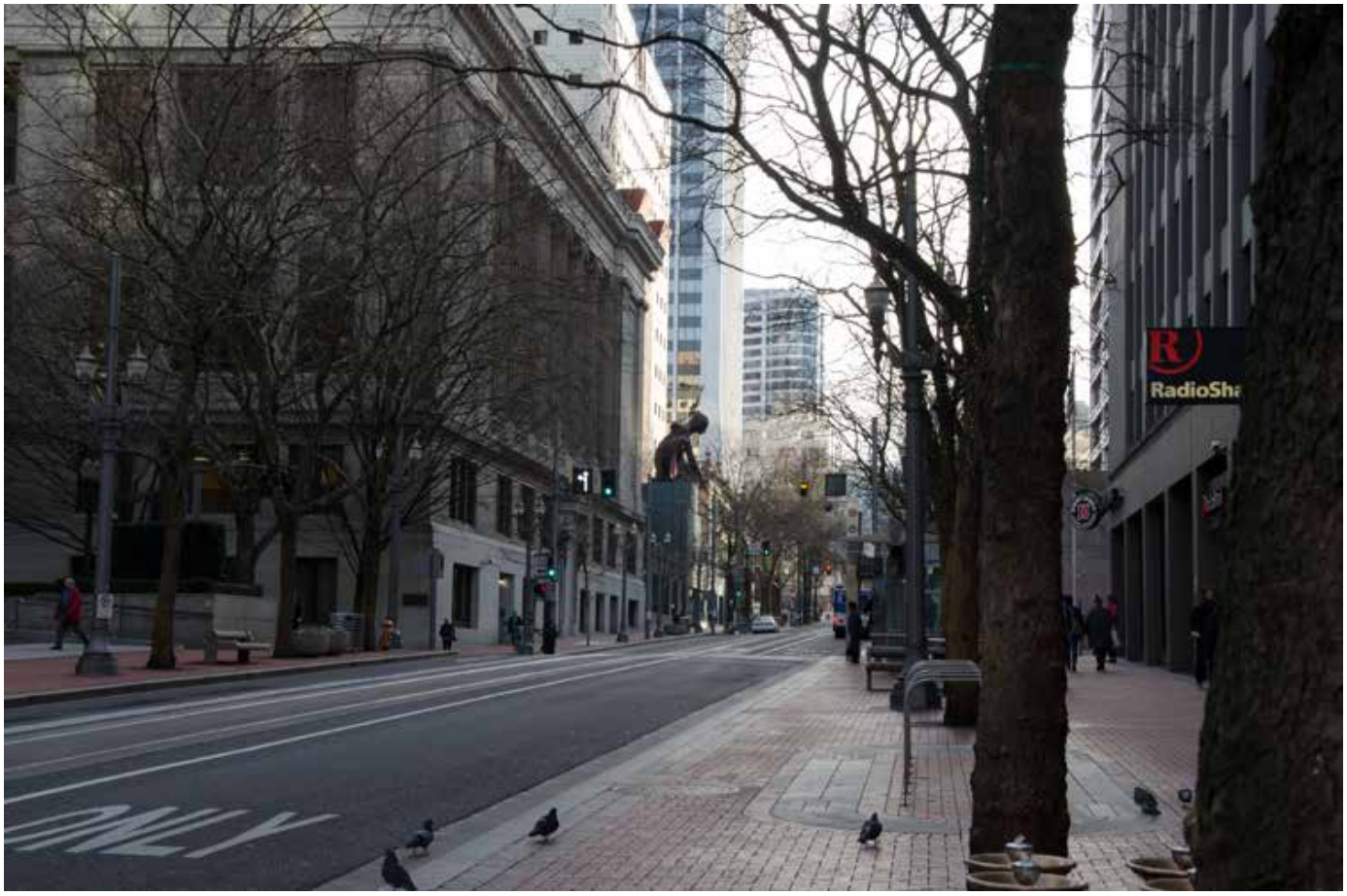
Description

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

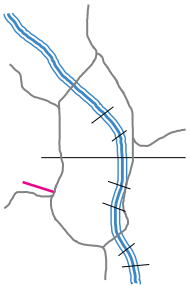
- This is a seasonal view street; street trees almost entirely block a view of Portlandia during leaf-on.
- SW 5th Avenue is part of Portland's Transit Mall.

Old SRI Code:



Looking south from SW 5th Avenue and SW Taylor Street

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. Overgrown 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

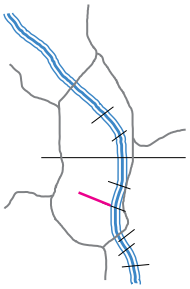
- Overgrown vegetation partially obscures the view of Vista Bridge.
- Overhead utilities are discordant.

Old SRI Code: VB23-14



Looking west from SW 14th Avenue and SW Jefferson 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

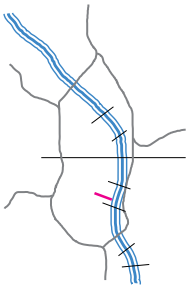
- Street trees partially obscure the bridge tower; the tower is more visible during leaf-off.

Old SRI Code:



Looking east from SW 2nd Avenue and SW Main Street

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

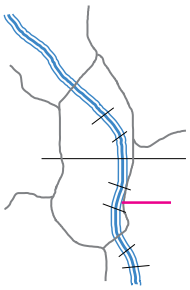
- Cars/trucks in traffic lanes block the view of Salmon Street Springs.

Old SRI Code: VC24-52



Looking southeast from SW 4th Avenue and SW Salmon Street

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

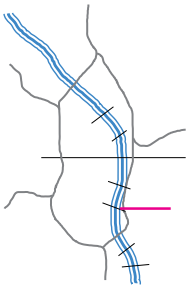
- Street trees completely block a view of the Wells Fargo Center and partially block the West Hills during leaf-on; the Wells Fargo Center and more of the West Hills are visible during leaf-off.
- SE Salmon Street is a designated Neighborhood Greenway.

Old SRI Code:



Looking west from SE 12th Avenue and SE Salmon Street

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

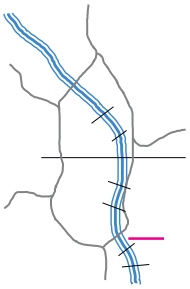
- Overhead utilities are discordant.
- SE Madison Street directly connects to the Hawthorne Bridge.

Old SRI Code:



Looking west from SE 12th Avenue and SE Madison Street

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

5. Scenic Corridors

5.a. Approach and Methodology

A scenic corridor is a linear transportation feature, including but not limited to a road, rail, trail or waterway that is valued for its aesthetic qualities and accessed by car, bus, bike, train, foot, wheelchair or boat. A scenic corridor is differentiated from other transportation infrastructure by the presence of multiple views, viewpoints, visual focal points or scenic sites located along the corridor. The views may be interspersed with vegetation, built structures, or other obstructing features of the surrounding environment. There may be pull-outs, pedestrian refuges or designated viewpoints along the corridor where travelers can safely stop and move out of the travel lanes to enjoy a particularly nice view.

In the 1989 *Scenic Resource Inventory Map*, scenic drives (roads) and scenic waterways were identified. The 1991 *Scenic Resources Protection Plan* grouped scenic drives and waterways and called them scenic corridors. This inventory expands scenic corridors to include those two subsets as well as other forms of travel.

In order to produce an inventory of scenic corridors, the following approach was followed:

1. **Map existing inventoried scenic corridors**
2. **Identify other scenic corridors**
3. **Document scenic corridors**
4. **Designate scenic corridors**

Unlike views and viewpoints, where even those with a very low evaluation score remained in the inventory, scenic corridors underwent two screenings to determine if the corridor should be included in this inventory.

1. Map Existing Scenic Corridors

The *Scenic Resource Inventory Map* (1989) and *Scenic Resources Protection Plan* (1991) identified one scenic drive and one scenic waterway that have visual relationship to the Central City: SW Terwilliger Boulevard and the Willamette River.

SW Terwilliger Boulevard extends from SW Barbur Boulevard in the south to SW Sam Jackson Park Road in the north. There are multiple viewpoints along the scenic drive that are of, or across the Central City; however, the drive itself is not within the Central City. Therefore, this inventory does not include the SW Terwilliger Boulevard scenic drive itself; however, it does include the viewpoints located along the scenic drive that are of or across the Central City.

The Willamette River is a scenic waterway. A portion of that scenic waterway, from the Ross Island Bridge in the south to the Fremont Bridge in the north is within the Central City and included in this inventory.

2. Identify other Scenic Corridors

Staff identified potential scenic corridors. Linear transportation features that met all of the following criteria were included for documentation and further evaluation for inclusion in the inventory:

1. The corridor is publically owned and accessible to the general public either by car, bus, train, bike, foot, wheelchair or boat;
2. The corridor is at least 0.5 mile in length within the Central City (it may extend beyond the Central City boundaries);
3. There is at least one previously-documented scenic viewpoint that is developed with features that allow travelers to move out of traffic to enjoy the view, such features include an automobile pull-out, a pedestrian refuge or a bump-out; and
4. There is a combination of three or more of the following previously-documented scenic resources located along the corridor:
    a. Developed viewpoints,
    b. Visual focal points that are located immediately adjacent to the corridor, or
    c. Scenic sites that are located immediately adjacent to the corridor.

It should be noted that this inventory update focused only on *scenic* corridors. Many travel corridors may serve as corridors for other reasons (e.g., pedestrian access, way finding, commercial corridors) and have many elements along the corridor that are visually interesting. However, that alone does not mean they are *scenic* corridors. To be a *scenic* corridor, the corridor must meet all of the above criteria.

3. Document Scenic Corridors

Staff took the approach of documenting all existing and potential scenic corridors in the Central City. The approach was chosen because the previous scenic resource plan didn't use a standard set of criteria for inclusion in the inventory and staff were not able to determine if any potential scenic corridors were missed.

Data Collection

Staff drove, walked, biked or navigated nearly all existing and potential scenic corridors. The field assessment elements that were documented included:

- Type of corridor: road, rail, trail, path, river, stream
- Types of transportation modes corridor accommodates
- One-way or two-way direction of travel

- Location of start and terminus of the scenic corridor within the Central City. Some scenic corridors may extend beyond the boundaries of the Central City; those portions of the corridor will need to be updated during subsequent plan projects.
- Approximate length of scenic corridor within the Central City. Again, some scenic corridors may extend beyond the boundaries of the Central City; those portions of the corridors will need to be updated during subsequent plan projects.
- Types and description of the scenic resources located along the corridor that qualify it for inclusion in this inventory

Photographs

Photographs were taken along with the field assessment elements. All photographs were taken on a Nikon D7000 camera with a Nikon AF-S DX NIKKOR 18-105mm f/3.5-5.6G ED VR lens using the raw NEF format. The camera was set to the landscape scene function. A standard setting of 35mm was used. Due to safety concerns, it was not always feasible for staff to set up the tripod and take a standardized set of photographs for scenic corridors. Instead, photos were taken from safe locations where staff could get out of traffic or when it was possible for the passenger to take a photo from within a vehicle or boat. Because it was not always possible to take pictures while travelling (especially by bike), staff supplemented the photographs with Google Earth images and indicated as such in a footnote.

4. Designate Scenic Corridors

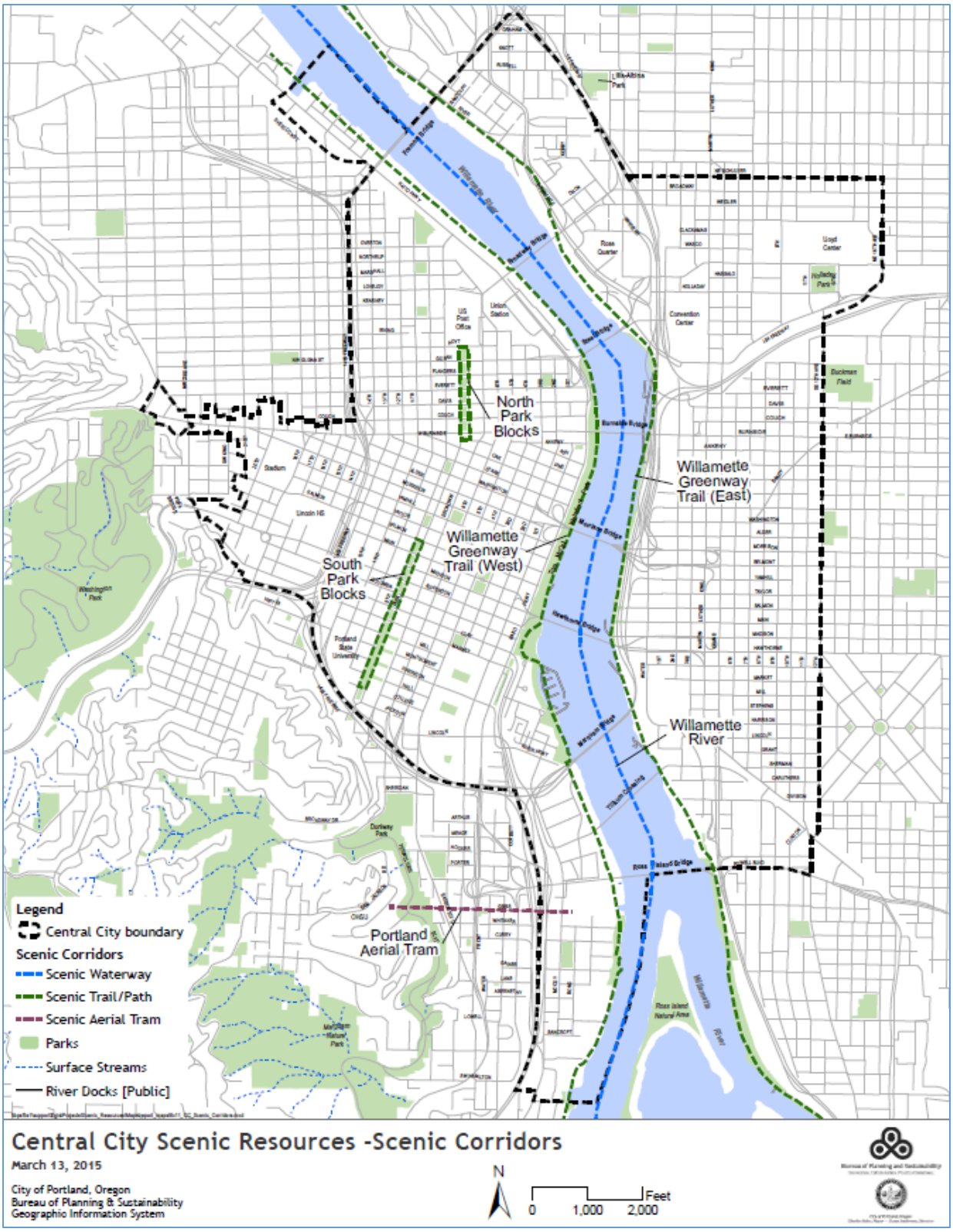
All scenic corridors that met the first screen were documented and photographs were taken. The photographs were then used to evaluate each scenic corridor to determine which would remain in this inventory. This evaluation was performed by city staff and verified by the project consultant.

Evaluation Criteria

1. Scenic Qualities - There are visual features, besides the formal viewpoints or scenic sites that add to the scenic quality of the corridor. Landscaping or natural vegetation lines portions of the corridor; open water is visible from the corridor; or historic buildings or cultural resources are located along the corridor.
2. Uniqueness – The scenic corridor is unique in Portland or within the neighborhood or district. There are views and features present along the corridor that can only be seen in this location. The scenic resources located along the corridor create an identity that helps define the neighborhood or district.
3. Predominance – There are a predominance of scenic resources and visual features that contribute to the scenic quality of the corridor. This is a subjective evaluation. It is based on whether most of the corridor appears scenic to the viewer or if the viewer is just traveling to a particular viewpoint or scenic site.

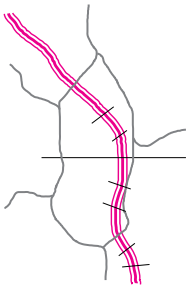
5.b. Scenic Corridors Results

There are six scenic corridors in the Central City. Some of the scenic corridors extend beyond the Central City; however those areas are not included in this inventory. Map 11 shows each scenic corridor.



Map 11: Scenic Corridors

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.

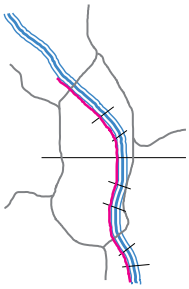
Ownership: 56% public; 44% private

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.

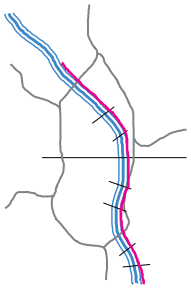
Ownership: Portland Parks & Recreation

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.

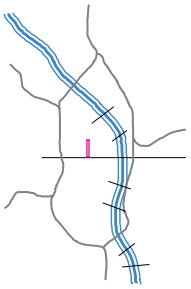
Ownership: Portland Parks & Recreation

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.

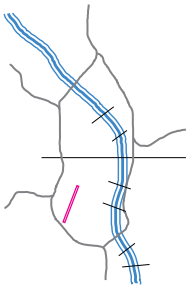
Ownership: City of Portland

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.

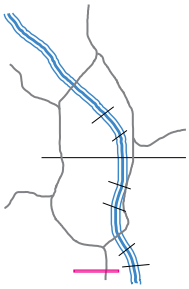
Ownership: City of Portland

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.

Drawing from the above factors (previously designated visual focal points, new development, the focal points identified by the experts, and the focal points documented in the field), staff identified a set of potential visual focal points. Staff then used the following criteria to produce a list of proposed visual focal points for the Central City:

Criteria for Inclusion

1. The focal point may be a built feature or a natural feature;
2. 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);
3. The focal point must be publically owned or, in the case of a natural element, such a mountain, the element must be protected;

4. 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
5. 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.

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

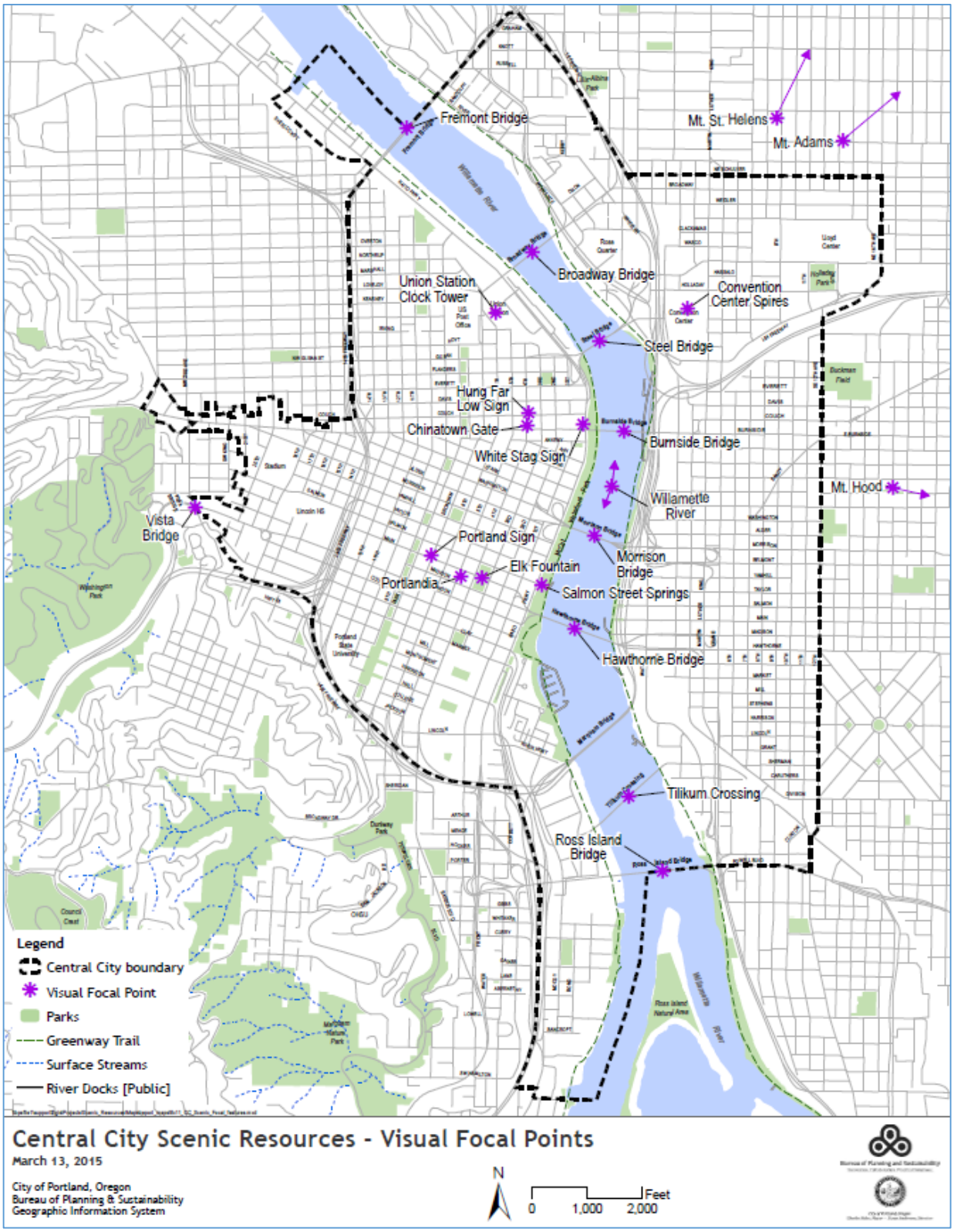
In many cases, a photograph, or many photographs (in the case of Mt Hood), were taken during the field assessment for viewpoints or view streets. The remaining visual focal points that were not photographed during the previous field visits were photographed separately using the same methodology as was 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

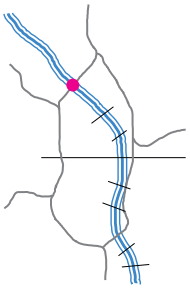
Visual focal points are the primary focal features identified for the views and view streets. In addition, some visual focal points from the 1989 *Scenic Views, Sites and Drives Inventory* may also be included. The visual focal points for the Central City are:

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



Map 12: Visual Focal Points

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

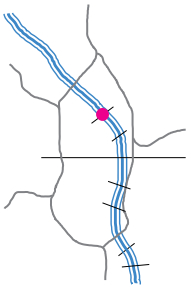


The Fremont Bridge from the Greenway Trail (west)



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)

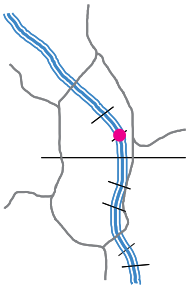


The Broadway Bridge from the Greenway Trail (west)



The Broadway Bridge from the Steel Bridge

STEEL BRIDGE



Location: Willamette River mile 12.1
Ownership: Union Pacific Railroad
Status on other lists:



The Steel Bridge from the Broadway Bridge

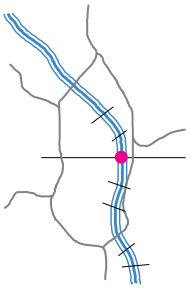


The Steel Bridge from the Greenway Trail (west)

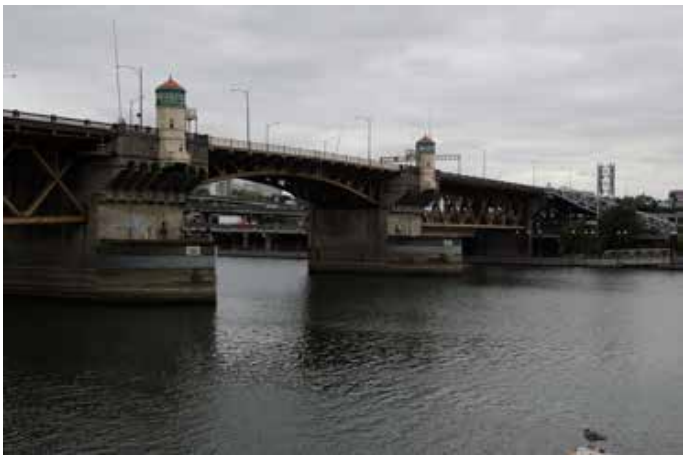


The Steel Bridge from the Eastbank Esplanade

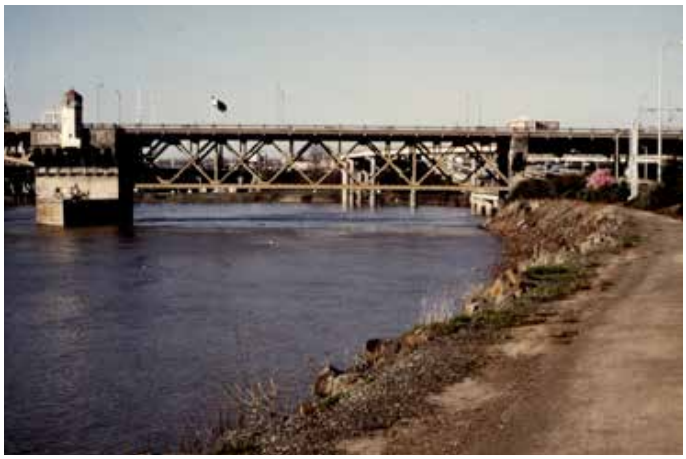
BURNSIDE BRIDGE



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)

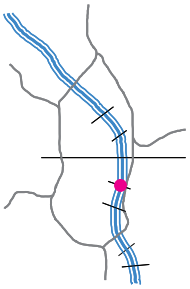


The Burnside Bridge from the Eastbank Esplanade circa 1988



The Burnside Bridge from the Eastbank Esplanade

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

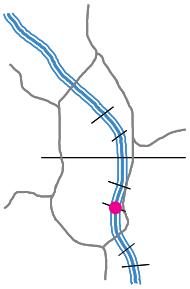


The Morrison Bridge from the Burnside Bridge at night



The Morrison Bridge from the Greenway Trail (west)

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

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

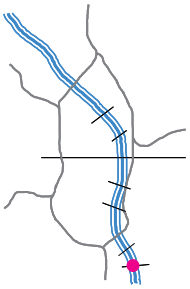


Tilikum Crossing from South Waterfront



Tilikum Crossing from the Ross Island Bridge

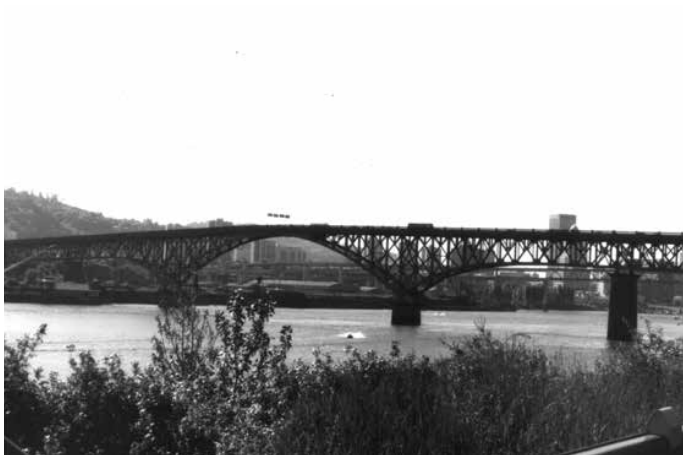
ROSS ISLAND BRIDGE



Location: Willamette River mile 14.0
Ownership: Oregon Department of Transportation
Status on other lists:



The Ross Island Bridge from Springwater Corridor

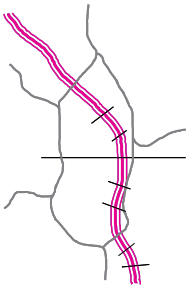


The Ross Island Bridge from Springwater Corridor circa 1988



The Ross Island Bridge from Tilikum Crossing

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

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

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

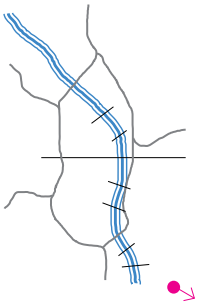


Mt Adams from the International Rose Test Garden



Mt Adams from the International Rose Test Garden

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

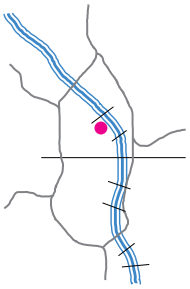


Mt Hood from the Greenway Trail (west) at Salmon Street Springs



Mt Hood from Pittock Mansion

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

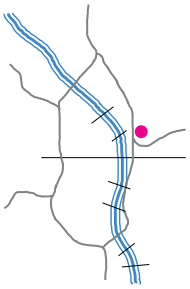


Union Station clock tower from the pedestrian bridge at Union Station



Union Station clock tower from the Broadway Bridge

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

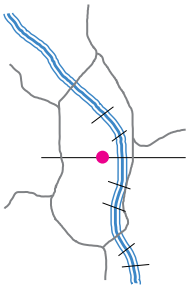


Oregon Convention Center spires from the Burnside Bridge at night



Oregon Convention Center spires from the Burnside Bridge

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

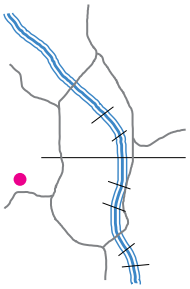


Chinatown Gate from NW 4th Avenue and NW Couch Street



Chinatown Gate from W Burnside Street and SW 4th Avenue

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

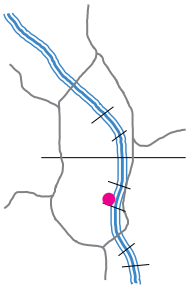


Vista Avenue Viaduct from SW Jefferson Street and SW 14th Avenue



Vista Avenue Viaduct from SW Sherwood Boulevard

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

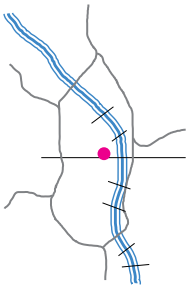


Salmon Street Springs from SW Naito Parkway and SW Salmon Street



Salmon Street Springs from Greenway Trail (west)

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

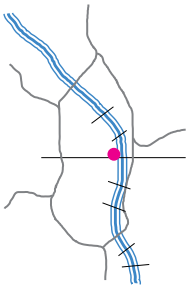


The Hung Far Low sign from NW 4th Avenue and NW Davis Street



The Hung Far Low sign from NW Couch Street at NW 4th Avenue

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

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

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

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

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 148th and NE Halsey, and Shriner's Hospital. However, none of these 10 sites are within the Central City boundary nor are any positioned such that they have views of the Central City that could be blocked by development or vegetation within the Central City.

With the exception of Leach Botanical Garden, the scenic sites inventory conducted for the *Scenic Views, Sites and Drives Inventory* excluded parks and open spaces currently designated 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)

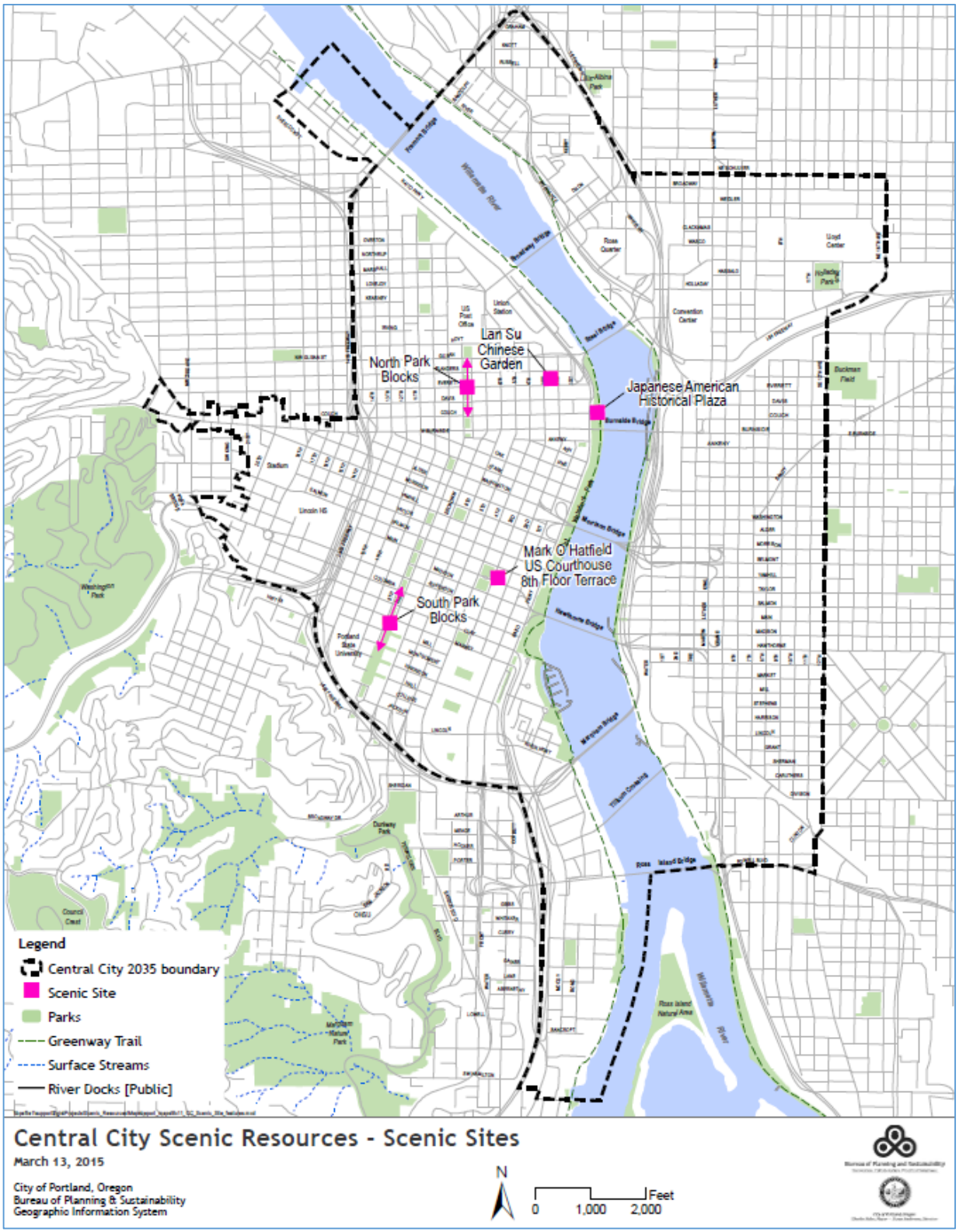
Photographs

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

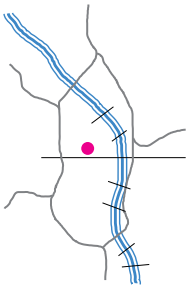
There are five scenic sites in the Central City:

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



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.

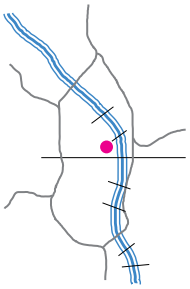
Ownership: City of Portland

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).

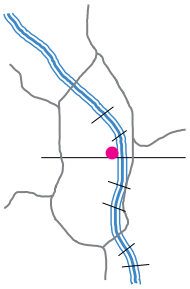
Ownership: City of Portland (contracts with Lan Su Chinese Garden non-profit to operate and maintain garden)

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.

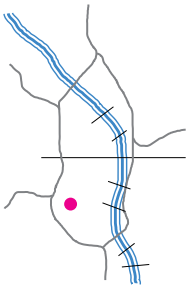
Ownership: City of Portland

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.

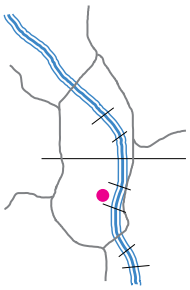
Ownership: City of Portland

Status on other lists: Two trees on Heritage Tree list; National Register of Historic Places (pending)



South Park Blocks

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:

Image not currently available



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

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 detractions.
- *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 map.pdf
- Ithaca view rating scale.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 thee 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.)[1]
- *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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[1] 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/

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 Crags
- 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

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/I5_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

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

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

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 ones perception of the view itself. This is not to imply that contrast with a 'built' fore or mid ground 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.

Portland Central City Scenic Views								
BMPs								
MIG 07/03/2014								
Place	**Date**	**Viewpoint identification**	**Inventory**	**Ranking method**	**Mapping**	**Protection methods**	**Experience**	**Notes**
Ithaca NY	1990s	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	Criteria first, then	27 views protected	Good mapping	Height limits, design review	Mixed results	Focus on shoreline, skyline
		establish view importance	view inventory to	complex 3-d view	& control			views to mountains, hillside development
		Expert group/delphi	seek out views that	metric				restrictions
		Public workshops	met criteria					
Edinburgh UK	2007	42 views analyzed	Photos	Not clear	View cones	New bldngs can't break into	Not known	Focus on local skylines,
		Public concern over views	Description	Skylines the focus	Sophisticated	sky space		hist. bldngs related to
					"Sky space"			hills & water features
								Sky space concept unique
Valencia Spain	2008	landscape assessment	4800 photos	Public preference	Mapped	Land use controls	Not known	Good method for visual
		rather than specific	368 used	Demographic control	landscapes	Billboard controls		preference/public
		views	Character typology	Photos on tables				Good predictive scientific framework
		scientific method						
San Francisco CA	1996?	Overlooks, viewpoints	No info	No info	No info	Height limits	Not known	Seeking more information
		open spaces, hill tops						
Denver CO	1968	Views to Front Range from	15 parks had ext.	Ranking not known	View planes	Inclined plane measured from	Long standing	Good method for height
	Additions	public parks	views of Front Range		for each	east edge of sites	program	control from viewpoints
		Skyline, airport	or river			1' per 100'	has expanded	
Napa County CA	2001	Views from designated	Not known	Slopes over 15% or	NA	Design review/viewshed manual	Not known	Large area view content protection
		scenic roads & corridors		on ridgeline				similar to CGNSA
National Park	2014	Method for each park/site	Local knowledge	landscape, viewpoint,	NA	Within park, management	New program	Includes natural & cultural features
Serice	Draft	to choose locally	Published views	significance, invstmnt		Outside, purchase or	Not adopted	Adaptable to urban areas
				use level, int themes		negotiation		Possibly useful scoring method
								Some flaws
Austin TX	2001	50+ view corridors to	Started with 60	Dropped some for	Cones	Variable height limits within	Hgt limits	Development pressure
	Hgt limits	capital bldng		economic reasons	mapped	1/4 mi of capital	breached	to violate rules building up
	since 1931						in 1960s	Single feature to protect

Honolulu HA	1960s	Views to Diamond Head	NA	NA	NA	Height limits across a district	Seems to	Came into place to prevent
		from public places				to prevent tall bldng	work	tall bldngs encroaching on
						encroachment		one major landform
						Design guidelines		
Seattle WA	1980s	Accessible public VP	Not known	Point system based	Not known	Exclusively design review	Pressure	Could not find point system used
		Prominence of view object		on significance			to weaken	May have some use to PDX, but
		Iconic, unique, noteworthy		high use, optimum			over time	better examples are out there
				Considered difficulty				
				of protecting view				
Cinncinati OH	2007	82 views evaluated	Field photos	Scoring matrix	Very good	Multiple	Not known	High concentration of views in a few areas
		From hilltops & Hillsides	& mapping	View quality	maps & GIS			Parks, streets, st. termini, steps, pkwys
		11 views OF hills		VP locale/type				Most vpts street related
				Seasonality				
				Saety				Great view typology summaries
				7 pts possible				
				By committee				
Mississippi River/Twin Cities	2014	Field driven, stakeholder	Field teams gatherd	Scoring system	NA	Being developed	Not in use yet	Seems like good inventory & ranking
	draft	& public involvement	data & photos	visual character		many jurisdictions involved		system with elements useable by Portland
				viewpoint quality				
				viewpoint use				
				staility/risk				
Auckland NZ	1976	ad hoc	ad hoc	None really	Good comp map	Height & setback control	appear to be	"Viewshafts" are the protected corridors
		Initially 3 popular views	add & subract sites	Islands, mountains,			problems	Cautionary tale on ad hoc systems
			over time	bay views predominate				
			87 present views					

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 executive director 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 Toulan 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.

<u>River View Criteria</u>

For the river photo set, the experts were asked to rate the same three criteria of the whole view as the upland set:

1. **Universal Scenic Quality** – This criterion refers to the scenic beauty of the view in an urban context. This is the instantaneous basic visual appeal that anyone from anywhere would find in the view irrespective of where in the world the view might be found. How much does the content and composition of the view draw one's aesthetic attention and enjoyment, invite one to pause or rest a bit and look, to stop thinking or worrying about other matters, to remember the view, or to come back again (perhaps with another person).

2. **Essence/Iconic of Portland** – This criterion refers to the degree to which a view includes or expresses distinctive and unique content specific to Portland and how it sits in its local or regional landscape setting. This local expression may be simple and intuitively noticed just from visual cues in the view so that it will very likely be appreciated by outside visitors. Or, appreciation of the essence of Portland in a view might require some basic and generally held knowledge of the city's history, landscape evolution, cultural identities or collective sense of place. A view that is iconic of Portland because it is often employed in media about the city would be a clear case of high essence of Portland.
3. **Portland Imageability** - This criterion tends to combine both of the above criteria, with the added dimension of strong place identification. An imageable view helps orient the viewer and help her/him understand where she/he is in relation to a commonly shared mental map of Portland. Imageability refers, in part, to the degree that a view includes readily recognizable features and patterns (such as nodes, landmarks, paths and districts) that generate positive notice, activate strong place identification and emotional attachment, and secure "placement" in the world. ("Imageability" is more place-specific than "universal scenic quality" which would apply to a view just as well if it were found in another city.)

Next, experts were asked to rate five criteria of features within the river views:

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

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

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

Viewpoint Evaluation

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

1. **Developed Viewpoint** – This was documented during field visits. A location may be developed in general, but if it is not developed specifically as a viewpoint it did not receive points under this criterion. A developed viewpoint would include at least one of the following improvements: pedestrian refuge or bump-out, automobile pull-out, bench, viewing telescopes, etc. A developed viewpoint indicates public investment in that location as a viewpoint.
   - Developed as a viewpoint = 1 point
   - Not developed as a viewpoint = 0 points
2. **Viewpoint Accessibility** – This was documented during field visits and was based on the staff experience accessing the viewpoint. Access that is possible by car, bike, and foot was documented along with whether the viewpoint had adjacent parking and whether there was a transit stop within two blocks of the viewpoint.
   - Low accessibility = 0 points – the viewpoint is difficult to find and can only be accessed well by one mode of transportation.
   - Moderate accessibility = 0.5 point – the viewpoint is either difficult to find but can be accessed well by multiple modes of transportation, or the viewpoint is easy to find but can only be accessed well by one mode of transportation.
   - High accessibility = 1 point – the viewpoint is easy to find and can be accessed well by multiple modes of transportation.
3. **Amount of Use as a Viewpoint** – This was documented during field visits and was based on observations during the field visits as well as professional knowledge regarding the use of different destinations in Portland. It is important to note that a viewpoint may have high use, but not as a viewpoint. For example, Tom McCall Waterfront Park has very high use; however, not all of the viewpoints in the park have high use as a viewpoint. To receive a score of 1, the viewpoint must be a destination for taking in a view. For example, people travel to Pittock Mansion specifically for the view of the city and Mt Hood. However, people using the Eastbank Esplanade may stop anywhere along it to enjoy views of the river, bridges and downtown skyline but the entire Eastbank Esplanade is not a destination viewpoint.
   - Low use as a viewpoint = 0 points (e.g., SW 2nd and Salmon's view of Salmon Street Springs)
   - Moderate use as a viewpoint = 0.5 point (e.g., the Eastbank Esplanade's view of the city skyline)
   - High use as a viewpoint = 1 point (e.g., Pittock Mansion's view of Mt Hood and the city skyline)

Score, Rank and Group Views and Viewpoints

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

Upland Views

Scoring Methodology for Upland Views

The total score for upland views is the average expert score for universal scenic quality plus the staff scores for the viewpoint.

Expert scores of the three criteria that served to rate whole upland views (universal scenic quality, essence/iconic of Portland and Portland imageability) had the potential to serve, either by themselves or in combination, as the basis for producing an overall score for the views. To determine which of these criteria to use, and among which experts, a reliability coefficient (coefficient of determination) was calculated across all the experts for each of these three qualities. These coefficients are called "average correlations" in Figure 2 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 2 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).

PEARSON PRODUCT MOMENT CORRELATION MATRIX OF RATINGS

UPLAND VIEWS **UNIVERSAL SCENIC QUALITY**

	Expert 1	Expert 2	Expert 3	Expert 4	Expert 5	Expert 6	Expert 7	Average by Expert
Expert 1	1.00	0.75	0.73	0.16	0.53	0.78	0.72	0.61
Expert 2	0.75	1.00	0.72	0.29	0.58	0.76	0.62	0.62
Expert 3	0.73	0.72	1.00	0.38	0.62	0.65	0.62	0.62
Expert 4	0.16	0.29	0.38	1.00	0.31	0.30	0.27	0.29
Expert 5	0.53	0.58	0.62	0.31	1.00	0.60	0.41	0.51
Expert 6	0.78	0.76	0.65	0.30	0.60	1.00	0.63	0.62
Expert 7	0.72	0.62	0.62	0.27	0.41	0.63	1.00	0.55

Average Correlation with Expert 4 Included = 0.54
Average Correlation without Expert 4 = 0.59

PEARSON PRODUCT MOMENT CORRELATION MATRIX OF RATINGS

UPLAND VIEWS **ESSENCE/ICONIC OF PORTLAND**

	Expert 1	Expert 2	Expert 3	Expert 4	Expert 5	Expert 6	Expert 7	Average by Expert
Expert 1	1.00	0.60	0.48	0.18	0.41	0.60	0.55	0.47
Expert 2	0.60	1.00	0.65	0.19	0.47	0.63	0.51	0.51
Expert 3	0.48	0.65	1.00	0.34	0.60	0.57	0.46	0.52
Expert 4	0.18	0.19	0.34	1.00	0.38	0.32	0.20	0.27
Expert 5	0.41	0.47	0.60	0.38	1.00	0.57	0.41	0.47
Expert 6	0.60	0.63	0.57	0.32	0.57	1.00	0.42	0.52
Expert 7	0.55	0.51	0.46	0.20	0.41	0.42	1.00	0.43

Average Correlation with Expert 4 Included = 0.45
Average Correlation without Expert 4 = 0.49

PEARSON PRODUCT MOMENT CORRELATION MATRIX OF RATINGS

UPLAND VIEWS **PORTLAND IMAGEABILITY**

	Expert 1	Expert 2	Expert 3	Expert 4	Expert 5	Expert 6	Expert 7	Average by Expert
Expert 1	1.00	0.49	0.43	0.17	0.37	0.61	0.53	0.43
Expert 2	0.49	1.00	0.52	0.20	0.43	0.57	0.50	0.45
Expert 3	0.43	0.52	1.00	0.28	0.60	0.56	0.38	0.46
Expert 4	0.17	0.20	0.28	1.00	0.27	0.31	0.29	0.25
Expert 5	0.37	0.43	0.60	0.27	1.00	0.57	0.41	0.44
Expert 6	0.61	0.57	0.56	0.31	0.57	1.00	0.46	0.51
Expert 7	0.53	0.50	0.38	0.29	0.41	0.46	1.00	0.43

Average Correlation with Expert 4 Included = 0.43
Average Correlation without Expert 4 = 0.46

Key to Colors:		
	Highly acceptable reliability indicator.	r>.70
	Acceptable reliability indicator.	r=.60-.69
	Marginally acceptable reliability indicator.	r=.50-.59
	Marginally unacceptable reliability indicator.	r=.40-.49
	Unacceptable reliability indicator.	r<.40

Figure 2: 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 3) 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.

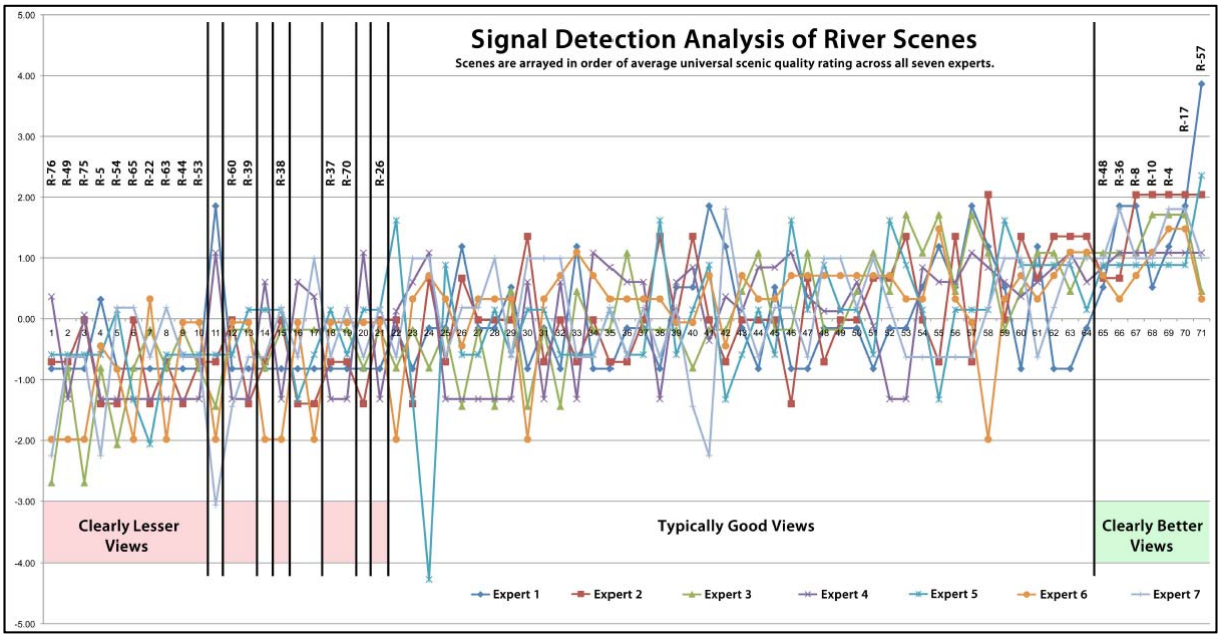


Figure 3: Signal Detection for the Experts' Scores of River Views

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 give 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	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	Russell St under I-5 overpass			U-35	new	
CC_N02	Lillis Albina Park - West Edge			U-67	new	
CC_N03	N Commercial at 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	relocated	Relocated to the east side of Larrabee because west side of street has no sidewalk
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, east of center			R-66	new	
CC_NE01	NE 12th Ave I-84 overpass		VC 24-16	U-16	existing	
CC_NE02	NE Lloyd Blvd, west of 11th			U-48	new	
CC_NE03	12th st I 84 overpass			U-46	new	
CC_NE04	Greenway viewpoint at Convention Center Plaza		VC 24-06	R-1	existing	
CC_NE05	NE Lloyd Blvd, west of 9th			U-47	new	
CC_NE06	Greenway Trail developed VP above EB 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	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, N pt.			R-37	new	
CC_NW08	The Fields Park, southeast trail			U-65	new	
CC_NW09	Greenway Trail between Fremont and Broadway, 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 just south of Broadway Bridge			R-64	new	
CC_NW16	Greenway between Broadway and Steel Bridges	CCPV29	VB 24-29	R-14	existing	
CC_NW17	Pedestrian bridge b/w railyards dev and union sta			U-53	new	
CC_NW18	Ped bridge between yards development and station		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	CCPV27		R-42	existing	
CC_NW21	NW Glisan and 4th			U-52	new	
CC_NW22	Greenway south of Steel Bridge			R-27	new	
CC_NW23	Greenway 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, north of Morrison Bridge			R-69	new	
CC_SE04	Eastbank Esplanade between Washington and Alder			Not included	new	three very similar photos were taken (SE93, SE04 and SE05), one was sent to experts; other two extrapolated
CC_SE05	Eastbank Esplanade at Alder			Not included	new	three very similar photos were taken (SE93, 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 Salmon St developed viewpoint
CC_SE11	Eastbank Esplanade, just north of Hawthorne Bridge	CCPV17, GVP		R-23	existing	
CC_SE12	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 Stephens & 3rd
CC_SE15	EastGreenway Trail south of Marquam Bridge at OMSI	CCPV11		R-53	existing	
CC_SE16	Eastbank Esplanade bw Marquam and Tilikum			R-74	new	
CC_SE17	East Greenway Trail south of OMSI			R-67	new	
CC_SE18	Tilikum Crossing - Northeast Pedestrian Bumpout			not included	new	Under construction
CC_SE19	SE Caruthers at Willamette River	CCPV8		R-28	existing	
CC_SE20	SE McLoughlin/Grand at Caruthers			U-55	new	
CC_SE21	Tilikum Cross - Southeast Pedestrian Bumpout			R-30	new	
CC_SE22	East Greenway trail in front of SK northwest			R-29	new	
CC_SE23	SE McLoughlin/Grand 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	SE McLoughlin and Franklin	GVP	VB 31-05	U-15	existing	
CC_SE26	Springwater Corridor, south of Ross Island Bridge			R-72	new	
CC_SE27	Springwater Trail - Franklin/Haig, middle bench			Not included	new	photo taken during leaf-off; results extrapolated
CC_SE28	Springwater Corridor dirt path, S of Ross Island B		VB 31-24	R-73	existing	
CC_SE29	Springwater Trail - SW Rhone St, north bench			Not included	new	photo taken during leaf-off; results extrapolated
CC_SE30	Springwater Trail - SW Bush St, north seating area			Not included	new	photo taken during leaf-off; results extrapolated
CC_SW01	Greenway 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 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 at Salmon Springs	CCPV18	VM 24-45, VB 24-31	R-71, R-16 (A,B)	existing	This is a large viewpoint with multiple vantanges 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 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	Replocated to the landscape feature with plam trees and seating
CC_SW29	Waterfront 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 dock by Newport Seafood	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 VP at S end of gardens by Montgomery			R-59 (A,B)	new	
CC_SW37	SW Lincoln and Pedestrian Walkway			not included	new	
CC_SW38	Greenway bw VPs at S end of Mont garden & 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	Greenway trail VP at end of SW Hall			R-60	new	
CC_SW41	Greenway trail under Marquam Bridge	CCPV10		R-54	relocated	Relocated to the developed viewpoint under the Marquam bridge.
CC_SW42	SW Davenport at Governor's Park		VC 23-35	Not included	existing	photo taken during leaf-off; results extrapolated
CC_SW43	Greenway trail south of Marquam Bridge	CCPV9		Not included	existing	Under construction
CC_SW44	Tilikum Crossing - Northwest Pedestrian Bumpout			Not included	new	Under construction; results extrapolated
CC_SW45	Greenway trail, south of Marquam Bridge		VB 24-18	Not included	existing	Under construction
CC_SW46	SW Broadway Dr, north of Hoffman		VM 31-36	U-12	existing	
CC_SW47	Tilikum Cross - Southwest Pedestrian Bumpout			Not included	new	Under construction; results extrapolated
CC_SW48	Greenway trail, north of Tilikum Crossing	CCPV7, GVP		Not included	existing	Under construction
CC_SW49	Greenway Trail at SW Aurther			R-21	new	under construction
CC_SW50	Terwilliger S of Sam Jackson		VC 31-31	U-10	existing	
CC_SW51	Terwilliger, south of Sam Jackson		VP 31-30	Not included	existing	photo retaken during leaf-off; results extrapolated
CC_SW52	Terwilliger N of Campus Dr.		VM 31-38	U-2	existing	
CC_SW53	Riverbank North of Ross Island Bridge	CCPV6		Not included	existing	Under construction
CC_SW54	Ross Island Bridge, west			R-33	new	
CC_SW55	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	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	OHSU Tram - North Platform at Top			U-30 (B)	new	
CC_SW58	SW Gibbs Street Pedestrian Bridge			U-56 (A,B, C, D)	new	

CC_SW59	Ross Island Bridge from South (Zidell)	CCPV3, GVP	VB 31-09	Not included	existing	Under construction
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	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 outisde of the CCSRI boundary
CC_SW65	SW Terwilliger N of Condor		29	U-5	existing	
CC_SW66	Greenway at SW Curry			R-75	new	Under construction; experts sent representive photos with construction fencing
CC_SW67	Caruthers Park - SW Bond at Pennoyer			U-29	new	
CC_SW68	Greenway at SW Pennoyer			R-76	new	Under construction; experts sent representive photos with construction fencing
CC_SW69	Greenway at SW Gaines			R-34	new	Under construction; experts sent representive photos with construction fencing
CC_SW70	Greenway Trail at Old Spaghetti Factory		CCPV2	R-57	existing	
CC_SW71	Bancroft, Hamilton, Terwilliger		View 30	U-6	existing	
Redesignated	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_SW65)
Retired	SW Terwilliger Blvd		Viewpoint 75	Not Included		No developed viewpoint at this location; two developed viewpoints immediately to the north (CC_SW62 & CC_SW65)

Redesignated	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	Montgomery St Stairs		VC 24-44	Not Included		View is completely blocked by development
Retired	South Park Blocks, near Jackson St		VM 24-21	Not Included		View is completely blocked by development
Retired	Gazebo at 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 Ankeny			U-20		View west from 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 visits.

If the primary focal feature of the view was identified as the "downtown skyline" a line of sight was drawn to one or more of the four most dominant 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.

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 intersection points from the 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. Class breaks on the map were symbolized using the Quantile method with 20 classes. Class breaks are for visualization of concentrations only; values are relative.

Line of Sight: Line Density (Maps 2, 3 and 4)

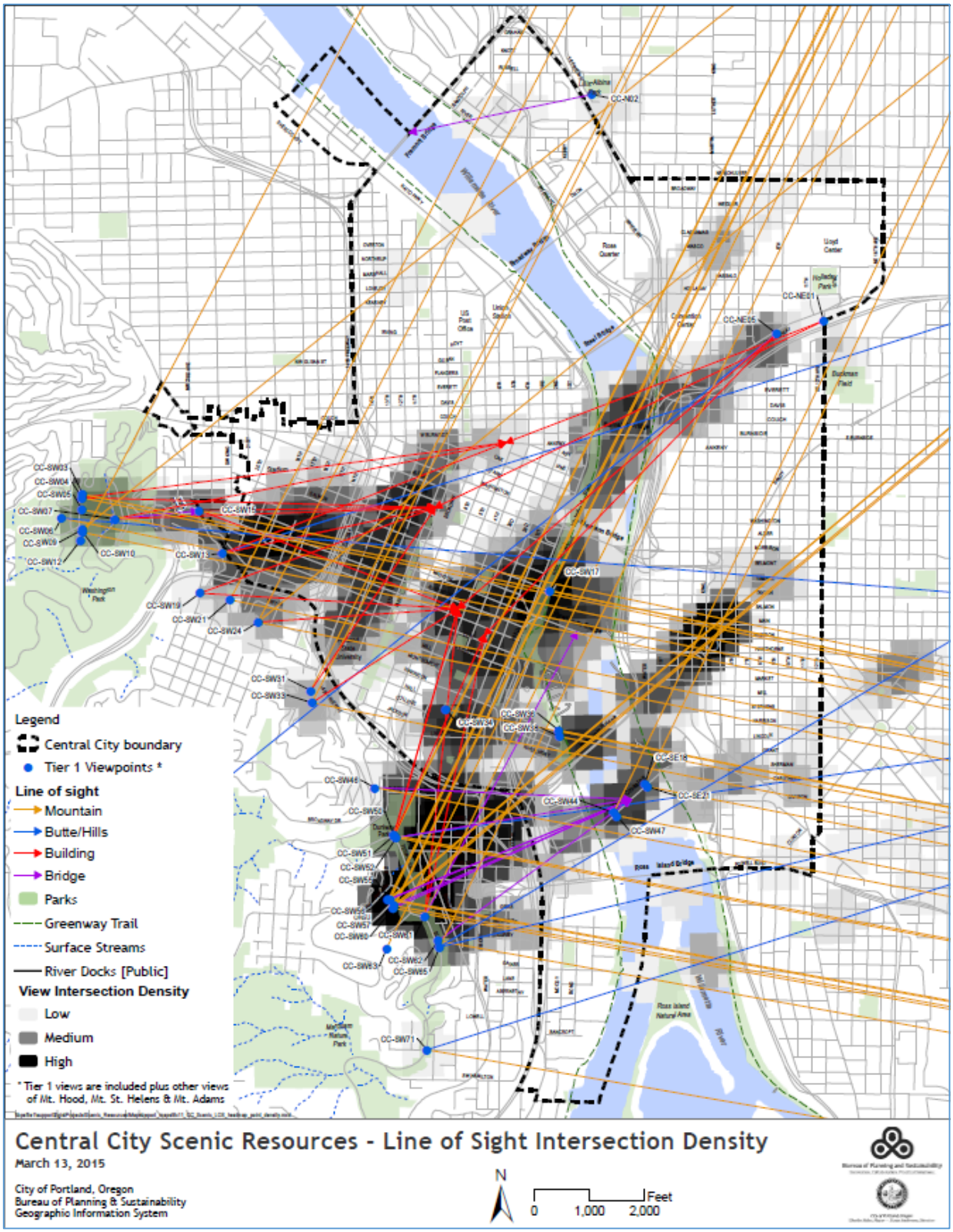
ArcGIS Spatial Analyst Line Density Tool was used to calculate the density of lines of sight. Cell output size was 250 ft x 250 ft, an approximation for a Portland city block. Then, three scenarios were run to determine which would be the most useful for displaying the data. The nearest neighbor cell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

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

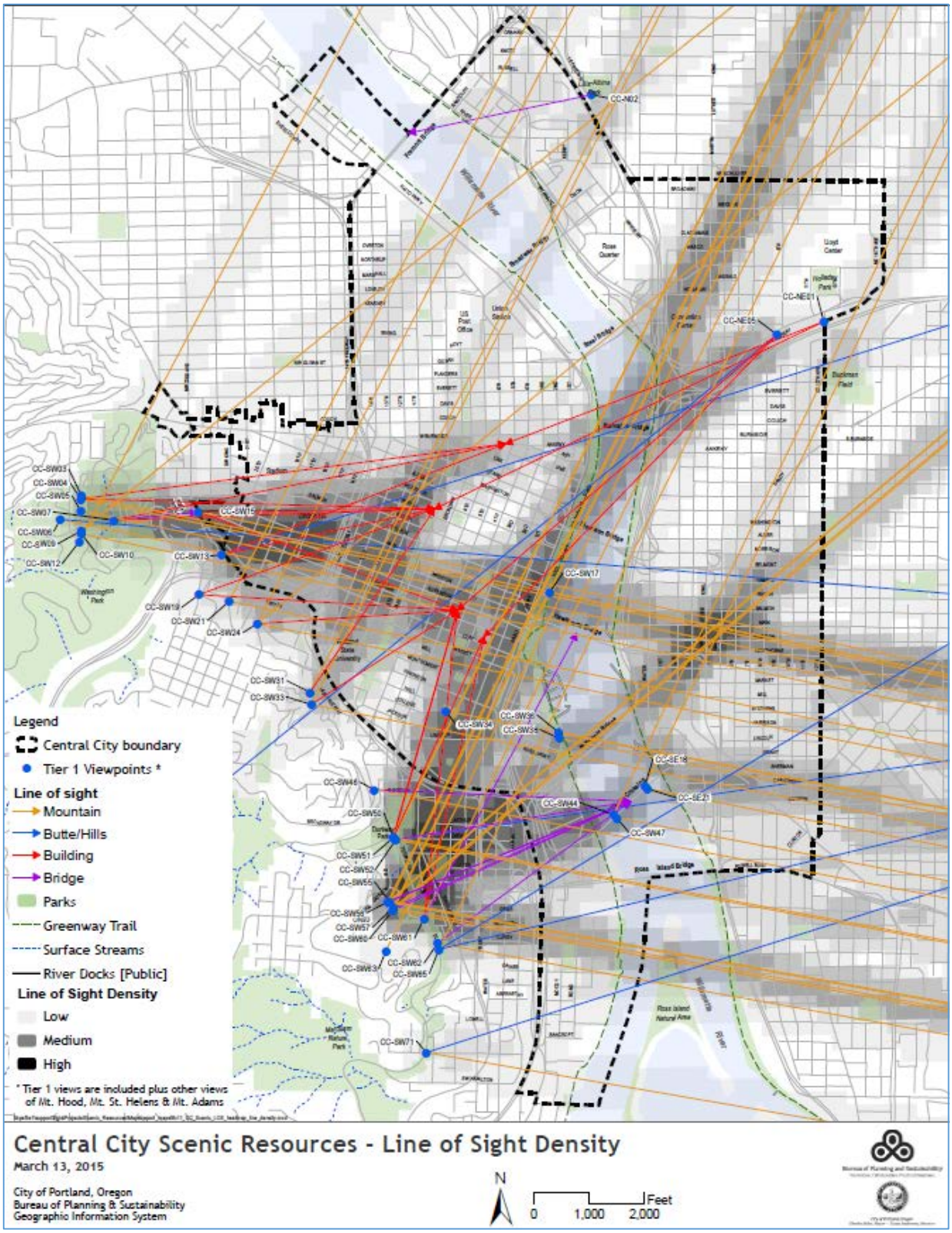
Class breaks on the map were symbolized using the natural breaks (Jenks) method with 10 classes. Class breaks are for visualization of concentrations only; values are relative.

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.

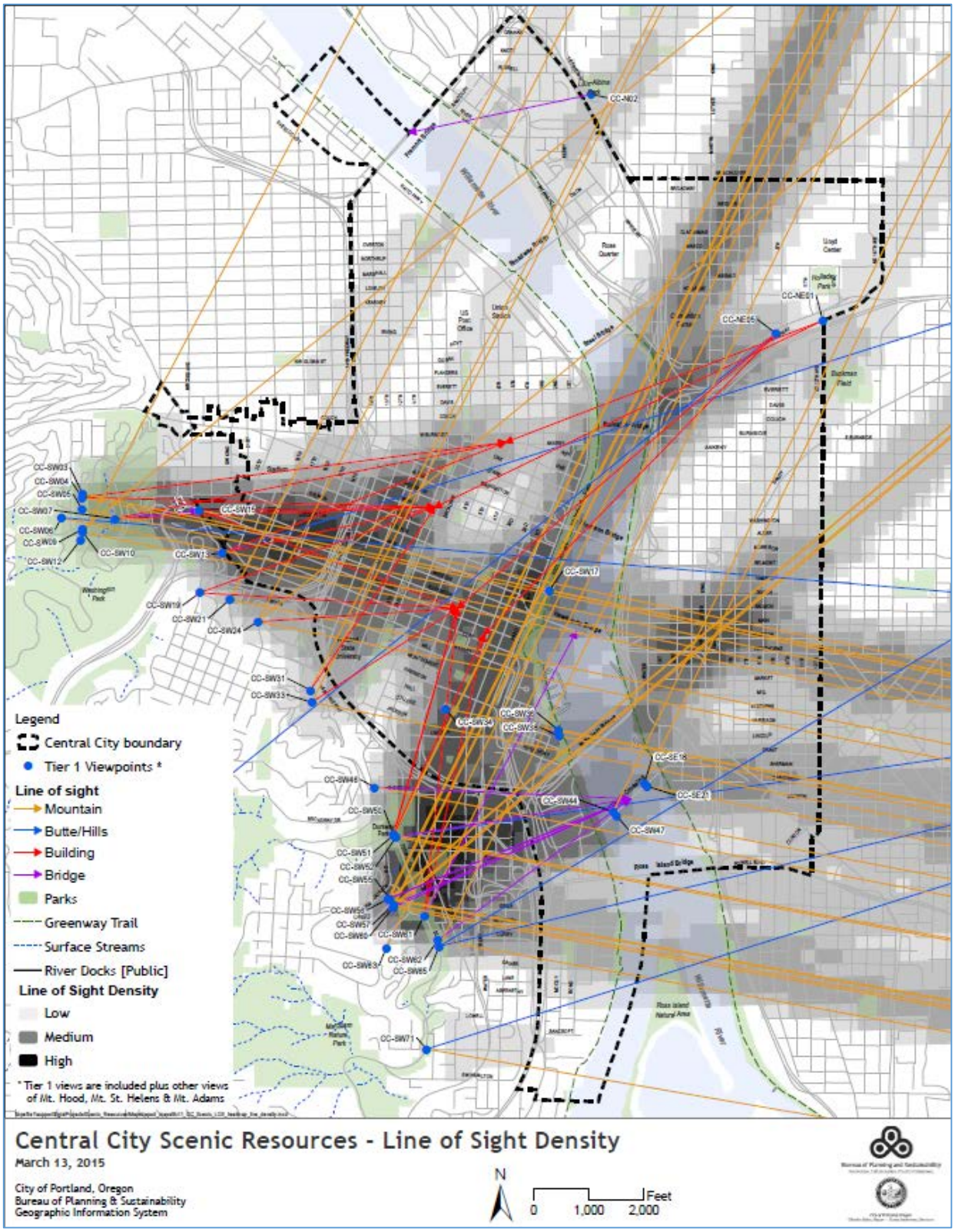
Map 1: Line of Sight Intersection Density



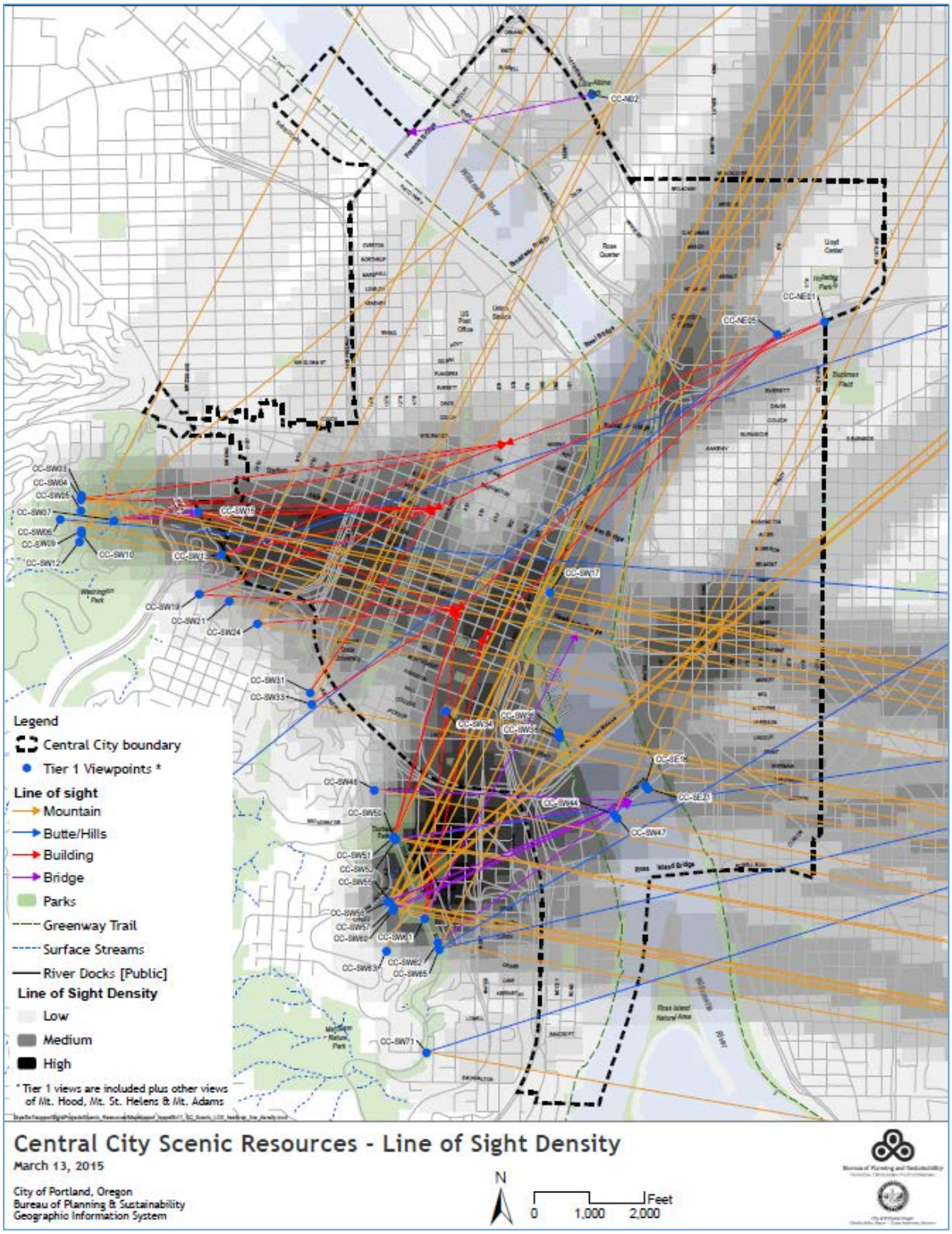
Map 2: Line of Sight Line Density (500 ft)



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

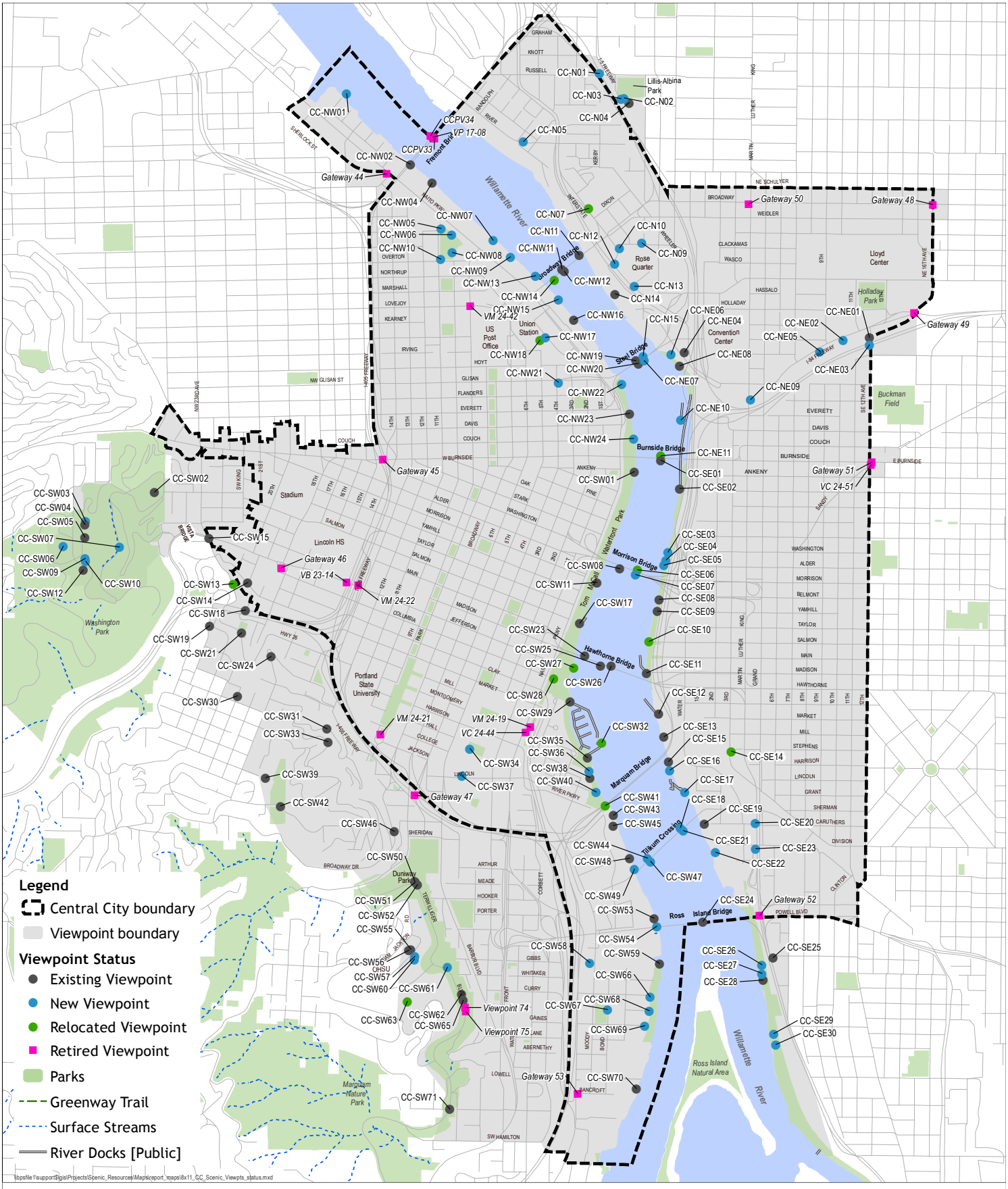
- A nearby location offered a more complete or less obstructed view of the primary focal features.
- The historic viewpoint location is not developed as a viewpoint (e.g., no pullout, no benches) and a nearby location is developed as a viewpoint and provides a view of the same primary focal features.
- 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.



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Central City Scenic Resources - Viewpoint Status

March 13, 2015

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

N

0 1,000 2,000 Feet

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

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

36846

Description | **Current photo** | **Historic photo**

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.



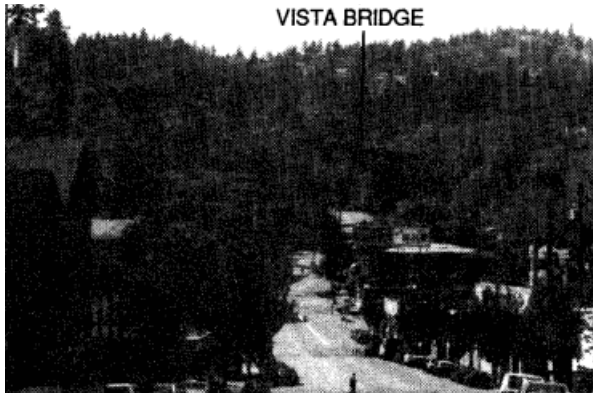


Vista Bridge from SW Jefferson

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.



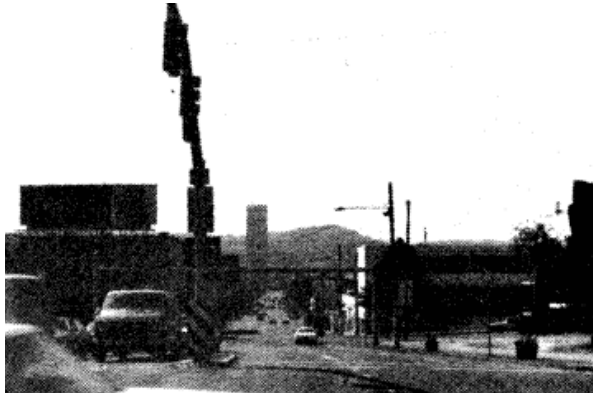


First Interstate Tower from East Burnside

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.





Description	Current photo	Historic photo
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.		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

Description | **Current photo** | **Historic photo**

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.



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

Description | **Current photo** | **Historic photo**

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.



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

Description | **Current photo** | **Historic photo**

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.



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).





Description | **Current photo** | **Historic photo**

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.





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.





Description | **Current photo** | **Historic photo**

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.





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

Description | **Current photo** | **Historic photo**

Morrison Bridge - north side, center

Old ID: CCPV20 **NEW ID:** SE06

RELOCATED. The original viewpoint was located on the north side of the Morrison Bridge in the center. There is no pedestrian refuge at this location, no guardrail separating the sidewalk from traffic lanes, and the sidewalk is very narrow. The Morrison Bridge has two pedestrian refuges on the north side, one east of center and one west of center. This viewpoint was relocated to the eastern pedestrian refuge on the north side and is included in this inventory as CCSE06.

No current photo

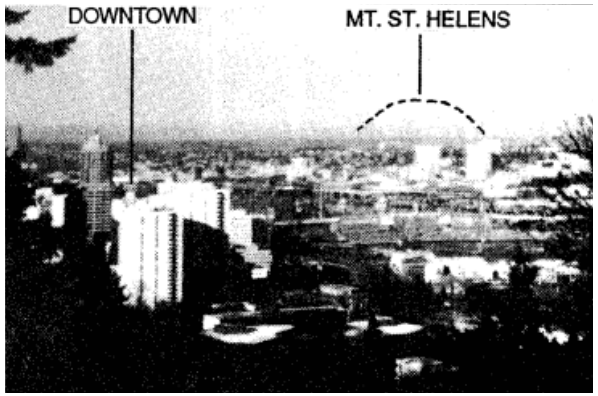
No historic photo

View of St Helens from Veteran's Hospital

Old ID: VM31-21 **New ID:** CCSW63

RELOCATED. Historically, this was described as a view of downtown, the Willamette River, the east side, and Mt St Helens. The viewpoint was located "behind the new Veteran's Hospital at the edge of the loading area." Today, Mt St Helens is mostly obscured by vegetation and the sky bridge from this location. This view has been relocated to the Veterans Hospital/OHSU sky bridge and is included in this inventory as CCSW63.



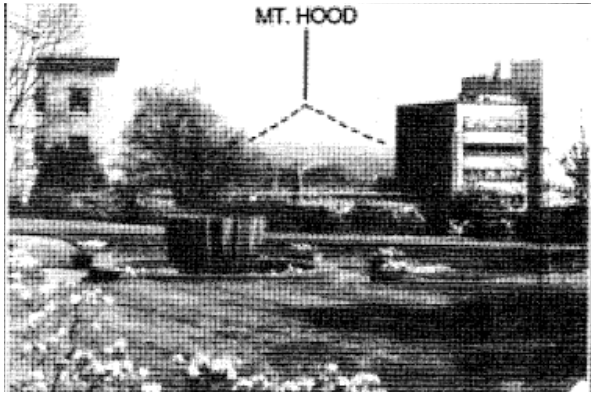


View of Mt Hood from OHSU

Old ID: VM31-25 **New ID:** CCSW55&56

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 CCSW55 and CCSW56 (lower and upper pavilion, respectively).





Description | **Current photo** | **Historic photo**

View of Mt Hood from the Broadway Bridge

Old ID: VM24-38 **NEW ID:** CCNW14

RELOCATED. Historically, this view of Mt Hood was taken from the north sidewalk on the Broadway Bridge looking through the bridge supports. The viewpoint has been moved to the south side of the bridge to remove the discordance of the bridge supports and allow for the photo to be taken as a panorama. The relocated viewpoint is included in this inventory as CCNW14.

No current photo

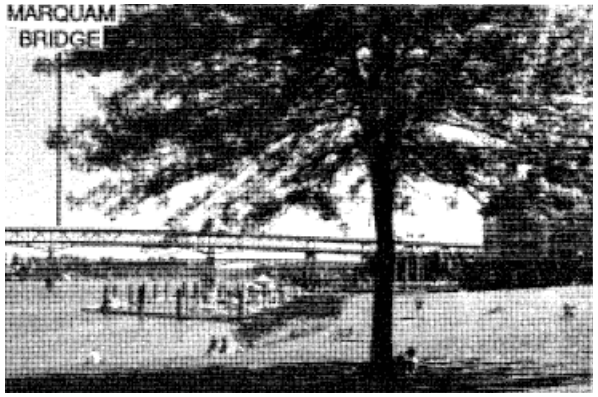


Marquam & RI Bridges from Waterfront Park

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.





Description

Hawthorne Bridge from Eastbank Esplanade

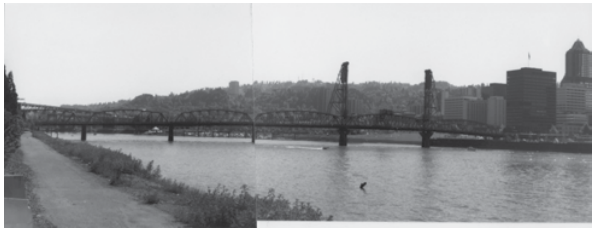
Old ID: VB24-25 **NEW ID:** CCSE10

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



Historic photo

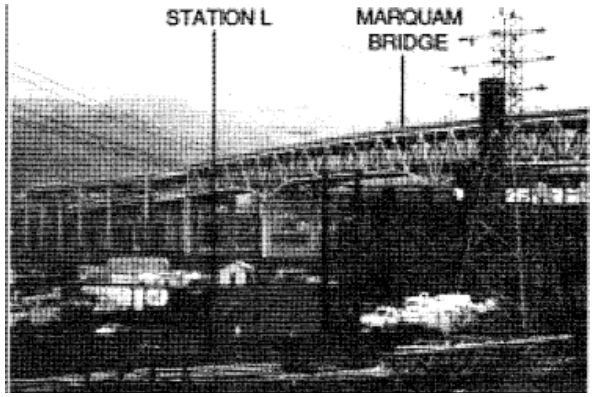


View of Marquam Bridge from Station L

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



Broadway Bridge from Lower Albina

Old ID: VB17-06 **New ID:** CCN07

RELOCATED. Historically, this view was taken from the west side of N Larrabee Avenue west of the main Portland School District facility. Though the view from the west side minimizes the discordance of N Larrabee Avenue, this viewpoint was relocated to the east side of the street because there is no sidewalk on the west side of N Larrabee Avenue from which to safely document the view. This viewpoint is retained in the inventory as CCN07.

No current photo

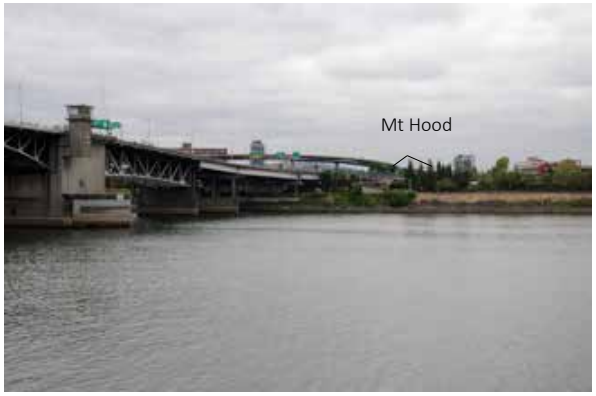


Description | **Current photo** | **Historic photo**

Mt Hood from south of Morrison Bridge

Old ID: VM24-46 **NEW ID:** CCSW11

RELOCATED. Historically, this viewpoint was located along the Greenway Trail at SW Morrison Street, with "Mt Hood visible above the eastern off-ramps of the Morrison Bridge." The view of Mt Hood is less obscured if the viewer moves a bit south due to the relative positioning of the off-ramps and the mountain. Thus, this viewpoint was relocated south of the original to the Greenway Trail between SW Morrison and SW Yamhill Streets. There are also benches at this new viewpoint location. This viewpoint is retained in the inventory as CCSW11.





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.





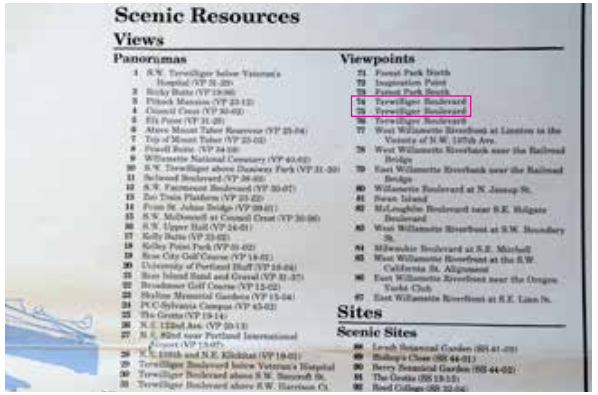
SW Terwilliger Blvd Viewpoint 75

Old ID: Viewpoint 75 **New ID:** CCSW62&65

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 CCSW65 (29).







Appendix E: Relocated, Re-designated and Retired View Corridors and Gateways

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

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

The following map shows all of the existing view streets, some of which were retained or re-designated from previous plans, and retired view corridors.

Some view corridors were relocated if an alternative view street was determined to offer one of the following:

- A similar but more prominent view of the same focal terminus.
- A similar view that goes with, rather than against, the flow of traffic.

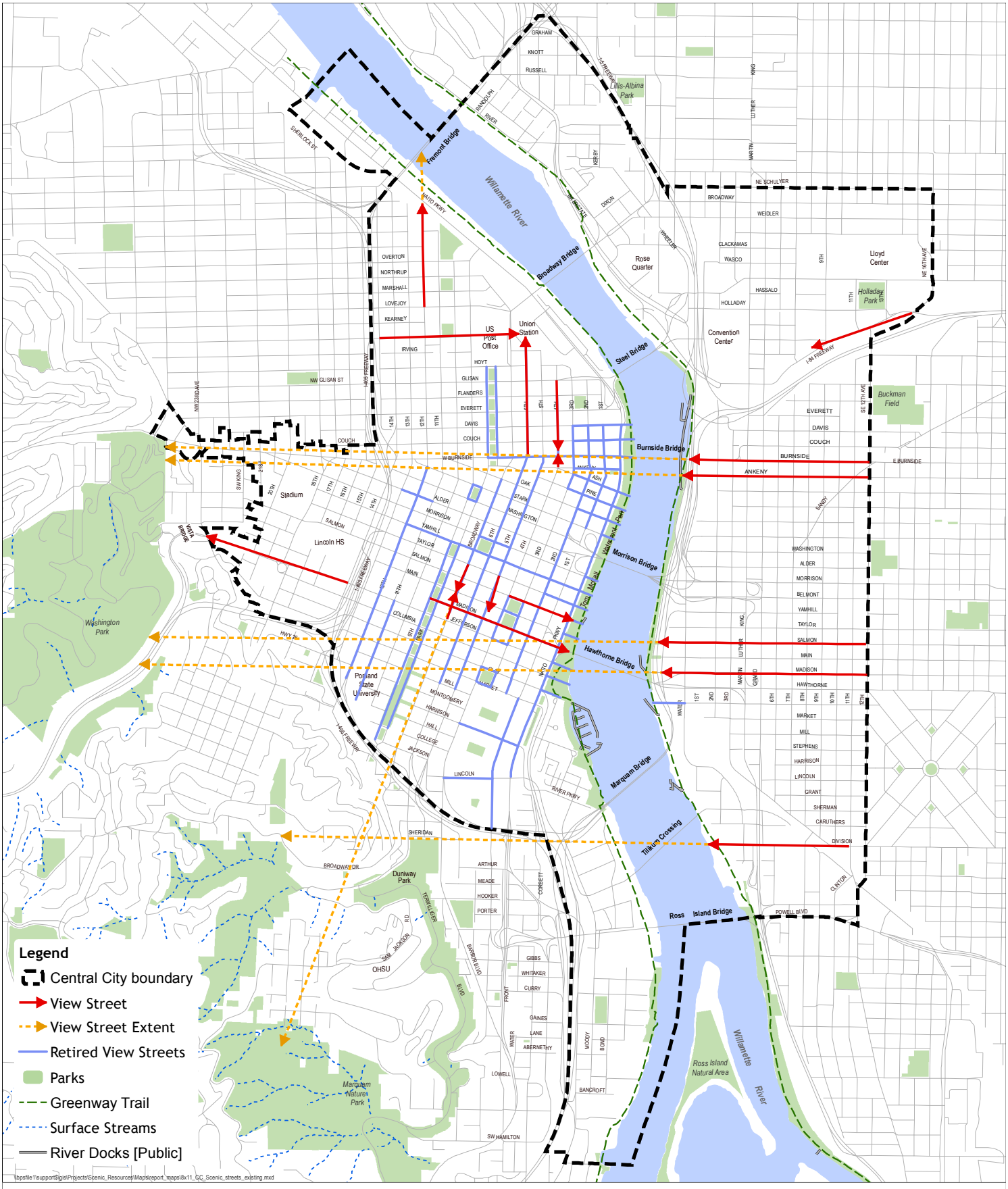
The old view corridors that were retained as view streets have been updated to include the full extent of the view. Some view streets were extended because the focal terminus could be seen from a further distance, while other view streets were shortened because vegetation or development obscures the view from a further distance.

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

- North Park Blocks
- South Park Blocks

View corridors were retired for one of the following reasons:

- The view is not a minimum two blocks from the viewing intersection to the focal terminus.
- The view down the street does not end in a prominent focal terminus.
- The view is at least two blocks long and ends in a focal terminus; however, the terminus is not prominent.
- The purpose of the corridor is to provide wayfinding to the Willamette Greenway/Tom McCall Waterfront Park. These corridors will be re-evaluated with the update of the *Willamette Greenway Plan*.



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

March 13, 2015

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

N

0 1,000 2,000 Feet

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

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

36859

Supporting Resources

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- Meyer, M. Personal contact

Cincinnati, Ohio

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Edinburgh, Scotland

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- Perry, N. Personal contact

Denver, Colorado

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Napa County, California

- http://www.countyofnapa.org/planning/
- Planning@countyofnapa.org. Personal contact

Austin, Texas

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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

OBJECTID	ViewpointI	Address
1	1	SW Terwilliger north of Condor
2	2	Terwilliger N of Campus Dr.
3	3	Zoo platform at Rose Garden
4	4	SW Upper Hall, just south of hairpin turn
5	5	SW Terwilliger N of Condor
6	6	Bancroft, Hamilton, Terwilliger
8	8	Rose Garden, picnic tables
9	9	SW Park Pl park entrance - monument top of stairs
10	10	Terwilliger, south of Sam Jackson
11	11	Veteran's Hospital - Skybridge
12	12	Terwilliger S of Sam Jackson
13	13	Rose Garden
14	14	Veteran's Hospital - 9th Floor Elevator Bay
15	15	SW Broadway Dr, north of Hoffman
16	16	Vista Bridge
17	17	OHSU Pavillion - Lower Deck
18	18	SE McLoughlin and Franklin
19	19	SW Terwilliger north of Condor
20	20	SW Terwilliger north of Condor
22	22	Greenway viewpoint at Convention Center Plaza
24	24	East Greenway Trail north of Marquam Bridge
25	25	Thunderbird site
26	26	NE 12th Ave I-84 overpass
27	27	Eastbank Esplanade at SE Yamhill
28	28	SE 12th and Sandy and Burnside
30	30	Montgomery St Stairs
31	31	N Commercial at Albina park
32	32	South Park Blocks at Jackson St
33	33	Gazebo at Montgomery Street Stairs
35	35	Greenway at SW Morrison
36	36	NW Lovejoy between 11th and 12th
37	37	SW Jefferson and I-405 overpass
38	38	Broadway Bridge, south side, west of center
39	39	Broadway Bridge, north side, east
40	40	Greenway n of hawthorne (s of bridge? n of bowl?)
41	41	Eastbank Esplanade at SE Salmon
42	42	SW Jefferson and 14th
43	43	Greenway trail, south of Marquam Bridge
45	45	Riverplace dock by Newport Seafood
46	46	Hawthorne Bridge, North side, west of center
47	47	Greenway between Broadway and Steel Bridges
48	48	Hawthorne Bowl palm trees
50	50	Eastbank Esplanade, just south of SE Belmont St
51	51	Greenway at SW Ankeny (just S of Burnside Bridge)
52	52	Ped bridge between yards development and station
53	53	Blanchard site parking lot

54	54	Greenway bw VPs at S end of Mont garden & Hall
55	55	Eastbank Esplanade, south of Burnside Bridge
56	56	SE Stephens & SE 3rd
57	57	Ross Island Bridge from South (Zidell)
58	58	Greenway Trail, south of Fremont Bridge
59	59	Greenway Trail at SW Aurther
61	61	NW Front Ave and NW 15th
62	62	Burnside and I405 Overpass
63	63	Sw Columbia/Jefferson at SW 18th
64	64	SW 5th and I-405 overpass
65	65	NE 16th and Broadway
66	66	NE 16th Dr under I-84 off-ramp
67	67	MLK & NE Broadway
68	68	12th and E Burnside
69	69	Ross Island Bridge over SE Grand/McLoughlin
70	70	SW Macadam and Bancroft
74	74	Eastbank Esplanade, just north of Hawthorne Bridge
75	75	Waterfront at end of SW Clay
76	76	Greenway trail, south of Riverplace
77	77	Greenway trail, north of Tilikum Crossing
82	82	Dock at NW Front & Riverscape
83	83	The Fields - NW Quimby & NW 11th
84	85	N Larrabee & N Winning
85	86	Greenway south of Steel Bridge
99	104	SE Caruthers at Willamette River
101	106	East Greenway trail in front of SK northwest
102	107	Tilikum Cross - Southeast Pedestrian Bumpout
103	108	Tilikum Cross - Southwest Pedestrian Bumpout
106	112	Ross Island Bridge, west
107	113	Caruthers Park - SW Bond at Pennoyer
108	114	Greenway at SW Gaines
110	116	OHSU Tram - North Platform at Top
116	122	SW Sherwood Blvd above reservoir
117	123	Broadway Bridge, center, south side
122	129	SE McLoughlin and Haig
125	132	N Lewis and Tillamook
127	134	Lillis Albina Park
128	135	Russell St under I-5 overpass
129	136	Broadway Bridge, Center, Northside
130	143	Greenway Trail between Fremont and Broadway, N pt.
131	144	Greenway Trail between Fremont and Broadway, S pt
132	139	Greenway Trail, Under Freemont Bridge
133	140	N Dixon & N Larrabee
136	143	Fremont Bridge
137	144	Fremont Bridge
138	145	Fremont Bridge
140	149	Center of Steel Bridge - North side

141	150	Upper deck steel
142	151	Eastbank Esplanade, south of Steel Bridge
143	152	Greenway at stairs between NW Everett and Davis
144	153	Burnside Bridge, North side, center
145	154	Burnside Bridge, South Side, Center
146	155	Morrison Bridge, north side, eastern bulbout
147	156	Morrison bridge, south side, western bulbout
149	158	Hawthorne Bridge, North side, center
150	159	Hawthorne Bridge South side
151	160	Greenway Trail at Holman Dock
152	161	EastGreenway Trail south of Marquam Bridge at OMSI
153	162	Greenway trail under Marquam Bridge
154	163	Greenway trail south of Marquam Bridge
155	165	Riverbank North of Ross Island Bridge
156	166	Ross Island Bridge, Center, north side
158	168	Springwater Trail at Ross Is Sand & Gravel
160	170	Greenway Trail at Old Spaghetti Factory
163	173	SW Vista Ave, south of Market
164	174	SW Mill Street Terrace
165	175	SW Montgomery Dr at Frank Knight Property
166	176	SW Market St above 20th
167	177	SW Montgomery Dr, north of Carter Ln
168	178	SW 18th between Jackson and Clifton
169	179	
170	180	SW Rivington
171	181	SW Cardinell Dr, at top of steps
172	182	
173	183	Rose Garden, near telescope
180	190	N Larrabee between N Dixon & N Hancock
181	191	N Winning & N Flint
182	192	N Larrabee & N Interstate
183	193	N Drexler & N Interstate
184	194	12th st I 84 overpass
185	195	NE Lloyd Blvd, west of 9th
186	196	NE Lloyd Blvd, west of 11th
187	197	MLK & I-84 overpass
188	198	Greenway Trail developed VP above EB Esplanade
189	199	Greenway trail VP at S end of gardens by Montgomer
190	200	Greenway trail VP at end of SW Hall
191	201	The Fields - NW Overton & NW 11th
192	202	The Fields Park, southeast trail
193	203	The Fields Park, east trail
197	207	NW Glisan and 4th
198	208	Pedestrian bridge b/w railyards dev and union sta
199	209	Greenway trail, just N of Broadway Bridge
200	210	Greenway just south of Broadway Bridge
201	211	Steel Pedestrian Bridge - Lower level

202	212	Steel Bridge, east of center
203	213	East Greenway Trail south of OMSI
204	214	Morrison Bridge, south side, eastern bulbout
205	215	Eastbank Esplanade, north of Morrison Bridge
206	216	Greenway at NW Couch
207	217	Greenway at Salmon Springs
208	218	Springwater Corridor, south of Ross Island Bridge
209	219	Springwater Corridor dirt path, S of Ross Island B
210	220	SE McLoughlin/Grand above Division
211	221	SE McLoughlin/Grand at Caruthers
212	222	SW Gibbs Street Pedestrian Bridge
213	223	Terwilliger Bumpout south of Veterans Hospital
214	224	Japanese Garden
215	225	Rose Garden, top of stairs between tennis courts
216	226	Rose Garden by restrooms and garden store
217	227	Eastbank Esplanade bw Marquam and Tilikum
218	228	Greenway at SW Curry
219	229	Greenway at SW Pennoyer
220	235	Lovejoy Fountain
221	236	SW Lincoln and Pedestrian Walkway
222	237	OHSU Pavillion - Upper Deck
223	238	OHSU Tram - South Platform at Top
224	234	Lillis Albina Park - West Edge
226	239	Tilikum Crossing - Northeast Pedestrian Bumpout
227	240	Tilikum Crossing - Northwest Pedestrian Bumpout

Ownership	ViewDIR	ViewClass
ROW	ENE	POINT
ROW	ESE	POINT
	ENE	POINT
	ENE	POINT
ROW	NNE	POINT
ROW	E	CORR/STR
PPR	ESE	POINT
PPR	E	POINT
ROW	NNE	POINT
	NE	Viewpoint
ROW	N	POINT
PPR		Viewpoint
	ESE	Viewpoint
ROW	E	POINT
ROW	ESE	POINT
OHSU	E	Viewpoint
ROW	W	POINT
ROW		POINT
ROW		POINT
	WSW	POINT
OMSI	W	POINT
	SW	POINT
ROW	WSW	POINT
	W	POINT
ROW	SW	POINT
		Viewpoint
ROW	WSW	POINT
		Viewpoint
	NNE	POINT
	E	POINT
ROW	E	POINT
ROW		POINT
Multnomah County	SE	POINT
Multnomah County?	NNW	POINT
	ESE	POINT
	W	POINT
ROW		CORR/STR
	NNE	Viewpoint
	N	POINT
Multnomah County	NNE	POINT
	NE	POINT
	ESE	POINT
	WNW	POINT
	E	POINT
	NNW	POINT
Portland schools?	WSW	POINT

	ESE	POINT
	WNW	POINT
ROW	SW	POINT
	E	Viewpoint
	NE	POINT
	NE	Viewpoint
ROW	SE	POINT
		Viewpoint
		Viewpoint
ROW	NNE	CORR/STR
ROW	W	CORR/STR
ROW	W	CORR/STR
ROW	WSW	CORR/STR
ROW	W	CORR/STR
Multnomah County	NNE	POINT
ROW	E	CORR/STR
	W	POINT
	E	POINT
	ENE	POINT
	ENE	Viewpoint
Controversial	NE	POINT
PPR	NNW	POINT
ROW	ESE	POINT
	ENE	POINT
	WSW	POINT
	WSW	POINT
ROW	SE	Viewpoint
ROW	SE	Viewpoint
Multnomah County	NNW	POINT
PP&R/ROW	WNW	POINT
	E	POINT
	E	POINT
	E	POINT
Multnomah County?	SE	POINT
ROW	W	POINT
ROW	W	POINT
PPR	SSW	POINT
ROW	WSW	CORR/STR
Multnomah County?	NW	POINT
	NE	POINT
	NE	POINT
	NE	POINT
ROW	WSW	POINT

Multnomah County?	NW	POINT

	SE	
	SW	POINT
	ENE	POINT
Multnomah County?	N	POINT
Multnomah County?	S	POINT
Multnomah County	N	POINT
Multnomah county	SSW	POINT
Multnomah County	N	POINT
Multnomah County	S	POINT
	WNW	POINT
OMSI	WSW	POINT
	ENE	POINT
	ENE	
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Multnomah County	N	POINT
	S	POINT
ROW	NE	POINT
ROW	ESE	POINT
ROW	NNE	POINT
ROW	NNE	POINT
ROW	E	POINT
ROW	NNE	CORR/STR
	NNE	
ROW	NE	POINT
ROW	NNE	CORR/TRL
	NNE	
PPR	E	CORR/TRL
ROW	SW	POINT
ROW	WSW	CORR/STR
ROW	SSE	POINT
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ROW	WSW	POINT
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	SW	POINT
	ESE	POINT
	ESE	POINT
PPR	NE	CORR/TRL
PPR	N	CORR/TRL
PPR	ESE	CORR/TRL
Row	NNW	POINT
	SSE	POINT
	NE	POINT
	ENE	POINT
	S	POINT

Multnomah County?	NW	POINT
OMSI	W	POINT
Multnomah County	SSW	POINT
	WNW	POINT
	E	POINT
	E	POINT
	W	POINT
	WNW	POINT
ROW	W	POINT
ROW	W	POINT
	E	POINT
ROW	NNE	POINT
PPR?	E	POINT
PPR	E	CORR/TRL
PPR	ESE	POINT
	WSW	POINT
	E	POINT
	E	POINT
	ESE	POINT
	ESE	POINT
	E	POINT
	E	POINT
PPR	WSW	POINT
ROW	NW	
ROW	NNW	

Size_	Category	Angle_Hori	Developer	Am_Be	Am_Table	Am_Pla	Am_	Am_
10' sidewalk		82	Y	No	No	No	No	No
10' sidewalk		70	Y	Y	No	No	No	No
		10	Y	No	No	Y	Y	No
8' sidewalk		161	N	No	No	No	Y	No
		5	No	No	No	No	No	No
		10	No	No	No	No	No	No
50' x 200, picnic area		45	Y	Y	Y	No	No	No
50' x 50' platform		38	Y	Y	No	Y	No	Y
		5	No	No	No	No	No	No
		75	No	No	No	No	No	No
10'x15' picnic table platform		40	Y	Y	Y	No	No	No
		0	No	No	No	No	No	No
		110	No	No	No	No	No	No
		30	N	No	No	No	No	No
5' sidewalk		54	No	No	No	No	Y	No
		150	No	No	No	No	No	No
5' sidewalk		163	N	No	No	No	No	No
		0	No	No	No	No	No	No
		0	No	No	No	No	No	No
1/4 acre		100	Y	Y	No	Y	Y	Y
100 sq ft		170	N	No	No	No	No	No
25 sq ft		190	No	No	No	No	Y	No
10' overpass sidewalk		40	No	No	No	No	Y	No
12' greenway path		150	N	No	No	No	No	Y
5' x 3' traffic triangle		45	No	No	No	No	No	No
		0	No	No	No	No	No	No
1/4 block on 5' sidewalk	PAN	80	N	No	No	No	No	No
		0	No	No	No	No	No	No
25' x 30' platform		62	Y	No	No	Y	Y	No
20' path; intersects st path		180	N	N	No	No	Y	No
		29	N	No	No	No	No	No
		0	No	No	No	No	No	No
10' bridge sidewalk		180	N	No	No	No	Y	No
8' sidewalk on bridge	PAN	145	N	No	No	No	Y	No
100' x 100'		170	Y	No	No	Y	Y	No
300' x 50'		186	Y	Y	No	Y	Y	No
		0	No	No	No	No	No	No
		180	No	No	No	No	No	No
20' x 20'		120	Y	Y	No	Y	Y	No
		180	No	No	No	No	Y	No
8' sidewalk		192	Y	Y	No	No	Y	No
7' (?) path plus wide stairs		113	Y	No	No	No	No	No
12' greenway trail		182	No	No	No	No	No	No
Big? 100 x 50?		194	Y	Y	No	Y	Y	No
10' ped br		70	N	No	No	No	Y	No
100'	PAN	105	N	No	No	No	Y	No

15' greenway trail		28	N	No	No	No	No	No
1,000 sqft		180	Y	Y	No	Y	Y	No
100 sq ft		60	N	No	No	No	No	No
		180	No	No	No	No	No	No
Grway viewing plat 15' x 100'	PAN	180	No	Y	No	Y	Y	No
	OVER	180	No	No	No	No	No	No
100 sq ft		135	N	No	No	No	No	No
		0	No	No	No	No	No	No
		0	No	No	No	No	No	No
		0	No	No	No	No	No	No
		0	No	No	No	No	No	No
8' sidewalk		17	No	No	No	No	Y	No
36 sq ft		10	No	No	No	No	No	No
Middle of street		0	No	No	No	No	No	No
5' sidewalk		40	N	No	No	No	Y	No
		0	No	No	No	No	No	No
70' x 30'		205	Y	Y	No	Y	Y	No
30' radius circle		180	Y	Y	No	Y	Y	No
35' x 12'		180	Y	Y	No	Y	Y	No
		180	No	No	No	No	No	No
1 acre		180	N	No	No	Y	Y	No
300 sq ft		50	Y	Y	No	No	No	No
100 sq ft		10	N	No	No	No	No	No
20' path plus bulbout		205	N	No	No	No	Y	No
50' x 50'	PAN	170	Y	Y	No	Y	Y	No
10' trail		180	No	No	No	No	No	No
		180	No	No	No	No	No	No
		180	No	No	No	No	No	No
5' sidewalk		180	N	No	No	No	No	No
		40	No	No	No	No	No	No
		180	No	No	No	No	No	No
12' x 12' platform		110	Y	No	No	No	No	No
5' shoulder on road		48	N	No	No	No	No	No
8' bridge sidewalk	PAN	150	N	No	No	No	Y	No
5' sidewalk		140	N	No	No	No	No	No
6' x 6'	PAN	75	N	N	N	N	N	N
30' x 15'	DISTANT	45	N	N	N			
30' along wide sidewalk (8')	ENCLOSED	40	N					
8' bridge sidewalk	PAN	180	N				Y	
Sm viewing platform off grway	PAN	160	No	Y		Y	Y	
Sm viewing platform off grway	PAN	170	No	Y		Y	Y	
500 sq ft		190	Y	Y			Y	
36 sq ft		115	N	N				
		0						
		0						
		0						
		180	N					

		180	N				Y		
100 sq ft		150	N				Y		
20' path, intersection w stair		200	N	Y			Y		
36 sq ft		180	N				Y		
36 sq ft		180	N				Y		
7' x 40' bulbout		180				Y	Y		
7' x 40' bulbout		148							
		180	N				Y		
		170	N	N			Y		
200 sq ft		160	Y	Y		Y		Y	
900 sq ft		200	Y	Y		Y	Y	Y	
30' radius circle platform		185	Y			Y	Y		
		180							
		180							
5' sidewalk		180	N				Y		
		0							
10' diameter circle		40	Y	Y					
		20							
3' shoulder up curb		40	N				Y		
		5							
4' sidewalk at top of stairs		85	N				Y		
		5							
		20							
		20							
		5							
		5							
		50							
		45							
36 sq ft	PAN	150	N						
100 sq ft		20	N						
100 sq ft		135	N						
36 sq ft		180							
		45					Y		
6' sidewalk		20							
		20							
100 sq ft		85	N				Y		
4000 sq ft		170	Y			Y	Y		
15' x 25'		33	Y	Y		Y	Y		
10' x 15' platform		72	Y	Y		Y	Y		
400 sq ft		25	N						
100 sq ft		95	N	Y					
100 sq ft		20	N	Y					
Street corner 7' sidewalk		35	N						
10' ped br		84	N				Y		
Corner of trail, 18' x 8'		180	Y		Y	Y	Y		
Corner of greenway 10' x 10'		194	N			Y	Y		
9' pedway		180	N				Y		

5' walkway, narrow	100	N				Y	
400 sq ft	180	Y					Y
7' x 40' bulbout	150					Y	Y
About 1 city block long w bump	180	Y	Y			Y	Y
20' path; intersects w/ memori	190	N				Y	
1block x 1 block	180	Y			Y	Y	
3' dirt path pullout w/ bench	160	Y	Y				
10 sqft area off dirt path off	126	Y	Y	Y			
6' x 8' bumpout at top of ramp	55	Y			Y	Y	Y
6' x 8'	110	Y			Y	Y	Y
8' x 25' overhang platform	65	Y			Y	Y	
8' sidewalk	56	Y					
30' x 60'	72	Y	Y		Y		
	5	Y	Y				
40' x 100' platform	40	Y	Y	Y	Y		
	196	Y	Y		Y	Y	Y
Will be 8' path	180						
	180						
	24						
	24						
	152						
	140						
	30						
	180						
	180						

Am_	Am_	Am_	Am_	Am_O	Transi	Parking
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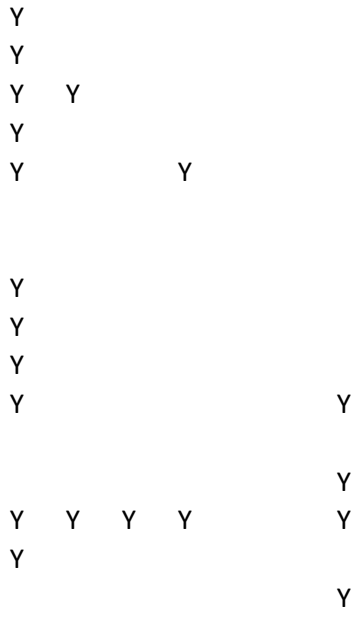
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Saftey_Not

No connecting sidewalk

Busy corner

Private property, no public access

Lots of traffic

Bike conflict

In a parking lot

Need to be in middle of intersection
Guardrail on wrong side, no separation between cars and sidewalk

No guardrail between cars and sidewalk

Bike competition
Busy street
Sidewalk, guardrail close by, safe

Lots of bike conflict

Gap under guardrail, little protection from vehicle traffic, narrow walkway (5')

Very narrow, 5', traffic, gap under guardrail

separated bike lane so less bike/ped conflict, but no guardrail between sidewalk and bike lane

Guardrail on wrong side of sidewalk - does not separate cars from sidewalk

No sidewalk

No sidewalk

Gap under guardrail, close to vehicles, narrow walkway

Lots of camps
Lots of camps

Use_	El_ri	El_s	El_V	El_V	El_N	El_H	El_B	El_B	El_T	El_R	El_A	El_H	El_C	El_C
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Focal_Objt
Marquam Bridge, Willamette River, Tilikum Crossing, South Waterfront, Ross Island Bridge, hills
Marquam Bridge, Tilikum Crossing, Willamette River, hills, South Waterfront
Rose garden (now)
Fremont Bridge, Mt. St. Helens, Downtown skyline, Mt. Hood, hills

Ross Island, Southern end of South Waterfront
Downtown skyline, hills, Mt. Hood
Downtown skyline, Mt. Hood

Mt. Hood towards ESE; Mt. St. Helens and downtown towards North

Mt. Hood, Tilikum Crossing, South Waterfront, hills, Willamette River
Mt. Hood, skyline, Big Pink, big white, hills

South Waterfront, OHSU, west hills, Ross Island Bridge, Tilikum Crossing, downtown skyline, Big Pink, Willamette I

City skyline, Steel Bridge, Burnside Bridge, Big Pink, White Stag, OHSU, Willamette River, West Hills
Downtown skyline, Willamette River, Hawthorne Bridge, Marquam Bridge, Tillikum Bridge, West Hills
Steel Bridge, Broadway Bridge, Willamette River, city skyline, Big Pink, west hills, "Go by train" sign
West hills, Big Pink, Downtown skyline, State dome building
OHSU, west hills, Hawthorne Bridge, Willamette River, skyline, Big Pink, Morrison Bridge
Skyline, west hills

Skyline, west hills, Fremont Bridge, Broadway Bridge (glimpse), mill

Very top of Hawthorne bridge
Morrison Bridge, Willamette River, Hawthorne Bridge, Marquam Bridge, Tilikum Bridge, Riverplace Marina

Mt. Hood, Lloyd Center
Fremont Bridge, Forest Park, west hills, Willamette River, Centennial Mills, trains, cement plant, mill, Pearl District
Hawthorne Bridge, Willamette River, Marquam Bridge, Tilikum Crossing, South Waterfront, marina
Willamette River, west hills, Hawthorne Bridge, skyline, Big Pink, Morrison Bridge, OHSU, Steel Bridge (towers)

Hawthorne Bridge, Riverplace, Willamette River
Morrison Bridge, Lloyd Center, Steel Bridge, State dome building, Willamette River
Broadway Bridge, Fremont Bridge, cement plant, mill, Moda Center, another mill, Lloyd Center, Steel Bridge, Willa
Hawthorne Bridge, Willamette River, Marquam Bridge, Tilikum Crossing
Willamette River, Hawthorne Bridge, Morrison Bridge, OHSU, west hills
Burnside Bridge, Willamette River, Morrison Bridge, Hawthorne Bridge
West hills, Union station, Centennial Mills, Fremont Bridge, Broadway Bridge, Albers, mill
Skyline, Broadway Bridge, Centennial Mills, Willamette River, west hills

Mt. Hood, Willamette River, Marquam Bridge
Burnside Bridge, Willamette River, White Stag sign, Big Pink, Morrison Bridge, OHSU
Tillikum Crossing, South Waterfront, OHSU, Veterans Hospital, West Hills

Fremont Bridge, Industrial Albina, mill, Broadway Bridge, Willamette River

Freemont Bridge, Broadway Bridge, Centennial Mills

State dome building
Unclear what this view was of
Big Pink, Burnside Bridge
Lloyd Center, Steel Bridge, Fremont Bridge, Big Pink

Willamette River, Hawthorne Bridge, skyline, Big Pink, Morrison Bridge, Steel Bridge, Moda center
Hawthorne Bridge, Willamette River, South Waterfront, marina, Tilikum Crossing, Ross Island Bridge, Marquam Br
South downtown, Hawthorne Bridge, Willamette River, Marquam Bridge, Tilikum Crossing, Ross Island Bridge, Llo

Willamette River, Fremont Bridge, Broadway Bridge, Steel Bridge
Fremont Bridge, Centennial Mills
Big Pink, city skyline
Steel Bridge, Willamette river, Lloyd center, Broadway Bridge, Burnside Bridge, state dome building
Tillikum Crossing, South Waterfront, Willamette River, Ross Island Bridge, west hills
Tilikum Crossing, Portland Spirit dock, Willamette River, OHSU, west hills, Ross Island Bridge, Ross Island

Willamette River, Tilikum Crossing, Marquam Bridge, Lloyd Center, skyline, west hills, OHSU
Tram?
Ross Island, Willamette River
Mt. Hood, Willamette River, Ross Island, Ross Island Bridge, Tilikum Crossing, Mt. Tabor, Powell Butte, Rocky Butt
Vista Bridge, Big Pink, skyline, hills
Steel Bridge, Downtown skyline, Big Pink, Train station, Moda Center, Lloyd Center, west hills, Willamette River, m
Downtown skyline, Tilikum Crossing, Fremont Bridge, Big Pink, Willamette River; secondary view of west hills, OH
Fremont Bridge, west hills, cement plant
Skyline, west hills, Broadway Bridge, Big Pink
Fremont Bridge, west hills
Fremont Bridge, Willamette River, Forest Park, Centennial Mills, factory (mill), Pearl District, cement plant
Fremont Bridge, Willamette River, Industrial Albina, Broadway Bridge
Fremont Bridge, Industrial Albina, mill, Broadway Bridge, Willamette River
Freemont Bridge, Willamette River, ships, industrial area, Broadway Bridge
Pearl District skyline, west hills, mill

Mills, Willamette River, Broadway Bridge, Fremont Bridge, Train station, Forest Park, west hills, Pearl developmen

Lloyd, state dome, mt hood, burnside, white stag, skyline, big pink, rive rest hills
Steel Bridge, Willamette River, city skyline
Steel Bridge, Willamette river, moda center, Lloyd center, state dome building, Burnside Bridge
Steel Bridge, Fremont Bridge, Lloyd towers, Willamette River, White Stag sign, Broadway Bridge, Moda Center, Sta
Willamette River, Morrison Bridge, downtown, Hawthorne Bridge
Willamette River, Big Pink, Fremont Bridge, Burnside Bridge, Steel Bridge, Lloyd Center, Moda Center, State dome
Willamette River, Hawthorne Bridge, Marquam Bridge, OHSU, west hills, South Waterfront, skyline
Skyline, Willamette River, Moda Center, Lloyd Center, Morrison Bridge, State dome building
Marquam Bridge, Tilikum Crossing, Willamette River, South Waterfront, skyline, west hills, OHSU
Downtown skyline, Willamette River
Marquam Bridge, Willamette River, downtown skyline, Tillikum Crossing, OHSU, West Hills
Mt. Hood, Tilikum Crossing, under side of Marquam Bridge, Hawthorne Bridge, Lloyd Center, Willamette River, Big

West Hills, OHSU, Willamette River, Tilikum Crossing, Marquam Bridge, Fremont Bridge, Steel Bridge, Lloyd Cente

Ross Island, Sellwood Bridge, hills, Sailing School, Willamette River

Mt. Hood (barely), Downtown skyline, hills; Big Pink as second view on other side of large big leaf maple

Fremont Bridge, Mt. St. Helens, skyline, Big Pink, hills, Mt. Adams

Downtown skyline, Mt St Helens

Downtown skyline, Big Pink, hills
Pearl District skyline, Broadway Bridge, Downtown skyline, Big Pink, West Hills, mill
Broadway Bridge, West Hills
Broadway Bridge, Steel Bridge, Big Pink, city skyline, west hills
Big Pink, go by Train, Broadway Bridge
West hills, Big Pink, Lloyd Center, State dome building
West hills, OHSU, south downtown skyline
South downtown skyline, triangle blue roof building, domed roof building downtown, west hills
City skyline, Big Pink, OHSU, West Hills
Steel Bridge, Willamette River, city skyline, Big Pink, White Stag
Mt Hood, Willamette River, dolphin, plus a separate view of Hawthorne Bridge, Lloyd Center, Willamette River
Mt. Hood, Willamette River, Opera House, Tilikum Crossing
Centennial Mills, park
Fremont Bridge, Centennial Mills, park
Broadway Bridge, Steel Bridge, Albers Milling co.
Train station, Fremont Bridge, Broadway Bridge, Pedestrian Bridge. Plus, a view of Steel Bridge down Glisan to the
Downtown skyline, Big Pink, west hills
Fremont Bridge, Willamette River, cement plant, Pacific Grain (mill), Broadway Bridge, Lloyd center, other mill, St
Fremont Bridge, Broadway Bridge, cement plant, Pacific Grain (mill), other mill, Lloyd Center, State dome building
Lloyd Center, State dome, Burnside Bridge, White Stag, skyline, Big Pink, Willamette River, west hills

Fremont Bridge, Train station/Go by train, Broadway Bridge, River, west hills, Forest Park
Tillikum Crossing, Marquam Bridge, Willamette River, OHSU, WEst Hills
Willamette River, Hawthorne Bridge, Marquam Bridge, South Waterfront, OHSU, west hills, skyline
Willamette River, Morrison Bridge, skyline, Big Pink, Burnside Bridge, Steel Bridge, Moda center, Lloyd center, Hav
Burnside Bridge, state dome building, Lloyd Center, Willamette River, Moda center, Steel Bridge
Morrison Bridge, Willamette River, Hawthorne Bridge, Tilikum Bridge, (Mt. Hood)
Ross Island, West Hills, OHSU, South Waterfront, Ross Island Bridge, Willamette River, Tilikum Crossing
West hills, South Waterfront, OHSU, Willamette River, Ross Island, Ross Island Bridge, Tilikum Crossing, Marquam
2 views: 1)West Hills, OHSU, Tilikum Crossing, Willamette River, Marquam Bridge; view 2) Fremont Bridge, Big Pin
Tilikum Crossing, OHSU, West Hills, Marquam Bridge, Willamette River
3 views: Ross Island, Willamette River; hills down towards Sellwood; Tilikum Crossing, Ross Island Bridge, top of sk
Downtown skyline, Willamette River, Hawthorne Bridge, Lloyd Center, Mt. St. Helens, Morrison Bridge, Burnside B
Downtown skyline, Big Pink, Mt. Hood; plus secondary views of Mt. St. Helens to left and Jefferson to right
Downtown skyline, Mt. Hood?, hills
Mt. Hood, Downtown skyline, hills
Tilikum Crossing, Willamette River, South Waterfront, West Hills, OHSU, Marquam Bridge, Hawthorne Bride, Down
Ross Island, Willamette River, Ross Island Bridge, Tilikum Crossing
Willamette River, Ross Island

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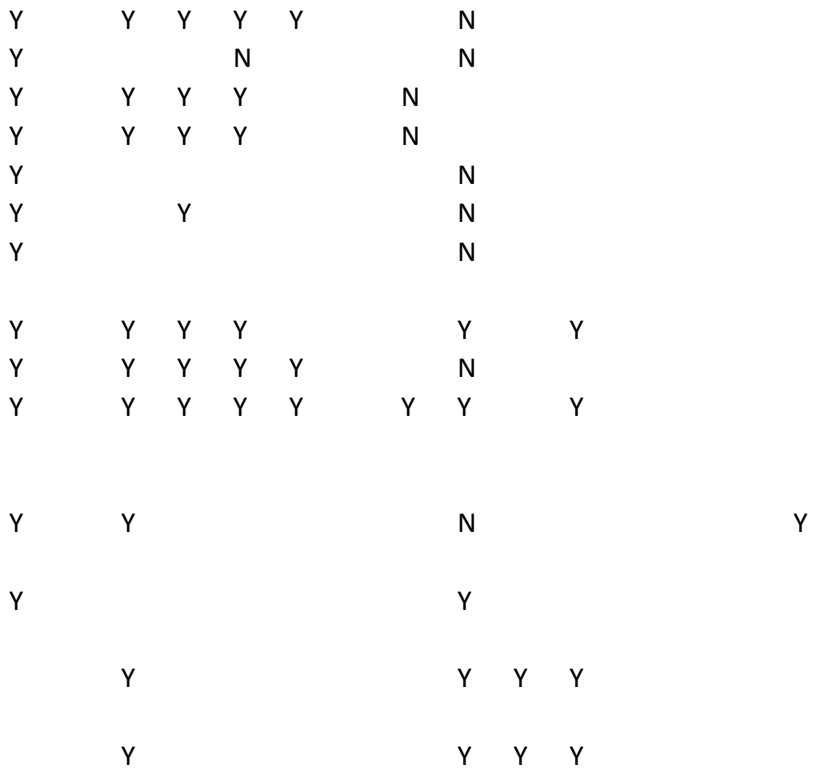

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Notes

Relocated to top of zoo platform
Relocated uphill from hairpin turn

Relocated from bottom of stairs to picnic table area
Relocated to top of steps from bottom of steps

Relocated to picnic table from northern end of bulbout
No view of mountain from here; overgrown vegetation

Relocated to Vista Bridge, east side, just south of center (original point was in the middle of the road)

Relocated to SE corner from across McLoughlin
Relocated from vegetated slope down to Terwilliger Blvd.
Relocated from slope below back up to Terwilliger Blvd.
Relocated to designed VP
Might need to re-shoot: skyline is slanted
Unable to access the old location - trail overgrown with blackberries. Relocated point further south.

Relocated to traffic triangle from middle of Burnside and 12th intersection, west side
Can't tell what view would be of. No real view.

Did not see Mt Hood - need to return on a clearer day?

This original location is not the best view of the Fremont. Moved point.

Relocated to end of dock

Relocated from lower path to palm tree area

Might consider breaking panorama into two feature views - one of Burnside, one of Morrison; iPad broken, filled i
Relocated from rail yard (private) to ped bridge
The view is best from the parking lot - can see bridges and river. But the sidewalk view is more accessible to publi

The gateway view of the Fremont is really at the northwest corner of the street.

State of Oregon building dome is a scenic site
Point moved from middle of street to SW corner on sidewalk

Second view towards west hills?

Need to return on a clear day to see if we can see Mt. Hood or hills
Confirm loc with aerial

Need to relocate location of VP dot? hard to tell as The Fields is under construction in the aerial but looks like it sh

Relocated point slightly - from riverbank to actual VP area
Relocated to east greenway, slightly south of Division, between Tilikum Crossing and Ross Island Bridge

Relocated to tram platform
Relocated to Sherwood Blvd from other side of fence

Relocated to NE corner from across McLoughlin

Put back in place. Need to code.
This is the existing viewpoint (VB17-06). However, the view is better from mid-block. Consider relocating this vie

Relocated to minimize risk of overgrown vegetation interfering with view

Relocated to eastern bumpout from middle
Check location on aerial

Relocated more west to avoid red and white traffic arm blocking skyline

View linked to VP 167 looking south - could do one large panorama or two separate

This is a better location for the whole view than the existing location. This location includes a view of the Broadw
Located at a main entrance from parking for Moda Center, this is a gateway view to the bridge.

Picture taken on sidewalk on S side of road next to blackberries
South side of Lloyd sidewalk

Corridor across The Fields Park to Centennial Mills
On boardwalk trail at edge of field looking across field
10:15 am

Documented one set of data for entire bump out, but took shots from multiple locations along bumpout
iPad froze here - original data lost
Need to re-shoot on a clear day

Picnic table area on dirt path off springwater path

EE- refer to aerial to place

Subtype_
Panorama
Panorama
Panorama
Panorama
Panorama
Panorama
View of City
View of City
View of City
View of Mountains
View of Mountains
View of Mountains
View of Mountains
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View of Bridges
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Viewpoint
Scenic Site
View of City
Scenic Site
View of Bridges

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Location	Inventory_
S.W. Terwilliger Boulevard below Veteran's Hospital	VP 31-29
S.W. Terwilliger above Duniway Park	VM 31-38
Zoo Train Platform	VP 23-22
S.W. Upper Hall	VP 24-01
S.W. Terwilliger Boulevard below Veteran's Hospital	29
S.W. Terwilliger Boulevard above S.W. Bancroft St.	30
Mt. Hood and City from the Rose Garden	
Mountains and City from Lewis and Clark Monument	VC 23-04
Mt. St. Helens from S.W. Terwilliger Boulevard	VC 31-31
Mt. St. Helens from Veteran's Hospital	VM 31-21
Mt. Hood from S.W. Terwilliger Boulevard	VP 31-30
Mt. Hood from the Rose Garden	VM 23-08
Mt. Hood from Veteran's Hospital	VM 31-26
Mt. Hood from S.W. Broadway Drive	VM 31-36
Mt. Hood from the Vista Bridge	VM 23-18
Mt. Hood from the Oregon Health Sciences University	VM 31-25
Ross Island Bridge from S.E. McLoughlin Boulevard	VB 31-05
S.W. Terwilliger Boulevard	74
S.W. Terwilliger Boulevard	75
River and Downtown from Convention Center Plaza	VC 24-06
Downtown from OMSI	VC 24-10
Downtown from the Red Lion Motel and Memorial Coliseum	VC 24-47
Downtown from 12th Street Overpass at I-84	VC 24-16
City from Eastbank Esplanade	VC 24-48
First Interstate (Wells Fargo) Tower from East Burnside	VC 24-51
Riverplace from Montgomery Street Stairs	VC 24-44
Downtown from Albina Park	
Mt. Hood from the South Park Blocks	VM 24-21
Mt. St. Helens from the Gazebo at SW Front Avenue	VM 24-19
Mt. Hood from South of the Morrison Bridge	VM 24-46
Mt. Hood from NW Lovejoy Street	VM 24-42
Mt. St. Helens from Jefferson Street Overpass	VM 24-22
Mt. Hood from the Broadway Bridge	VM 24-38
Fremont Bridge from the Broadway Bridge	VB 24-32
Marquam and Ross Island Bridges from Waterfront Park	VB 24-24
Hawthorne Bridge from Eastbank Esplanade	VB 24-25
Vista Bridge from SW Jefferson Street	VB 23-14
Marquam Bridge from the South Side	VB 24-18
Hawthorne and Morrison Bridges	VB2433/2409 VC2443
Morrison Bridge from the Hawthorne Bridge	VB 24-37
Broadway Bridge from the West Side	VB 24-29
Hawthorne Bridge from Waterfront Park	VB 24-35
Morrison Bridge from the Eastbank Esplanade	VB 24-36
Burnside Bridge from Waterfront Park	VB 24-26
Broadway Bridge from Rail Yards	VB 24-30
Broadway Bridge from Lower Albina	

Marquam Bridge from the Steam Plant	VB 24-23
Burnside Bridge from the Eastbank Esplanade	VB 24-27
Marquam Bridge from Station L	VB 24-49
Ross Island Bridge from the South	VB 31-09
West Willamette Riverbank at SW Arthur Street	
Front Avenue at the Fremont Bridge	Gateway 44
West Burnside Street at I-405	Gateway 45
SW Columbia and Jefferson Streets at SW 18th Avenue	Gateway 46
SW Fifth Avenue at I-405	Gateway 47
NE Broadway at NE 16th Avenue	Gateway 48
Holladay Street at 16th Avenue	Gateway 49
NE Broadway at NE Martin Luther King, Jr. Boulevard	Gateway 50
East Burnside and Sandy Boulevard at 12th Avenue	Gateway 51
Powell Boulevard at the Ross Island Bridge	Gateway 52
SW Macadam Avenue at Bancroft Street	Gateway 53
East bank North of Hawthorne Bridge	
	VB 24-34
Riverbank off SW Montgomery	
Greenway Trail, under Tilikum Crossing	
Dock at NW Front & Riverscape St	
NW Quimby & Naito Pkwy	
W of Coliseum	
Park S of Steel Bridge	
SE Caruthers/Willamette Shore	
SE Division/Willamette Shore	
Tilikum Crossing	
Tilikum Crossing	
Ross Island Bridge West	
SW Bond	
SW Gaines	
OHSU	
Washington Park	
Broadway Bridge	
Sellwood Bridge- Slope Adjacent to S.E. McLoughlin Boulevard	
	VC 17-04
Broadway Bridge	
West Willamette Greenwy Trail from under the Fremont Bridge	
	VB 17-06
Panoramic view from Fremont Bridge	VP 17-08
	CCPV34
	CCPV33
Steel Bridge looking north	

Steel Bridge looking south	
East bank south of Steel Bridge	
Waterfront Park near NW Everett	
	VB 24-28
Burnside Bridge looking south	
Morrison Bridge looking north	
Morrison Bridge looking south	
Hawthorne Bridge looking south	
Hawthorne Bridge looking north	
Riverbank near SE Market	
East Riverbank S. of Marquam Bridge	
West end of Marquam Bridge	
Riverbank North of Ross Island Bridge	
Ross Island Bridge Looking North	
Panorama fr Ross Island Sand and Gravel	VP 31-37
Riverbank off SW Bancroft	CCPV2
City Panorama from SW Vista	VP 23-27
Closer description is missing	VC 22-26
City from SW Montgomery	VC 23-29
City from SW Market	VC 23-28
City from SW Montgomery above Vista	VC 23-30
City from SW 18th near Jackson	VC 23-31
City from Governors Park	VC 23-35
City from SW Rivington	VC 24-54
City from SW Cardinell	VC 24-53
City from SW Spring	VC 23-34
Mt.Hood and City from Rose Garden	VC 23-24

VM 24-45, VB 24-31

VB 31-24

VM 23-08

VM 31-25

Greenway	Status	VD_	VD_	VD_	VD_	VA_	VA_	VA_	VA_	VA_	VA_	Is_S	Use_	VC_	VC_	VC_	VC_	VC_
	EXIST	N	Y	Y	Y	Y	Y	Y	No	No	No		L	No	No	No	No	No
	EXIST	No	Y	Y	Y	Y	Y	Y	No	No	No	Y	L	No	No	No	No	No
	EXIST	No	No	Y	Y	No	No	No	Y	No	No			No	No	No	No	No
	EXIST	Y	Y	Y	Y	No	No	No	No	No	No	Y	L	No	No	No	No	No
	EXIST	No	No	No	No	No	No	No	No	No	No			No	No	No	No	No
	EXIST	No	No	No	No	No	No	Y	No	No	No	Y	L	No	No	No	No	No
	NEW	No	Y	Y	Y	No	No	No	No	Y	No	Y	L	No	No	No	No	No
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	RELOCATE	No	No	No	No	No	No	No	No	No	No			No	No	No	No	No
	RELOCATE	No	Y	Y	Y	Y	Y	Y	No	No	No			No	No	Y	No	No
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GVP	EXIST	Y	Y	No	No	Y	No	Y	No	No	No	Y	L	Y	No	No	No	No
	RETIRE	No	No	No	No	No	No	No	No	No	No			No	No	No	No	No
	RETIRE	No	No	No	No	No	No	No	No	No	No			No	No	No	No	No
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	EXIST	Y	Y	N	No	Y	Y	Y	No	No	No	Y	L	No	No	Y	No	No
	EXIST	Y	Y	No	No	No	No	No	Y	No	No		L	Y	No	No	No	No
	RETIRE	No	Y	Y	No	Y	Y	Y	No	No	No	N		No	No	No	Y	No
	RETIRE	No	No	No	No	No	No	No	No	No	No			No	No	No	No	No
	NEW	No	Y	No	No	Y	No	Y	No	No	No			Y	No	No	No	No
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GVP	RELOCATE	Y	Y	No	No	No	No	No	Y	No	No		L	Y	No	No	No	No
	RELOCATE	Y	Y	No	No	No	No	No	Y	No	No	Y	M	Y	No	No	No	No
	RETIRE	No	No	No	No	No	No	No	No	No	No			No	No	No	No	No
	EXIST	No	No	No	No	No	No	No	No	No	No			No	No	No	No	No
CCPV29	RELOCATE	Y	No	No	No	No	No	Y	No	No	Y	Y	L	Y	No	No	No	No
	EXIST	Y	No	No	No	No	Y	Y	No	No	No		L	No	No	No	No	Y
CCPV29	EXIST	Y	No	No	No	No	No	No	Y	No	No	Y	L	Y	No	No	No	Y
GVP	RELOCATE	Y	No	No	No	No	No	No	Y	No	No	Y	L	Y	No	No	No	No
	EXIST	Y	Y	No	No	No	No	No	Y	No	No	Y	L	Y	No	No	No	No
CCPV21, GVP	EXIST	Y	No	No	No	No	No	No	Y	No	No	Y	M	Y	No	No	No	No
	RELOCATE	Y	Y	No	No	No	No	Y	No	No	No	Y	L	Y	No	No	No	Y
	NEW	Y	Y	No	No	No	No	No	No	No	No		L	Y	Y	No	No	No

	EXIST	Y	No	No	Y	No	No	Y	Y	No	No	Y	L	No	No	Y	Y	Y
CCPV22	EXIST	Y	Y	No	No	No	Y	N	Y	No	No	Y	L	Y	No	No	No	No
	RELOCATE	Y	Y	No	No	Y	No	Y	No	No	No	Y	L	Y	No	No	No	No
CCPV3, GVP	EXIST	No	No	No	No	No	No	No	No	No	No			No	No	No	No	No
CCPV32, GVP	EXIST	Yes	No	No	No	No	No	No	No	No	No			Yes	No	No	No	No
	NEW	No	No	No	No	No	No	No	No	No	No			No	Yes	No	No	No
	RETIRE	Y	Y	No	No	Y	Y	Y	No	No	No	Y	L	Y	No	No	No	No
	RETIRE	No	No	No	No	No	No	No	No	No	No			No	No	No	No	No
	RETIRE	No	No	No	No	No	No	No	No	No	No			No	No	No	No	No
	RETIRE	No	No	No	No	No	No	No	No	No	No			No	No	No	No	No
	RETIRE	No	No	No	No	No	No	No	No	No	No			No	No	No	No	No
	RETIRE	Y	No	No	No	Y	Y	Y	No	No	No	Y	L	No	No	No	Y	Y
	RETIRE	Y	Y	No	No	Y	No	Y	No	No	No	Y	L	No	No	No	No	No
	RETIRE	N	Y	No	No	Y	Y	Y	No	No	No			No	No	No	Y	No
	RETIRE	No	Y	No	No	No	No	Y	No	No	No	N	L	No	No	No	No	No
	RETIRE	No	No	No	No	No	No	No	No	No	No			No	No	No	No	No
CCPV17, GVP	EXIST	Y	Y	No	No	No	No	No	Y	No	No		L	Y	No	No	No	No
CCPV14, GVP	EXIST	Y	No	No	No	N	Y	Y	No	No	No	Y	L	Y	No	No	No	No
CCPV12, GVP	EXIST	Y	Y	No	No	N	Y	Y	Y	No	No	Y	L	Y	No	No	No	No
CCPV7, GVP	EXIST	No	No	No	No	No	No	No	No	No	No			No	No	No	No	No
	NEW	Y	Y	No	No	No	No	No	Y	No	No	Y	L	Y	No	No	No	No
	NEW	Y	No	No	No	Y	No	Y	Y	No	No	Y	L	Y	No	No	No	No
	NEW	Y	Y	No	No	Y	Y	Y	No	No	No	Y	L	No	No	No	Y	Y
	NEW	Y	No	No	No	No	No	No	Y	No	No	Y	L	Y	No	No	No	No
CCPV8	EXIST	Y	Y	No	No	Y	Y	Y	Y	No	No			Y	No	No	No	No
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	NEW	No	No	No	No	No	No	No	No	No	No			No	No	No	No	No
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	NEW	Y	Y	Y	Y	No	No	No	No	No	Y			Y	Y	No	No	No
	NEW	Y	Y	Y	No	Y	No	No	No	No	No		L	No	No	No	No	No
CCPV30	EXIST	Y	Y	No	No	Y	No	Y	No	No	No		M	Y	No	No	No	No
	NEW	Y	Y	No	No	Y	No	Y	No	No	No	Y	L	No	No	No	Y	No
	NEW	Y	Y	No	No	Y	Y	Y	No	No	No		L	Y	No	No	No	Y
	EXIST	Y	Y	No	No	No	No	No	No	No	No		L	No	No	Yes	Y	No
	NEW	Y	Y	No	No	Y	Y	Y	No	No	No			No	No	No	Y	No
CCPV31	EXIST	Y	Y	Y	No	Y	No	Y	No	No	No		M	Y	No	No	No	No
	NEW	Yes	No	No	No	No	No	No	No	No	No			Yes	No	No	No	No
	NEW	Yes	No	No	No	No	No	No	No	No	No			Yes	No	No	No	No
GVP	EXIST	Y	Y			Y		Y	Y			Y	M	Y				
	RELOCATE	Y	Y	N		Y	Y	Y				Y	L	Y				Y
	RETIRE																	
	RETIRE																	
	RETIRE																	
CCPV28	EXIST	Y	Y	Y				Y				N	L	Y				Y

CCPV27	EXIST											N	L						
CCPV26, GVP	EXIST	Y	Y						Y			Y	L	Y					
CCPV25	EXIST	Y							Y			Y	L	Y					
CCPV24	RELOCATE	Y	Y			Y	Y	Y				Y	L	Y					
CCPV23	EXIST	Y	Y			Y	Y	Y				Y	L	Y					
CCPV20	RELOCATE	Y	Y	N			N	Y				Y	L	Y					
CCPV19	EXIST	Y	Y				Y	Y				Y	L	Y					
CCPV16	EXIST						Y	Y					L	Y					
CCPV15	EXIST	Y	Y				Y	Y					L	Y					
CCPV13	EXIST	Y	Y						Y			Y	L	Y					
CCPV11	EXIST	Y	Y						Y			Y	L	Y					
CCPV10	RELOCATE	Y	Y	Y	Y		Y	Y	Y			Y	L	Y		Y		Y	
CCPV9	EXIST																		
CCPV6	EXIST																		
CCPV4, CCPV5	EXIST	Y	Y	Y				Y				N	L	Y					
	EXIST																		
	EXIST	Y	Y						Y			Y	L						
	RELOCATE																		
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	RETIRE																		
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Risk_Desc
Overgrown vegetation
Overgrown vegetation
Overgrown vegetation
Overgrown vegetation, potential development

Overgrown vegetation
Overgrown vegetation, development

Overgrown vegetation

Development, some overgrown vegetation

Overgrown vegetation

Vegetation

Overgrown vegetation or development

Veg

Development?

Thunderbird site development, could contribute though

Potentially development, depending on height
Development? Overgrown vegetation?

Development could obstruct Mt. Hood, so could overgrown vegetation

Development & vegetation

Vegetation

Development

Overgrown vegetation
Overgrown vegetation, tall development

Overgrown vegetation

development in Albina?

Development? Overgrown vegetation

Vegetation

Development could block Mt. Hood

Overgrown vegetation

Overgrown vegetation, development has already blocked Mt. Hood

Overgrown vegetation, development

Overgrown vegetation, development
Development?
Vegetation and development
Development
Development
Development, overgrown vegetation

Overgrown vegetation
Freeway ramp redevelopment
Vegetation could become a problem
Overgrown vegetation, development
Development near opera building could obscure view of Mt. Hood
Vegetation
Vegetation
Vegetation
Development, vegetation
Development?

Thunderbird development, but could contribute to view

Overgrown vegetation, tree blocking panorama, need to take in view from north and south of tree to capture all

Overgrown vegetation, South Waterfront development
Overgrown vegetation, south waterfront development
SE quad development
SE quad development
Zidell development
Overgrown vegetation
Overgrown vegetation, development as tall as Big Pink or white building
Overgrown vegetation
Overgrown vegetation, development

Overgrown vegetation

Field_obse
Lots of vegetation; gondola cables are discordant. Historic photos show view of Mt. Hood.
No more view of Mt. Hood
Completely overgrown with vegetation but could be opened up with vegetation management.
One of the nicest views we've seen
Completely overgrown with vegetation but could be opened up with vegetation management.
Tons of overgrown vegetation; found a window with a view 20 yards south of point; there's also a view down on E
Might be able to see Hood on a clear day - confirmed
Building in foreground is discordant; development could block view
No view, overgrown vegetation blocks view. HIstoric photo shows view of Mt. St. Helens. No new development

Two views: one of Mt. Hood, one of Mt. St. Helens
View is completely overgrown. Nearby viewpoints offer a similar views of Mt. Hood.

Only accessible by auto; sidewalk doesn't connect on either end
Development could really block Mt. Hood; fencing is discordant

Completely overgrown, no view. There are two developed viewpoints nearby that offer a similar view.
Completely overgrown, no view. There are two developed viewpoints nearby that offer a similar view.

Noise is discordant; used to have a bench

Lots of development threat
Yamhill street marker somewhat obscures a 180 view; two seating walls, on either side of trail
Vegetation and billboards block view of city
View blocked by development and vegetation.
Fence blocking view
View blocked by development.
View is blocked by vegetation.
iPad broken, filled in later
View is blocked by development.
View is completely blocked by development
Mt. Hood is original view but can see panorama with "Go by train" and Big Pink and Steel Bridge
Note: precise location of this VP my have moved a bit in copying/editing process to restore original point
Telescope
Very long viewing platform set a few steps down from bike trail
This is a corridor, not a viewpoint

Two views here - first of Hawthorne Bridge to the north; second of Tilikum Crossing to the south

Thunderbird design will affect this view
Bench seating wall
Two seating walls; Belmont post with sign is just north of pt
Construction fence blocks view of Moda Center and western end of Burnside Bridge; Ankeny dock in disrepair bel
35mm can't capture union station, even at 18. Second view: Steel Bridge to SE
Similar to view from N Larrabee, but can see river, but also highly discordant powerlines.

Not an existing VP but a nice clear view of Mt. Hood; along Greenway trail between two existing VPs
CCPV22 - Had three original codes including SRPP, CC and GVP

CCPV3 - There are three old viewpoint codes for this point.
Building across just north of Fremont Bridge in disrepair; some vegetation blocking west end of Broadway Bridge;

View of Big Pink
Scenic Site - marks circle/vegetation

No view from corners. View is presumably of mill but can only be seen from middle of intersection.
Became a corridor, not a viewpoint
Not sure what this view is of - presumably a corridor to the mill
Middle of street view

Telescope
Discordant garbage structure and cans; off Greenway Trail

Fence under steel bridge blocks view of Broadway bridge (discordant); might want to stitch as two separate views
has bikeracks

Not clear if this should be a view. Can see the tram though. And OHSU, west hills
Need to revisit without fence; under construction, plans include a viewing terrace off the greenway
Access by tram
Fence is discordant, overgrown vegetation blocks view
Downtown view feels different from Steel Bridge and Moda Center/Lloyd Center side.
Main view is of downtown; secondary views between trees of west hills and OHSU
Streetlights (discord)
Fence blocks part of view
Maaco sign is discordant (too prominent)
Consolidated two viewpoints into one, center of Broadway looking north
Overgrown vegetation blocking part of Fremont and Broadway Bridges; very industrial
Flower pots between view platform and greenway; very industrial; pylons add nice touch in water; overgrown veg
Relocated from old point, which was floating in the water.

Turn into the scenic site (no viewpoint here)
Retire the viewpoint, Freemont Bridge - Not Accessible
Retire the viewpoint, Freemont Bridge - Not Accessible
Narrow walkway, lots of traffic, not safe to stand there for long; view a bit east seems more interesting

Benches nearby; might want to split panorama, freeway between Lloyd and burnside

no guardrail between sidewalk and traffic, but there is a bike lane between sidewalk and vehicle lanes
North side sidewalk is much narrower and no guardrail between sidewalk and traffic
Can probably see Mt. Hood if leaning out over rail, return on clear day
View doesn't really start until state dome, then west

Noise is discordant
Cool view from under Marquam Bridge; rock seats instead of benches

Bridge structure partially blocks west hills; feels unsafe - no guardrail between cars and sidewalk
Leave in original SRI, but delete from CC update
Relocated point to benches by Old Spaghetti Factory
Totally overgrown vegetation but used to be nice city view. Current view is about 20 degrees, but could be 75-90
Big leaf splits view, otherwise would be panorama; dev already blocking hood; no sidewalk, only 1parking spot
No visible view due to overgrown vegetation
VP is at the top of stairs but not developed as a viewpoint; a tall building would definitely block Mt. St. Helens; ne
Overgrown vegetation, no visible view
Very discordant power lines and veg, can see St. Helens a bit and downtown skyline; corridor?

Overgrown vegetation, no visible view
No sidewalk, no parking; at top of staircase

Relocated to top of stairs from bushes; telescope

Freeway is discordant, both visually and in terms of noise

Cars are discordant

Two separate views - one of Mt. Hood, another of Hawthorne Bridge and Lloyd Center; vegetation could interfere
Opera building obscures Mt. Hood, threat of more development; vegetation obscures Tilikum Crossing

Roof structure could be discordant. Cell tower is discordant.
Designated VP is just north of where we took photo; section of Greenway under Broadway open 5am-10pm
Almost two separate views, but could be united with Thunderbird development. Mill structure somewhat discord
Lower pedestrian deck

This view (from east of center) aligns Fremont and Broadway Bridges so that Fremont is centered on Broadway. C

Mt. Hood might be visible on a clearer day, otherwise area east of river is boring
With tree, more like two views - one south towards Morrison Bridge and skyline, one north towards white stag, St
VP at Japanese memorial at end of Couch - opportunity to create more developed VP?
Can't see Mt. hood today. Placed VP at top center of circle stairs. Two telescopes, seating steps
Lots of garbage; VP itself is in disrepair; no lighting - issue at night

Small bulbout at top of ramp from 4th and division to Grand/McLoughlin
Billboard blocks view of downtown

Main view of Mt. Hood and downtown obstructed partially by vegetation; secondary views of Mt. St. Helens and J
Suggest deleting. Other nearby views are better.
Very discordant vegetation and building

Under construction; smoky; trees will need to be maintained for view; picture of construction plan - indicates ther
Under construction

INT_CODE	Multip	NEW_CODE
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U-2		CC_SW51
U-3		CC_SW12
U-4		CC_SW24
U-5		CC_SW65
U-6		CC_SW71
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EXP_FEAT1
Tilikum Crossing
Tilikum Crossing

Mt. Hood
Downtown Skyline

Mt. Hood
Mt. Hood

Wells Fargo Tower

Mt. Hood
Mt. Hood

South Waterfront Skyline

U.S. Bancorp Tower

Freemont Bridge

Broadway Bridge
Broadway Bridge

Tilikum Crossing

Highway 99 Overpass

U.S. Bancorp Tower

OHSU Tram

Mt. Hood
Vista Bridge

West Hills
Freemont Bridge
U.S. Bancorp Tower
Freemont Bridge

Grain Elevator

U.S. Bancorp
Downtown Skyline

U.S. Bancorp Tower

Mt. St. Helens

Mt. Hood
Broadway Bridge
Broadway Bridge
Broadway Bridge
Broadway Bridge
U.S. Bancorp Tower
Downtown Skyline
Downtown Skyline
U.S. Bancorp Tower

Centennial Mills
Freemont Bridge
Broadway Bridge
Union Station
U.S. Bancorp

Tilikum Crossing

Downtown Skyline
Mt. Hood

Mt. Hood

Mt. Hood
Freemont Bridge

EXP_FEAT2
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Mt. St. Helens

Downtown Skyline

Downtown Skyline

Ross Island Bridge

Downtown Skyline

Freemont Bridge

Freemont Bridge

Downtown Skyline

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Willamette River
Downtown Skyline

West Hills

Downtown Skyline

Park Ave. West Tower

Landscaping
Grain Elevator
West Hills
Union Station
U.S. Bancorp Bridge
Oregon State Dome
West Hills
West Hills

Walkway
Centennial Mills
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Railroad

West Hills

Willamette River
Wells Fargo Tower

Wells Fargo Tower

Willamette River
West Hills

EXP_FEAT3

Mt. Adams

Railroad

Union Station

U.S. Bancorp Tower

Tilikum Crossing
U.S. Bancorp Tower

Park Ave. West Tower

U.S. Bancorp Tower

Sulivan's Gulch

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Walkway

Vegetation

Mt. St. Helens

EXP_FEAT4

Downtown Skyline

EXP_FEAT5

EXP_2FEAT
OHSU, OMSI, Marquam
Riverplace, Marquam

Rose Garden, Landscaping
Walkway, Landscaping, Buildings

Koin Tower, Vegetation

Tilikum Crossing

OHSU, Downtown Skyline, West Hills

Oregon State Dome, Vegetation, West Hills

Grain Elevator, Pearl District Skyline

Pearl District Skyline, Downtown Skyline, West Hills

South Waterfront Skyline

Oregon Convention Center

Koin Tower,

West Hills, OHSU

South Waterfront Skyline, Ross Island Bridge, Marquam Bridge
Vegetation

Vegetation
Industrial Development, West Hills
Downtown Skyline
West Hills

Pearl District Skyline, West Hills

Foothills, Vegetation
Foothills, Vegetation

Pearl District Skyline

Foothills, Vegetation
U.S. Bancorp Tower, Pearl District Skyline, West Hills
Vegetation
Steel Bridge, West Hills, Downtown Skyline
Union Station, West Hills
Downtown Skyline, West Hills, Interstate 5

Downtown Skyline, West Hills

Landscaping
Landscaping
Walkway, Fencing, Buildings
Union Station Pedestrian Bridge, Broadway Bridge, Freemont Bridge
Downtown Skyline

OHSU, Veteran's Memorial Hospital

Llyod District Skyline, Hawthorne Bridge, Morison Bridge,Vegetation
Koin Town, Foothills

Vegetation

Tilikum Crossing, Ross Island Bridge, Marquam Bridge, South Waterfront, Downtown Skyline
Vegetation

EXP_SCORE	EXP_	EXP_QUAL	EXP_ICON	EXP_IMAGE	EXP_SKY	EXP_VEG
9.50000000000	0	7.50000000000	6.57143000000	6.28571000000	3.85714000000	4.85714000000
8.83333000000	0	6.83333000000	6.14286000000	5.57143000000	4.00000000000	4.85714000000
8.16667000000	0	7.16667000000	6.00000000000	6.42857000000	0.28571400000	4.42857000000
9.00000000000	0	9.00000000000	9.00000000000	8.57143000000	8.28571000000	3.14286000000
6.16667000000	0	4.16667000000	3.57143000000	3.42857000000	3.57143000000	0.28571400000
5.66667000000	0	5.16667000000	3.71429000000	2.71429000000	0.57142900000	4.42857000000
##############	0	9.83333000000	8.28571000000	8.28571000000	2.71429000000	4.71429000000
7.50000000000	0	7.00000000000	6.85714000000	6.42857000000	2.85714000000	1.14286000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
8.66667000000	0	6.66667000000	6.42857000000	6.28571000000	7.85714000000	0.71428600000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
7.00000000000	0	7.00000000000	7.14286000000	6.57143000000	3.42857000000	5.00000000000
9.50000000000	0	8.00000000000	8.42857000000	7.71429000000	8.14286000000	4.85714000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
6.00000000000	0	5.50000000000	6.85714000000	6.28571000000	5.14286000000	5.28571000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
8.07143000000	0	5.57143000000	5.57143000000	5.57143000000	5.42857000000	3.14286000000
6.92857000000	0	6.42857000000	7.00000000000	7.14286000000	7.14286000000	2.28571000000
6.00000000000	0	6.00000000000	6.14286000000	5.85714000000	6.14286000000	2.14286000000
7.83333000000	0	6.83333000000	6.42857000000	6.14286000000	6.42857000000	6.42857000000
9.14286000000	0	8.14286000000	8.14286000000	8.14286000000	7.85714000000	4.57143000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
4.16667000000	0	3.66667000000	5.14286000000	4.71429000000	3.00000000000	3.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
6.50000000000	0	5.00000000000	5.28571000000	5.14286000000	1.00000000000	2.14286000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
6.57143000000	0	5.57143000000	6.00000000000	6.14286000000	3.14286000000	3.57143000000
8.33333000000	0	7.33333000000	7.83333000000	7.50000000000	5.33333000000	3.83333000000
7.71429000000	0	4.71429000000	4.85714000000	5.42857000000	0.42857100000	1.28571000000
##############	0	7.71429000000	7.42857000000	7.57143000000	7.85714000000	4.28571000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
7.35714000000	0	5.85714000000	6.28571000000	6.14286000000	4.00000000000	3.00000000000
7.28571000000	0	5.28571000000	5.71429000000	6.00000000000	2.28571000000	2.42857000000
7.21429000000	0	4.71429000000	4.85714000000	5.14286000000	0.00000000000	3.14286000000
9.28571000000	0	8.28571000000	8.14286000000	8.28571000000	8.14286000000	4.42857000000
6.21429000000	0	3.71429000000	3.71429000000	4.42857000000	1.28571000000	2.00000000000
5.66667000000	0	5.66667000000	6.71429000000	6.00000000000	3.85714000000	2.14286000000
4.66667000000	0	4.66667000000	5.57143000000	5.00000000000	5.14286000000	3.28571000000

7.42857000000	0	6.42857000000	7.42857000000	7.14286000000	2.14286000000	5.00000000000
8.85714000000	0	6.85714000000	6.71429000000	6.85714000000	6.28571000000	5.14286000000
2.33333000000	0	2.33333000000	3.71429000000	3.57143000000	3.00000000000	2.85714000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
7.28571000000	0	5.28571000000	5.57143000000	5.42857000000	1.28571000000	2.14286000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
1.83333000000	0	1.33333000000	0.57142900000	1.85714000000	0.14285700000	0.28571400000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
2.50000000000	0	2.00000000000	3.14286000000	2.85714000000	2.42857000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
8.33333000000	0	5.83333000000	6.33333000000	6.33333000000	6.50000000000	2.00000000000
7.57143000000	0	4.57143000000	4.71429000000	5.00000000000	0.71428600000	1.14286000000
6.21429000000	0	5.71429000000	5.57143000000	6.14286000000	3.14286000000	2.42857000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
4.92857000000	0	4.42857000000	3.85714000000	4.14286000000	0.71428600000	3.42857000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
5.83333000000	0	4.83333000000	5.42857000000	5.42857000000	5.85714000000	2.42857000000
7.35714000000	0	4.85714000000	5.57143000000	5.42857000000	2.28571000000	2.14286000000
9.07143000000	0	6.57143000000	7.00000000000	7.14286000000	3.71429000000	3.00000000000
6.28571000000	0	6.28571000000	6.71429000000	6.85714000000	3.57143000000	2.71429000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
6.00000000000	0	6.00000000000	6.28571000000	6.42857000000	5.14286000000	2.57143000000
5.33333000000	0	4.33333000000	4.14286000000	4.57143000000	3.28571000000	2.57143000000
0.00000000000	0	4.57143000000	3.57143000000	4.14286000000	0.85714300000	5.14286000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
6.50000000000	0	6.50000000000	6.00000000000	5.85714000000	5.71429000000	4.71429000000
7.78571000000	0	6.28571000000	6.14286000000	6.57143000000	4.00000000000	2.85714000000
4.00000000000	0	3.50000000000	2.85714000000	3.28571000000	1.42857000000	2.42857000000
4.00000000000	0	3.50000000000	4.71429000000	4.57143000000	0.57142900000	0.71428600000
5.00000000000	0	4.50000000000	4.85714000000	4.85714000000	5.57143000000	3.71429000000
4.50000000000	0	3.50000000000	4.28571000000	3.71429000000	0.71428600000	2.00000000000
8.64286000000	0	7.14286000000	7.14286000000	7.14286000000	4.00000000000	3.14286000000
6.14286000000	0	4.14286000000	4.71429000000	4.85714000000	2.00000000000	2.14286000000
5.71429000000	0	3.71429000000	4.28571000000	4.00000000000	1.42857000000	2.00000000000
6.00000000000	0	4.00000000000	3.71429000000	3.71429000000	0.85714300000	2.00000000000
4.33333000000	0	3.33333000000	4.00000000000	4.00000000000	3.14286000000	2.57143000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
6.71429000000	0	5.71429000000	5.85714000000	6.14286000000	4.14286000000	3.42857000000

7.14286000000	0	6.14286000000	6.14286000000	6.42857000000	4.71429000000	4.42857000000
7.50000000000	0	6.00000000000	6.42857000000	6.42857000000	6.42857000000	3.71429000000
5.35714000000	0	3.85714000000	5.28571000000	5.57143000000	2.28571000000	1.42857000000
6.57143000000	0	5.57143000000	6.14286000000	6.28571000000	5.42857000000	3.42857000000
7.71429000000	0	6.71429000000	7.00000000000	7.28571000000	6.71429000000	3.71429000000
7.21429000000	0	5.71429000000	6.00000000000	6.28571000000	2.28571000000	4.14286000000
9.00000000000	0	7.00000000000	7.57143000000	7.14286000000	7.57143000000	5.71429000000
7.35714000000	0	5.85714000000	6.00000000000	5.71429000000	5.42857000000	3.28571000000
7.92857000000	0	6.42857000000	6.00000000000	6.28571000000	5.42857000000	4.28571000000
8.21429000000	0	5.71429000000	6.14286000000	5.85714000000	6.42857000000	6.14286000000
5.85714000000	0	3.85714000000	3.85714000000	4.00000000000	4.00000000000	1.71429000000
5.42857000000	0	3.42857000000	3.42857000000	3.85714000000	3.28571000000	1.85714000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
6.21429000000	0	5.71429000000	6.57143000000	6.71429000000	4.57143000000	1.85714000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
9.64286000000	0	8.14286000000	5.57143000000	5.42857000000	0.28571400000	8.71429000000
7.50000000000	0	7.50000000000	6.42857000000	6.14286000000	5.85714000000	3.71429000000
6.00000000000	0	6.00000000000	5.85714000000	5.14286000000	5.71429000000	2.14286000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
3.33333000000	0	3.33333000000	2.42857000000	2.42857000000	2.14286000000	0.71428600000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
2.83333000000	0	2.83333000000	3.14286000000	1.85714000000	0.14285700000	2.28571000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
############	0	8.66667000000	7.28571000000	8.00000000000	1.57143000000	4.28571000000
4.33333000000	0	3.33333000000	4.42857000000	4.71429000000	2.57143000000	2.42857000000
5.83333000000	0	5.33333000000	5.28571000000	5.14286000000	1.57143000000	4.14286000000
5.16667000000	0	4.16667000000	6.14286000000	6.14286000000	5.00000000000	0.85714300000
4.00000000000	0	3.00000000000	4.28571000000	4.14286000000	2.28571000000	1.42857000000
5.83333000000	0	4.83333000000	5.00000000000	6.28571000000	3.85714000000	4.42857000000
7.83333000000	0	6.33333000000	6.00000000000	6.28571000000	5.28571000000	4.00000000000
7.33333000000	0	5.83333000000	5.71429000000	6.00000000000	6.28571000000	3.28571000000
5.66667000000	0	4.66667000000	5.42857000000	5.42857000000	5.71429000000	1.85714000000
9.50000000000	0	7.00000000000	7.00000000000	7.42857000000	7.00000000000	5.28571000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
6.00000000000	0	4.00000000000	4.42857000000	4.14286000000	0.28571400000	2.28571000000
6.50000000000	0	5.50000000000	5.85714000000	6.00000000000	3.57143000000	0.85714300000
7.16667000000	0	6.66667000000	7.00000000000	7.28571000000	2.85714000000	1.00000000000
6.16667000000	0	5.66667000000	4.57143000000	4.42857000000	2.71429000000	1.00000000000
3.83333000000	0	2.83333000000	5.00000000000	5.00000000000	2.57143000000	0.00000000000
3.50000000000	0	3.50000000000	3.00000000000	3.42857000000	1.14286000000	0.71428600000
5.28571000000	0	3.28571000000	3.85714000000	3.57143000000	1.14286000000	2.00000000000
5.42857000000	0	4.42857000000	4.42857000000	4.14286000000	0.57142900000	2.14286000000
4.78571000000	0	3.28571000000	3.14286000000	3.00000000000	1.28571000000	1.42857000000

6.00000000000	0	5.00000000000	5.00000000000	5.57143000000	3.14286000000	3.57143000000
7.85714000000	0	5.85714000000	6.28571000000	6.71429000000	3.28571000000	2.57143000000
8.14286000000	0	6.14286000000	6.14286000000	6.42857000000	5.14286000000	2.14286000000
7.42857000000	0	5.42857000000	5.42857000000	5.71429000000	4.00000000000	2.71429000000
6.14286000000	0	4.14286000000	4.57143000000	4.28571000000	1.14286000000	1.14286000000
8.42857000000	0	5.42857000000	6.00000000000	6.42857000000	1.85714000000	2.57143000000
5.92857000000	0	4.42857000000	4.28571000000	5.71429000000	1.42857000000	3.85714000000
7.35714000000	0	5.85714000000	6.28571000000	5.85714000000	5.28571000000	5.14286000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
4.50000000000	0	3.50000000000	5.14286000000	5.42857000000	2.71429000000	1.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
9.50000000000	0	8.00000000000	7.71429000000	7.57143000000	7.57143000000	3.85714000000
8.66667000000	0	7.16667000000	7.57143000000	7.57143000000	3.57143000000	5.71429000000
9.50000000000	0	7.50000000000	6.57143000000	6.57143000000	1.00000000000	1.42857000000
9.83333000000	0	7.33333000000	5.71429000000	5.42857000000	0.71428600000	2.42857000000
6.42857000000	0	4.42857000000	4.28571000000	4.57143000000	4.28571000000	1.71429000000
0.00000000000	0	3.66667000000	3.33333000000	3.66667000000	1.00000000000	4.00000000000
0.00000000000	0	3.57143000000	3.42857000000	3.00000000000	0.00000000000	2.57143000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
5.16667000000	0	4.66667000000	5.71429000000	5.85714000000	0.42857100000	3.28571000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000

EXP_HORIZ	EXP_WATER	EXP_DEPTH	EXP_SCOPE	EXP_FOCFEA	VP_DEV
5.42857000000	3.85714000000	7.14000000000	7.57000000000	4.57143000000	1.00000000000
5.85714000000	1.85714000000	6.00000000000	5.86000000000	4.28571000000	1.00000000000
2.57143000000	0.00000000000	4.71000000000	3.29000000000	3.28571000000	1.00000000000
6.85714000000	0.00000000000	9.29000000000	9.57000000000	8.14286000000	0.00000000000
0.00000000000	0.00000000000	3.00000000000	1.71000000000	4.00000000000	1.00000000000
5.00000000000	0.14285700000	4.71000000000	4.43000000000	1.71429000000	0.00000000000
8.28571000000	0.00000000000	9.43000000000	6.00000000000	9.57143000000	0.00000000000
3.14286000000	0.00000000000	4.14000000000	2.57000000000	7.14286000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.85714300000	0.00000000000	5.71000000000	3.00000000000	6.00000000000	1.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
6.57143000000	0.85714300000	7.71000000000	3.57000000000	8.14286000000	0.00000000000
6.57143000000	0.00000000000	8.00000000000	4.71000000000	8.00000000000	1.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	1.00000000000
6.42857000000	2.42857000000	5.29000000000	5.86000000000	5.14286000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
1.71429000000	4.14286000000	0.00000000000	0.00000000000	5.00000000000	1.00000000000
3.42857000000	6.00000000000	0.00000000000	0.00000000000	6.00000000000	0.00000000000
3.14286000000	5.00000000000	0.00000000000	0.00000000000	5.28571000000	0.00000000000
6.85714000000	0.00000000000	6.14000000000	4.57000000000	6.14286000000	0.00000000000
3.00000000000	7.28571000000	0.00000000000	0.00000000000	7.14286000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
5.57143000000	0.00000000000	3.14000000000	3.29000000000	3.57143000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
1.71429000000	4.42857000000	0.00000000000	0.00000000000	5.85714000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
2.42857000000	5.57143000000	0.00000000000	0.00000000000	6.14286000000	0.00000000000
3.16667000000	6.33333000000	0.00000000000	0.00000000000	7.66667000000	0.00000000000
0.28571400000	4.00000000000	0.00000000000	0.00000000000	4.71429000000	1.00000000000
2.28571000000	6.42857000000	0.00000000000	0.00000000000	5.28571000000	1.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	1.00000000000
0.00000000000	4.57143000000	0.00000000000	0.00000000000	5.85714000000	0.00000000000
0.71428600000	4.42857000000	0.00000000000	0.00000000000	5.71429000000	1.00000000000
0.14285700000	3.14286000000	0.00000000000	0.00000000000	4.42857000000	1.00000000000
3.42857000000	7.57143000000	0.00000000000	0.00000000000	4.71429000000	0.00000000000
0.85714300000	3.00000000000	0.00000000000	0.00000000000	4.28571000000	1.00000000000
0.42857100000	0.00000000000	4.57000000000	4.14000000000	5.85714000000	0.00000000000
6.14286000000	5.28571000000	5.71000000000	6.00000000000	5.00000000000	0.00000000000

3.00000000000 5.42857000000 0.00000000000 0.00000000000 8.00000000000 0.00000000000
1.85714000000 5.42857000000 0.00000000000 0.00000000000 5.57143000000 1.00000000000
4.14286000000 0.00000000000 3.43000000000 2.43000000000 4.28571000000 0.00000000000
0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000
2.14286000000 5.00000000000 0.00000000000 0.00000000000 4.85714000000 1.00000000000
0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000
0.00000000000 0.00000000000 0.14000000000 0.29000000000 0.14285700000 0.00000000000
0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000
0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000
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0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000
0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000
0.00000000000 0.00000000000 2.86000000000 2.71000000000 3.14286000000 0.00000000000
0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000
0.00000000000 5.16667000000 0.00000000000 0.00000000000 4.00000000000 1.00000000000
0.14285700000 4.00000000000 0.00000000000 0.00000000000 4.57143000000 1.00000000000
0.57142900000 4.85714000000 0.00000000000 0.00000000000 5.42857000000 0.00000000000
0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000
0.57142900000 4.14286000000 0.00000000000 0.00000000000 4.28571000000 0.00000000000
0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000 1.00000000000
3.57143000000 0.00000000000 4.00000000000 2.43000000000 5.42857000000 0.00000000000
0.00000000000 3.85714000000 0.00000000000 0.00000000000 4.71429000000 1.00000000000
2.42857000000 4.28571000000 0.00000000000 0.00000000000 7.00000000000 1.00000000000
3.71429000000 5.28571000000 0.00000000000 0.00000000000 6.57143000000 0.00000000000
0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000 1.00000000000
0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000 1.00000000000
3.57143000000 4.14286000000 0.00000000000 0.00000000000 6.71429000000 0.00000000000
1.71429000000 0.00000000000 2.86000000000 1.57000000000 3.71429000000 0.00000000000
0.42857100000 5.28571000000 0.00000000000 0.00000000000 2.28571000000 0.00000000000
0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000 1.00000000000
3.14286000000 0.00000000000 5.71000000000 4.29000000000 5.28571000000 0.00000000000
2.28571000000 4.42857000000 0.00000000000 0.00000000000 5.14286000000 0.00000000000
2.57143000000 0.00000000000 2.29000000000 2.00000000000 2.14286000000 0.00000000000
1.14286000000 0.00000000000 2.00000000000 2.00000000000 5.14286000000 0.00000000000
5.00000000000 0.00000000000 4.86000000000 3.57000000000 5.57143000000 0.00000000000
3.14286000000 0.00000000000 2.29000000000 1.43000000000 5.85714000000 0.00000000000
2.71429000000 5.57143000000 0.00000000000 0.00000000000 7.57143000000 0.00000000000
0.28571400000 3.14286000000 0.00000000000 0.00000000000 4.28571000000 1.00000000000
0.42857100000 3.42857000000 0.00000000000 0.00000000000 4.42857000000 1.00000000000
1.42857000000 2.42857000000 0.00000000000 0.00000000000 2.28571000000 1.00000000000
3.28571000000 0.00000000000 3.14000000000 3.86000000000 3.42857000000 0.00000000000
0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000 1.00000000000
0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000 1.00000000000
0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000 0.00000000000
3.85714000000 5.57143000000 0.00000000000 0.00000000000 5.28571000000 0.00000000000

1.85714000000	4.85714000000	0.00000000000	0.00000000000	5.42857000000	0.00000000000
2.71429000000	5.14286000000	0.00000000000	0.00000000000	5.71429000000	0.00000000000
0.14285700000	3.28571000000	0.00000000000	0.00000000000	5.14286000000	0.00000000000
2.57143000000	5.28571000000	0.00000000000	0.00000000000	6.71429000000	0.00000000000
3.14286000000	4.85714000000	0.00000000000	0.00000000000	4.57143000000	0.00000000000
0.00000000000	4.28571000000	0.00000000000	0.00000000000	4.42857000000	1.00000000000
3.28571000000	5.14286000000	0.00000000000	0.00000000000	6.28571000000	1.00000000000
0.14285700000	4.57143000000	0.00000000000	0.00000000000	4.42857000000	0.00000000000
3.85714000000	6.14286000000	0.00000000000	0.00000000000	5.42857000000	0.00000000000
2.14286000000	4.28571000000	0.00000000000	0.00000000000	5.00000000000	1.00000000000
2.42857000000	2.71429000000	0.00000000000	0.00000000000	3.28571000000	1.00000000000
0.85714300000	4.00000000000	0.00000000000	0.00000000000	3.28571000000	1.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
1.85714000000	4.57143000000	0.00000000000	0.00000000000	6.42857000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
6.28571000000	7.71429000000	0.00000000000	0.00000000000	4.42857000000	1.00000000000
4.71429000000	0.85714300000	6.43000000000	4.29000000000	5.85714000000	0.00000000000
3.14286000000	0.00000000000	4.57000000000	3.86000000000	5.14286000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.57142900000	0.00000000000	1.71000000000	1.14000000000	2.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
2.42857000000	0.00000000000	1.86000000000	1.86000000000	2.57143000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
5.85714000000	0.00000000000	7.86000000000	5.14000000000	6.57143000000	1.00000000000
3.42857000000	0.00000000000	3.00000000000	4.00000000000	4.14286000000	0.00000000000
4.14286000000	0.00000000000	3.29000000000	2.71000000000	5.28571000000	0.00000000000
3.14286000000	0.00000000000	4.14000000000	4.43000000000	5.28571000000	0.00000000000
1.85714000000	0.00000000000	2.71000000000	2.71000000000	3.42857000000	0.00000000000
2.71429000000	0.00000000000	4.57000000000	3.43000000000	5.14286000000	0.00000000000
3.71429000000	0.85714300000	6.14000000000	4.57000000000	5.85714000000	0.00000000000
3.57143000000	0.00000000000	5.43000000000	4.57000000000	5.71429000000	0.00000000000
2.85714000000	0.00000000000	3.71000000000	4.29000000000	4.14286000000	0.00000000000
3.14286000000	4.28571000000	0.00000000000	0.00000000000	6.00000000000	1.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	1.00000000000
0.42857100000	3.28571000000	0.00000000000	0.00000000000	3.42857000000	1.00000000000
0.57142900000	0.00000000000	4.29000000000	2.00000000000	6.42857000000	0.00000000000
0.85714300000	0.00000000000	5.86000000000	4.86000000000	7.57143000000	0.00000000000
0.71428600000	0.00000000000	3.14000000000	2.29000000000	4.42857000000	0.00000000000
0.00000000000	0.00000000000	3.14000000000	2.00000000000	5.28571000000	0.00000000000
0.71428600000	0.42857100000	1.14000000000	1.57000000000	1.85714000000	0.00000000000
0.57142900000	3.57143000000	0.00000000000	0.00000000000	3.28571000000	1.00000000000
0.00000000000	2.57143000000	0.00000000000	0.00000000000	3.71429000000	0.00000000000
0.00000000000	2.42857000000	0.00000000000	0.00000000000	2.28571000000	0.00000000000

3.85714000000	4.85714000000	0.00000000000	0.00000000000	5.28571000000	0.00000000000
3.00000000000	4.42857000000	0.00000000000	0.00000000000	5.57143000000	1.00000000000
1.85714000000	3.42857000000	0.00000000000	0.00000000000	4.42857000000	1.00000000000
1.57143000000	3.71429000000	0.00000000000	0.00000000000	3.57143000000	1.00000000000
0.00000000000	2.28571000000	0.00000000000	0.00000000000	3.00000000000	1.00000000000
2.57143000000	4.42857000000	0.00000000000	0.00000000000	5.42857000000	1.00000000000
3.14286000000	3.57143000000	0.00000000000	0.00000000000	2.14286000000	1.00000000000
3.00000000000	3.57143000000	0.00000000000	0.00000000000	4.00000000000	1.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	1.00000000000
2.85714000000	0.57142900000	3.86000000000	3.29000000000	5.57143000000	1.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	1.00000000000
2.71429000000	4.57143000000	7.00000000000	5.43000000000	7.14286000000	1.00000000000
5.71429000000	1.00000000000	6.71000000000	4.86000000000	7.42857000000	1.00000000000
0.14285700000	0.00000000000	4.14000000000	2.14000000000	5.00000000000	1.00000000000
2.71429000000	0.00000000000	5.43000000000	3.14000000000	6.28571000000	1.00000000000
2.28571000000	3.85714000000	0.00000000000	0.00000000000	3.71429000000	1.00000000000
0.00000000000	3.33333000000	0.00000000000	0.00000000000	1.66667000000	0.00000000000
0.00000000000	3.14286000000	0.00000000000	0.00000000000	2.57143000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	1.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	1.00000000000
2.85714000000	0.28571400000	3.43000000000	1.71000000000	6.28571000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	1.00000000000
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	1.00000000000

VP_ACCESS	VP_USE	ViewHeadin	ViewHead_1	ViewHead_2	ViewI
1.00000000000	0.00000000000	70.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.00000000000	115.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	50.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	55.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.00000000000	15.00000000000	0.00000000000	0.00000000000	0
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0.00000000000	0.50000000000	45.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.00000000000	360.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	115.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	90.00000000000	0.00000000000	0.00000000000	0
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0.00000000000	0.00000000000	90.00000000000	0.00000000000	0.00000000000	0
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1.00000000000	0.00000000000	250.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	280.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.00000000000	230.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.50000000000	115.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	145.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	310.00000000000	0.00000000000	0.00000000000	0
1.00000000000	1.00000000000	105.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.50000000000	270.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	70.00000000000	0.00000000000	0.00000000000	0
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0.50000000000	0.50000000000	280.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.50000000000	95.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	350.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	235.00000000000	0.00000000000	0.00000000000	0

0.50000000000	0.50000000000	100.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	280.00000000000	0.00000000000	0.00000000000	0
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0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0
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0.50000000000	0.00000000000	340.00000000000	##############	0.00000000000	0
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0.00000000000	0.00000000000	250.00000000000	0.00000000000	0.00000000000	0
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1.00000000000	0.50000000000	135.00000000000	0.00000000000	0.00000000000	0
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0.50000000000	0.00000000000	265.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.00000000000	275.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.00000000000	210.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.00000000000	245.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.50000000000	325.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	45.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	45.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	40.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.00000000000	255.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	0.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	0.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	325.00000000000	0.00000000000	0.00000000000	0

0.50000000000	0.50000000000	145.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.50000000000	235.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.50000000000	75.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	360.00000000000	0.00000000000	0.00000000000	0
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0.50000000000	0.50000000000	210.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.50000000000	20.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.50000000000	200.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.50000000000	280.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	250.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	70.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	60.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	75.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.00000000000	355.00000000000	##############	0.00000000000	0
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0.50000000000	0.00000000000	180.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	60.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	105.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	50.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	25.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	90.00000000000	0.00000000000	0.00000000000	0
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0.00000000000	0.00000000000	50.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	15.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	30.00000000000	0.00000000000	0.00000000000	0
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1.00000000000	0.00000000000	235.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.00000000000	250.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.00000000000	225.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.00000000000	225.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.00000000000	265.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.50000000000	230.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.50000000000	235.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.00000000000	250.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.50000000000	235.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	100.00000000000	##############	0.00000000000	0
0.50000000000	0.50000000000	115.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	45.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.00000000000	0.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.00000000000	115.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.00000000000	325.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	160.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	50.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	55.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.50000000000	150.00000000000	0.00000000000	0.00000000000	0

0.50000000000	0.50000000000	295.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	245.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	200.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	285.00000000000	0.00000000000	0.00000000000	0
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0.50000000000	0.00000000000	280.00000000000	0.00000000000	0.00000000000	0
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0.50000000000	0.00000000000	90.00000000000	##############	##############	280
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1.00000000000	0.50000000000	100.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	245.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	95.00000000000	0.00000000000	0.00000000000	0
0.00000000000	0.00000000000	95.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.00000000000	115.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.00000000000	100.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.50000000000	90.00000000000	0.00000000000	0.00000000000	0
0.50000000000	1.00000000000	90.00000000000	0.00000000000	0.00000000000	0
0.50000000000	0.00000000000	255.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.50000000000	315.00000000000	0.00000000000	0.00000000000	0
1.00000000000	0.50000000000	315.00000000000	0.00000000000	0.00000000000	0

Angle_Ho_1	Angle_Ho_2	Angle_Ho_3
0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000

0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000

0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000
0.00000000000	0.00000000000	0.00000000000
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Rank	Rank2	Rank3	Rank4	KeyFocalPt
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1				Mt. St. Helens
1				Mt. St. Helens
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2				Mt. Hood
1				Mt. Hood
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1				Mt. St. Helens
1				Wells Fargo Center
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1				US Bancorp Tower
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KeyFocal_1	KeyFocal_2	KeyFocal_3
Mt. Hood Tilikum Crossing	Mt. Tabor	
Mt. Adams Mt. Tabor	Mt. Hood	Wells Fargo Center
Mt. St. Helens		
Tilikum Crossing Wells Fargo Center Mt. St. Helens	Park West Building Tilikum Crossing	Mt. Adams
Park West Building		

Mt. St. Helens	Mt. Adams	Tilikum Crossing
US Bancorp Tower	Park West Building	

Park West Building	Rocky Butte
US Bancorp Tower	Park West Building
Koin Center	Council Crest

Hawthorn Bridge	Mt. St. Helens	Koin Center
Mt. Tabor		

Mt. St. Helens	Mt. Adams	Tilikum Crossing
Mt. St. Helens	Mt. Adams	Tilikum Crossing

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ViewpointI	Address	Size_	Developed	Focal_Objt	Notes	Inventory_	Greenway	Status	INT_CODE	MultipleVi	NEW_CODE	ViewHeadin	ViewHead_	ViewHead_	ViewHead_	Angle_	Angle_	Angle_	Angle_	Rank	Rank2	Rank3	Rank4	KeyFocalPt	KeyFocal_1	KeyFocal_2	KeyFocal_3	HeatMap
135	Russell St under I-5 overpass	30' along wide sidewa	N	Fremont Bridge, west hills				NEW	U-35		CC_N01	245	0	0	0	40	0	0	0	3								
234	Lillis Albina Park - West Edge							NEW	U-67		CC_N02	255	0	0	0	30	0	0	0	2				Freemont Bridge				Y
31	N Commercial at Albina park	1/4 block on 5' sidew	N	Skyline, west hills, Fremont Bridge, Broadway Bridge (glimpse), mill				NEW	U-17		CC_N03	230	0	0	0	80	0	0	0	3								
134	Lillis Albina Park	30' x 15'	N	Skyline, west hills, Broadway Bridge, Big Pink		VC 17-04		EXIST	U-34		CC_N04	210	0	0	0	45	0	0	0	2								
132	N Lewis and Tillamook	6' x 6'	N	Fremont Bridge, west hills, cement plant				NEW	U-33		CC_N05	275	0	0	0	75	0	0	0	3								
53	Blanchard site parking lot	100'	N	Skyline, Broadway Bridge, Centennial Mills, Willamette River, west hills	The view is best from the parking lot - can see bridges and river. But the sidewalk view is more accessible to public. Not orig VB17-06			NEW	U-22		CC_N06	235	0	0	0	105	0	0	0	2								
190	N Larrabee between N Dixon & N Hancock	36 sq ft	N	Pearl District skyline, Broadway Bridge, Downtown skyline, Big Pink, West Hills, mill	This is a better location for the whole view than the existing location. This location includes a view of the Broadway Bridge.			NEW	U-42		CC_N07	235	0	0	0	150	0	0	0	3								
140	N Dixon & N Larrabee	36 sq ft	N	Pearl District skyline, west hills, mill	This is the existing viewpoint (VB17-06). However, the view is better from mid-block. Consider relocating this viewpoint.	VB 17-06		RELOCATE	U-36		CC_N08	255	0	0	0	115	0	0	0	3								
191	N Winning & N Flint	100 sq ft	N	Broadway Bridge, West Hills	Located at a main entrance from parking for Moda Center, this is a gateway view to the bridge.			NEW	U-43		CC_N09	250	0	0	0	20	0	0	0	2								
85	N Larrabee & N Winning	100 sq ft	N	Big Pink, city skyline				NEW	U-28		CC_N10	200	0	0	0	10	0	0	0	2								
39	Broadway Bridge, north side, east	8' sidewalk on bridge	N	Fremont Bridge, Forest Park, west hills, Willamette River, Centennial Mills, trains, cement plant, mill, Pearl District	This original location is not the best view of the Fremont. Moved point.	VB 24-32		EXIST	R-8		CC_N11	310	0	0	0	145	0	0	0	A								
192	N Larrabee & N Interstate	100 sq ft	N	Broadway Bridge, Steel Bridge, Big Pink, city skyline, west hills				NEW	U-44		CC_N12	225	0	0	0	135	0	0	0	2								
193	N Drexler & N Interstate	36 sq ft		Big Pink, go by Train, Broadway Bridge				NEW	U-45		CC_N13	225	0	0	0	180	0	0	0	3								
25	Thunderbird site	25 sq ft	No	Steel Bridge, Broadway Bridge, Willamette River, city skyline, Big Pink, west hills, "Go by train" sign	Unable to access the old location - trail overgrown with blackberries. Relocated point further south.	VC 24-47		EXIST	R-3		CC_N14	230	0	0	0	190	0	0	0	B								
212	Steel Bridge, east of center	5' walkway, narrow	N	Fremont Bridge, Train station/Go by train, Broadway Bridge, River, west hills, Forest Park				NEW	R-66		CC_N15	295	0	0	0	100	0	0	0	B								
26	NE 12th Ave I-84 overpass	10' overpass sidewalk	No	West hills, Big Pink, Downtown skyline, State dome building		VC 24-16		EXIST	U-16		CC_NE01	250	0	0	0	40	0	0	0	1				US Bancorp Tower	Park West Building			Y
196	NE Lloyd Blvd, west of 11th			South downtown skyline, triangle blue roof building, domed roof building downtown, west hills	South side of Lloyd sidewalk			NEW	U-48		CC_NE02	235	0	0	0	20	0	0	0	2								
194	12th st I 84 overpass			West hills, Big Pink, Lloyd Center, State dome building				NEW	U-46		CC_NE03	265	0	0	0	45	0	0	0	2								
22	Greenway viewpoint at Convention Center Plaza	1/4 acre	Y	City skyline, Steel Bridge, Burnside Bridge, Big Pink, White Stag, OHSU, Willamette River, West Hills	Relocated to designed VP	VC 24-06		EXIST	R-1		CC_NE04	240	0	0	0	100	0	0	0	B								
195	NE Lloyd Blvd, west of 9th	6' sidewalk		West hills, OHSU, south downtown skyline	Picture taken on sidewalk on S side of road next to blackberries			NEW	U-47		CC_NE05	230	0	0	0	20	0	0	0	1				Wells Fargo Center	Koin Center	Council Crest		Y
198	Greenway Trail developed VP above EB Esplanade	4000 sq ft	Y	Steel Bridge, Willamette River, city skyline, Big Pink, White Stag				NEW	R-58		CC_NE06	235	0	0	0	170	0	0	0	B								
211	Steel Pedestrian Bridge - Lower level	9' pedway	N	Lloyd Center, State dome, Burnside Bridge, White Stag, skyline, Big Pink, Willamette River, west hills				NEW	R-65		CC_NE07	150	0	0	0	180	0	0	0	C								
151	Eastbank Esplanade, south of Steel Bridge	100 sq ft	N	Steel Bridge, Willamette River, city skyline	Relocated to minimize risk of overgrown vegetation interfering with view		CCPV26, GV	EXIST	R-43		CC_NE08	235	0	0	0	150	0	0	0	B								
197	MLK & I-84 overpass	100 sq ft	N	City skyline, Big Pink, OHSU, West Hills				NEW	U-49		CC_NE09	250	0	0	0	85	0	0	0	2								
153	Burnside Bridge, North side, center	36 sq ft	N	Steel Bridge, Fremont Bridge, Lloyd towers, Willamette River, White Stag sign, Broadway Bridge, Moda Center, State dome building		VB 24-28	CCPV24	RELOCATE	R-45		CC_NE10	360	0	0	0	180	0	0	0	B								
82	Dock at NW Front & Riverscape	1 acre	N	Willamette River, Fremont Bridge, Broadway Bridge, Steel Bridge				NEW	R-26		CC_NW01	50	0	0	0	180	0	0	0	C								
139	Greenway Trail, Under Freemont Bridge	500 sq ft	Y	Freemont Bridge, Willamette River, ships, industrial area, Broadway Bridge	Put back in place. Need to code.		GVP	EXIST	R-39		CC_NW02	40	0	0	0	190	0	0	0	C								
61	NW Front Ave and NW 15th	100 sq ft	N	Freemont Bridge, Broadway Bridge, Centennial Mills	The gateway view of the Fremont is really at the northwest corner of the street.	Gateway 44		RETIRE	U-24		CC_NW03	115	0	0	0	135	0	0	0	3								
58	Greenway Trail, south of Fremont Bridge	Grway viewing plat 1	No	Fremont Bridge, Industrial Albina, mill, Broadway Bridge, Willamette River			CCPV32, GV	EXIST	R-20		CC_NW04	43	0	0	0	180	0	0	0	B								
83	The Fields - NW Quimby & NW 11th	300 sq ft	Y	Fremont Bridge, Centennial Mills	Need to relocate location of VP dot? hard to tell as The Fields is under construction in the aerial but looks like it should go a bit more NE			NEW	U-27	True	CC_NW05	340	80	0	0	50	32	0	0	2	2							
203	The Fields Park, east trail	100 sq ft	N	Broadway Bridge, Steel Bridge, Albers Milling co.	10:15 am			NEW	U-50		CC_NW06	115	0	0	0	20	0	0	0	2								
143	Greenway Trail between Fremont and Broadway, N pt.	Sm viewing platform	No	Fremont Bridge, Willamette River, Industrial Albina, Broadway Bridge				NEW	R-37		CC_NW07	45	0	0	0	160	0	0	0	C								
202	The Fields Park, southeast trail	100 sq ft	N	Fremont Bridge, Centennial Mills, park	On boardwalk trail at edge of field looking across field			NEW	U-65		CC_NW08	0	0	0	0	95	0	0	0	2								
144	Greenway Trail between Fremont and Broadway, S pt	Sm viewing platform	No	Fremont Bridge, Industrial Albina, mill, Broadway Bridge, Willamette River				NEW	R-38		CC_NW09	45	0	0	0	170	0	0	0	C								
201	The Fields - NW Overton & NW 11th	400 sq ft	N	Centennial Mills, park	Corridor across The Fields Park to Centennial Mills			NEW	U-64		CC_NW10	45	0	0	0	25	0	0	0	2								
136	Broadway Bridge, Center, Northside	8' bridge sidewalk	N	Fremont Bridge, Willamette River, Forest Park, Centennial Mills, factory (mill), Pearl District, cement plant			CCPV31	EXIST	R-36		CC_NW11	325	0	0	0	180	0	0	0	A								
123	Broadway Bridge, center, south side	8' bridge sidewalk	N	Steel Bridge, Downtown skyline, Big Pink, Train station, Moda Center, Lloyd Center, west hills, Willamette River, mill, Pearl District			CCPV30	EXIST	R-35		CC_NW12	140	0	0	0	150	0	0	0	B								
209	Greenway trail, just N of Broadway Bridge	Corner of trail, 18' x 8	Y	Fremont Bridge, Willamette River, cement plant, Pacific Grain (mill), Broadway Bridge, Lloyd center, other mill, Steel Bridge				NEW	R-63		CC_NW13	50	0	0	0	180	0	0	0	C								

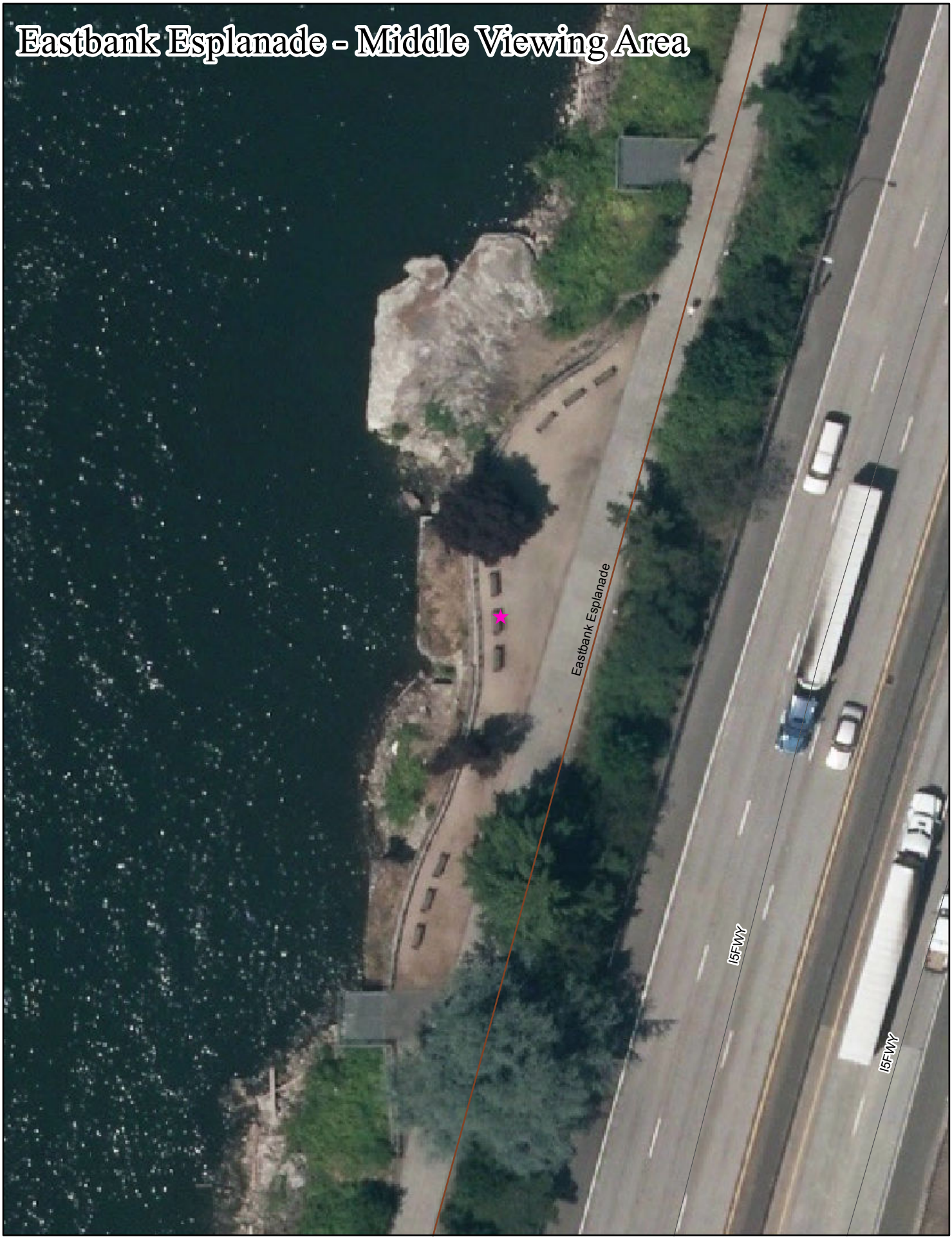
38	Broadway Bridge, south side, west of center	10' bridge sidewalk	N	Mt. Hood, Lloyd Center		VM 24-38		RELOCATE	R-7		CC_NW14	145	0	0	0	180	0	0	0	B									
210	Greenway just south of Broadway Bridge	Corner of greenway 1	N	Fremont Bridge, Broadway Bridge, cement plant, Pacific Grain (mill), other mill, Lloyd Center, State dome building, Moda Center, Steel Bridge, WiRiver				NEW	R-64		CC_NW15	55	0	0	0	194	0	0	0	B									
47	Greenway between Broadway and Steel Bridges	8' sidewalk	Y	Broadway Bridge, Fremont Bridge, cement plant, mill, Moda Center, another mill, Lloyd Center, Steel Bridge, Willamette River		VB 24-29	CCPV29	EXIST	R-14		CC_NW16	50	0	0	0	192	0	0	0	B									
208	Pedestrian bridge b/w railyards dev and union sta	10' ped br	N	Downtown skyline, Big Pink, west hills				NEW	U-53		CC_NW17	160	0	0	0	84	0	0	0	3									
52	Ped bridge between yards development and station	10' ped br	N	West hills, Union station, Centennial Mills, Fremont Bridge, Broadway Bridge, Albers, mill	Relocated from rail yard (private) to ped bridge	VB 24-30		RELOCATE	U-21		CC_NW18	350	0	0	0	70	0	0	0	2									
149	Center of Steel Bridge - North side		N	Mills, Willamette River, Broadway Bridge, Fremont Bridge, Train station, Forest Park, west hills, Pearl development			CCPV28	EXIST	R-41		CC_NW19	325	0	0	0	180	0	0	0	B									
150	Upper deck steel		N	Lloyd, state dome, mt hood, burnside, white stag, skyline, big pink, rive rest hills			CCPV27	EXIST	R-42		CC_NW20	145	0	0	0	180	0	0	0	B									
207	NW Glisan and 4th	Street corner 7' sidew	N	Train station, Fremont Bridge, Broadway Bridge, Pedestrian Bridge. Plus, a view of Steel Bridge down Glisan to the right and Lloyd center.				NEW	U-52		CC_NW21	325	0	0	0	35	0	0	0	3									
86	Greenway south of Steel Bridge	20' path plus bulbout	N	Steel Bridge, Willamette river, Lloyd center, Broadway Bridge, Burnside Bridge, state dome building				NEW	R-27		CC_NW22	75	0	0	0	205	0	0	0	B									
152	Greenway at stairs between NW Everett and Davis	20' path, intersection	N	Steel Bridge, Willamette river, moda center, Lloyd center, state dome building, Burnside Bridge			CCPV25	EXIST	R-44		CC_NW23	75	0	0	0	200	0	0	0	C									
216	Greenway at NW Couch	20' path; intersects w	N	Burnside Bridge, state dome building, Lloyd Center, Willamette River, Moda center, Steel Bridge	iPad froze here - original data lost			NEW	R-70		CC_NW24	90	0	0	0	190	0	0	0	C									
154	Burnside Bridge, South Side, Center	36 sq ft	N	Willamette River, Morrison Bridge, downtown, Hawthorne Bridge			CCPV23	EXIST	R-46		CC_SE01	180	0	0	0	180	0	0	0	B									
55	Eastbank Esplanade, south of Burnside Bridge	1,000 sqft	Y	Burnside Bridge, Willamette River, White Stag sign, Big Pink, Morrison Bridge, OHSU		VB 24-27	CCPV22	EXIST	R-19		CC_SE02	280	0	0	0	180	0	0	0	B									
215	Eastbank Esplanade, north of Morrison Bridge	About 1 city block lon	Y	Willamette River, Morrison Bridge, skyline, Big Pink, Burnside Bridge, Steel Bridge, Moda center, Lloyd center, Hawthorne Bridge, white stag sign	Documented one set of data for entire bump out, but took shots from multiple locations along bumpout			NEW	R-69		CC_SE03	285	0	0	0	180	0	0	0	B									
155	Morrison Bridge, north side, eastern bulbout	7' x 40' bulbout		Willamette River, Big Pink, Fremont Bridge, Burnside Bridge, Steel Bridge, Lloyd Center, Moda Center, State dome building	Relocated to eastern bumpout from middle		CCPV20	RELOCATE	R-47		CC_SE04	20	0	0	0	180	0	0	0	B									
214	Morrison Bridge, south side, eastern bulbout	7' x 40' bulbout		Willamette River, Hawthorne Bridge, Marquam Bridge, South Waterfront, OHSU, west hills, skyline				NEW	R-68		CC_SE05	200	0	0	0	150	0	0	0	B									
50	Eastbank Esplanade, just south of SE Belmont St	12' greenway trail	No	Willamette River, Hawthorne Bridge, Morrison Bridge, OHSU, west hills		VB 24-36		EXIST	R-17		CC_SE06	280	0	0	0	182	0	0	0	A									
27	Eastbank Esplanade at SE Yamhill	12' greenway path	N	OHSU, west hills, Hawthorne Bridge, Willamette River, skyline, Big Pink, Morrison Bridge		VC 24-48		EXIST	R-4		CC_SE07	280	0	0	0	150	0	0	0	A									
41	Eastbank Esplanade at SE Salmon	300' x 50'	Y	Willamette River, west hills, Hawthorne Bridge, skyline, Big Pink, Morrison Bridge, OHSU, Steel Bridge (towers)		VB 24-25		RELOCATE	R-10		CC_SE08	270	0	0	0	186	0	0	0	A									
74	Eastbank Esplanade, just north of Hawthorne Bridge	70' x 30'	Y	Willamette River, Hawthorne Bridge, skyline, Big Pink, Morrison Bridge, Steel Bridge, Moda center			CCPV17, GV	EXIST	R-23		CC_SE09	265	0	0	0	205	0	0	0	B									
160	Greenway Trail at Holman Dock	200 sq ft	Y	Downtown skyline, Willamette River			CCPV13	EXIST	R-52		CC_SE10	280	0	0	0	160	0	0	0	B									
24	East Greenway Trail north of Marquam Bridge	100 sq ft	N	Downtown skyline, Willamette River, Hawthorne Bridge, Marquam Bridge, Tillikum Bridge, West Hills	Might need to re-shoot: skyline is slanted	VC 24-10		EXIST	R-2		CC_SE11	260	0	0	0	170	0	0	0	B									
56	SE Stephens & SE 3rd	100 sq ft	N	Tillikum Crossing, South Waterfront, OHSU, Veterans Hospital, West Hills		VB 24-49		RELOCATE	U-23		CC_SE12	215	0	0	0	60	0	0	0	3									
161	EastGreenway Trail south of Marquam Bridge at OMSI	900 sq ft	Y	Marquam Bridge, Willamette River, downtown skyline, Tillikum Crossing, OHSU, West Hills			CCPV11	EXIST	R-53		CC_SE13	250	0	0	0	200	0	0	0	C									
227	Eastbank Esplanade bw Marquam and Tilikum		Y	Tilikum Crossing, Willamette River, South Waterfront, West Hills, OHSU, Marquam Bridge, Hawthorne Bride, Downtown Skyline	EE- refer to aerial to place			NEW	R-74		CC_SE14	245	0	0	0	196	0	0	0	B									
213	East Greenway Trail south of OMSI	400 sq ft	Y	Tillikum Crossing, Marquam Bridge, Willamette River, OHSU, WEst Hills				NEW	R-67		CC_SE15	245	0	0	0	180	0	0	0	B									
239	Tilikum Crossing - Northeast Pedestrian Bumpout							NEW	R-00		CC_SE16	315	0	0	0	180	0	0	0	B									
104	SE Caruthers at Willamette River	50' x 50'	Y	Tillikum Crossing, South Waterfront, Willamette River, Ross Island Bridge, west hills	Relocated point slightly - from riverbank to actual VP area		CCPV8	EXIST	R-28		CC_SE17	245	0	0	0	170	0	0	0	B									
221	SE McLoughlin/Grand at Caruthers	6' x 8'	Y	Tilikum Crossing, OHSU, West Hills, Marquam Bridge, Willamette River				NEW	U-55		CC_SE18	270	0	0	0	110	0	0	0	3									
107	Tilikum Cross - Southeast Pedestrian Bumpout		No					NEW	R-30		CC_SE19	135	0	0	0	180	0	0	0	A									
106	East Greenway trail in front of SK northwest	10' trail	No	Tilikum Crossing, Portland Spirit dock, Willamette River, OHSU, west hills, Ross Island Bridge, Ross Island	Relocated to east greenway, slightly south of Division, between Tilikum Crossing and Ross Island Bridge			NEW	R-29		CC_SE20	250	0	0	0	180	0	0	0	B									
220	SE McLoughlin/Grand above Division	6' x 8' bumpout at top	Y	2 views: 1)West Hills, OHSU, Tilikum Crossing, Willamette River, Marquam Bridge; view 2) Fremont Bridge, Big Pink, skyline				NEW	U-54	True	CC_SE21	275	340	0	0	55	30	0	0	2	3								
166	Ross Island Bridge, Center, north side	5' sidewalk	N	West Hills, OHSU, Willamette River, Tilikum Crossing, Marquam Bridge, Fremont Bridge, Steel Bridge, Lloyd Center, Big Pink, skyline, Moda Center	View linked to VP 167 looking south - could do one large panorama or two separate		CCPV4, CCP	EXIST	R-55		CC_SE22	355	175	0	0	180	180	0	0	B	B								
69	Ross Island Bridge over SE Grand/McLoughlin	5' sidewalk	N	Lloyd Center, Steel Bridge, Fremont Bridge, Big Pink	Second view towards west hills?	Gateway 52		RETIRE	U-26		CC_SE23	0	0	0	0	40	0	0	0	3									

18	SE McLoughlin and Franklin	5' sidewalk	N	South Waterfront, OHSU, west hills, Ross Island Bridge, Tilikum Crossing, downtown skyline, Big Pink, Willamette River	Relocated to SE corner from across McLoughlin	VB 31-05	GVP	EXIST	U-15		CC_SE24	255	0	0	0	163	0	0	0	2									
218	Springwater Corridor, south of Ross Island Bridge	3' dirt path pullout w	Y	Ross Island, West Hills, OHSU, South Waterfront, Ross Island Bridge, Willamette River, Tilikum Crossing				NEW	R-72		CC_SE25	260	0	0	0	160	0	0	0	B									
219	Springwater Corridor dirt path, S of Ross Island B	10 sqft area off dirt p	Y	West hills, South Waterfront, OHSU, Willamette River, Ross Island, Ross Island Bridge, Tilikum Crossing, Marquam Bridge	Picnic table area on dirt path off springwater path	VB 31-24		EXIST	R-73		CC_SE26	280	0	0	0	126	0	0	0	B									
129	SE McLoughlin and Haig	5' sidewalk	N	Downtown skyline, Tilikum Crossing, Fremont Bridge, Big Pink, Willamette River; secondary view of west hills, OHSU	Relocated to NE corner from across McLoughlin			NEW	U-32		CC_SE27	265	0	0	0	140	0	0	0	3									
168	Springwater Trail at Ross Is Sand & Gravel					VP 31-37		EXIST	<Null>		CC_SE28	0	0	0	0	0	0	0	0										
51	Greenway at SW Ankeny (just S of Burnside Bridge)	Big? 100 x 50?	Y	Burnside Bridge, Willamette River, Morrison Bridge, Hawthorne Bridge	Might consider breaking panorama into two feature views - one of Burnside, one of Morrison; iPad broken, filled in later	VB 24-26	CCPV21, GV	EXIST	R-22		CC_SW01	95	0	0	0	194	0	0	0	C									
9	SW Park Pl park entrance - monument top of stairs	50' x 50' platform	Y	Downtown skyline, Mt. Hood	Relocated to top of steps from bottom of steps	VC 23-04		EXIST	U-8		CC_SW03	90	0	0	0	38	0	0	0	2									
8	Rose Garden, picnic tables	50' x 200, picnic area	Y	Downtown skyline, hills, Mt. Hood	Relocated from bottom of stairs to picnic table area			NEW	U-7		CC_SW04	115	0	0	0	45	0	0	0	1				Mt. Hood					Y
183	Rose Garden, near telescope			Downtown skyline, Big Pink, hills		VC 23-24		EXIST	U-41		CC_SW05	90	0	0	0	45	0	0	0	1				Mt. Hood	US Bancorp Tower	Park West Building			Y
225	Rose Garden, top of stairs between tennis courts		Y	Downtown skyline, Mt. Hood?, hills		VM 23-08		EXIST	U-59		CC_SW06	90	0	0	0	5	0	0	0	1				Mt. Hood					Y
224	Japanese Garden	30' x 60'	Y	Downtown skyline, Big Pink, Mt. Hood; plus secondary views of Mt. St. Helens to left and Jefferson to right				NEW	U-58		CC_SW07	90	0	0	0	72	0	0	0	1				Mt. Hood	Mt. Tabor				Y
122	SW Sherwood Blvd above reservoir	5' shoulder on road	N	Vista Bridge, Big Pink, skyline, hills	Relocated to Sherwood Blvd from other side of fence			NEW	U-31		CC_SW08	90	0	0	0	48	0	0	0	2				Vista Bridge	US Bancorp Tower	Park West Building			Y
156	Morrison bridge, south side, western bulbout	7' x 40' bulbout		Willamette River, Hawthorne Bridge, Marquam Bridge, OHSU, west hills, South Waterfront, skyline	Check location on aerial		CCPV19	EXIST	R-48		CC_SW09	210	0	0	0	148	0	0	0	A									
226	Rose Garden by restrooms and garden store	40' x 100' platform	Y	Mt. Hood, Downtown skyline, hills				NEW	U-60		CC_SW10	100	0	0	0	40	0	0	0	1				Mt. Hood					Y
35	Greenway at SW Morrison	20' path; intersects st	N	Morrison Bridge, Willamette River, Hawthorne Bridge, Marquam Bridge, Tilikum Bridge, Riverplace Marina		VM 24-46		EXIST	R-6		CC_SW11	115	0	0	0	180	0	0	0	B									
3	Zoo platform at Rose Garden		Y	Rose garden (now)	Relocated to top of zoo platform	VP 23-22		EXIST	U-3		CC_SW12	50	0	0	0	10	0	0	0	1				Mt. St. Helens					Y
173	SW Vista Ave, south of Market					VP 23-27		RELOCATE	U-37		CC_SW13	60	0	0	0	20	0	0	0	2				US Bancorp Tower	Park West Building	Rocky Butte			Y
176	SW Market St above 20th	4' sidewalk at top of s	N	Fremont Bridge, Mt. St. Helens, skyline, Big Pink, hills, Mt. Adams		VC 23-28		EXIST	U-39		CC_SW14	25	0	0	0	85	0	0	0	3									
16	Vista Bridge	5' sidewalk	No	Mt. Hood, skyline, Big Pink, big white, hills	Relocated to Vista Bridge, east side, just south of center (original point was in the middle of the road)	VM 23-18		EXIST	U-13		CC_SW15	115	0	0	0	54	0	0	0	1				Mt. Hood	Wells Fargo Center	Park West Building			Y
217	Greenway at Salmon Springs	1block x 1 block	Y	Morrison Bridge, Willamette River, Hawthorne Bridge, Tilikum Bridge, (Mt. Hood)	Need to re-shoot on a clear day	VM 24-45, VB 2	CCPV18	EXIST	R-71		CC_SW17	110	0	0	0	180	0	0	0	B				Mt. Hood					Y
174	SW Mill Street Terrace	3' shoulder up curb	N	Mt. Hood (barely), Downtown skyline, hills; Big Pink as second view on other side of large big leaf maple		VC 22-26		EXIST	U-38		CC_SW18	105	0	0	0	40	0	0	0	2									
177	SW Montgomery Dr, north of Carter Ln					VC 23-30		EXIST	<Null>		CC_SW19	90	0	0	0	5	0	0	0										
175	SW Montgomery Dr at Frank Knight Property					VC 23-29		EXIST	<Null>		CC_SW21	50	0	0	0	5	0	0	0										
46	Hawthorne Bridge, North side, west of center		No	Morrison Bridge, Lloyd Center, Steel Bridge, State dome building, Willamette River		VB 24-37		EXIST	R-13		CC_SW23	20	0	0	0	180	0	0	0	B									
4	SW Upper Hall, just south of hairpin turn	8' sidewalk	N	Fremont Bridge, Mt. St. Helens, Downtown skyline, Mt. Hood, hills	Relocated uphill from hairpin turn	VP 24-01		EXIST	U-4		CC_SW24	55	0	0	0	161	0	0	0	1				Mt. St. Helens	Mt. Adams	Mt. Hood	Wells Fargo Ce		Y
159	Hawthorne Bridge South side		N	Marquam Bridge, Tilikum Crossing, Willamette River, South Waterfront, skyline, west hills, OHSU	Relocated more west to avoid red and white traffic arm blocking skyline		CCPV15	EXIST	R-51		CC_SW25	200	0	0	0	170	0	0	0	B									
158	Hawthorne Bridge, North side, center		N	Skyline, Willamette River, Moda Center, Lloyd Center, Morrison Bridge, State dome building			CCPV16	EXIST	R-50		CC_SW26	20	0	0	0	180	0	0	0	B									
40	Greenway n of hawthorne (s of bridge? n of bowl?)	100' x 100'	Y	Hawthorne Bridge, Willamette River, Marquam Bridge, Tilikum Crossing, South Waterfront, marina		VB 24-24	GVP	RELOCATE	R-9		CC_SW27	105	0	0	0	170	0	0	0	B									
48	Hawthorne Bowl palm trees	7' (?) path plus wide s	Y	Hawthorne Bridge, Willamette River, Marquam Bridge, Tilikum Crossing	Relocated from lower path to palm tree area	VB 24-35	GVP	RELOCATE	R-15		CC_SW28	115	0	0	0	113	0	0	0	B									
75	Waterfront at end of SW Clay	30' radius circle	Y	Hawthorne Bridge, Willamette River, South Waterfront, marina, Tilikum Crossing, Ross Island Bridge, Marquam Bridge, Burnside Bridge, Morrison Bridge	Need to return on a clear day to see if we can see Mt. Hood or hills	VB 24-34	CCPV14, GV	EXIST	R-24		CC_SW29	95	0	0	0	180	0	0	0	B									
178	SW 18th between Jackson and Clifton					VC 23-31		EXIST	U-40		CC_SW30	30	0	0	0	20	0	0	0	3									
181	SW Cardinell Dr, at top of steps			Downtown skyline, Mt St Helens		VC 24-53		EXIST	U-00		CC_SW31	15	0	0	0	5	0	0	0										
45	Riverplace dock by Newport Seafood	20' x 20'	Y	Hawthorne Bridge, Riverplace, Willamette River	Relocated to end of dock	VB2433/2409 V	CCPV29	RELOCATE	R-12	True	CC_SW32	360	140	0	0	120	75	0	0	B	B								
180	SW Rivington					VC 24-54		EXIST	U-00		CC_SW33	50	0	0	0	5	0	0	0										
235	Lovejoy Fountain							NEW	U-00		CC_SW34	115	0	0	0	24	0	0	0	1				Mt. Hood					Y
76	Greenway trail, south of Riverplace	35' x 12'	Y	South downtown, Hawthorne Bridge, Willamette River, Marquam Bridge, Tilikum Crossing, Ross Island Bridge, Lloyd Center, RiverPlace marina	Confirm loc with aerial		CCPV12, GV	EXIST	R-25		CC_SW35	68	0	0	0	180	0	0	0	B									
199	Greenway trail VP at S end of gardens by Montgomer	15' x 25'	Y	Mt Hood, Willamette River, dolphin, plus a separate view of Hawthorne Bridge, Lloyd Center, Willamette River				NEW	R-59	True	CC_SW36	100	10	0	0	33	60	0	0	B	B			Mt. Hood					Y
236	SW Lincoln and Pedestrian Walkway							NEW	U-00		CC_SW37	100	0	0	0	24	0	0	0	2									
54	Greenway bw VPs at S end of Mont garden & Hall	15' greenway trail	N	Mt. Hood, Willamette River, Marquam Bridge		VB 24-23		EXIST	R-18		CC_SW38	100	0	0	0	28	0	0	0	B				Mt. Hood					Y
182						VC 23-34		RETIRE	U-00		CC_SW39	30	0	0	0	50	0	0	0										
200	Greenway trail VP at end of SW Hall	10' x 15' platform	Y	Mt. Hood, Willamette River, Opera House, Tilikum Crossing				NEW	R-60		CC_SW40	115	0	0	0	72	0	0	0	C									
162	Greenway trail under Marquam Bridge	30' radius circle platfo	Y	Mt. Hood, Tilikum Crossing, under side of Marquam Bridge, Hawthorne Bridge, Lloyd Center, Willamette River, Big Pink, Steel Bridge			CCPV10	RELOCATE	R-54		CC_SW41	70	0	0	0	185	0	0	0	C									

179						VC 23-35		EXIST	U-00		CC_SW42	35	0	0	0	20	0	0	0										
163	Greenway trail south of Marquam Bridge						CCPV9	EXIST	R-00		CC_SW43	60	0	0	0	180	0	0	0										
240	Tilikum Crossing - Northwest Pedestrian Bumpout							NEW	U-00		CC_SW44	315	0	0	0	180	0	0	0	B									
43	Greenway trail, south of Marquam Bridge		No			VB 24-18		EXIST	R-00		CC_SW45	70	0	0	0	180	0	0	0										
15	SW Broadway Dr, north of Hoffman		N	Mt. Hood, Tilikum Crossing, South Waterfront, hills, Willamette River		VM 31-36		EXIST	U-12		CC_SW46	90	0	0	0	30	0	0	0	2				Mt. Hood	Tilikum Crossing			Y
108	Tilikum Cross - Southwest Pedestrian Bumpout		No					NEW	R-31		CC_SW47	135	0	0	0	180	0	0	0	A									
77	Greenway trail, north of Tilikum Crossing		No				CCPV7, GVP	EXIST	R-00		CC_SW48	70	0	0	0	180	0	0	0										
59	Greenway Trail at SW Aurther		No					NEW	R-21		CC_SW49	45	0	0	0	180	0	0	0										
12	Terwilliger S of Sam Jackson	10'x15' picnic table pl	Y	Mt. Hood towards ESE; Mt. St. Helens and downtown towards North	Relocated to picnic table from northern end of bulbout	VP 31-30		RELOCATE	U-10		CC_SW50	360	0	0	0	40	0	0	0	1				Wells Fargo Center	Mt. St. Helens			Y
2	Terwilliger N of Campus Dr.	10' sidewalk	Y	Marquam Bridge, Tilikum Crossing, Willamette River, hills, South Waterfront		VM 31-38		EXIST	U-2		CC_SW51	115	0	0	0	70	0	0	0	1				Mt. Hood	Tilikum Crossing	Mt. Tabor		Y
10	Terwilliger, south of Sam Jackson		No			VC 31-31		EXIST	U-00		CC_SW52	23	0	0	0	5	0	0	0										
165	Riverbank North of Ross Island Bridge						CCPV6	EXIST	R-00		CC_SW53	75	0	0	0	180	0	0	0										
112	Ross Island Bridge, west	5' sidewalk	N	Willamette River, Tilikum Crossing, Marquam Bridge, Lloyd Center, skyline, west hills, OHSU				NEW	R-33		CC_SW54	355	0	0	0	180	0	0	0	B									
17	OHSU Pavillion - Lower Deck		No			VM 31-25		EXIST	U-14		CC_SW55	90	0	0	0	150	0	0	0	1				Mt. Hood	Mt. St. Helens	Tilikum Crossing	Mt. Adams	Y
237	OHSU Pavillion - Upper Deck					VM 31-25		EXIST	U-00		CC_SW56	90	0	0	0	152	0	0	0	1				Mt. Hood	Mt. St. Helens	Mt. Adams	Tilikum Crossir	Y
116	OHSU Tram - North Platform at Top	12' x 12' platform	Y	Mt. Hood, Willamette River, Ross Island, Ross Island Bridge, Tilikum Crossing, Mt. Tabor, Powell Butte, Rocky Butte, South Waterfront	Relocated to tram platform			NEW	U-30		CC_SW57	90	0	0	0	110	0	0	0	1				Mt. Hood	Mt. St. Helens	Mt. Adams	Tilikum Crossir	Y
222	SW Gibbs Street Pedestrian Bridge	8' x 25' overhang plat	Y	3 views: Ross Island, Willamette River; hills down towards Sellwood; Tilikum Crossing, Ross Island Bridge, top of skyline				NEW	U-56	True	CC_SW58	90	170	40	280	65	25	30	30	3	2	3	2						
57	Ross Island Bridge from South (Zidell)		No			VB 31-09	CCPV3, GVP	EXIST	R-00		CC_SW59	90	0	0	0	180	0	0	0										
238	OHSU Tram - South Platform at Top							NEW	U-00		CC_SW60	90	0	0	0	140	0	0	0	1				Mt. Hood	Mt. St. Helens	Mt. Adams	Tilikum Crossir	Y
223	Terwilliger Bumpout south of Veterans Hospital	8' sidewalk	Y	Downtown skyline, Willamette River, Hawthorne Bridge, Lloyd Center, Mt. St. Helens, Morrison Bridge, Burnside Bridge				NEW	U-57		CC_SW61	10	0	0	0	56	0	0	0	1				Wells Fargo Center	Hawthorn Bridge	Mt. St. Helens	Koin Center	Y
1	SW Terwilliger north of Condor	10' sidewalk	Y	Marquam Bridge, Willamette River, Tilikum Crossing, South Waterfront, Ross Island Bridge, hills		VP 31-29		EXIST	U-1		CC_SW62	70	0	0	0	82	0	0	0	1				Tilikum Crossing	Mt. Hood			Y
11	Veteran's Hospital - Skybridge		No			VM 31-21		RELOCATE	U-9		CC_SW63	45	0	0	0	75	0	0	0	1				Mt. St. Helens				Y
14	Veteran's Hospital - 9th Floor Elevator Bay		No			VM 31-26		EXIST	U-11		CC_SW64	115	0	0	0	110	0	0	0										
5	SW Terwilliger N of Condor		No			29		EXIST	U-5		CC_SW65	15	0	0	0	5	0	0	0	2									
228	Greenway at SW Curry	Will be 8' path		Ross Island, Willamette River, Ross Island Bridge, Tilikum Crossing				NEW	R-75		CC_SW66	95	0	0	0	180	0	0	0	A									
113	Caruthers Park - SW Bond at Pennoyer		No	Tram?				NEW	U-29		CC_SW67	290	0	0	0	40	0	0	0	2									
229	Greenway at SW Pennoyer			Willamette River, Ross Island				NEW	R-76		CC_SW68	95	0	0	0	180	0	0	0	A									
114	Greenway at SW Gaines		No	Ross Island, Willamette River				NEW	R-34		CC_SW69	95	0	0	0	180	0	0	0	A									
170	Greenway Trail at Old Spaghetti Factory	10' diameter circle	Y	Ross Island, Sellwood Bridge, hills, Sailing School, Willamette River		CCPV2		EXIST	R-57		CC_SW70	180	0	0	0	40	0	0	0	A									
6	Bancroft, Hamilton, Terwilliger		No	Ross Island, Southern end of South Waterfront		30		EXIST	U-6		CC_SW71	90	0	0	0	10	0	0	0	2				Mt. Hood	Mt. Tabor			Y
13	Rose Garden		No		No view of mountain from here; overgrown vegetation	VM 23-08		EXIST	<Null>			0	0	0	0	0	0	0	0										
19	SW Terwilliger north of Condor		No		Relocated from vegetated slope down to Terwilliger Blvd.	74		RETIRE	<Null>			0	0	0	0	0	0	0	0										
20	SW Terwilliger north of Condor		No		Relocated from slope below back up to Terwilliger Blvd.	75		RETIRE	<Null>			0	0	0	0	0	0	0	0										
28	SE 12th and Sandy and Burnside	5' x 3' traffic triangle	No	Skyline, west hills	Relocated to traffic triangle from middle of Burnside and 12th intersection, west side	VC 24-51		RETIRE	<Null>			0	0	0	0	45	0	0	0										
30	Montgomery St Stairs		No		Can't tell what view would be of. No real view.	VC 24-44		RETIRE	<Null>			0	0	0	0	0	0	0	0										
32	South Park Blocks at Jackson St		No			VM 24-21		RETIRE	<Null>			0	0	0	0	0	0	0	0										
33	Gazebo at Montgomery Street Stairs	25' x 30' platform	Y	Very top of Hawthorne bridge		VM 24-19		RETIRE	<Null>			0	0	0	0	62	0	0	0										
36	NW Lovejoy between 11th and 12th		N		Did not see Mt Hood - need to return on a clearer day?	VM 24-42		RETIRE	<Null>			0	0	0	0	29	0	0	0										
37	SW Jefferson and I-405 overpass		No			VM 24-22		RETIRE	<Null>			0	0	0	0	0	0	0	0										
42	SW Jefferson and 14th		No			VB 23-14		RETIRE	<Null>			0	0	0	0	0	0	0	0										
62	Burnside and I405 Overpass		No			Gateway 45		RETIRE	<Null>			0	0	0	0	0	0	0	0										
63	Sw Columbia/Jefferson at SW 18th		No			Gateway 46		RETIRE	<Null>			0	0	0	0	0	0	0	0										
64	SW 5th and I-405 overpass		No			Gateway 47		RETIRE	<Null>			0	0	0	0	0	0	0	0										
65	NE 16th and Broadway		No			Gateway 48		RETIRE	<Null>			0	0	0	0	0	0	0	0										
66	NE 16th Dr under I-84 off-ramp	8' sidewalk	No	State dome building	State of Oregon building dome is a scenic site	Gateway 49		RETIRE	<Null>			0	0	0	0	17	0	0	0										
67	MLK & NE Broadway	36 sq ft	No	Unclear what this view was of	Point moved from middle of street to SW corner on sidewalk	Gateway 50		RETIRE	<Null>			0	0	0	0	10	0	0	0										
68	12th and E Burnside	Middle of street	No	Big Pink, Burnside Bridge		Gateway 51		RETIRE	<Null>			0	0	0	0	0	0	0	0										
70	SW Macadam and Bancroft		No			Gateway 53		RETIRE	<Null>			0	0	0	0	0	0	0	0										
143	Fremont Bridge					VP 17-08		RETIRE	<Null>			0	0	0	0	0	0	0	0										
144	Fremont Bridge					CCPV34		RETIRE	<Null>			0	0	0	0	0	0	0	0										
145	Fremont Bridge					CCPV33		RETIRE	<Null>			0	0	0	0	0	0	0	0										


Eastbank Esplanade - Duckworth Dock
Eastbank Esplanade
NEI5 FWY-MORRISON BRRAMP

36987


Eastbank Esplanade - Middle Viewing Area
Eastbank Esplanade
I5FWY
I5FWY

36988



36989

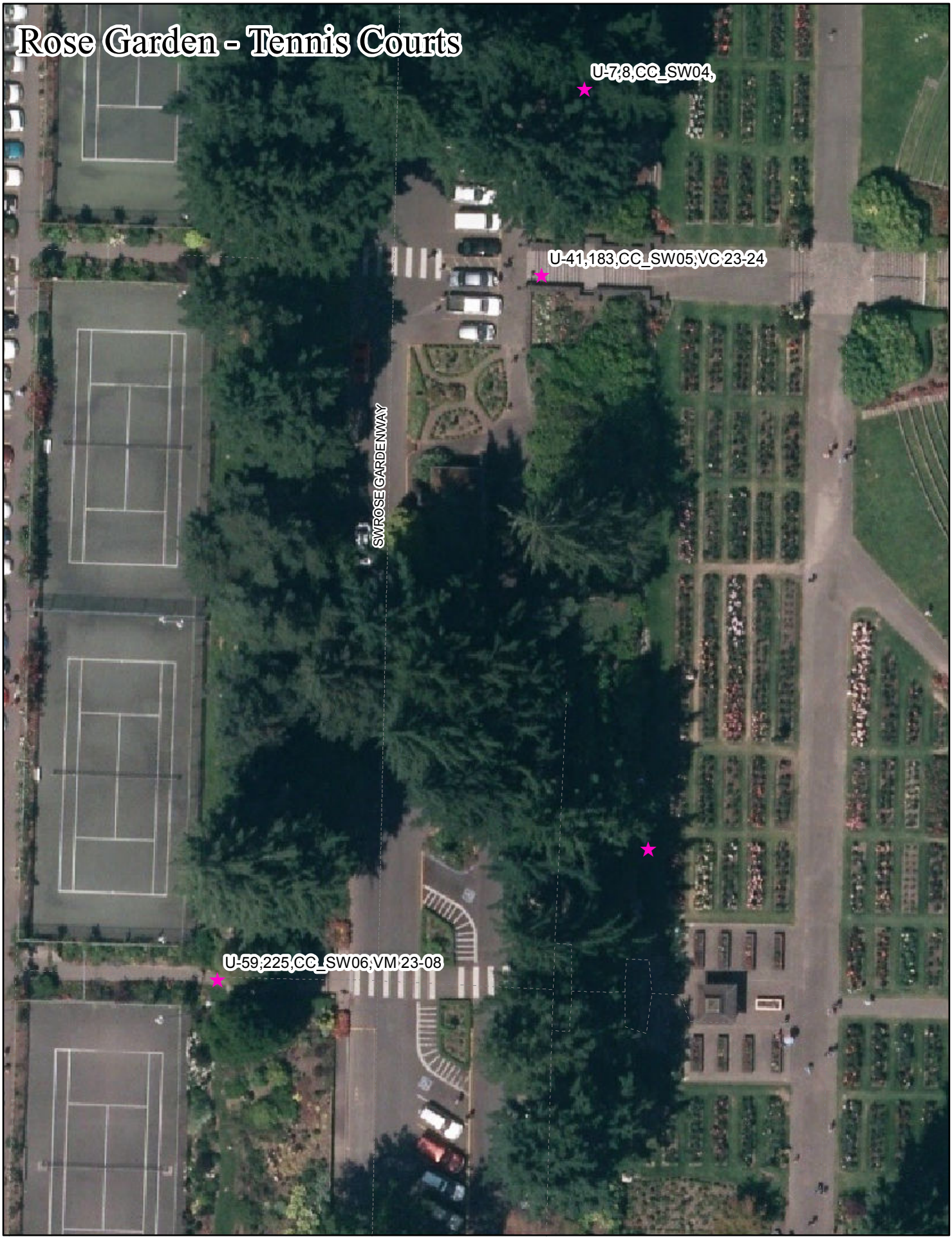
Eastbank Esplanade - Southern Viewing Area



36990


Rose Garden
U-7;8,CC_SW04,
U-41,183,CC_SW05,VC 23-24
SW ROSE GARDEN WAY
SW KINGSTON AVE
SW UNNAMED RD
U-59,225,CC_SW06,VM 23-08
SW KINGSTON DR
SW SHERWOOD BLVD
U-3,3,CC_SW12,VP 23-22
SW SHERWOOD BLVD

36991


Rose Garden - Tennis Courts
U-7,8,CC_SW04,
U-41,183,CC_SW05,VC 23-24
SW ROSE GARDEN WAY
U-59,225,CC_SW06,VM 23-08

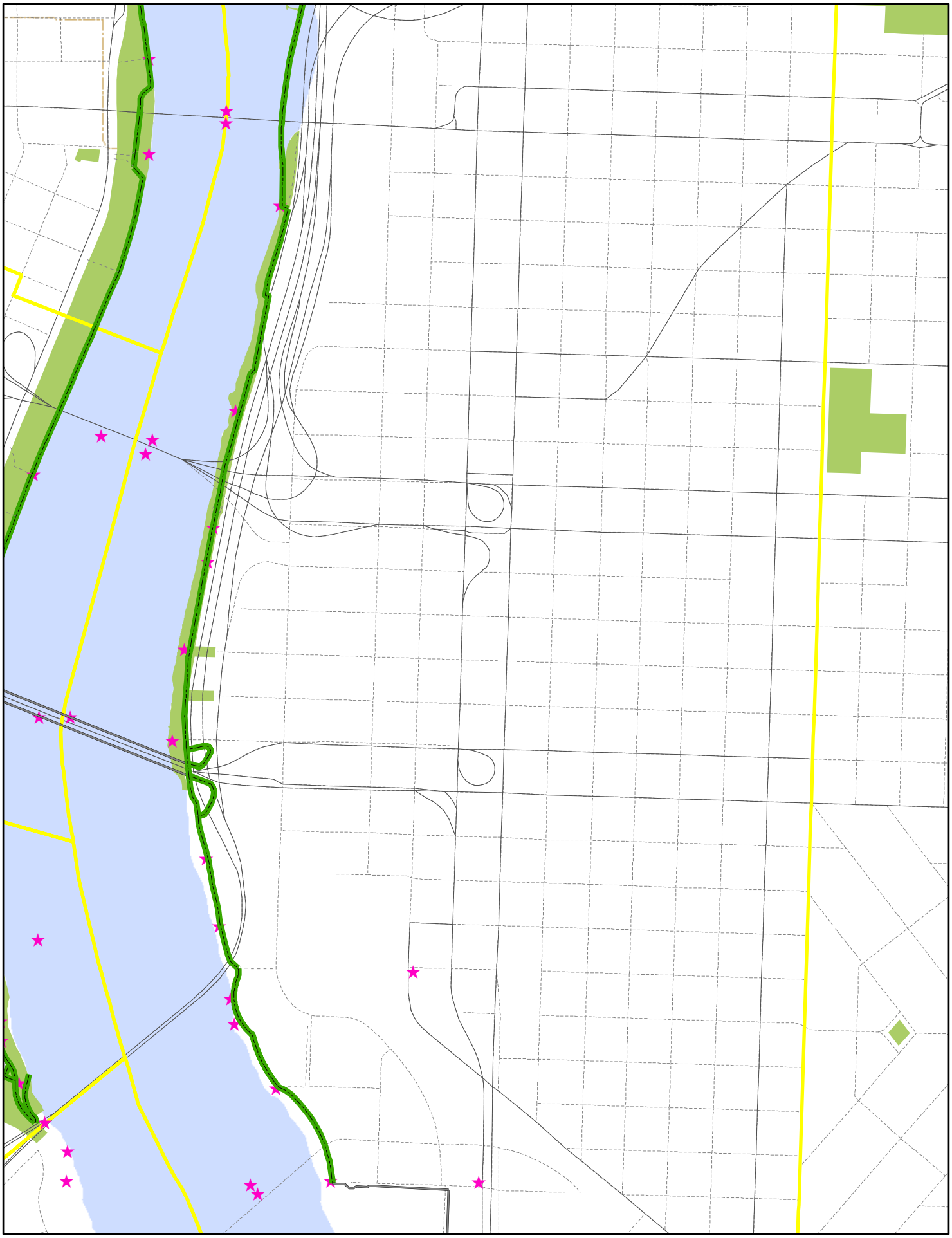

Rose Garden - Train Platform
SW SHERWOOD BLVD
U-3,3,CC_SW12,VP 23-22


Rose Garden - Visitor's Center
SW ROSE GARDEN WAY
SW SHERWOOD BLVD

36994


Waterfront Park connector
Waterfront Park Trail
R-71,217,CC_SW17,VM 24-45, VB 24-31
Waterfront Park connector

36995



36996

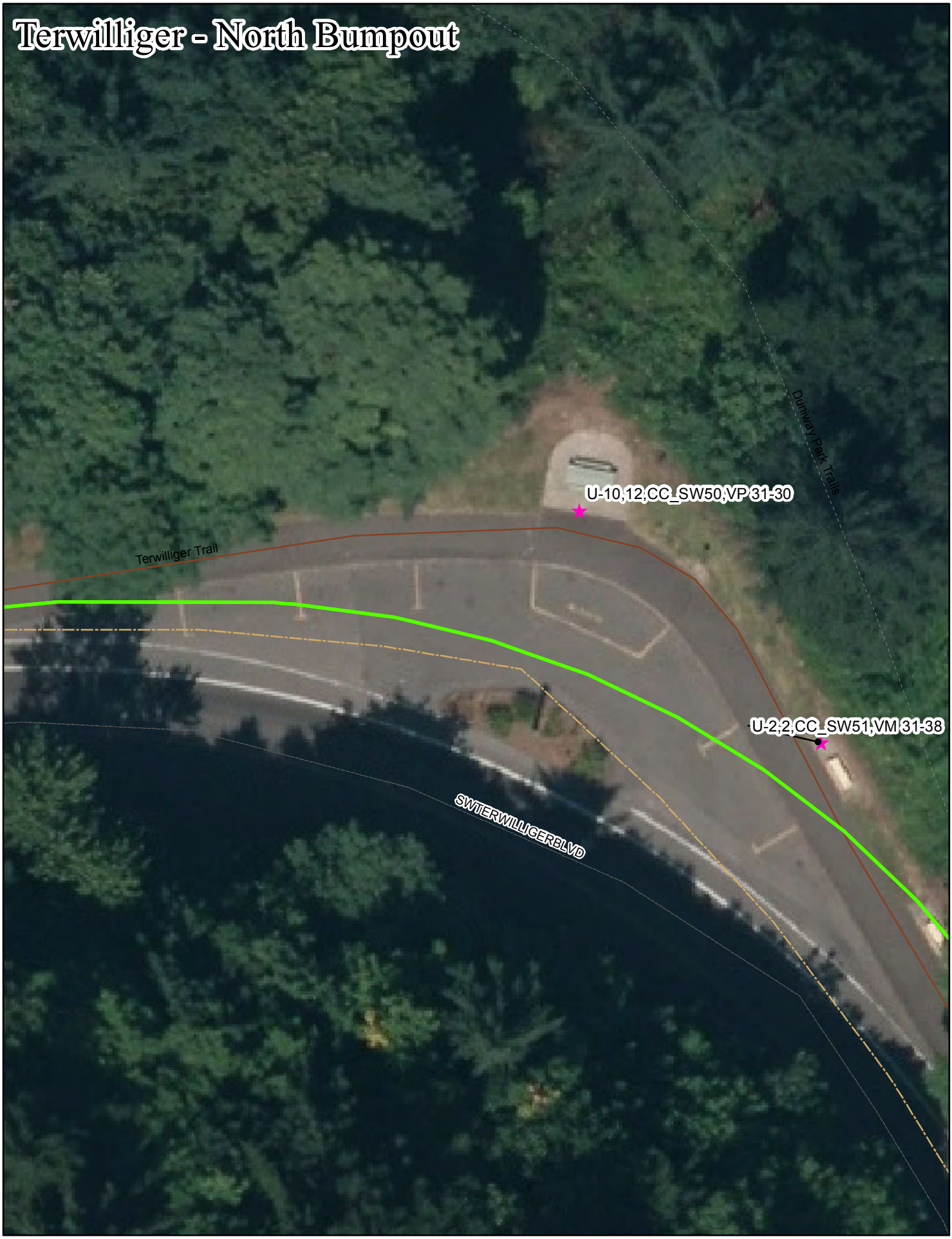

Springwater Corridor
U-26,69,CC_SE23,Gateway 52
ROSS ISLANDBRG
SEPOWELLBLVD
SEBROOKLYNST
SE6THAVE
SE7THAVE
SE9THAVE
SEROSS ISLAND BRG-MCLOUGHLIN BLVDRAMP
Springwater On The Willamette Trail
U-15,18,CC_SE24,VB 31-05
SEFRANKLINST
R-72,218,CC_SE25,
SE8THAVE
R-73,219,CC_SE26,VB 31-24
U-32,129,CC_SE27,
SEHAIGST
SEMCLOUGHLINBLVD
SERHINEST
SERHONEST
Art Loop overlook

36997


Springwater Corridor - North
U-15,18,CC_SE24,VB 31-05
Springwater On The Willamette Trail
R-72,218,CC_SE25,
SEMCLOUGHLINBLVD
SEMCLOUGHLINBLVD
R-73,219,CC_SE26,VB 31-24


Springwater Corridor - South
Springwater On The Willamette Trail
Art Loop overlook
Springwater on the Willamette Art Loop

Terwilliger - North Bumpout



37000


SWBROADWAYDR
SWUNNAMEDRD
SWTERWILLIGERBLVD
Terwilliger Trail
Duniway Park Trails
Duniway Park Trails
U-10,12,CC_SW50,VP 31-30
U-2,2,CC_SW51,VM 31-38
Duniway Park Trails
Terwilliger Trail
SWTERWILLIGERBLVD
U-00,10,CC_SW52,VC 31-31
SWSAM JACKSON PARKRD
SWUNNAMEDRD

37001


Terwilliger - Southern Section
Terwilliger Trail
SWBARBUR BLVD FRONTAGERD
SWWHITAKERST
Whitaker connector
SWWHITAKERST
SWUNNAMEDRD
SWBARBURBLVD
SWTERWILLIGERBLVD
U-1,1,CC_SW62,VP 31-29
U-5,5,CC_SW65,29

37002

Terwilliger - Southern Section - North Bumpout



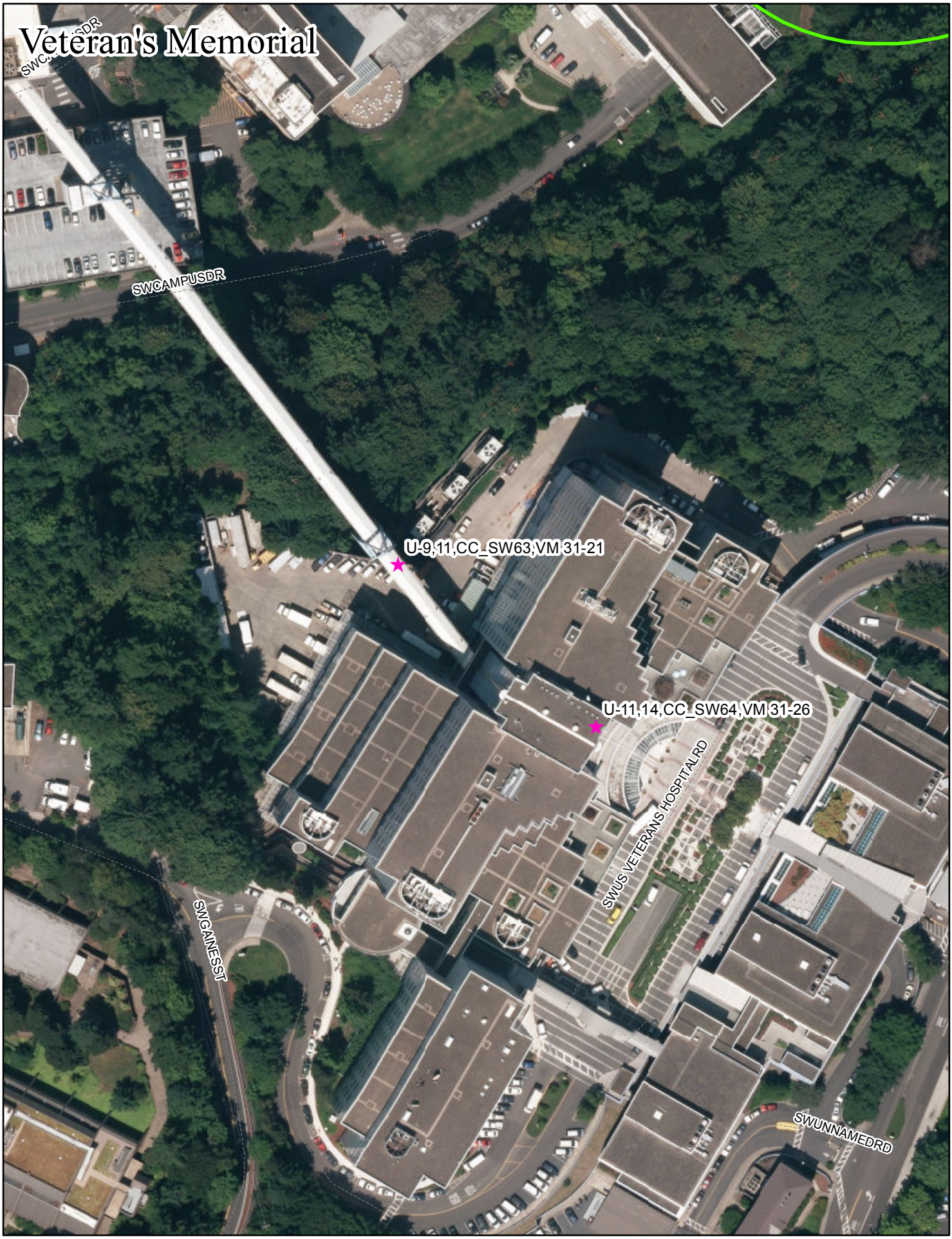
37003


Terwilliger - Southern Section - Southern Bumpout
Terwilliger Trail
SW TERWILLIGER BLVD
U-1,1,CC_SW62;VP 31-29
U-5,5,CC_SW65;29

37004


Terwilliger - Southern Section - Southern Bumpout
w/ 74 & 75
U-5,5,CC_SW65,29
SW TERWILLIGER BLVD
Terwilliger Trail

37005


Veteran's Memorial
SWCAMPUSDR
U-9,11,CC_SW63,VM 31-21
U-11,14,CC_SW64,VM 31-26
SWUS VETERANS HOSPITAL RD
SWGAINESST
SWUNNAMEDRD

37006

Scenic Resources and Tree Removal
BPS/BDS Meeting
02-05-15

Attendees: Kim Parsons, Stacey Castleberry, Morgan Tracy, Emily Meharg and Mindy Brooks

Scenic Resources Zone 33.480

There are two categories of standards:

1. View Corridors
    a. Applies to everything that is not a scenic corridor. Applies to views within the s overlay
    b. Standards:
        i. All development is subject to the height requirements – applies to buidings and vegetation
        ii. When no development is proposed, removal of trees is allowed and subject to Title 11, Trees
2. Scenic Corridors
    a. Applies to streets, ROW and Willamette River.
    b. Multiple standards related to streets, including tree planting and preservation
        i. Standards for tree removal when it is part of development
        ii. If no development tree removal is allowed and subject to Title 11,Trees
    c. It is not clear that this applies in the ROW because only street setbacks are discussed
        i. This could be address in RICAP or bundled with the larger Central City Scenic Resources Protection Plan update
3. If the trees to be removed are in the Environmental Overlay zone, then 33.430 applies

Environmental Overlay Zone 33.430

1. Within the s overlay maintenance of viewpoints, including tree removal is exempt from 33.430. But tree removal that is exempt from 33.430 is subject to Title 11, Trees
    a. The definition of viewpoint in 33.910 does not match the zoning map.
        i. The definition include only the single point
        ii. The zoning map includes the single point and a cone of area around the point
    b. BDS uses the zoning map to identify the area (point plus cone) where tree removal is exempt from 33.430
        i. Again, Title 11, Tree applies to any tree removal that is exempt from 33.430
2. Outside of the viewpoint (point plus cone) tree removal is not exempt
    a. There are other standards that may apply
    b. If not other standards apply then review is necessary
3. One standard that does not currently exist in 33.430 or in Title 11 is a standard that allows replacement of tree with lower structure vegetation
    a. This type of standard exists in the PDX plan district and allows tall trees to be replaced with shrubs and ground cover that will not grow tall
    b. Consider using a similar standard for tree removal with the s overlay in c and/or p zones

Rocky Butte Plan District 33.570.040

1. There are 29 Plan District and each may have different ways of addressing scenic resources
2. Tree Removal has two options
    a. If within an environmental overlay zone then 33.430 applies
    b. If not in an environmental overlay zone
        i. With development there are standards for removal and if standards can't be met then 33.853, Tree Removal applies
        ii. No development there are standards then Title 11, Trees applies

Title 11, Trees

1. We didn't spend much time talking about the Title 11 standards, but basically removal of any tree requires replacement of at least 1 to 1
2. Title 11 may not allow for trees to be planted far from the removal site and it would not allow for trees to replace with lower structure vegetation
    a. A standard within the environmental overlay zones, that would apply only within view corridors, could specify one or both of these options

Tree Removal, 33.853

1. We didn't get to talk about this (ran out of time)
2. This is a review – no standards
3. There is language about meeting the relevant tree preservation and removal standards of other zoning code chapters and plan districts

Scenic Resources – GIS
Updated 01-26-2015

1) Create a Central City Scenic Resources Protection Plan boundary – I created a hand drawn area that we can start from

2) update the viewpoint cone maps
   a) Emily/Mindy update direction and angle
   b) Derek reruns the set of maps

3) updated view corridors
   a) Mindy creates them in draw (there are only a few)
   b) Carmen updates the data
      i) Doesn't include the Greenway Corridors, those are a different dataset
      ii) Data needs to the current view corridors and the retired view corridors
         (1) Anything not on my hand drawn map is retired

4) update the database to reflect the relocated and retired viewpoints
   a) Emily/Mindy update data

5) Maps (include CC SRPP boundary on each map)
   a) Viewpoints – 8.5 x 11
      i) Existing viewpoints in CC SRPP boundary
         (1) Upland Tier 1, 2 and 3
         (2) River Rank A, B and C
         (3) Also include arterials, river, streams and parks

      ii) Existing viewpoints – 5 maps – 1 map for each quadrant (street grid) – 8.5 x 11
         (1) Upland Tier 1, 2 and 3,
         (2) River Rank A, B and C
         (3) Label each point with new ID #
         (4) Also include streets, taxlots, river, streams and parks

      iii) Existing viewpoints plus retired viewpoints – 11 x 17
         (1) Existing viewpoints
         (2) Relocated viewpoints
         (3) Retired viewpoints
         (4) Don't show the tiers or ranks
         (5) Labe with new ID # and for the relocated or retired add the old Protection Plan ID #
            (a) Example – CC_SW05, VM 23-14
            (b) If this is too messy, we can split into quadrants

   b) View Corridors
      i) Existing view corridors – 8.5 x 11
      ii) Existing view corridors plus the retired view corridors – 8.5 x 11

   c) Heat and Line of Sight Map – For Tier 1 Upland views (plus a few Tier II's that we hand pick)
      i) Overlapping cones depicting the number of overlaps on a green – red color scale

ii) Line from the viewpoint to the primary focal points
    (1) Mindy/Emily need to create a new field that identifies only the points that should be mapped for line of sight

d) Focal features – 8.5 x 11
e) Scenic sites – 8.5 x 11

6) Web Map
    a) For viewpoints only
    b) Include:
        i) Viewpoint ID
        ii) Street Address or Intersection
        iii) Primary focal points
        iv) Photo

From:	Mitchell, Colleen
To:	Brooks, Mindy (Planning)
Subject:	RE: Reminder - Comments Draft Scenic Resources Inventory
Date:	Wednesday, January 21, 2015 4:26:52 PM
Attachments:	SRICC_InternalDraft_01_02_IntroMethodology_cm.pdf

Hi Mindy,

Thanks for the opportunity to review. Attached is the methodology section with comments incorporated into the pdf.

Additional Comments:

1) Vegetation maintenance. Suggest defining the vegetation maintenance level needed to maintain each view (i.e. pruning vs. tree removal).

   In Washington Park (CCSW04, CCSW05, CCSW07, CCSW08., CCSW10, CCSW12) and along the SW Terwilliger corridor (CCSW61, CCSW65) in particular, 'maintenance' appears to imply the removal of large caliper, native trees. Given the critical role native, large caliper trees play in our City's green infrastructure, consider:
   - Some viewpoints may be seasonal - fall/winter for leaf-off views
   - Shifting viewpoint
   - Retiring viewpoint

2) Vegetation Maintenance along Greenway: Riparian vegetation provides many important ecological functions. Where there are 180* viewpoints from the Greenway trail, suggest reducing viewpoint or where this is not feasible, considering riparian vegetation as part of the view (CCNW04, CCNW09).

3) For viewpoints where the Willamette River is a primary focal feature, consider adding the riverbank as a secondary focal feature. This could be applied to all river viewpoints where there isn't a seawall and where the riverbank is in the foreground : CCNW01, CCNW02, CCNW04, CCNW11, CCNW12, CCNW14, CCNW15, CCNW16, CCNW22, CCN11, CCN14, CCN15, CCNE07, CCSW01. CCSW09, CCSW11, CCSW16, CCSW17, CCSW20, CCSW22, CCSW28, CCSW32, CCSW35, CCSW36, CCSW38, CCSW40, CCSW47, CCSW54, CCSE01, CCSE05, CCSE06, CCSE07, CCSE09, CCSE13, CCSE14, CCSE15, CCSE16, CCSE20, CCSE22.

4) Potential Riverbank restoration sites within the CC Scenic Resource Boundary include Centennial Mills, Eastbank Crescent and the Waterfront Bowl Park. These future river restoration projects could affect viewpoints CCNW07, CCSW28, CCSE10.

Thanks,

Colleen

From: Brooks, Mindy (Planning)
Sent: Wednesday, January 14, 2015 9:24 AM
To: Schmidt, Allan; Mitchell, Colleen; Morehead, Grant; Lisle, Karl; Doss, Troy (Planning); Edmunds, Sallie; Meharg, Emily; Moyle, Geraldene
Cc: Dean Apostol (deana@migcom.com); Lauren Schmitt (laurens@migcom.com); 'Robert Ribe'; BPS Central City 2035; Glascock, Bob; Meharg, Emily
Subject: Reminder - Comments Draft Scenic Resources Inventory

Comments are due in a week – January 21st.

Here's what we are hoping for:

1) Look at the viewpoints, corridors that your bureau is responsible for or that you have familiarity with. Makes sure we captured the primary and secondary focal elements, viewpoint amenities (benches, signs, etc.) and other significant contextual elements that should be included.
2) We are proposing to "retire" some viewpoints. In some cases we are actually relocating those viewpoints. But sometimes there is simply no longer a view because of development. In the next draft there will be historic and current pictures (as much as we have them) and some maps to help explain this better. But in the meantime, if you have any concerns about those retirements, please voice them now.

Thanks all!

~~~~~~~~~~
Mindy

From: Brooks, Mindy (Planning)
Sent: Tuesday, January 06, 2015 3:34 PM
To: Schmidt, Allan; Mitchell, Colleen; Morehead, Grant; Lisle, Karl; Doss, Troy (Planning); Edmunds, Sallie; Meharg, Emily; Moyle, Geraldene
Cc: Dean Apostol (deana@migcom.com); Lauren Schmitt (laurens@migcom.com); Robert Ribe; BPS Central City 2035; Glascock, Bob; Meharg, Emily
Subject: RE: Invitation to Review Draft Scenic Resources Inventory

Hi all – Happy New Year.

This is a reminder that the Scenic Resources Inventory comments are due on January 21st, 2015. Attached is the first appendix of the report, which provide a crosswalk between the old viewpoint codes and the new viewpoint codes. It also lists the viewpoints that are being recommended for retirement – a brief explanation of why is included.

If you have any questions, please let me know.

Thanks
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Mindy

From: Brooks, Mindy (Planning)
Sent: Wednesday, December 17, 2014 4:07 PM
To: Schmidt, Allan; Mitchell, Colleen; Morehead, Grant; Lisle, Karl; Doss, Troy (Planning); Edmunds, Sallie; Meharg, Emily; Moyle, Geraldene
Subject: Invitation to Review Draft Scenic Resources Inventory

Hi –

As part of the Central City 2035 plan, BPS is updating the Scenic Resources Inventory for the Central City. Some of you have been involved in reviewing early products of the inventory. This email is to invite you to review and comment on the internal draft report. Comments are due **January 21st, 2015** to be included in the public review draft of the report. However, there will be opportunities later to review and comment as well.

Please focus on the methodology. We want it to be understandable and clear even though the statistical analysis is complicated.

Also, please take a look at the viewpoints and corridors. There are more than 150 viewpoints and we don't expect you to read through all of them. You should focus on those that you are familiar with or are of particular interest for your bureau and work. Please make sure we have captured the primary and secondary features and any important issues/field notes associated with the viewpoint. These should be short but contain any information important to making recommendations about protection and future management as a view.

This internal review draft has about 95% of what will be in the public review draft. There are some things left out:

1. Some viewpoints have not yet been documented due to construction (e.g., Tilikum Crossing), weather or overgrown vegetation (waiting for leaf-off). There are placeholders in the document.
2. Some of the view shed maps have minor errors in the direction. With over 150 viewpoints and doing an automated GIS run not everything is perfect. But we will fix those before the public draft goes out.
3. The focal features and scenic sites are not yet included. There are lists for each so you know what will be included, but the spreads are not done.
4. The appendices will be sent separately at the beginning of January. You'll have about 2 weeks to review them.
5. There is highlighted text that still needs to be updated and there are numbering issues with the chapters. We are working on it.

Here is the link to the document. \\Cgisfile\Public\BPS\Mindy\ScenicResourcesCentralCity
Comments can be submitted how ever works best for you – as comments in the pdf, written on print outs, in an email.
~~~~~~~~~~

An important note to help you review the pdf documents on the computer screen. When you get to the photo spreads for the views and viewpoints, change the screen view to two pages. There are many panorama photographs that span from one page to the next.

Please feel free to call me if you have any questions.

Thanks

Mindy Brooks
City of Portland
Bureau of Planning and Sustainability
503-823-7831
mindy.brooks@portlandoregon.gov

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me at 503-823-7831, City TTY 503-823-6868, or use Oregon Relay Service: 711.

SRI Team Meeting
11-24-14

Agenda:

1. Methodology
   [Upland]
   a. Confirm total score → more about Lloyd's results
      i. Look at Rob's analysis
      ii. Average universal + viewpoint score = total score
      ↳ yes
   b. How are we reporting results
      i. Dean did a keep, check and drop approach
      ii. Mindy has been thinking about keeping all and putting them in tiers based on natural breaks in the total score.

   c. Extrapolating the scores
      i. We have a list of viewpoints that did not get scored by the experts (for a variety of reasons). We would like MIG to pick a similar view for each that was scored by the experts and apply the same scores. We will need a short description of the methodology used to choose which view is significantly similar to extrapolate the scores and be confident in the results.
      ii. Unless MIG has better approach.

   d. View corridors – share the short list based on the prominence of the focal terminus

2. Draft document layout

   a. Emily will walk through the layout and get feedback

1.a. Riverfront ⇒ very low reliability because difference between scenes is low, amplified when correlation ⇒ forced differences
- can normalize
- signal detection ⇒ find few scenes where all agree & ∴ statistically significant
  - histogram ⇒ highest (best) views
  ⇒ 2 categories
  ⇒ maybe "worse"

CCPV23
VB 24.28

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 Central City of Portland, OR. The report includes descriptions, evaluations, photos and maps of views, viewpoints, view corridors, 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 1988 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.

The report is organized into two volumes 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:

Volume 1: Introduction, Methodology and Results. This volume begins with a summary of the report purpose, regulatory context and uses. Next, the methodology for how views, viewpoints, view corridors, 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 methodology also explains why some previously protected viewpoints and view corridors are being removed from the inventory.

Following the methodology are the results. This section is divided into four parts that present the results for views and viewpoints, view corridors, visual focal points and scenic sites. The results include feature data about the scenic resources as well as results of an evaluation for scenic quality. The view and viewpoint results are further divided into upland views and river views.

Volume 2: Appendices. There are four appendices included in this report. Appendix A is a summary of the case studies. The case studies helped to inform development of the methodology. Appendix B is a list of viewpoints protected through previously adopted scenic resources protection plans that are no longer included in the inventory. Each of the retired viewpoints in the appendix includes a photo and description of why it was removed. Appendix C is a list of view corridors not included in the inventory. Some view corridors were previously protected. Other view corridors were initially documented as part of this process and then removed because they did not meet the criteria for inclusion. A description of each view corridor is included. Appendix D is the full results from the expert panel review of the views.

The inventory 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 maintaining and enhancing 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, view corridors, visual focal points, scenic sites, and scenic drives.

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.

View Corridor: A view corridor 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 serves as the terminus of the view. A view corridor could be a section of a street or a trail.

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 (e.g., Mt. Hood, bridge) and one or more secondary or contributing visual focal points (e.g., trees, buildings).

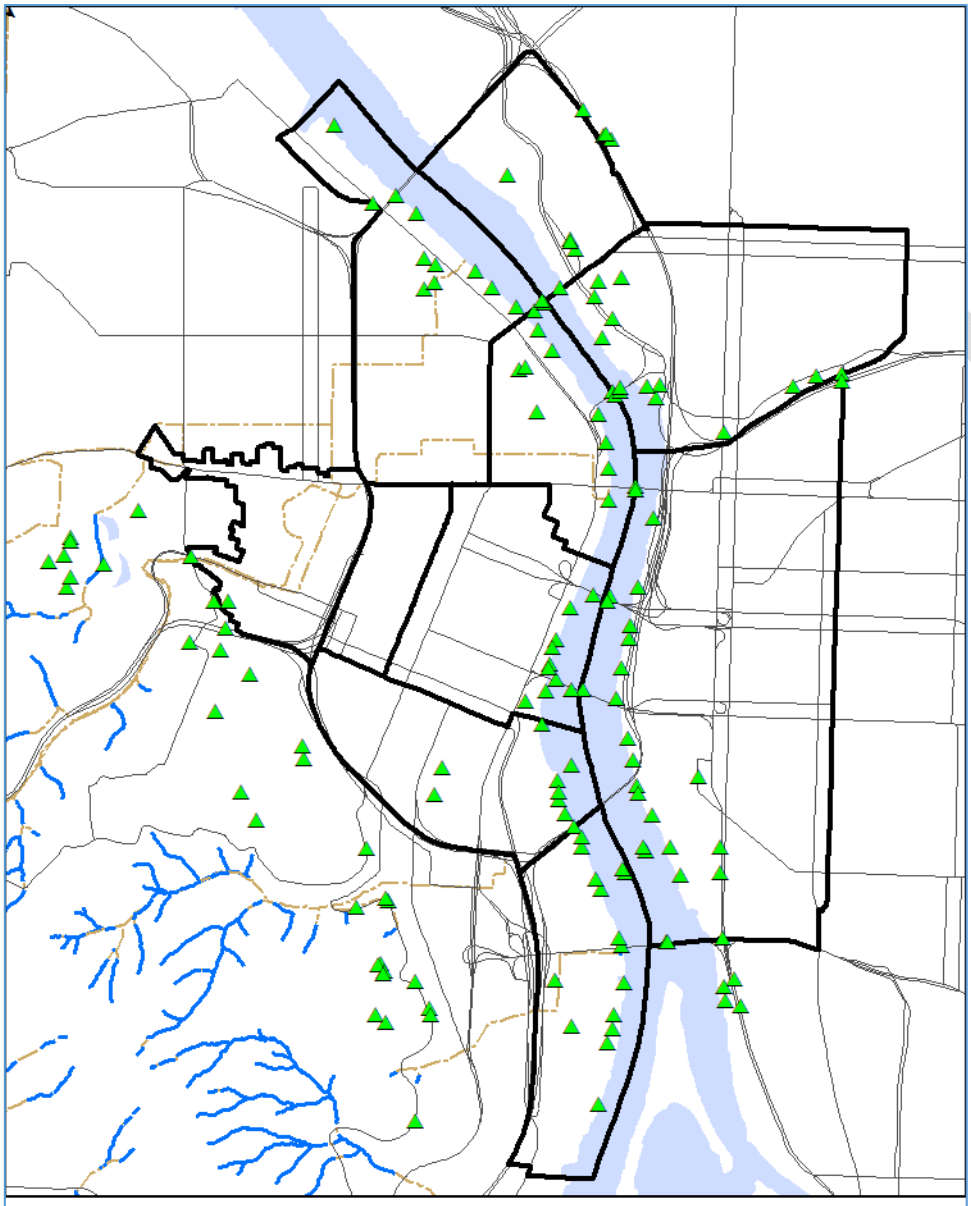
Scenic Site: A scenic site is an area valued for its aesthetic qualities. The area may be made up primarily of natural vegetated cover and water, or include structures and manmade landscaping. Scenic sites may include scenic viewpoints, but do not necessarily do so.

Scenic Drive: A scenic drive is a roadway valued for its aesthetic qualities and is accessed typically via car or bike. A scenic drive includes multiple views that may be interspersed with vegetation, built structures, or other obstructing features of the surrounding environment. There may be pull-outs or signed viewpoints with parking along the roadway where travelers can safely stop to enjoy a particularly nice view.

DRAFT

1.c Inventory Area

The Central City boundary, shown in map 1, was established through the Central City 2035 Plan. Views, viewpoints, view corridors, visual focal points, and scenic sites within the Central City 2035 boundary are part of this inventory update. There are no scenic drives within the Central City; however, there are a few viewpoints designated along the Terwilliger Parkway scenic drive that are included.



Map 1: Central City 2035 Plan Boundary

There are also views, viewpoints, view corridors, visual focal points, and scenic sites located outside of the Central City 2035 boundary that include views of or across the Central City. Some of these views could be impacted by development or vegetation management within the Central City; therefore, these scenic resources were also included in the Scenic Resources Inventory Update for the Central City.

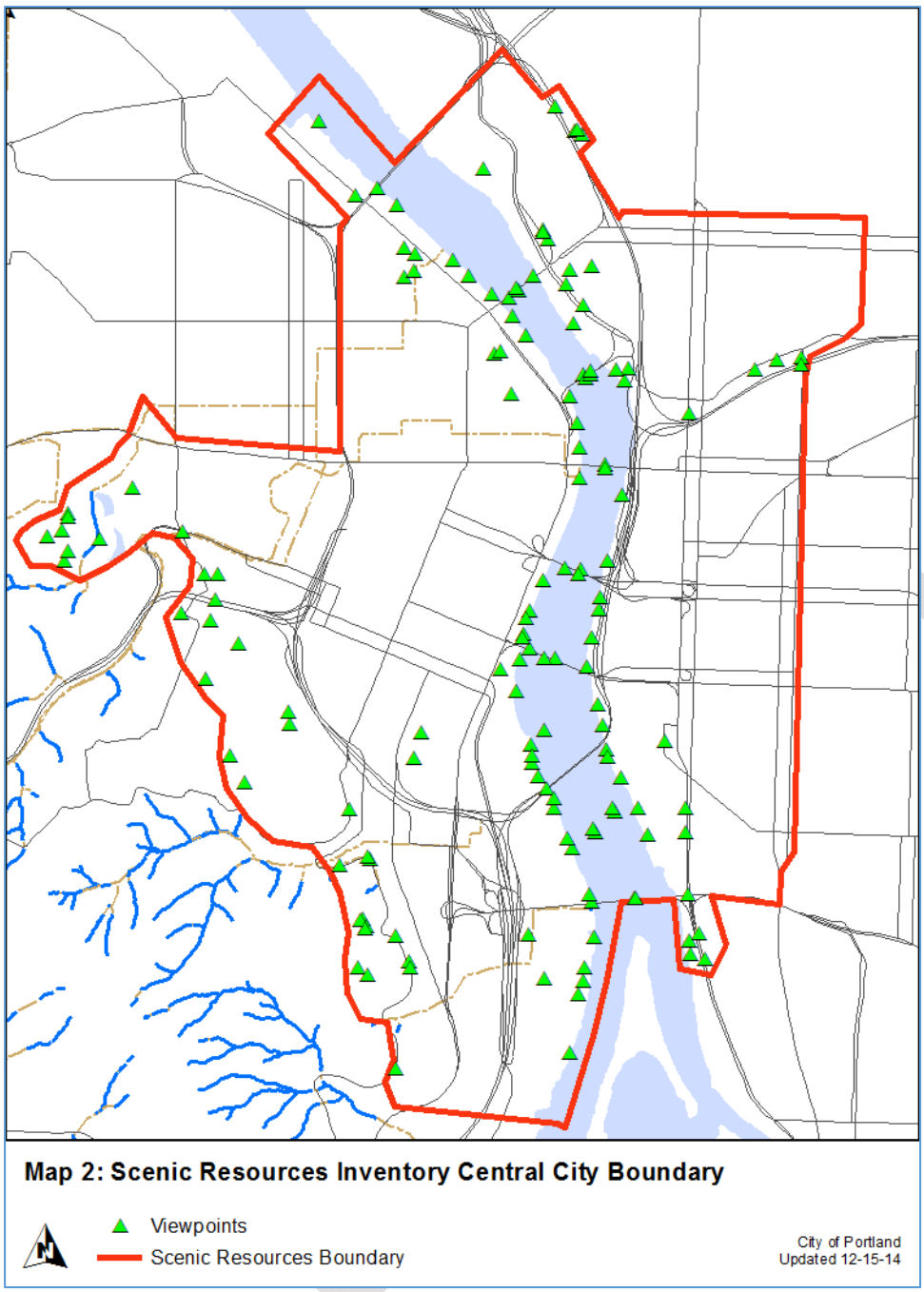
A view, viewpoint, view corridor, visual focal point, or scenic site was included in this inventory if the zoning and height allowances governing land within the Central City 2035 boundary could result in development that would partially block a primary visual focal point of the view. This was determined by analyzing the existing and proposed viewpoints and view corridors along with the Central City zoning and building height limitations. The elevation of the viewpoint or view corridor, 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 focal point.

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 located in the Central City could not block the view from Rocky Butte.

Like development, trees and other vegetation can also block a view. A viewpoint or view corridor was included in this inventory if vegetation located within the Central City 2035 boundary could grow and at least partially block a primary visual focal point of the view. Staff considered the elevation of the viewpoint or view corridor 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 – 240 feet (source: http://emswcd.org/douglas-fir/), staff could estimate if vegetation would partially block the view.

Map 2 shows the study area for the Scenic Resource Inventory Update for the Central City and the viewpoints, view corridors, scenic sites, and visual focal points that were included in this inventory.

DRAFT



Staff understand that there are views of the Central City from places like Pittock Mansion or Mt. Tabor. These views can be impacted 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, the views would not be affected by development or vegetation management within the Central City boundary and are therefore not included in this inventory update. Views of the Central City that are not included in this update are listed below:

- Pittock Mansion
- Veteran's Memorial Hospital 9th floor (the view from the sky bridge between Veteran's Memorial Hospital and Oregon Health and Sciences University is included)
- Rocky Butte
- Mt. Tabor
- Sellwood Boulevard
- Skidmore Bluffs (aka, Mocks Crest Property)
- Willamette National Cemetery
- Council Crest Park
- Hoyt Arboretum

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 1981 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 and 8, 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 and passive

activities. The 1991 *Scenic Resources Protection Plan* provided a framework for protection and enhancement of scenic resources.

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 corridors 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 other views are protected by limiting the height of buildings in the Central City in order to preserve the view. In some portions of the Central City, the plan is proposing to make changes to building height allowance to facilitate new development or preserve or change the character of land uses. Those changes could affect views. There are also view corridors 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. 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 Plan

The *Scenic Resources Protection Plan* adopted in 1991 included an inventory of all scenic resources in the City of Portland and 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 plan includes views, viewpoints, view corridors and scenic sites designated in the 1988 Central City Plan (described below).

This inventory updates the inventory portions of the *Scenic Resources Protection Plan* for all of the views, viewpoints, view corridors, visual focal points and scenic sites within the Central City area. Scenic resources that are designated in the *Scenic Resources Protection Plan* but not included in this inventory update remain protected through that plan. This inventory does not remove those views, viewpoints, view corridors, visual focal points or scenic sites from the *Scenic Resources Protection Plan*.

Other City Plans

There are multiple City of Portland plans that addressed 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*.

1987 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 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.

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

The South Waterfront Plan included a study of view corridors 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 impacted 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 those views, viewpoints, view corridors, visual focal points, scenic sites or scenic drives from the other protection plans. This inventory only updates the information for views, viewpoints, view corridors, visual focal points and scenic sites located in the Central City inventory area.

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1.e Case Studies

Producing an inventory of scenic resources requires consistency and objectivity in order to transform a subjective scenic resource into a specific set of elements that make up that resource. The consistency in classifying a scenic resource allows all resources to be evaluated systematically using the same criteria. The objectivity in describing the scenic resource implies that the same principles apply to all scenic resources.

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 provide a broad survey of methods and approaches that are relevant and potentially applicable to what Portland is attempting to accomplish. The case studies helped staff develop a consistent and objective approach and methodology.

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

- Ithaca, New York
- London, United Kingdom
- National Park Service Scenery Conservation
- Cincinnati, Ohio
- Vancouver, British Columbia
- Seattle, Washington
- Edinburgh, Scotland
- Valencia, Spain
- San Francisco, California
- Denver, Colorado
- Napa County, California
- Austin, Texas
- Honolulu, Hawaii
- Auckland, New Zealand
- 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.

This 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 diversity of users. Is there ADA access, transit, bike lanes, parking, etc.?

- Investment. The type and quality of viewpoint amenities (e.g., platforms, benches, telescopes, etc.) 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 city or region?

- Quality. The quality of the view includes whether the view is intact, pristine, includes clear ridge lines or valley vistas, natural features, and the extent of detractions.

- Prominence. Prominent focal features enhance the quality of the view. Prominence is tied to sky space, which is the open space around a focal feature that makes the feature stand out in the view. Prominence is different from a focal feature that dominates a view.

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

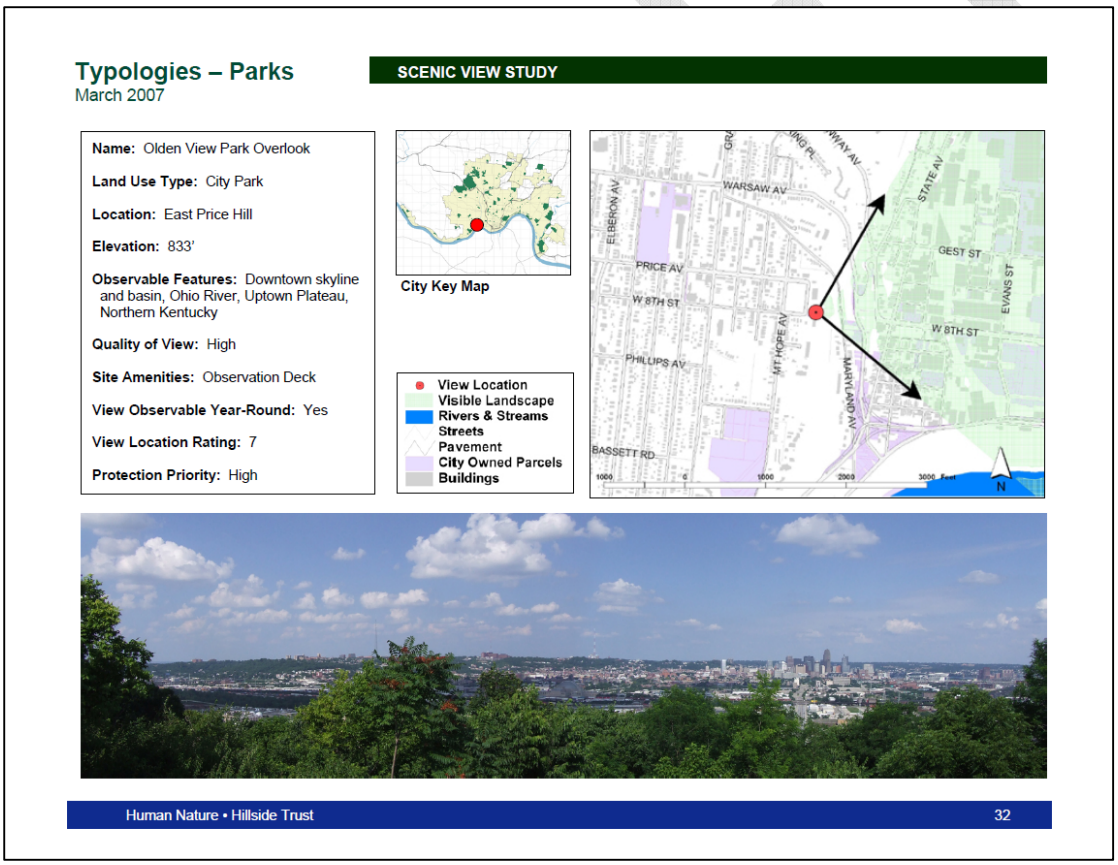

Figure 1: Scenic View Study Report Layout, Cincinnati, OH

2. Project Approach and Methodology

2.a Overview of 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. The following chapters provide the detailed inventory methodology for views and viewpoints, view corridors, visual focal points and scenic sites.

The general inventory steps were:

1. Map existing inventoried scenic resources
2. Identify new scenic resources
3. Document scenic resources
4. Evaluate scenic resources
5. Produce scores and ranks for views and viewpoints
6. Produce a report

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 around the Central City and the building height allowances within the Central City. Scenic resources that could potentially be impacted by development within the Central City were initially included. Staff also considered vegetation within the Central City that could impact views. Staff visited potential scenic resources to determine if the resources should remain in the inventory. Those views that could potentially be impacted by development or vegetation management within the CC2035 boundary were included in the inventory.

Identify New Scenic Resources. There were four mechanisms through which new views, viewpoints, view corridors, visual focal points and scenic sites 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 a previous inventory.
2. An inter-bureau technical committee was formed and identified potential new scenic resources. The inter-bureau technical 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. An online survey was developed 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 inventory area were included.

4. Staff documented potential new scenic resources during field visits. Staff visited all existing and potential scenic resources. During the course of field 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. A standard set of feature information was documented and a standard set of photographs was taken for every existing and potential scenic resources.

Evaluate scenic resources. Scenic resources were evaluated using consistent approaches and criteria. The following report sections provide a detailed description of the evaluation for each type of scenic resource.

Produce scores and ranks. The project consultant performed statistical analysis of the evaluation results. The following report sections provide a detailed description of the analysis.

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

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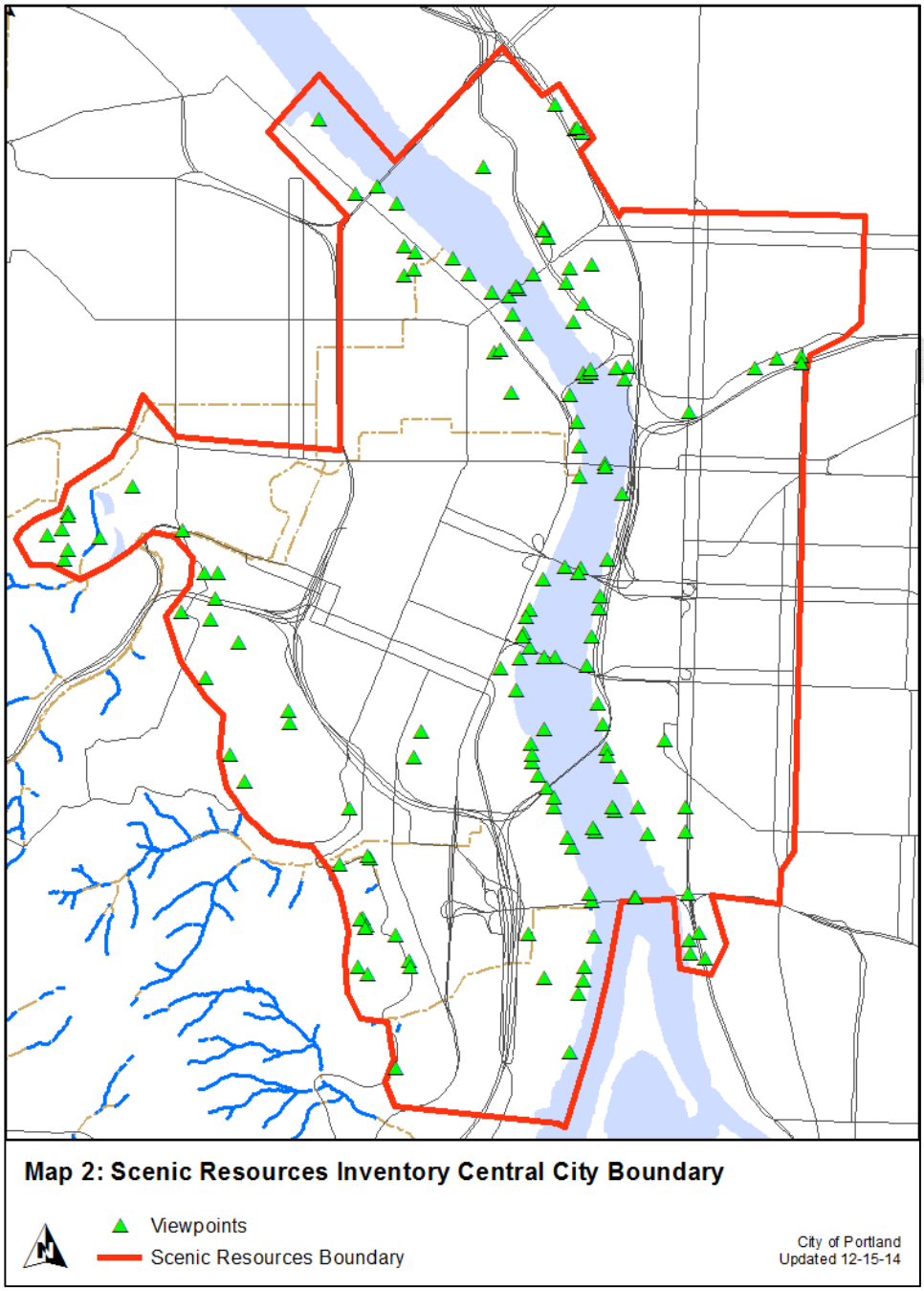
3. Scenic Views and Viewpoints Results

Overall Map

There are # viewpoints included in the Scenic Resources Inventory for the Central City (see map #).



The views are split into quadrants based on the street grids for the City.

Analysis

The methodology section of the report provides and explanation of how the views and viewpoints were scored and ranked. This section provides a summary analysis of results of the expert panel review.

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 scenes that may likely have caused the panel members to score scenes high or low. Views scored toward the middle were not consider; however, these views contain some, but not all characteristics, common to the more highly rated views.

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. The average river scores were xx, higher than the average upland score of zz. 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. This suggests the presence of water alone is a very strong factor in influencing scenic quality rating.

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
- High viewpoints tended to get high ratings.

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 they 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.

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 appeared to be a more important factor than in River views. And viewer position was important, with high viewpoints typically out scoring lower ones

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)
- 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 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

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.

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.

3.a Northwest

There are 24 viewpoints in the northwest quadrant of the Scenic Resources Inventory for the Central City. The viewpoints are numbered within the quadrant starting in the northwest and progressing left to right south to Burnside.

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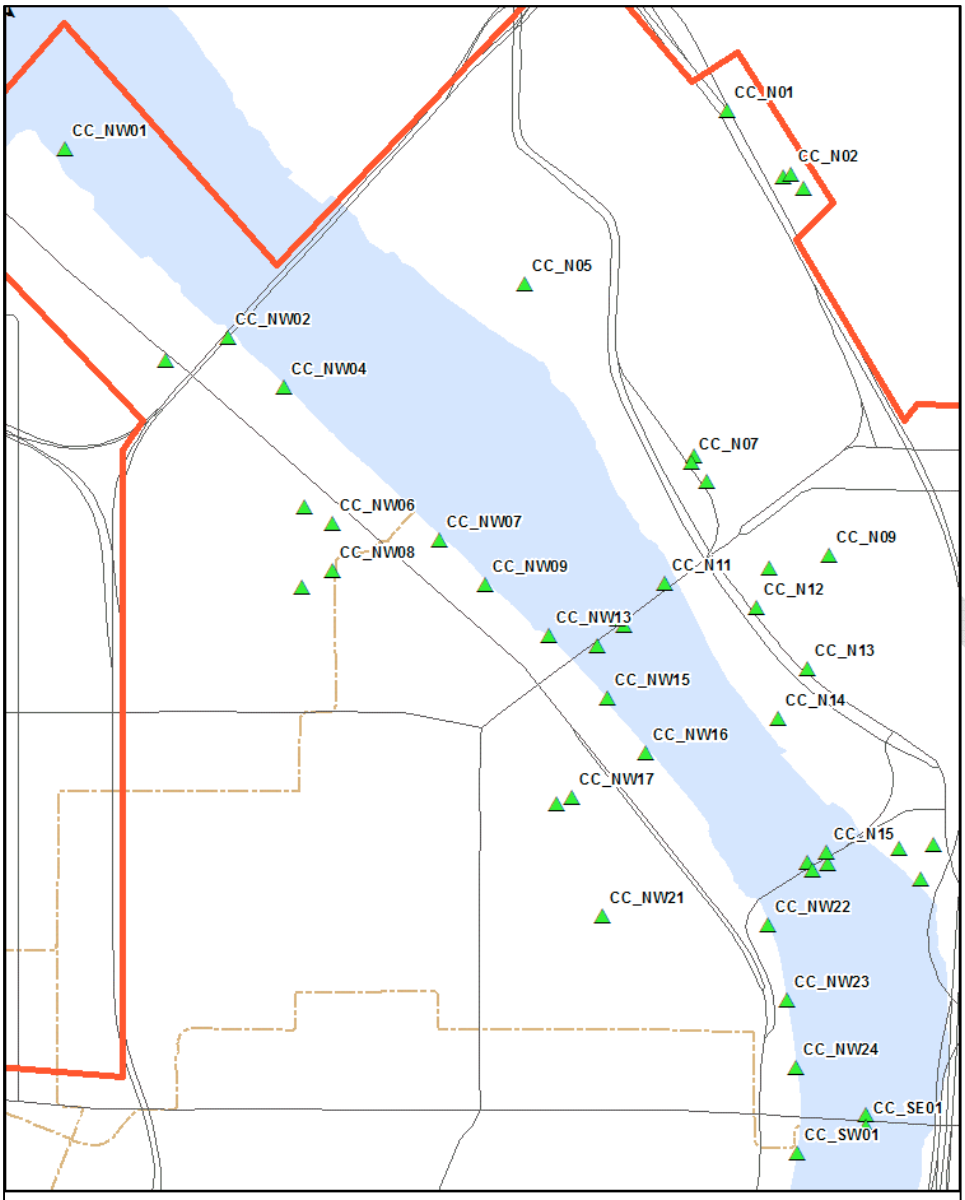
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CC_N14
CC_NW16
CC_NW17
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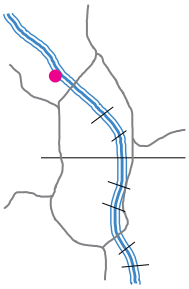
CC_NW24
CC_SE01
CC_SW01
Map 4: Viewpoints in Northwest
Viewpoints
Scenic Resources Boundary
City of Portland
Updated 12-15-14

CCNW01: PIER AT NW FRONT AND RIVERSCAPE



GROUP: C

This 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 to the west, though not captured in this photo, is also visible. 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):

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 (T1 South)



Viewpoint at Riverscape Pier (T1 South)



View from Riverscape Pier (T1 South)

Viewpoint Amenities:

- Platform
- Guardrail

Field Notes

- Unclear as to who owns this pier
- Development of Riverplace will impact current view to west hills

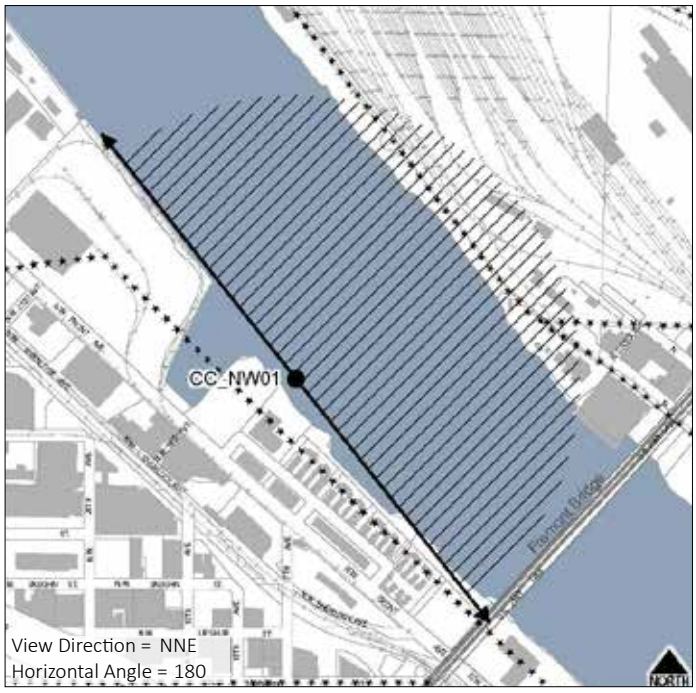
Access:

- Formal Trail

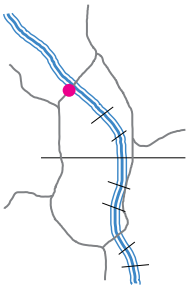
Old SRI ID:

Old Greenway ID:





CCNW02: GREENWAY TRAIL UNDER FREMONT BRIDGE



GROUP: C

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 spies can be seen in the distance. This developed viewpoint is currently only connected to the Greenway Trail to the south.

Primary Focal Feature(s): Willamette River, Underside of Fremont Bridge
Secondary Focal Feature(s): Grain Mill, Broadway Bridge

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 at Greenway Trail under Fremont Bridge



View from Greenway Trail under Fremont Bridge

Viewpoint Amenities:

- Platform
- Seating Wall
- Lighting
- Guardrail

Access:

- Formal Trail

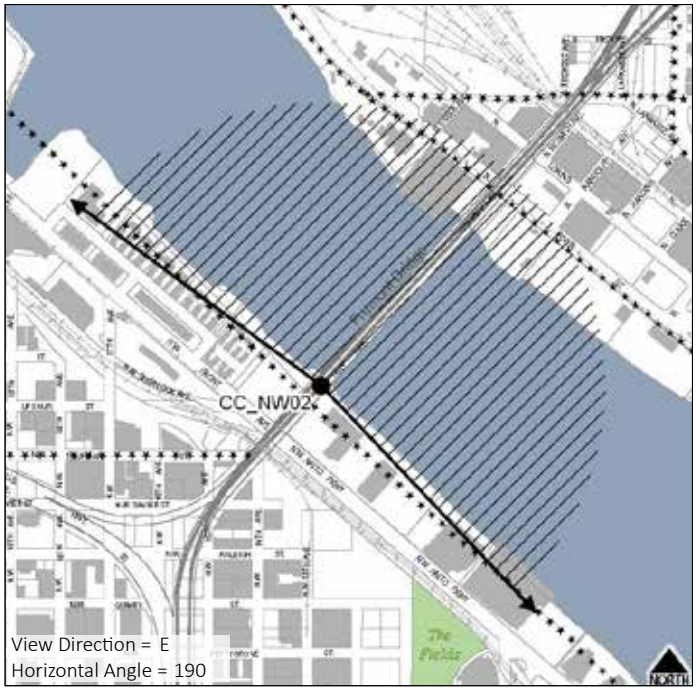
Field Notes

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

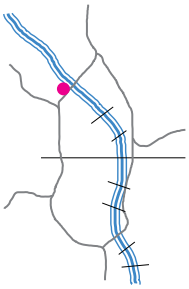
Old SRI ID:

Old Greenway ID:





CCNW03: NW FRONT AVE AND 15TH



SCORE: 1.8 **TIER:** III

NW Front and NW 15th Avenues dominate this view. The viewpoint is just north of the Fremont Bridge, offering a unique vantage point for viewing the bridge and exposing its underside structure. Centennial Mills and the Broadway Bridge can be seen down NW Front in the distance. This viewpoint is not highly trafficked, particularly by bicyclists and pedestrians, though there is a bus stop directly adjacent to the viewpoint.

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

RANKINGS

Universal Scenic Quality: 1.3
Access to Viewpoint: 0.5
Developed as a Viewpoint: 0
Use as a Viewpoint: 0

Contributing Factors

Skyline: 0.14
Vegetation: 0.29
Horizon/Ridgetops: 0.00
Water: 0.00
Focal Features: 0.14
Iconic: 0.57
Depth: 0.14
Scope: 0.29



View from NW Front Ave and NW 15th



Viewpoint at NW Front Ave and NW 15th



View from NW Front Ave and NW 15th

Viewpoint Amenities:

- None

Field Notes

- Very industrial location

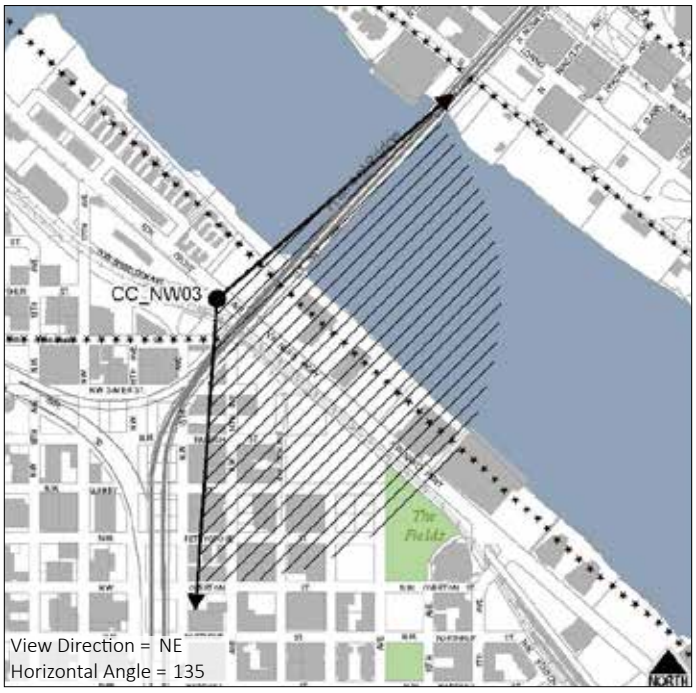
Access:

- Street/Auto
- Sidewalk
- Transit Stop

Old SRI ID:

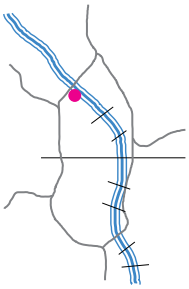
Old Greenway ID:





View Direction = NE
Horizontal Angle = 135

CCNW04: GREENWAY TRAIL JUST SOUTH OF FREMONT BRIDGE



GROUP: B

Though not visible in the 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. Industrial 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 view 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

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



Fremont Bridge from Greenway Trail just south of Fremont Bridge

Viewpoint Amenities:

- Platform
- Benches
- Lighting
- Guardrail

Field Notes

- Overgrown vegetation beginning to encroach on view from the right

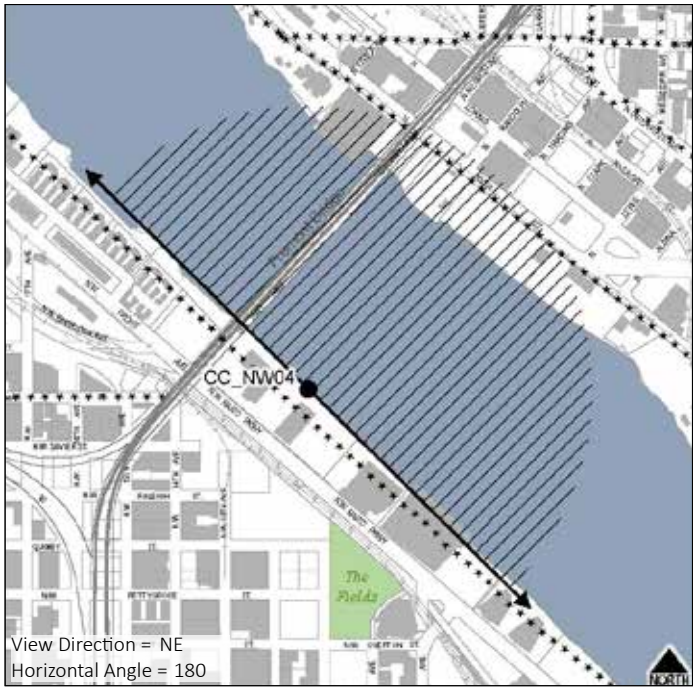
Access:

- Formal Trail
- Transit Stop

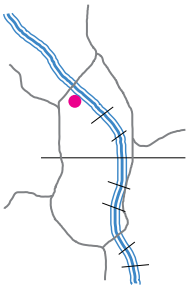
Old SRI ID:

Old Greenway ID:





CCNW05: THE FIELDS - NW QUIMBY AND 11TH, LOOKING NORTH



SCORE: 5.2 **TIER:** II

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. The northerly view is a close-up of the Fremont Bridge with vegetation in the foreground.

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 and 11th, looking north



Viewpoint at The Fields Park near NW Quimby and 11th



Viewpoint at The Fields Park near NW Quimby and 11th

Viewpoint Amenities:

- Platform
- Bench
- Lighting

Field Notes

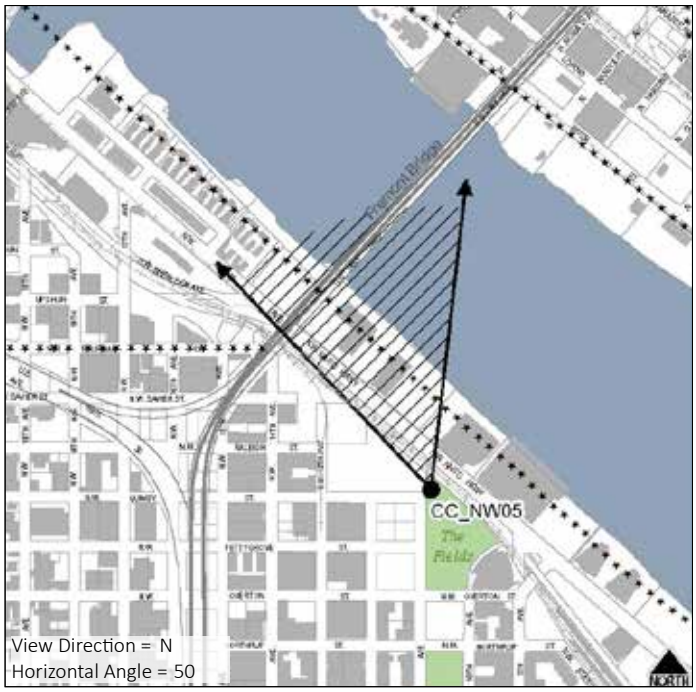
- Currently no connection over train tracks to NW Naito Pkwy

Access:

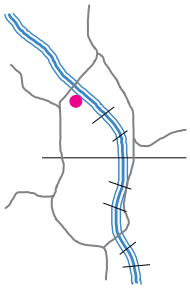
- Formal Trail

Old SRI ID:

Old Greenway ID:



CCNW05: THE FIELDS - NW QUIMBY AND 11TH, LOOKING EAST



SCORE: 5.0 **TIER:** II

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 park landscaping in the foreground contributes to the scenic quality of the view.

Primary Focal Feature(s): Centennial Mills
Secondary Focal Feature(s):

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



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



Viewpoint at The Fields Park near NW Quimby and 11th



Viewpoint at The Fields Park near NW Quimby and 11th

Viewpoint Amenities:

- Platform
- Bench
- Lighting

Field Notes

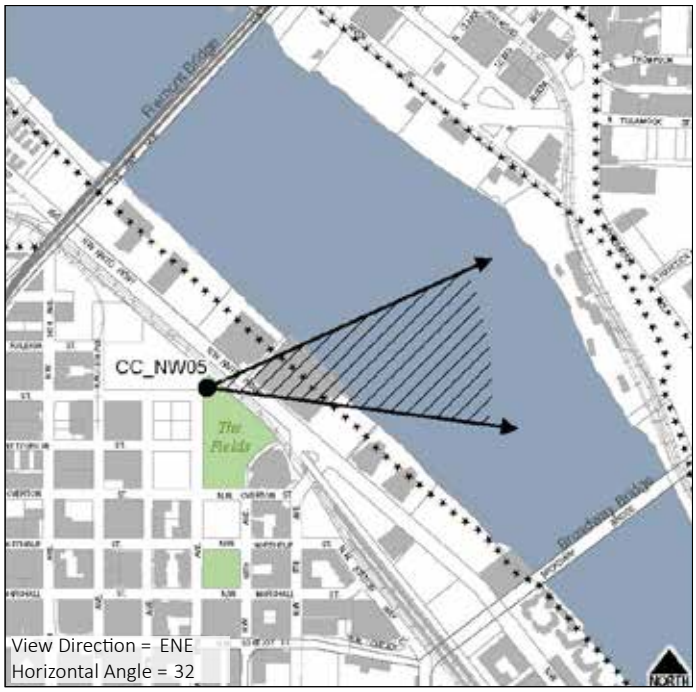
- Currently no connection over train tracks to NW Naito Pkwy
- Centennial Mills in disrepair and may be torn down soon

Access:

- Formal Trail

Old SRI ID:

Old Greenway ID:



CCNW06: THE FIELDS PARK - EAST PATH



SCORE: 6.2 **TIER:** II

The viewer's eye is drawn down this eastern path of The Fields Park towards 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 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):

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:

- Nearby Bench

Field Notes

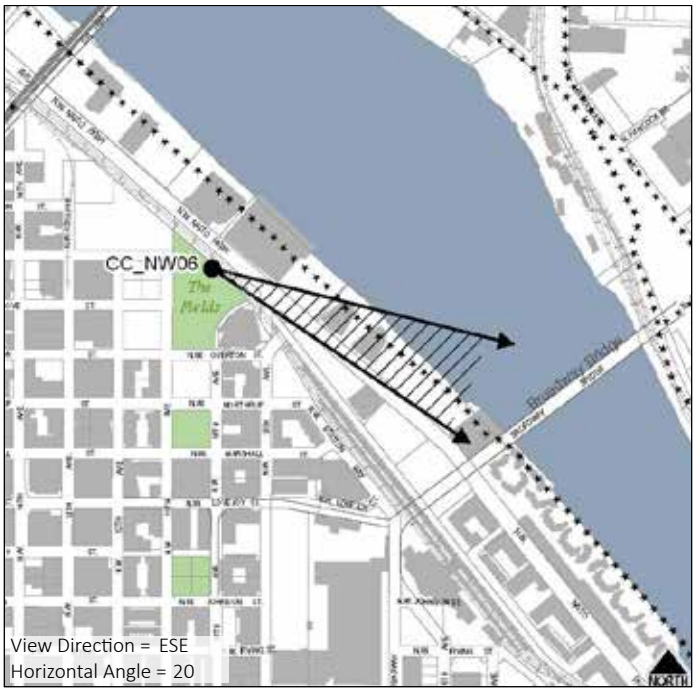
- Development constrains view on either side

Access:

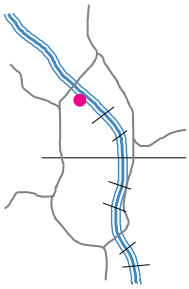
- Formal Trail

Old SRI ID:

Old Greenway ID:



CCNW07: GREENWAY TRAIL BETWEEN FREMONT AND BROADWAY BRIDGES, NORTH VIEWPOINT



GROUP: C

Located just south of Centennial Mills, this view looks out across the Willamette River to industrial 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
Secondary Focal Feature(s):

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



View from Greenway Trail between Fremont and Broadway Bridges, north viewpoint



Viewpoint along Greenway Trail between Fremont and Broadway Bridges



Viewpoint along Greenway Trail between Fremont and Broadway Bridges

Viewpoint Amenities:

- Platform
- Benches
- Lighting

Field Notes

- Overgrown vegetation encroaching on view, particularly when tree of the left has leaves; vegetation maintenance could open up the view

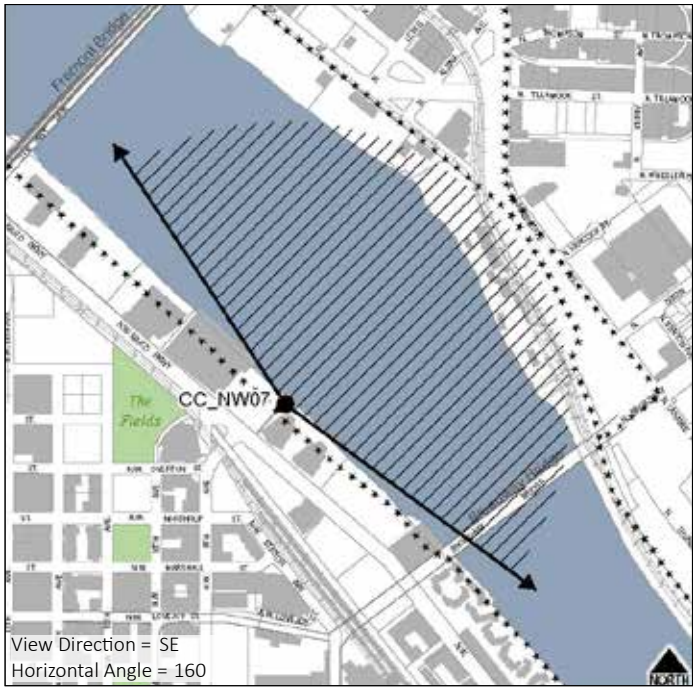
Access:

- Formal Trail

Old SRI ID:

Old Greenway ID:





CCNW08: THE FIELDS PARK - SE TRAIL



SCORE: 7.2 **TIER:** II

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.

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

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 trail



Viewpoint at The Fields Park southeast trail



View from The Fields Park southeast trail

Viewpoint Amenities:

- None

Field Notes

- Centennial Mills is in disrepair and may be torn down soon

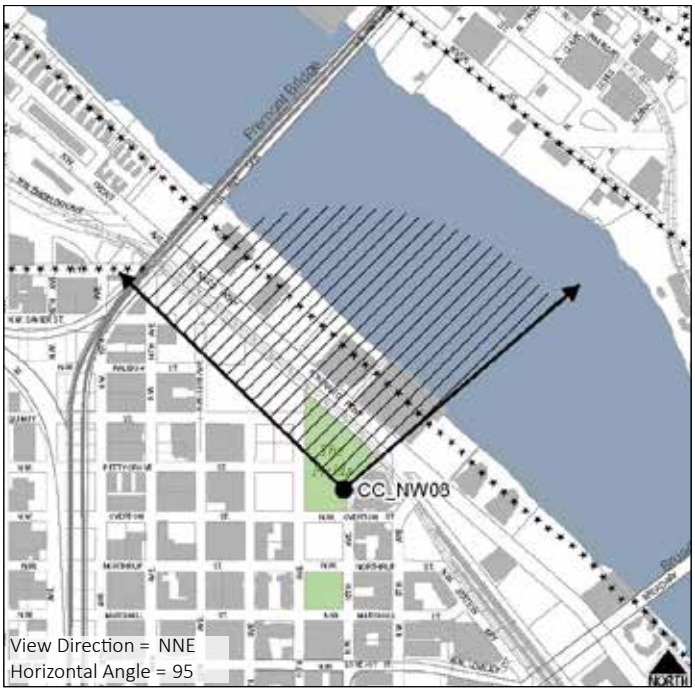
Access:

- Formal Trail

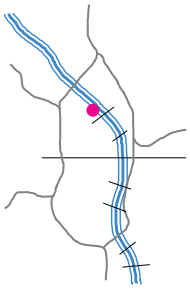


Old SRI ID:

Old Greenway ID:



CCNW09: GREENWAY TRAIL BETWEEN FREMONT AND BROADWAY BRIDGES, SOUTH VIEWPOINT



GROUP: C

Located just south of Centennial Mills, this view looks out across the Willamette River to industrial 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.

Primary Focal Feature(s): Willamette River, Fremont Bridge, Broadway Bridge, Grain Mill
Secondary Focal Feature(s):

RANKINGS

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

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 between Fremont and Broadway Bridges, south viewpoint



Viewpoint along Greenway Trail between Fremont and Broadway Bridges



Viewpoint along Greenway Trail between Fremont and Broadway Bridges

Viewpoint Amenities:

- Platform
- Benches
- Guardrail

Field Notes

- Overgrown vegetation is encroaching on the view; vegetation maintenance could open up the view

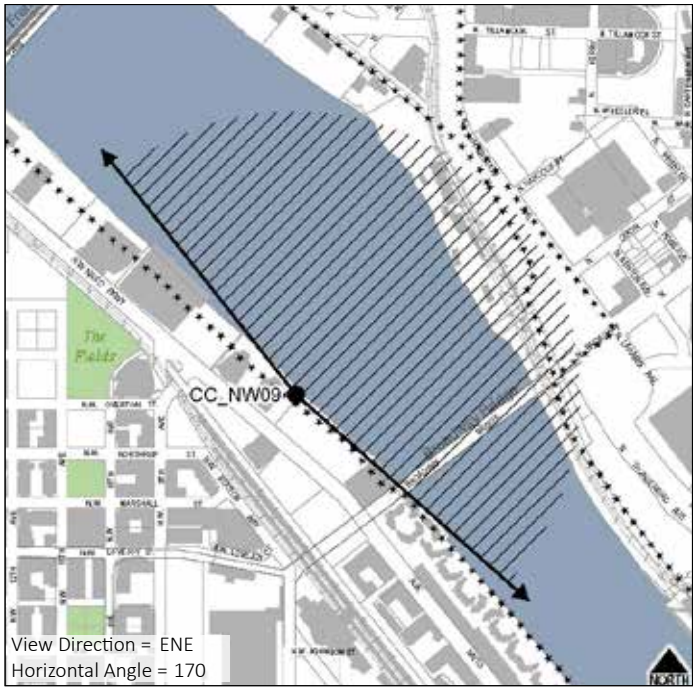
Access:

- Formal Trail

Old SRI ID:

Old Greenway ID:





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



SCORE: 6.5 **TIER:** II

This view, taken from the corner of The Fields Park at NW Overton and NW 11th, 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 towards Centennial Mills as a focal point. As the trees grow, they may obscure the view. 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):

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 and NW 11th



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



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

Viewpoint Amenities:

- Nearby Benches

Field Notes

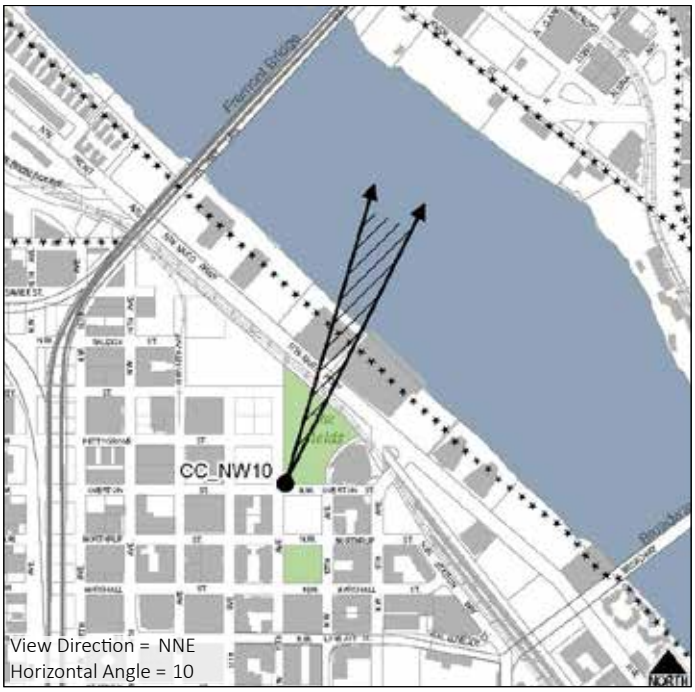
- Centennial Mills is in disrepair and may be torn down soon

Access:

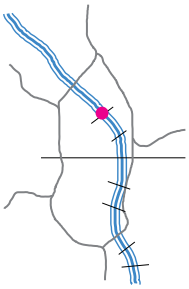
- Street/Auto
- Sidewalk
- Formal Trail
- Adjacent Parking

Old SRI ID:

Old Greenway ID:



CCNW11:BROADWAY BRIDGE, NORTH SIDE, CENTER



GROUP: A

A wide expanse of the Willamette River draws the viewer's eye in towards the Fremont Bridge. To the left, one can see Forest Park and the Pearl District waterfront, to the right, industrial 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

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



View from Broadway Bridge north side center

Viewpoint Amenities:

- None

Field Notes

- No pedestrian refuges on bridge
- No separated bike lane

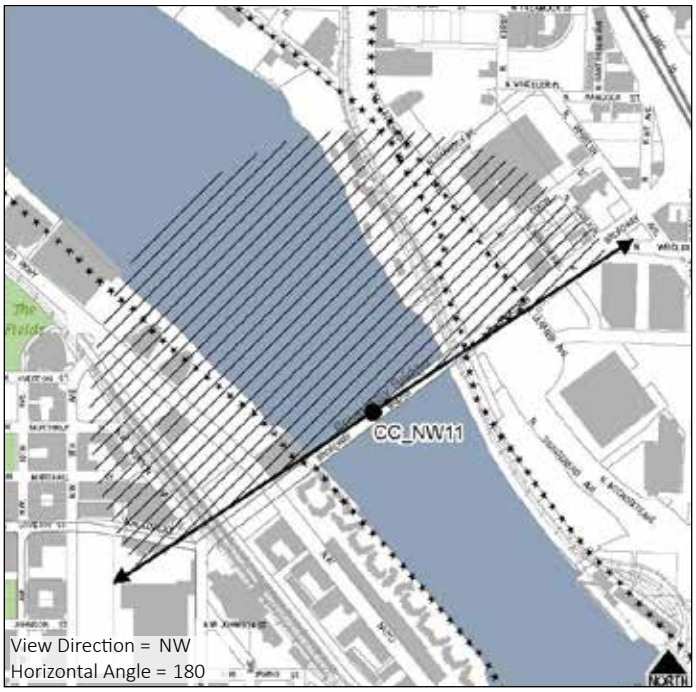
Access:

- Street/Auto
- Sidewalk

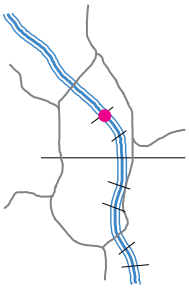


Old SRI ID:

Old Greenway ID: CCPV31



CCNW12: BROADWAY BRIDGE, SOUTH SIDE, CENTER



GROUP: B

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 Pearl District waterfront, downtown skyline, US Bancorp building, 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, US Bancorp Building
Secondary Focal Feature(s): Convention Center Spires, Pearl District, West Hills, Grain Mill, Union Station

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



View from Broadway Bridge south side center

Viewpoint Amenities:

- None

Field Notes

- No pedestrian refuges
- No separated bike lane
- Development of Thunderbird site will affect this view

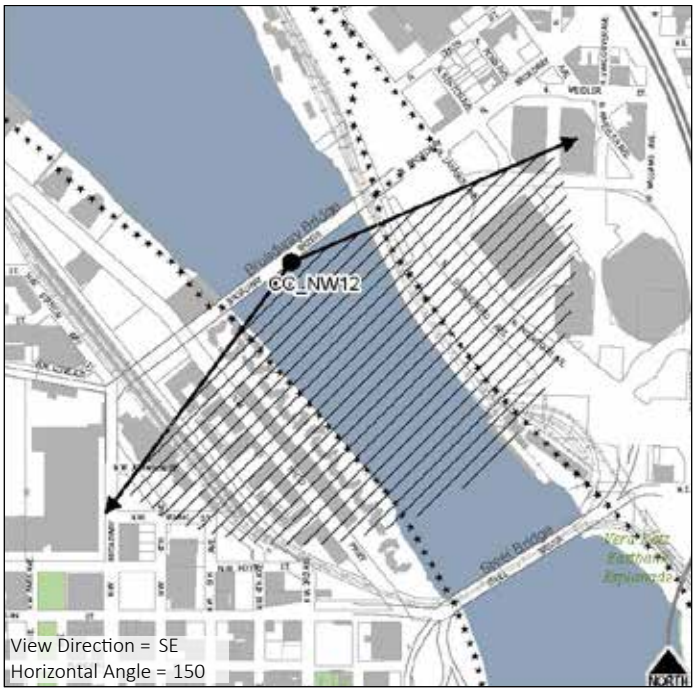
Access:

- Street/Auto
- Sidewalk

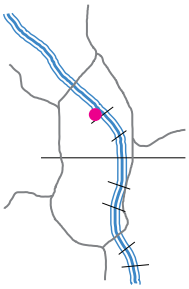


Old SRI ID:

Old Greenway ID: CCPV30



CCNW13: GREENWAY TRAIL JUST NORTH OF BROADWAY BRIDGE



GROUP: C

This view looks out across the Willamette River at industrial 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's privately or publicly owned.

Primary Focal Feature(s): Willamette River, Broadway Bridge, Fremont Bridge, Grain Mill
Secondary Focal Feature(s): Convention Center Spires

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



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

Field Notes

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

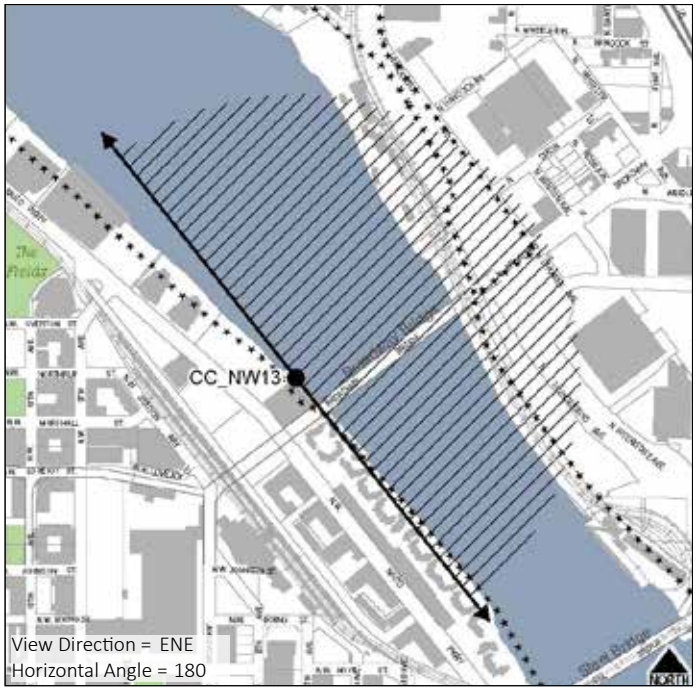
Access:

- Formal Trail

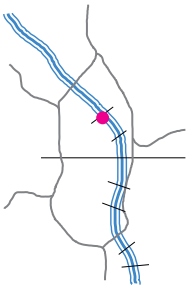
Old SRI ID:

Old Greenway ID:





CCNW14: BROADWAY BRIDGE, SOUTH SIDE, WEST OF CENTER



GROUP: B

The Willamette River and Steel Bridge dominate this view. The Convention Center spires, Moda Center, grain mill, and Pearl District 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 State of Oregon 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.

Primary Focal Feature(s): Willamette River, Steel Bridge
Secondary Focal Feature(s): Convention Center Spires, Pearl District, Grain Mill, Mt. Hood

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 of center



Viewpoint on Broadway Bridge south side west of center



View from Broadway Bridge south side west of center

Viewpoint Amenities:

- None

Field Notes

- No pedestrian refuges
- No separated bike lane
- Development partially obscures Mt. Hood

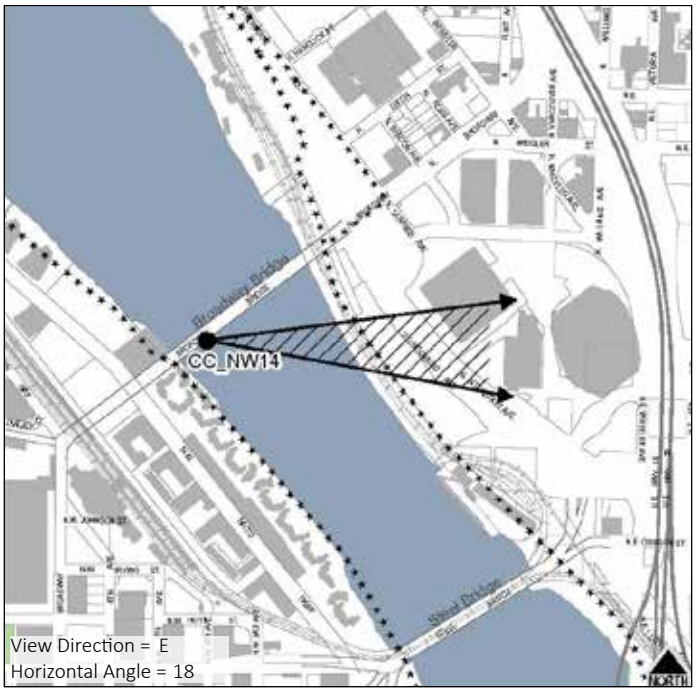
Access:

- Street/Auto
- Sidewalk

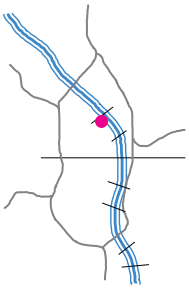


Old SRI ID: VM24-38

Old Greenway ID:



CCNW15: GREENWAY TRAIL JUST SOUTH OF BROADWAY BRIDGE



GROUP: B

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 overgrown 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

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



View from Greenway Trail just south of Broadway Bridge



Viewpoint along Greenway Trail just south of Broadway Bridge



View from Greenway Trail just south of Broadway Bridge

Viewpoint Amenities:

- None

Field Notes

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

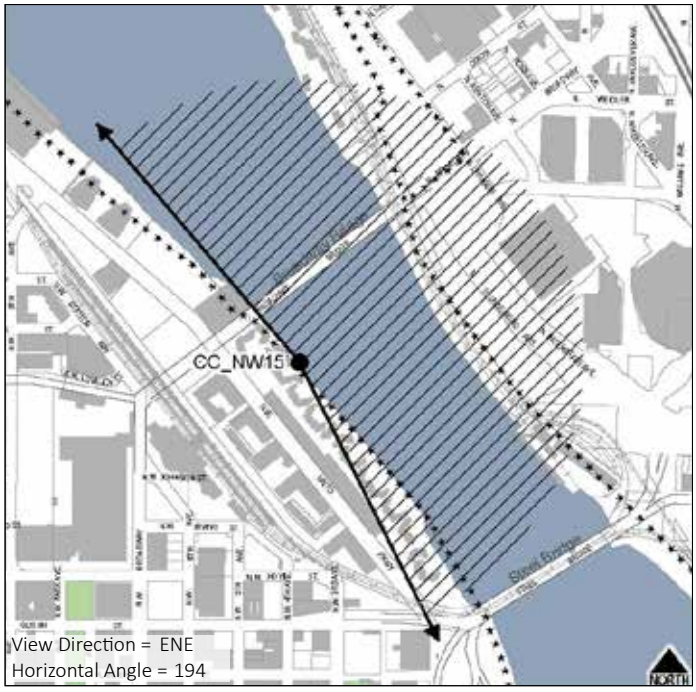
Access:

- Formal Trail
- Transit Stop

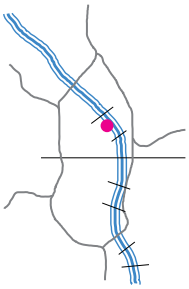
Old SRI ID:

Old Greenway ID:





CCNW16: GREENWAY TRAIL BETWEEN BROADWAY AND STEEL BRIDGES



GROUP: B

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 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):

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



Historic view from Greenway Trail between Broadway and Steel Bridges

Viewpoint Amenities:

- Seating Wall
- Guardrail

Field Notes

- Less trafficked section of Greenway Trail than section south of Steel Bridge

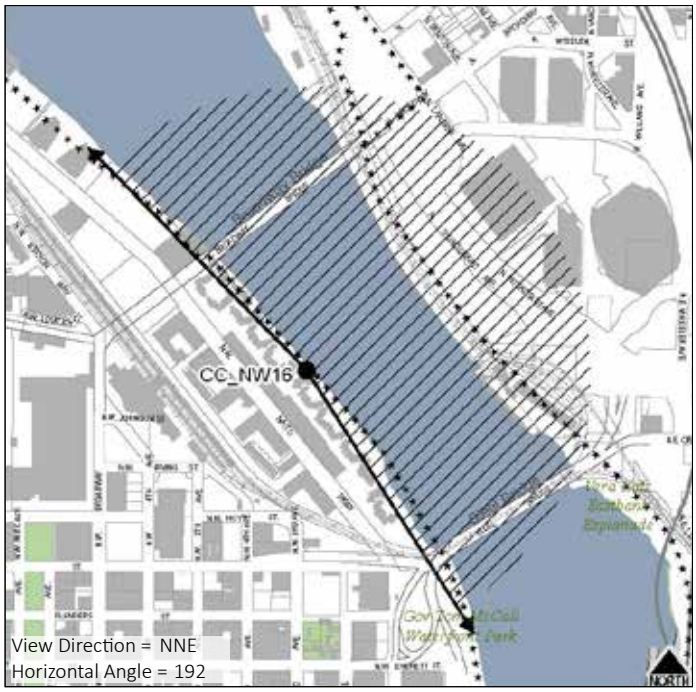
Access:

- Formal Trail

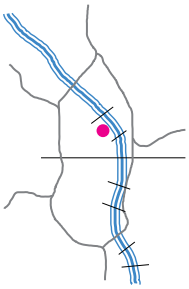


Old SRI ID: VB24-29

Old Greenway ID:



CCNW17: PEDESTRIAN BRIDGE BETWEEN UNION STATION AND THE RAILYARDS DEVELOPMENT



SCORE: 3.5 **TIER:** III

Taken from the pedestrian bridge over the rail lines at Union Station, this view looks south towards the downtown skyline where the US Bancorp building 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. The pedestrian bridge is only accessible by foot.

Primary Focal Feature(s): US Bancorp Building
Secondary Focal Feature(s): Downtown Skyline

RANKINGS

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

Contributing Factors

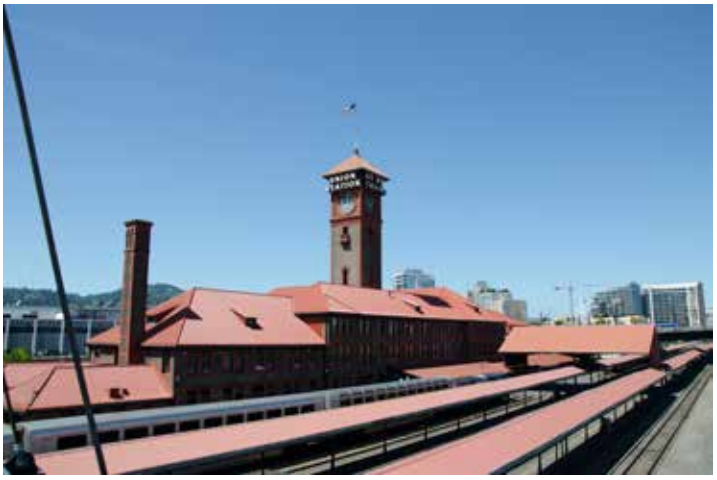
Skyline: 1.14
Vegetation: 0.71
Horizon/Ridgetops: 0.71
Water: 0.43
Focal Features: 1.86
Iconic: 3.00
Depth: 1.14
Scope: 1.57



View from pedestrian bridge at Union Station



Viewpoint on pedestrian bridge at Union Station



View from pedestrian bridge at Union Station

Viewpoint Amenities:

- None

Field Notes

- Only accessible by foot
- Not ADA compliant
- Difficult to access

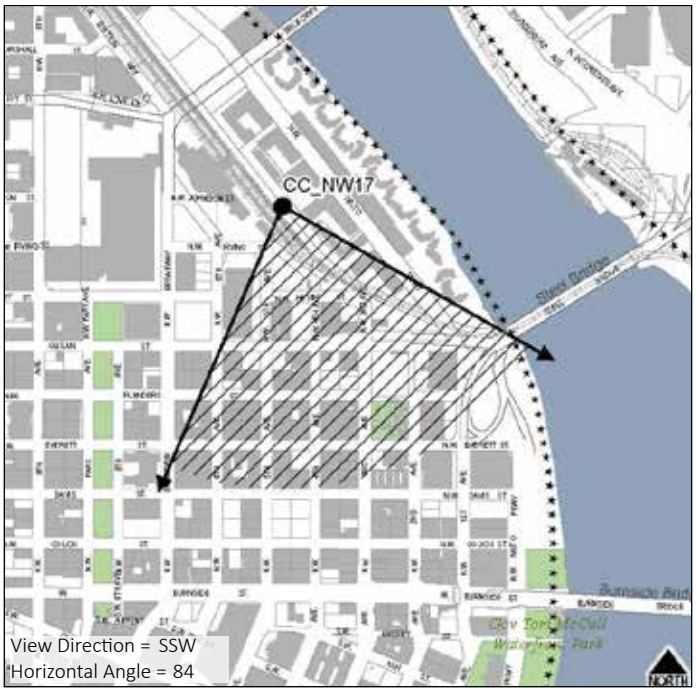
Access:

- Sidewalk

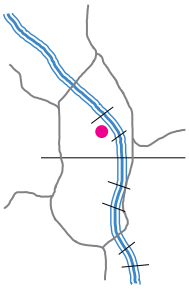
Old SRI ID:

Old Greenway ID:





CCNW18: PEDESTRIAN BRIDGE BETWEEN UNION STATION AND YARDS



SCORE: 5.7 **TIER:** II

Though not visible in the 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.

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

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 pedestrian bridge at Union Station



Viewpoint on pedestrian bridge at Union Station



View from pedestrian bridge at Union Station

Viewpoint Amenities:

- None

Field Notes

- Only accessible by foot
- Not ADA compliant
- Difficult to access

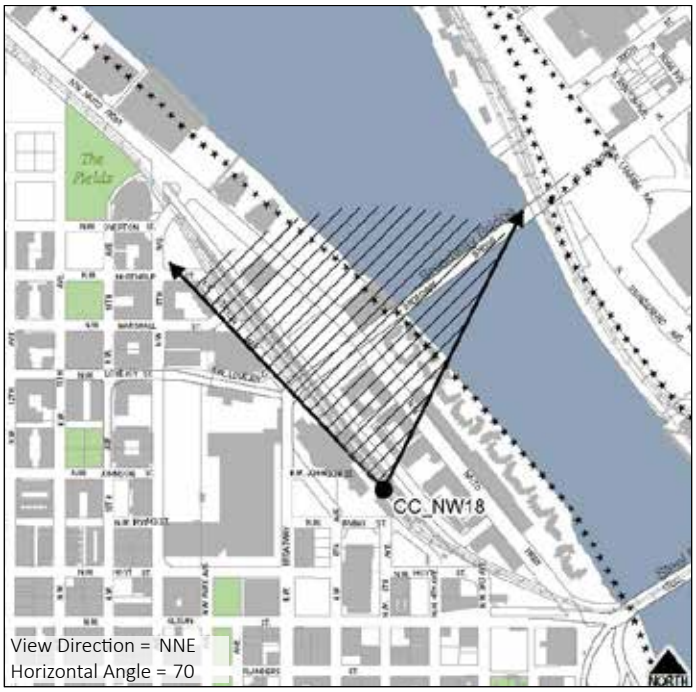
Access:

- Sidewalk

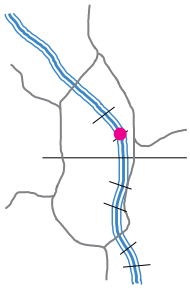


Old SRI ID: VB24-30

Old Greenway ID:



CCNW19:STEEL BRIDGE, NORTH SIDE, CENTER



GROUP: B

This view from the Steel Bridge looks down the center of the Willamette River towards the Broadway and Fremont Bridges. Industrial Albina, dominated by the large grain mill, is on the right while the Pearl District waterfront, Union Station, 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): Pearl District, Union Station

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:

- None

Field Notes

- Viewpoint feels very unsafe; narrow sidewalk, no separated bike lane, low guardrail between sidewalk and automobile/bus traffic

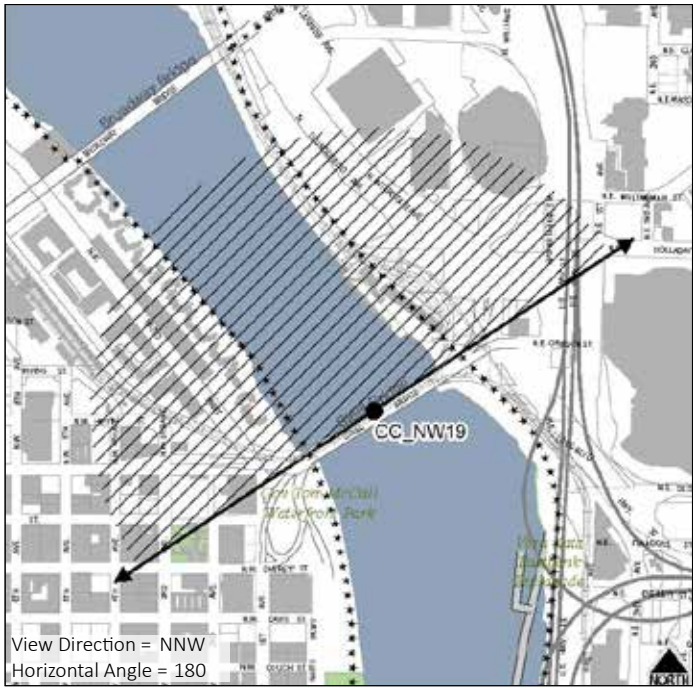
Access:

- Street/Auto
- Sidewalk

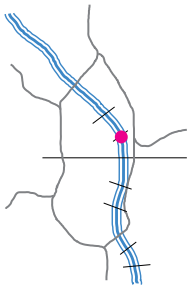


Old SRI ID:

Old Greenway ID: CCPV28



CCNW20: STEEL BRIDGE, SOUTH SIDE UPPER DECK, CENTER



GROUP: B

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 been seen in the distance. Interstate-5 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, US Bancorp Building, Convention Center Spires
Secondary Focal Feature(s): Downtown Skyline, Waterfront Park

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:

- None

Field Notes

- Viewpoint feels very unsafe; narrow sidewalk, no separated bike lane, low guardrail between sidewalk and automobile/bus traffic

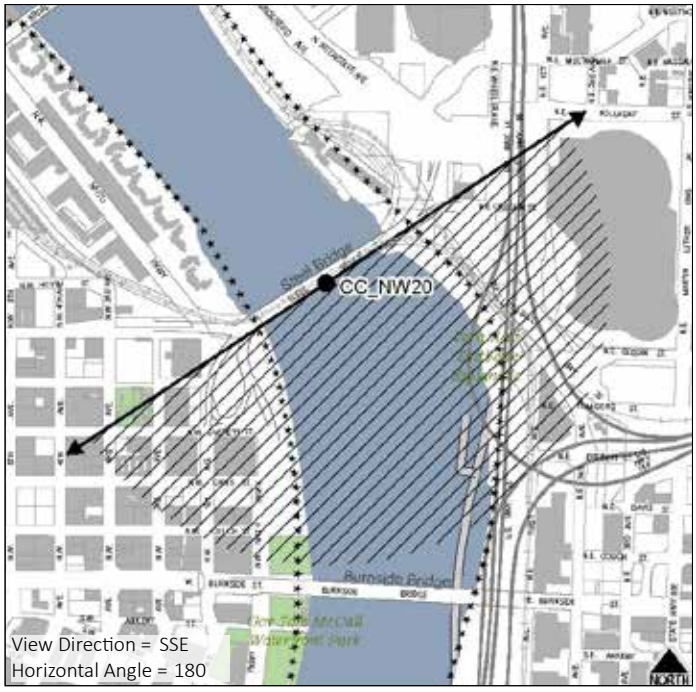
Access:

- Street/Auto
- Sidewalk

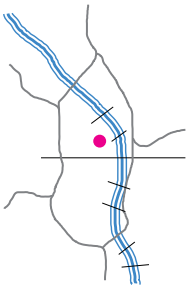
Old SRI ID:

Old Greenway ID: CCPV27





CCNW21: NW GLISAN AND NW 4TH AVE



SCORE: 3.8 **TIER:** III

This view of Union Station was taken from the corner of NW Glisan and NW 4th Ave. 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. There are also some trees blocking the station and bridges.

Primary Focal Feature(s): Union Station
Secondary Focal Feature(s): Broadway Bridge, Fremont 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 and NW 4th Ave



Viewpoint at NW Glisan and NW 4th Ave



View from NW Glisan and NW 4th Ave

Viewpoint Amenities:

- None

Field Notes

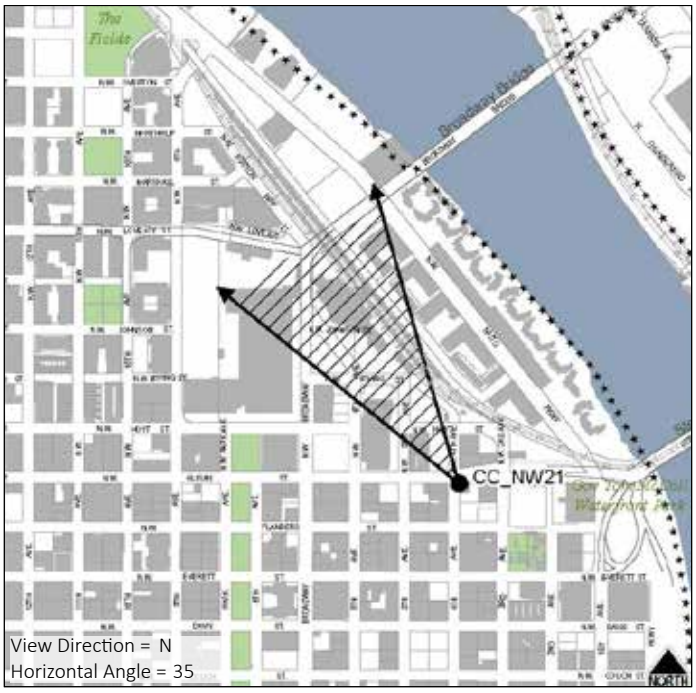
- Many discordant elements in foreground
- Second view of Steel Bridge to the east

Access:

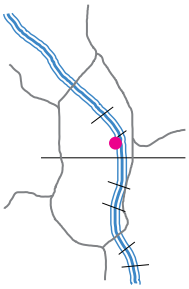
- Street/Auto
- Sidewalk
- Adjacent Parking

Old SRI ID:

Old Greenway ID:



CCNW22: GREENWAY TRAIL SOUTH OF STEEL BRIDGE



GROUP: B

Though not fully visible 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 Moda Center. The Burnside Bridge is visible in the distance to the right. 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): Burnside Bridge

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



View from Greenway Trail south of Steel Bridge

Viewpoint Amenities:

- Seating Wall

Field Notes

- Highly trafficked section of the Greenway Trail just south of the Steel Bridge bike/pedestrian lower deck path

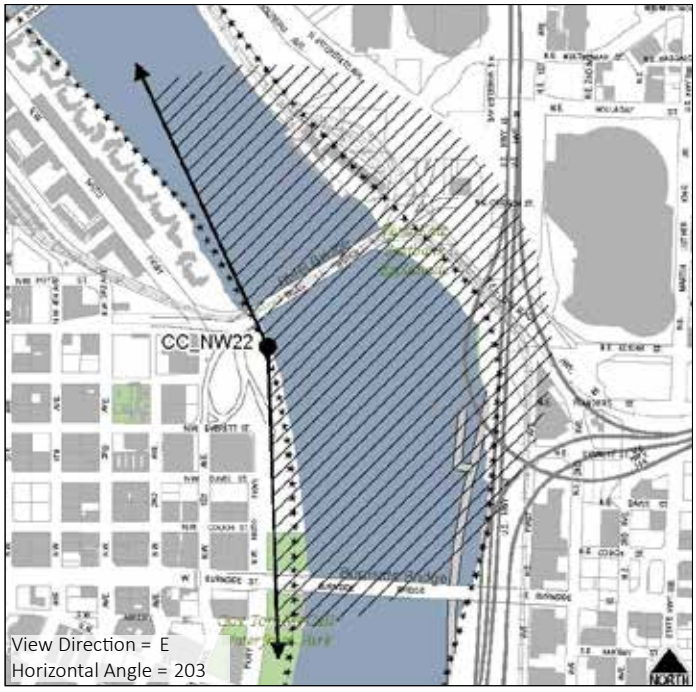
Access:

- Formal Trail

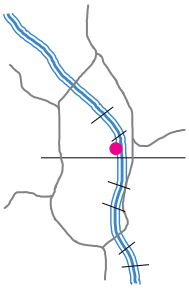


Old SRI ID:

Old Greenway ID:



CCNW23: GREENWAY TRAIL AT STAIRS BETWEEN NW DAVIS AND NW EVERETT



GROUP: C

This view looks out across the Willamette River towards the Convention Center spires. The Steel Bridge is visible to the left and the Burnside Bridge to the right. Interstate-5 occupies much of the view along the eastern edge of the Willamette and detracts from the scenic quality of the view. 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

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 between NW Davis and NW Everett



Viewpoint along Greenway Trail between NW Davis and NW Everett



Viewpoint along Greenway Trail between NW Davis and NW Everett

Viewpoint Amenities:

- None

Field Notes

- Highly trafficked section of the Greenway Trail

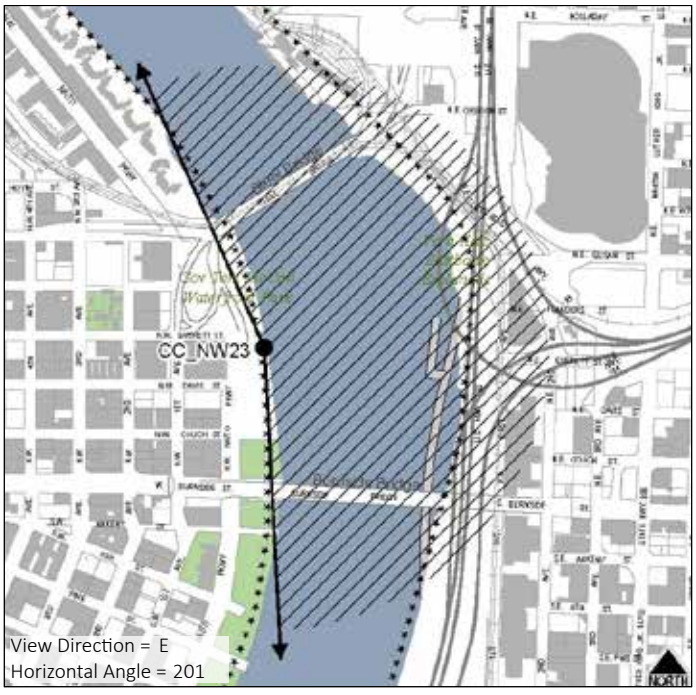
Access:

- Formal Trail

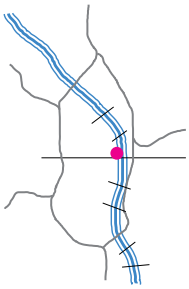


Old SRI ID:

Old Greenway ID: CCPV25



CCNW24: GREENWAY TRAIL AT NW COUCH ST



GROUP: C

This view looks out across the Willamette River towards 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. 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

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



View from Greenway Trail at NW Couch St



Viewpoint along Greenway Trail at NW Couch St



Japanese American Heritage Plaza from Greenway Trail at NW Couch St

Viewpoint Amenities:

- None

Field Notes

- Adjacent to Japanese American Historical Plaza

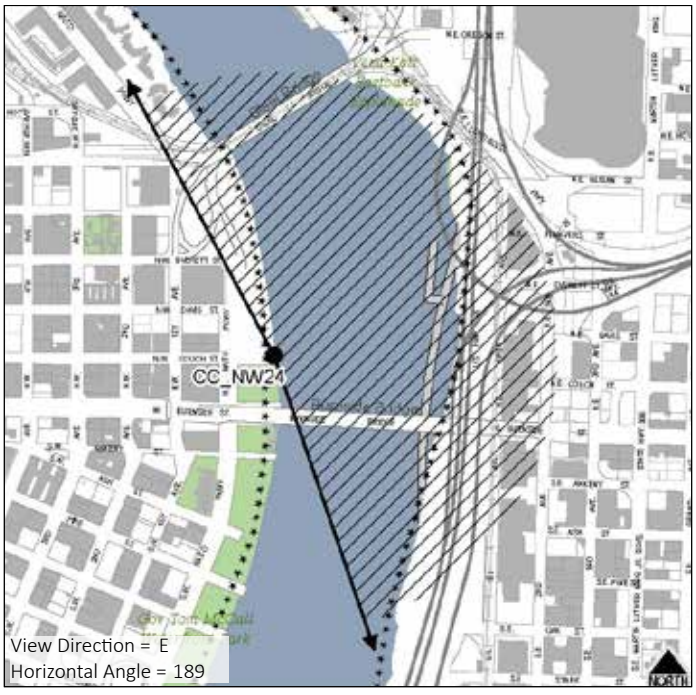
Access:

- Formal Trail
- Transit Stop

Old SRI ID:

Old Greenway ID:

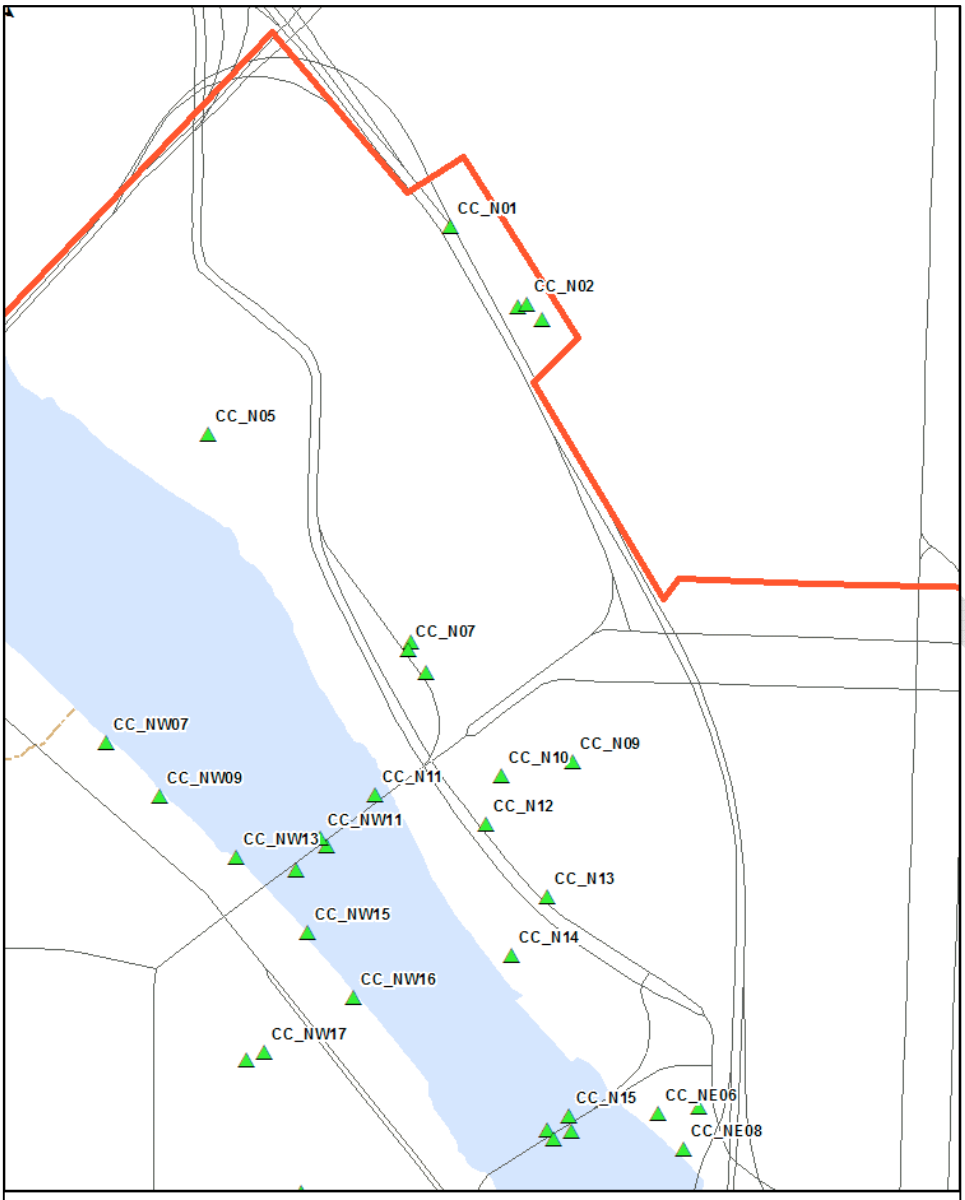




3.b North

There are 15 viewpoints in the north quadrant of the Scenic Resources Inventory for the Central City. The viewpoints are numbered within the quadrant starting in the northwest and progressing left to right south to Burnside.

DRAFT


CC_N01
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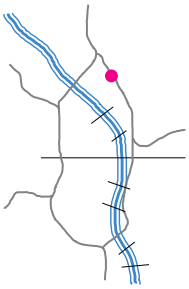
CC_N15
CC_NE06
CC_NE08
Map 5: Viewpoints in North
Viewpoints
Scenic Resources Boundary
City of Portland
Updated 12-15-14

CCN01: N RUSSELL ST UNDER I-5



SCORE: 4.5 **TIER:** III

Located on N Russell Street under the Intertate-5 overpass, this is a view of the Fremont Bridge and west hills. As cars, cyclists and pedestrians travel down Russell Street, the Fremont Bridge emerges and draws the viewer towards the river. 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.

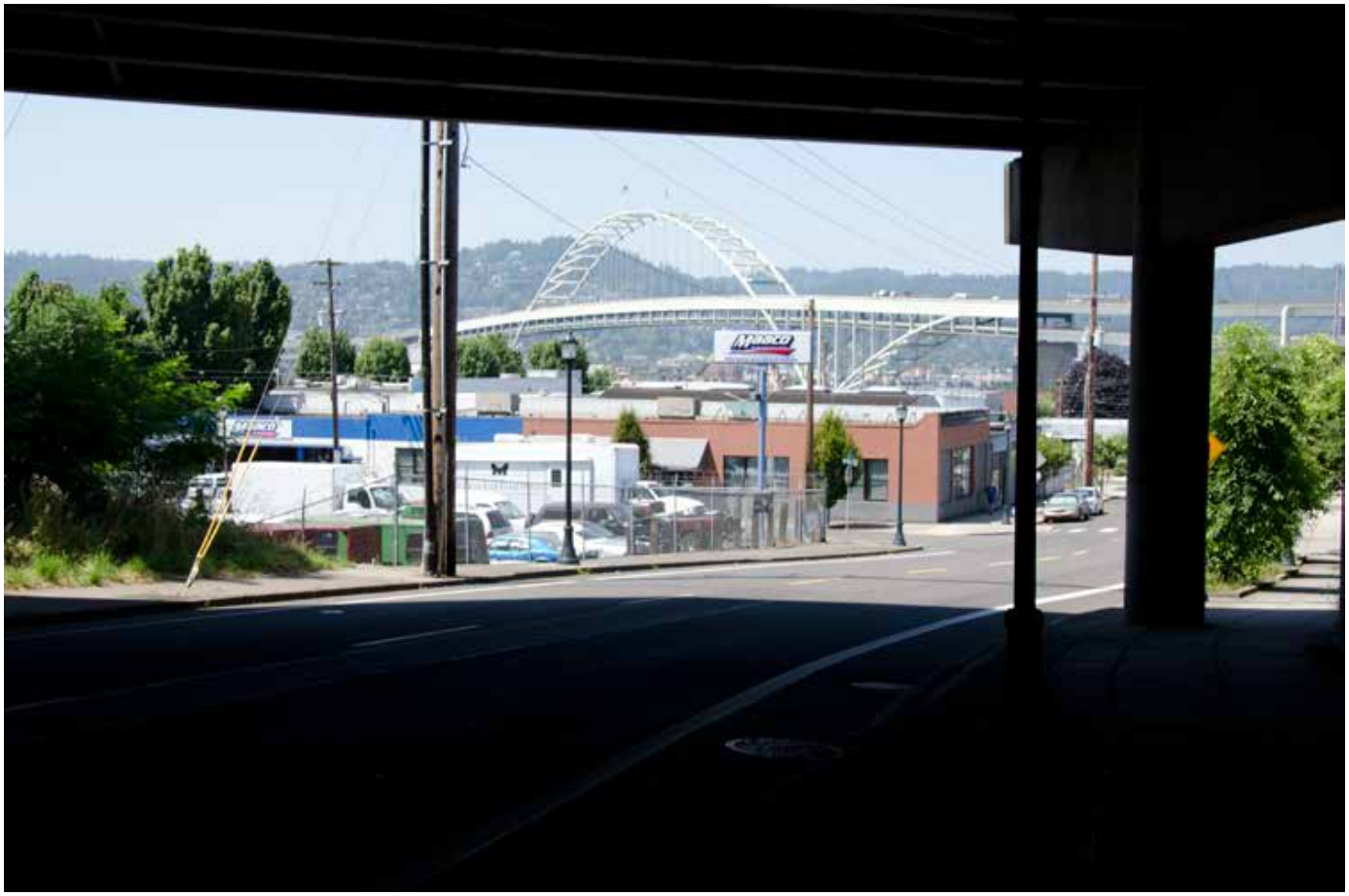
Primary Focal Feature(s): Fremont Bridge, Forest Park
Secondary Focal Feature(s):

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 St under I-5



Viewpoint at N Russell St under I-5



Viewpoint at N Russell St under I-5

Viewpoint Amenities:

- None

Field Notes

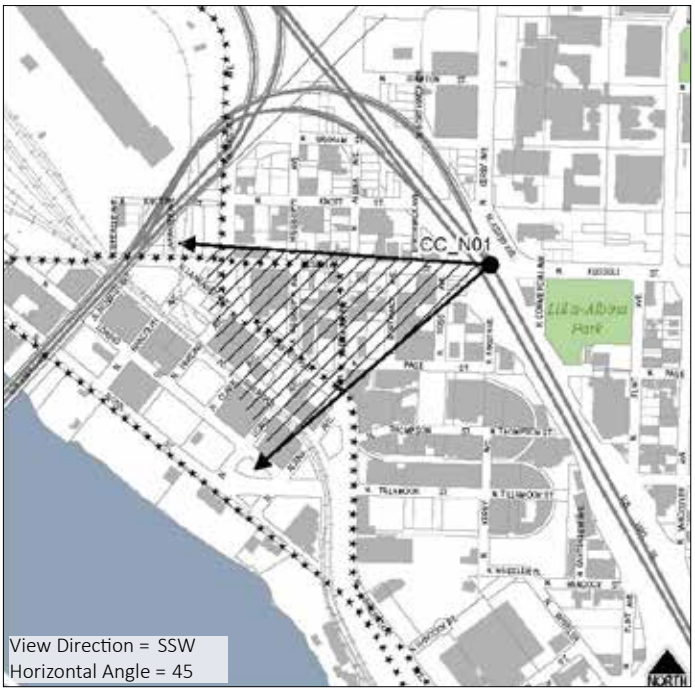
- Viewpoint location under the freeway makes it feel unsafe

Access:

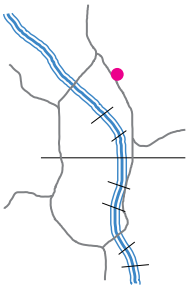
- Street/Auto
- Bike Lane
- Sidewalk

Old SRI ID:

Old Greenway ID:



CCN02: LILLIS ALBINA PARK - WEST EDGE BY TREES



SCORE: 5.2 **TIER:** II

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. Overgrown vegetation partially blocks this view while the chain-link fence remains a discordant feature. Vegetation maintenance 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 Lillis Albina Park western edge by trees



Viewpoint at Lillis Albina Park western edge by trees



View from Lillis Albina Park western edge by trees

Viewpoint Amenities:

- Picnic table nearby

Field Notes

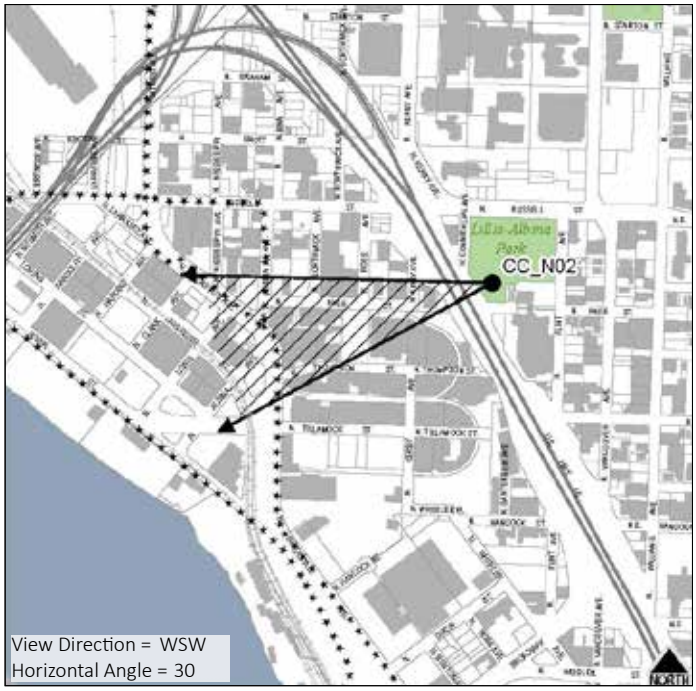
- Overgrown vegetation encroaches on view from sides; vegetation maintenance could open up view
- Chain-link fence and I-5 are discordant

Access:

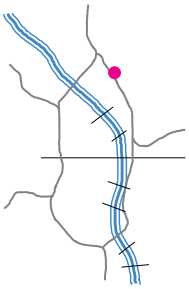
- Informal Trail

Old SRI ID:

Old Greenway ID:



CCN03: N COMMERCIAL AVE AT LILLIS ALBINA PARK



SCORE: 4.2 **TIER:** III

While from this viewpoint the west hills, Pearl District, and Fremont Bridge can been seen, the chain link fence and close proximity of Interstate-5 detract from the quality of this view. Vegetation also constricts this view, partially blocking views of the Fremont Bridge on the right and the downtown skyline on the left.

Primary Focal Feature(s): West Hills, Fremont Bridge
Secondary Focal Feature(s): Pearl District, Grain Mill, Downtown 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 Ave at Lillis Albina Park



Viewpoint at N Commercial Ave at Lillis Albina Park



View from N Commercial Ave at Lillis Albina Park

Viewpoint Amenities:

- None

Field Notes

- Chain-link fence and I-5 in foreground are highly discordant
- View from Lillis Albina park above where the viewer is in a more superior position could minimize impacts of fence and I-5 but, currently, park is lined by trees which limit the scope of the view

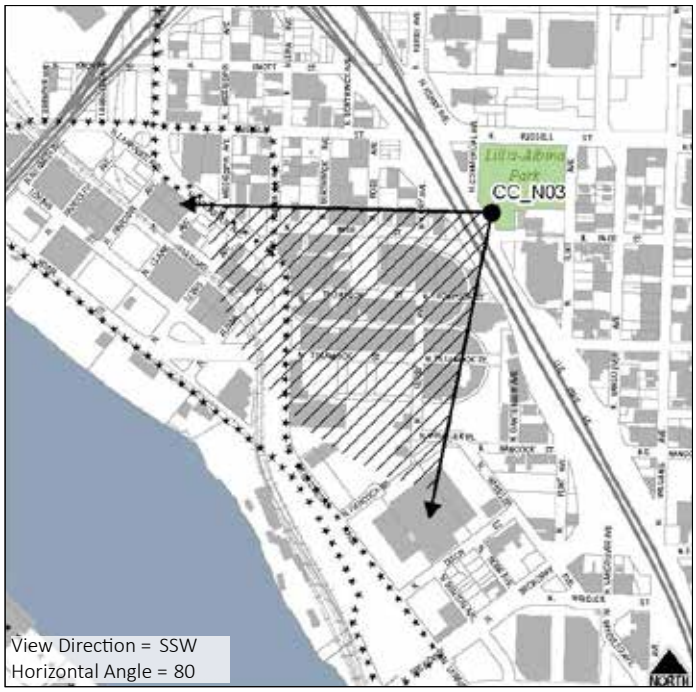
Access:

- Street/Auto
- Sidewalk

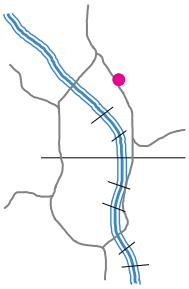


Old SRI ID: VC17-04

Old Greenway ID:



CCN04: LILLIS ALBINA PARK - SOUTH SIDE BY PARKING



SCORE: 5.0 **TIER:** II

This view from Albina Park includes a view of the downtown skyline, the US Bancorp building, and the west hills. The Broadway Bridge and Union Station are also visible. The view is from the lawn of the park, under a tree, though is not a developed viewpoint. There is a fence in the foreground that is slightly discordant though doesn't block any primary features of the view itself.

Primary Focal Feature(s): US Bancorp Building, West Hills
Secondary Focal Feature(s): Downtown Skyline

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

Field Notes

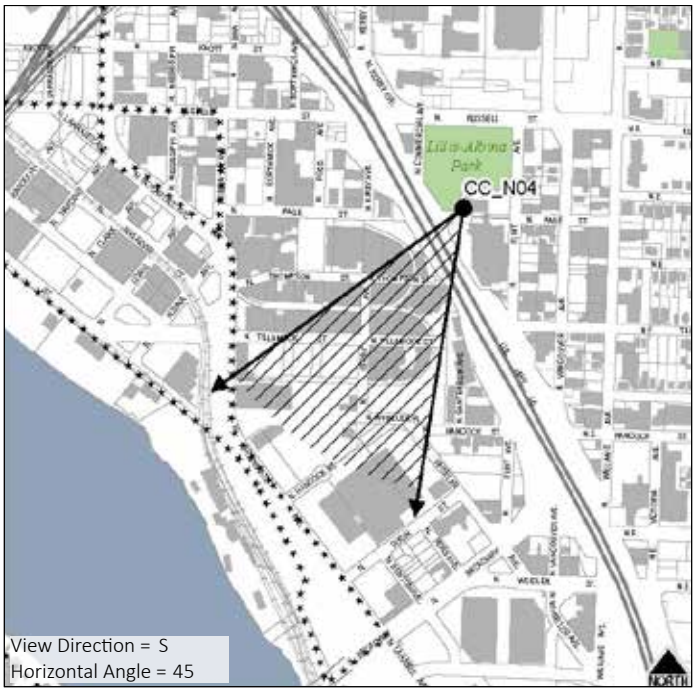
- Chain-link fence is discordant

Access:

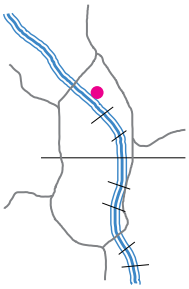
- Street/Auto
- Sidewalk
- Adjacent Parking

Old SRI ID:

Old Greenway ID:



CCN05: N TILLAMOOK AND N LEWIS



SCORE: 4.0 **TIER:** III

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. 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 and N Lewis



Viewpoint at N Tillamook and N Lewis



View from N Tillamook and N Lewis

Viewpoint Amenities:

- None

Field Notes

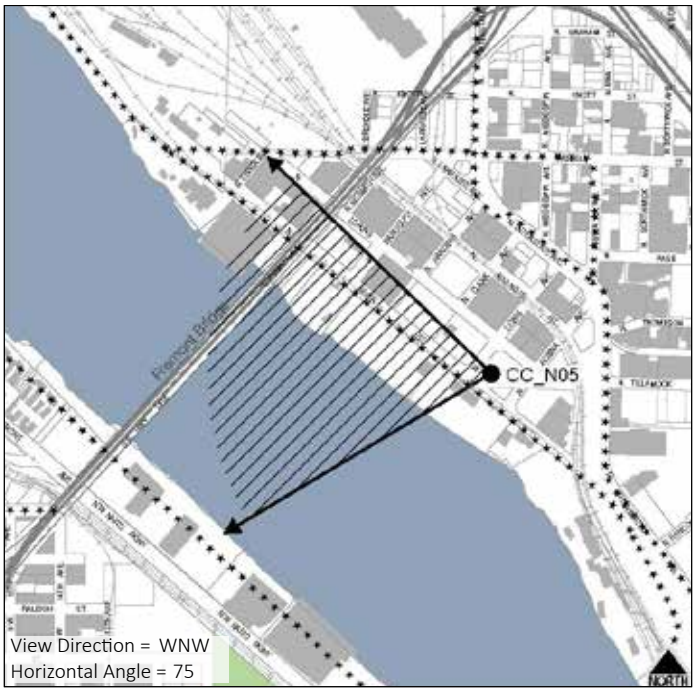
- Very industrial location
- N Tillamook does not cross over I-5 to the east

Access:

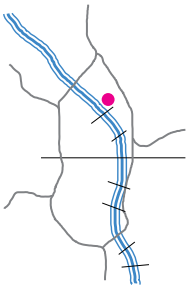
- Street/Auto
- Bike Lane
- Sidewalk

Old SRI ID:

Old Greenway ID:



CCN06: PORTLAND SCHOOL DISTRICT BLANCHARD SITE PARKING LOT



SCORE: 4.7 **TIER:** II

There is no developed viewpoint at this location, but the site is a redevelopment opportunity. The vantage from the raised parking lot affords the viewer a more superior position than the nearby viewpoint on the street level, revealing glimpses of the Willamette River while lessening the presence of the traffic lanes in the foreground. The downtown skyline, Broadway Bridge, Pearl District waterfront, grain mill, and west hills make up the primary focal features of this view. The power lines that span the entire view are discordant.

Primary Focal Feature(s): Broadway Bridge, West Hills
Secondary Focal Feature(s): US Bancorp Building, Willamette River, Grain Mill, Pearl District

RANKINGS

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

Contributing Factors

Skyline: 5.14
Vegetation: 3.29
Horizon/Ridgetops: 6.14
Water: 5.29
Focal Features: 5.00
Iconic: 5.57
Depth: 5.71
Scope: 6.00



View from parking lot of Portland School District Blanchard site



Viewpoint in parking lot of Portland School District Blanchard site



Portland School District Blanchard site

Viewpoint Amenities:

- None

Field Notes

- Slated for future development

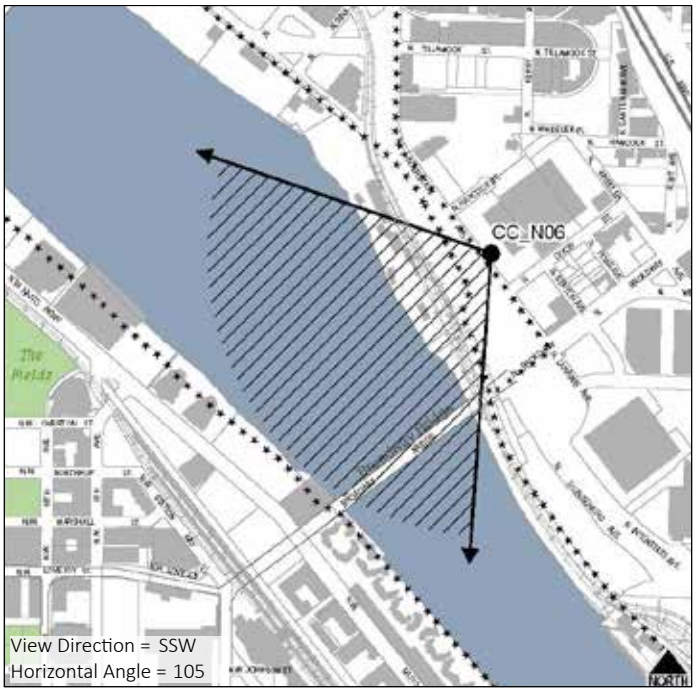
Access:

- Street/Auto
- Adjacent Parking

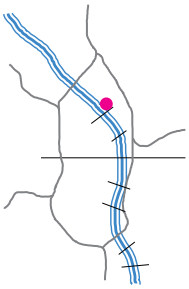


Old SRI ID:

Old Greenway ID:



CCN07: N LARRABEE BETWEEN N DIXON AND N HANCOCK



SCORE: 4.3 **TIER:** III

Located at street level, the dominance of the road and traffic detracts from the view. The Broadway Bridge, Pearl District waterfront, west hills, and grain mill are the primary focal elements of this view. The US Bancorp building is also visible. The view would be less impacted by the discordant lanes of traffic were the viewpoint moved across Larrabee; however, there is not a sidewalk on the west side of Larrabee. Overgrown vegetation encroaches on the view from the bottom and left hand side. Vegetation maintenance could slightly open up the view from the bottom and the left.

Primary Focal Feature(s): Broadway Bridge, Grain Mill, West Hills, Pearl District
Secondary Focal Feature(s):

RANKINGS

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

Contributing Factors

Skyline: 2.57
Vegetation: 2.43
Horizon/Ridgetops: 3.43
Water: 0.00
Focal Features: 4.14
Iconic: 4.43
Depth: 3.00
Scope: 4.00



View from N Larrabee between N Dixon and N Hancock



Viewpoint at N Larrabee between N Dixon and N Hancock



View from N Larrabee between N Dixon and N Hancock

Viewpoint Amenities:

- None

Field Notes

- Street dominates foreground but no sidewalk on west side of street from which to document view
- Overgrown vegetation encroaches on view from bottom and left; vegetation maintenance could open up view

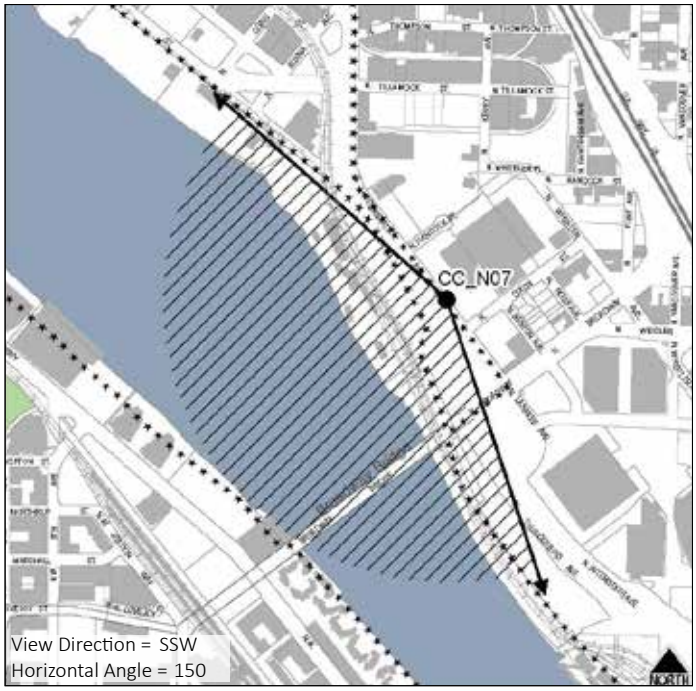
Access:

- Street/Auto
- Bike Lane
- Sidewalk

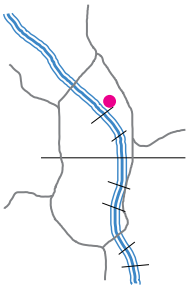
Old SRI ID: VB17-06?

Old Greenway ID:





CCN08: N DIXON AND N LARRABEE



SCORE: 4.3 **TIER:** III

In the distance, the Pearl District waterfront and west hills are visible. The foreground is dominated by the street. The view would be less impacted by the discordant lanes of traffic were it moved across Larrabee; however, there is not a sidewalk on the west side of Larrabee. The grain mill is the largest focal element and lends an industrial feel to the view. Overgrown vegetation encroaches on the view from the bottom and left hand side.

Primary Focal Feature(s): West Hills, Pearl District, Grain Mill
Secondary Focal Feature(s):

RANKINGS

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

Contributing Factors

Skyline: 3.14
Vegetation: 2.57
Horizon/Ridgetops: 3.29
Water: 0.00
Focal Features: 3.43
Iconic: 4.00
Depth: 3.14
Scope: 3.86



View from N Dixon and N Larrabee



Viewpoint at N Dixon and N Larrabee



Grain mill from N Dixon and N Larrabee

Viewpoint Amenities:

- None

Field Notes

- Street dominates foreground but no sidewalk on west side of street from which to document view
- Overgrown vegetation encroaches on view from bottom and left; vegetation maintenance could open up view and reveal Broadway Bridge

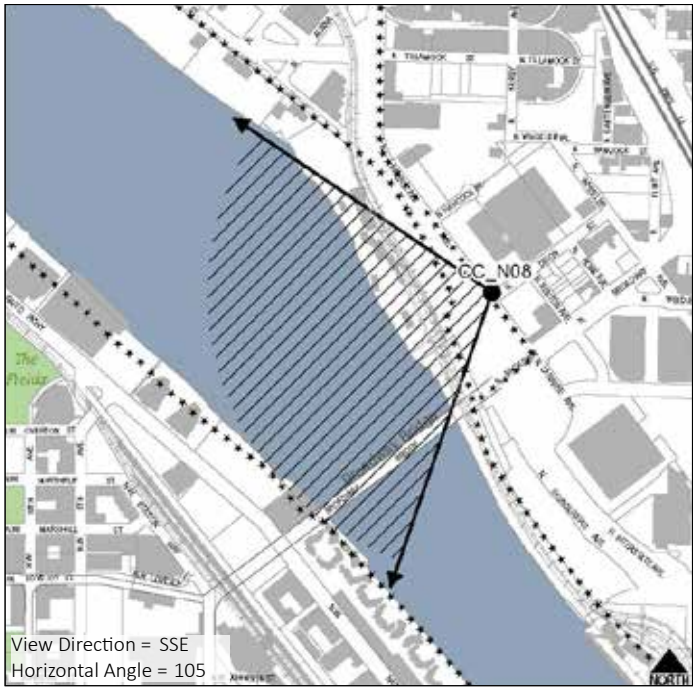
Access:

- Street/Auto
- Bike Lane
- Sidewalk

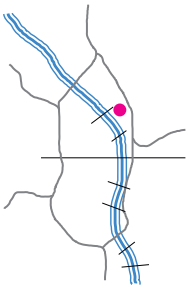
Old SRI ID: VB17-06

Old Greenway ID:





CCN09: N WINNING AND N FLINT



SCORE: 5.8 **TIER:** II

This is a view of the Broadway Bridge with the west hills in the background. The view from the corner of N Winning and N Flint Streets looks down N Winning such that the foreground is dominated by the road of traffic lanes. Vegetation encroaches on the view from the left and right and also partially blocks the Broadway Bridge. Vegetation maintenance 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 and N Flint



Viewpoint at N Winning and N Flint

Viewpoint Amenities:

- None

Field Notes

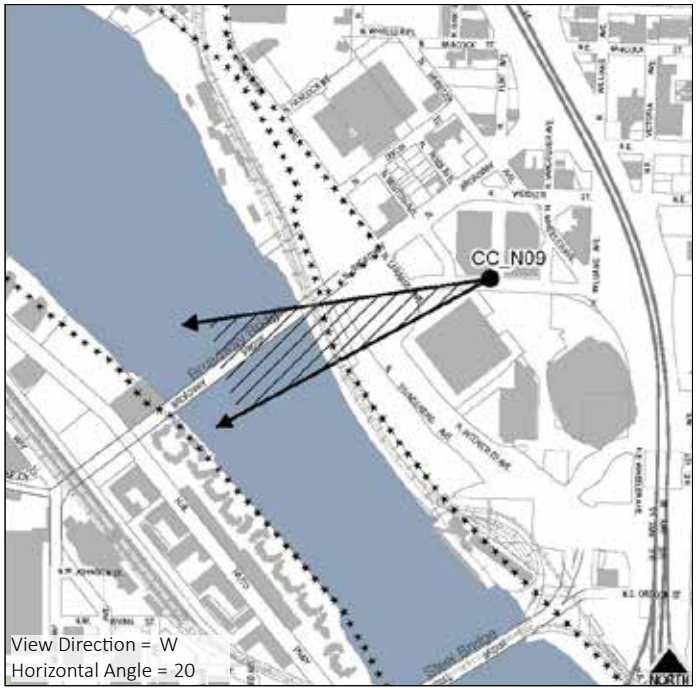
- Overgrown vegetation encroaches on view from bottom and sides; vegetation maintenance could open up view and reveal more of the Broadway Bridge, west hills, and potentially even the downtown skyline

Access:

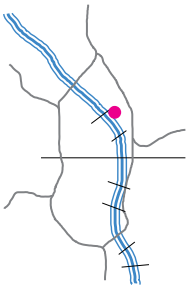
- Street/Auto
- Sidewalk

Old SRI ID:

Old Greenway ID:



CCN10: N LARRABEE AND N WINNING



SCORE: 5.8 **TIER:** II

In this view, the west hills, Pearl District waterfront, and downtown skyline, dominated by the US Bancorp building, are framed by vegetation on either side of the street. The vegetation narrows and frames the view; vegetation maintenance could enhance the view on both edges. There are multiple discordant streetlights that interfere with a clean view

Primary Focal Feature(s): US Bancorp Building
Secondary Focal Feature(s): Downtown Skyline, 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 and N Winning



Viewpoint at N Larrabee and N Winning



View from N Larrabee and N Winning

Viewpoint Amenities:

- None

Field Notes

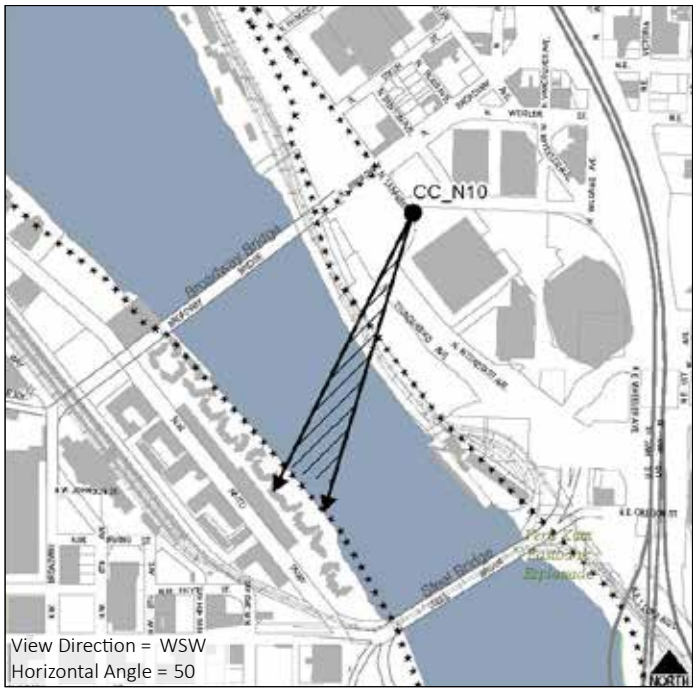
- Overgrown vegetation encroaches on this view from the sides; vegetation maintenance could open up the view
- Street lights are discordant

Access:

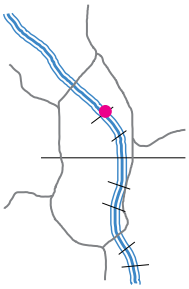
- Street/Auto
- Bike Lane
- Sidewalk

Old SRI ID:

Old Greenway ID:



CCN11: BROADWAY BRIDGE, NORTH SIDE, EAST



GROUP: A

The Fremont Bridge and Willamette River are the primary focal features of this view. To the right of the view is the industrial Albina waterfront and train yard and to the left is the Pearl District waterfront, Centennial Mills, and west hills. 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

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:

- None

Field Notes

- No pedestrian refuges
- No separated bike lane

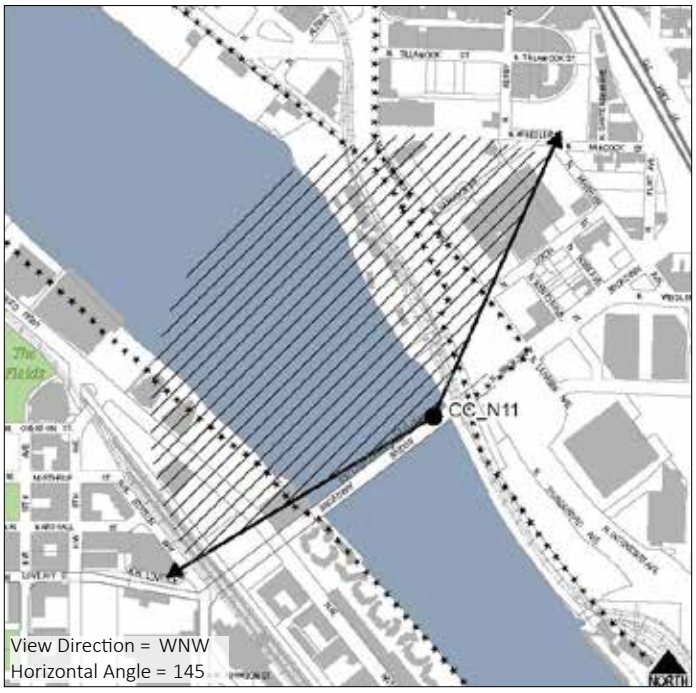
Access:

- Street/Auto
- Sidewalk

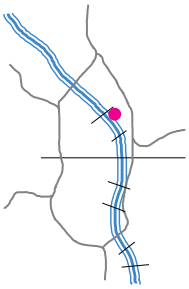


Old SRI ID: VB24-32

Old Greenway ID:



CCN12: N LARRABEE AND N INTERSTATE



SCORE: 5.2 **TIER:** II

This view with many discordant features looks across N Interstate Avenue towards the downtown skyline, west hills, Pearl District, Union Station, and Broadway Bridge. Multiple aboveground utility lines, Max wires, and streetlights detract from the scenic quality of the view. Overgrown vegetation partially blocks the view of the Broadway Bridge. This view is taken from the east side of Interstate as there is no accessible sidewalk on the west side; thus, there are multiple traffic lanes in the foreground of the view.

Primary Focal Feature(s): US Bancorp Building, Broadway Bridge, West Hills
Secondary Focal Feature(s): Downtown Skyline, Union Station

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 and N Interstate



Viewpoint at N Larrabee and N Interstate



View from N Larrabee and N Interstate

Viewpoint Amenities:

- None

Field Notes

- No sidewalk on the west side of Interstate
- Wires and streetlights are highly discordant

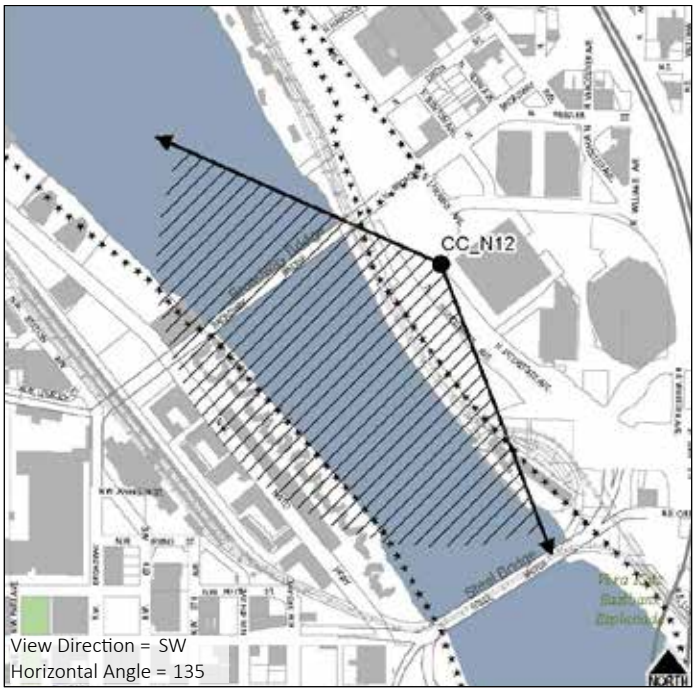
Access:

- Street/Auto
- Bike Lane
- Sidewalk
- Transit Stop

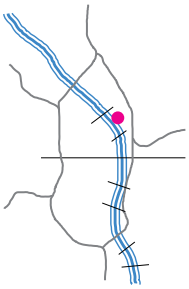


Old SRI ID:

Old Greenway ID:



CCN13: N DREXLER AND N INTERSTATE



SCORE: 4.0 **TIER:** III

This view with many discordant features looks across N Interstate Avenue towards the downtown skyline, west hills, Pearl District, Union Station, and Broadway Bridge. The US Bancorp building and part of the Fremont Bridge are also visible. Multiple aboveground utility lines, Max wires, and streetlights detract from the scenic quality of the view. A large tree towards the right disrupts the horizon ridgeline of the west hills.

Primary Focal Feature(s): US Bancorp Building, Broadway Bridge
Secondary Focal Feature(s): West Hills, Union Station, Downtown Skyline

RANKINGS

Universal Scenic Quality: 3.0
Access to Viewpoint: 1
Developed as a Viewpoint: 0
Use as a Viewpoint: 0

Contributing Factors

Skyline: 2.29
Vegetation: 1.43
Horizon/Ridgetops: 1.86
Water: 0.00
Focal Features: 3.43
Iconic: 4.29
Depth: 2.71
Scope: 2.71



View from N Drexler and N Interstate



Viewpoint at N Drexler and N Interstate



View from N Drexler and N Interstate

Viewpoint Amenities:

- None

Field Notes

- Inaccessible sidewalk on the west side of Interstate
- Wires and streetlights are highly discordant

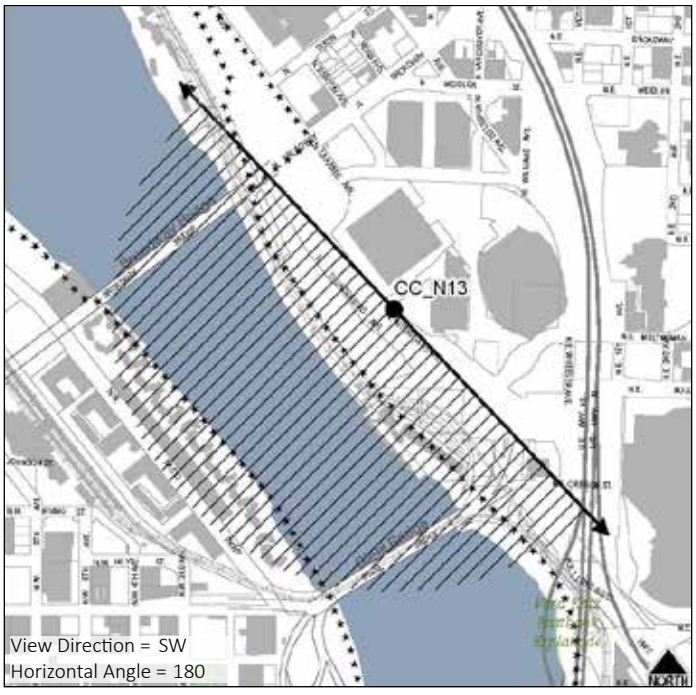
Access:

- Street/Auto
- Bike Lane
- Sidewalk

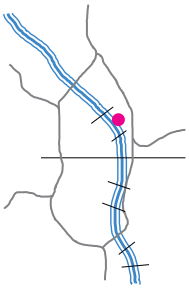
Old SRI ID:

Old Greenway ID:





CCN14: N THUNDERBIRD WAY SITE



GROUP: B

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, Pearl District, Union Station, West Hills, and Broadway and Steel Bridges. Blackberries located on the riverbank are starting to obscure the view.

Primary Focal Feature(s): US Bancorp Building, Willamette River, Broadway Bridge
Secondary Focal Feature(s): Union Station, West Hills, Pearl District, Steel Bridge

RANKINGS

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

Contributing Factors

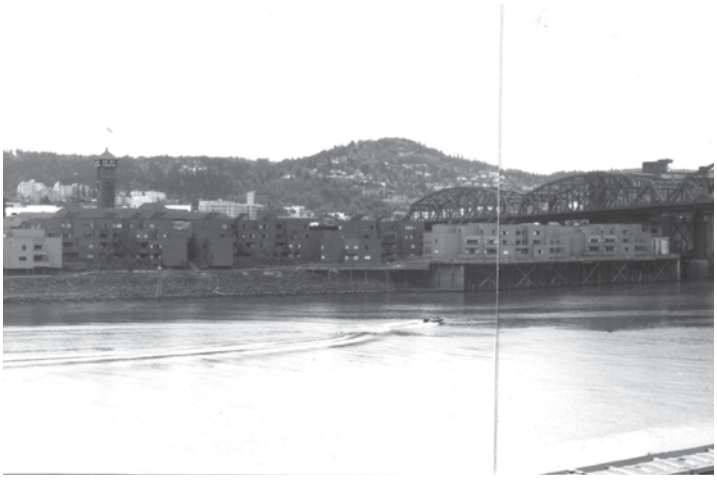
Skyline: 6.14
Vegetation: 2.14
Horizon/Ridgetops: 3.14
Water: 5.00
Focal Features: 5.29
Iconic: 6.14



View from N Thunderbird Way site



Viewpoint at N Thunderbird Way site



Historic view from N Thunderbird Way site

Viewpoint Amenities:

- None

Field Notes

- Viewpoint largely inaccessible due to fencing and overgrown vegetation
- Slated as future development site

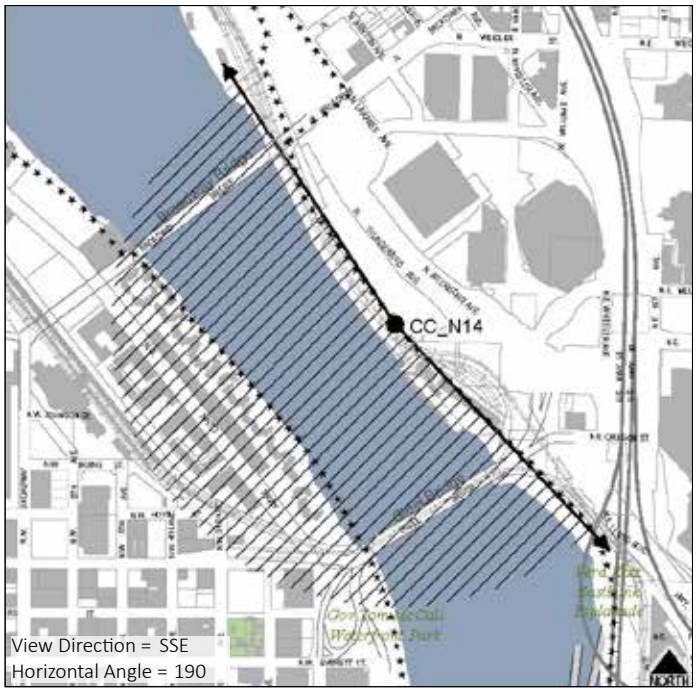
Access:

- Informal Trail
- Transit Stop

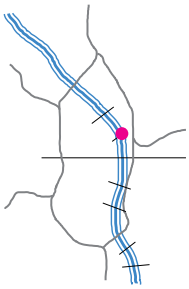
Old SRI ID: VC24-47

Old Greenway ID:





CCN15: STEEL BRIDGE, NORTH SIDE, EAST



GROUP: B

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 and west hills 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 Pearl District 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, Union Station

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:

- None

Field Notes

- Viewpoint feels very unsafe; narrow sidewalk, no separated bike lane, low guardrail between sidewalk and automobile/bus traffic

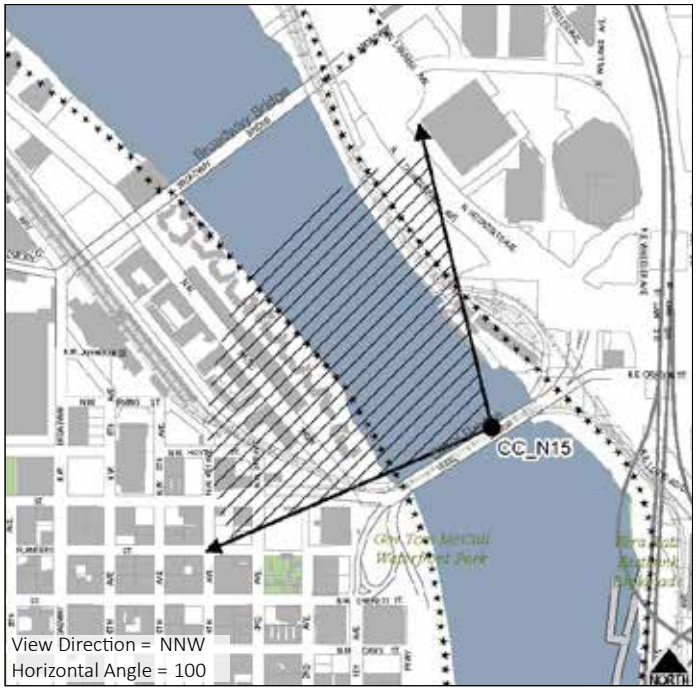
Access:

- Street/Auto
- Sidewalk

Old SRI ID:

Old Greenway ID:

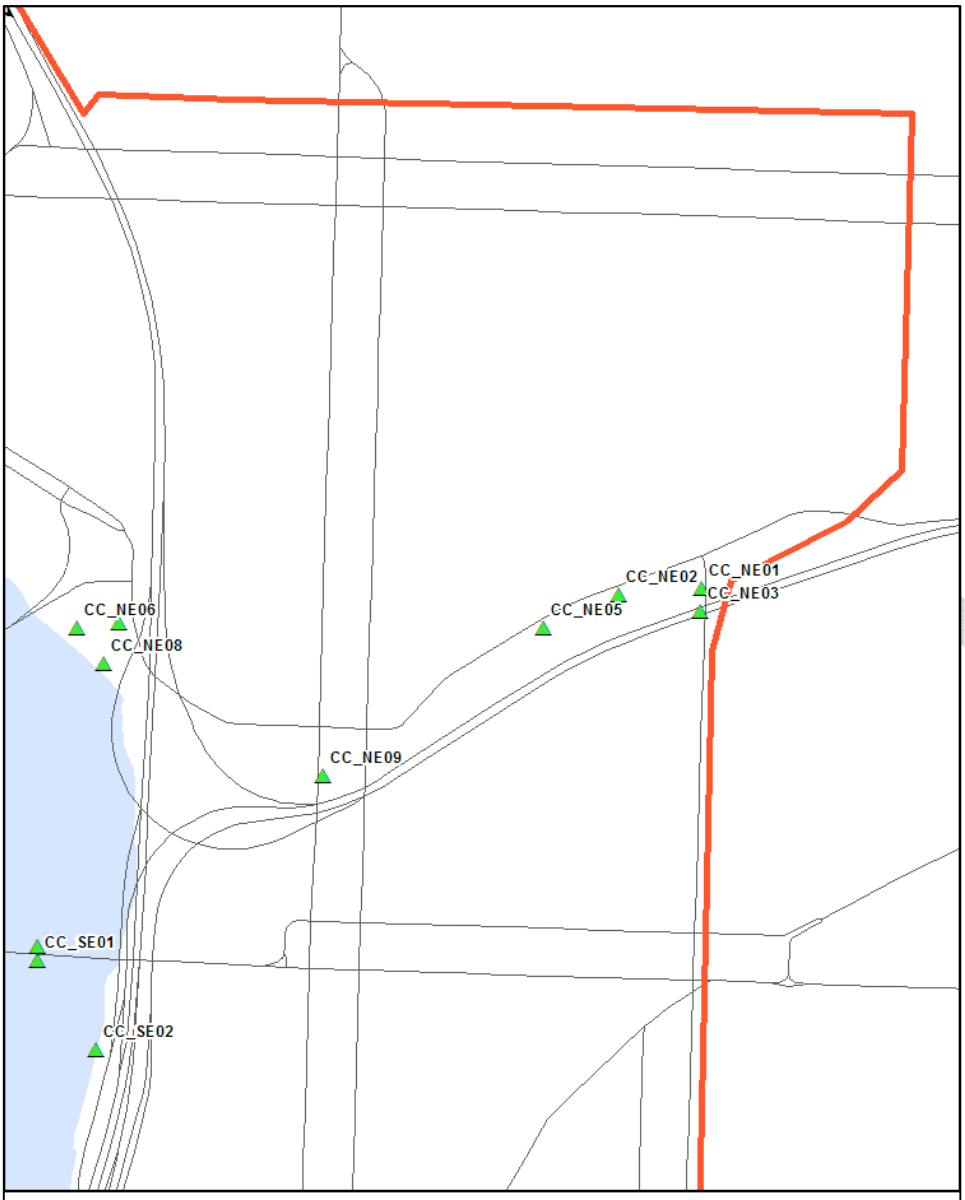




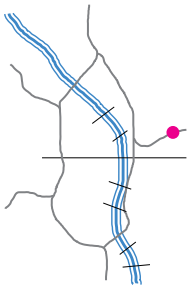
3.c Northeast

There are 9 viewpoints in the northeast quadrant of the Scenic Resources Inventory for the Central City. The viewpoints are numbered within the quadrant starting in the northwest and progressing left to right south to Interstate-84.

DRAFT


CC_NE01
CC_NE02
CC_NE03
CC_NE05
CC_NE06
CC_NE08
CC_NE09
CC_SE01
CC_SE02
Map 6: Viewpoints in Northeast
Viewpoints
Scenic Resources Boundary
City of Portland
Updated 12-15-14

CCNE01: NE 12TH AVE OVERPASS OVER I-84, WEST SIDE, NORTH VIEWPOINT



SCORE: 7.8 **TIER:** I

Train tracks along Sullivan's Gulch draw the eye in to a view of the downtown skyline and west hills. The domed State of Oregon building sits off to the right. While some of the vegetation along the tracks partially blocks the view of downtown, it also screens I-84. Vegetation management along the slopes could maintain and enhance the natural scenic qualities of this view

Primary Focal Feature(s): State of Oregon Dome, US Bancorp Buildings, West Hills
Secondary Focal Feature(s): Downtown Skyline

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 Ave overpass over I-84



Viewpoint at NE 12th Ave overpass over I-84



Historic view from NE 12th Ave overpass over I-84

Viewpoint Amenities:

- None

Access:

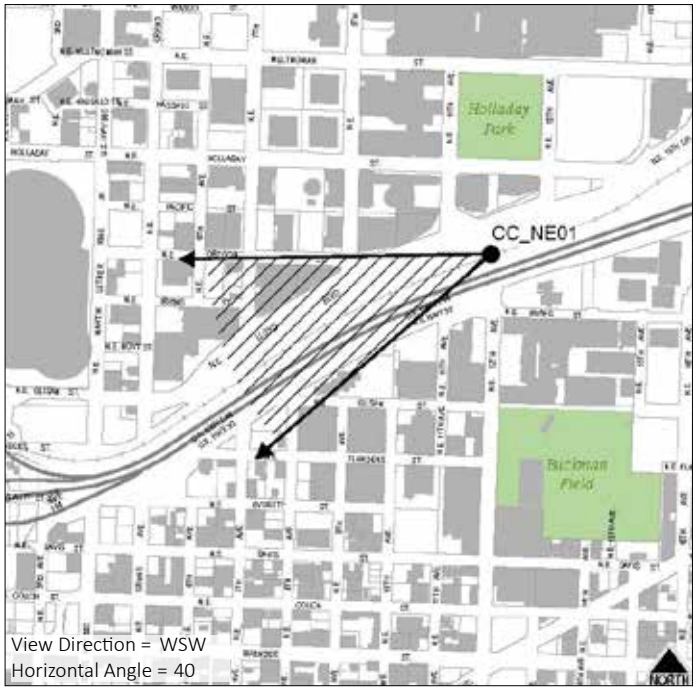
- Street/Auto
- Bike Lane
- Sidewalk
- Transit Stop

Field Notes

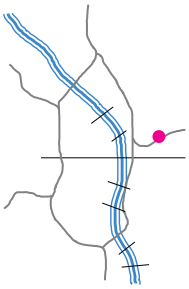
- Overgrown vegetation encroaches on view from bottom and sides; vegetation maintenance could open up view
- Central vegetation helps screen I-84 traffic
- Lower growing vegetation along the north side of I-84 could help maintain screening while opening up view of skyline

Old SRI ID: VC24-16

Old Greenway ID:



CCNE02: NE LLOYD BLVD WEST OF NE 11TH AVE



SCORE: 7.3 **TIER:** II

This view looks out over Sullivan's Gulch towards the southwest hills, 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 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. 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 Blvd west of NE 11th Ave



Viewpoint at NE Lloyd Blvd west of NE 11th Ave



View from NE Lloyd Blvd west of NE 11th Ave

Viewpoint Amenities:

- None

Field Notes

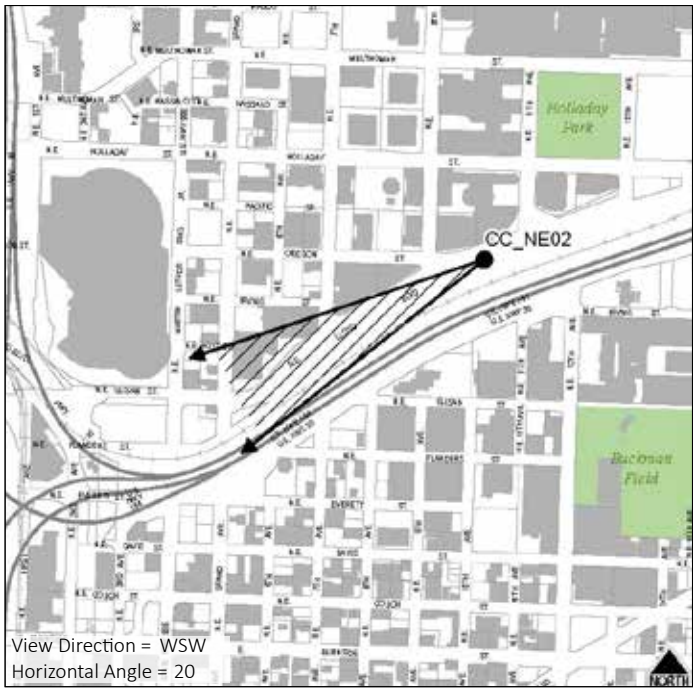
- Overgrown vegetation encroaches on the view; vegetation maintenance could open up the view

Access:

- Street/Auto
- Bike Lane
- Sidewalk
- Transit Stop

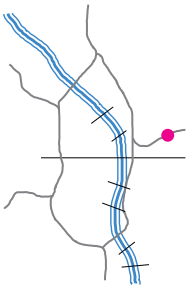
Old SRI ID:

Old Greenway ID:



View Direction = WSW
Horizontal Angle = 20

CCNE03: NE 12TH AVE AND I-84 OVERPASS, WEST SIDE, SOUTH VIEWPOINT



SCORE: 5.8 **TIER:** II

This view from the NE 12th Avenue overpass over I-84 looks down Sullivan's Gulch and Interstate-84 towards the downtown skyline and west hills. The domed State of Oregon 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. Neither viewpoint is developed.

Primary Focal Feature(s): State of Oregon Dome, US Bancorp Building, 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 Ave and I-84 overpass



Viewpoint at NE 12th Ave and I-84 overpass



View from NE 12th Ave and I-84 overpass

Viewpoint Amenities:

- None

Field Notes

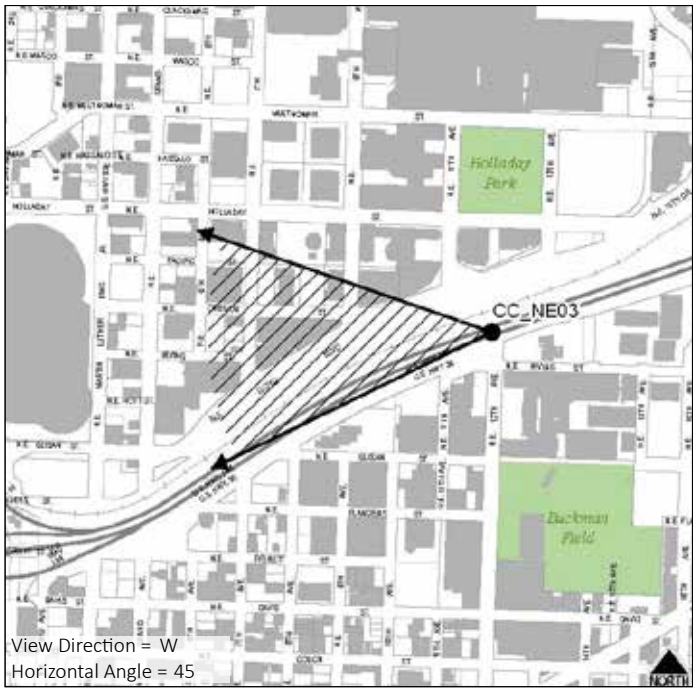
- Overgrown vegetation encroaches on view from the bottom and left; vegetation maintenance could open up the view
- I-84 is discordant

Access:

- Street/Auto
- Sidewalk
- Bike Lane
- Transit Stop

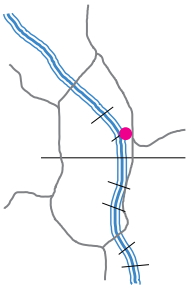
Old SRI ID:

Old Greenway ID:



View Direction = W
Horizontal Angle = 45

CCNE04: GREENWAY VIEWPOINT AT CONVENTION CENTER PLAZA



GROUP: B

This is a developed viewpoint with benches and relatively easy access for pedestrians and cyclists. This is one main entrance point to the Eastbank Esplanade so it receives heavy traffic. However, the view is almost entirely obscured by overgrown vegetation. Most notably, a large Big Leaf Maple is blocking the view of the Steel Bridge. Glimpses of the downtown skyline and the Steel Bridge can be seen on either side of the vegetation. 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 Convention Center Plaza



Viewpoint at Convention Center Plaza



Bike Lane Commute Signage at Convention Center Plaza

Viewpoint Amenities:

- Seating Wall
- Platform
- Guardrail
- Lighting

Field Notes

- Overgrown vegetation significantly encroaching on this view; vegetation maintenance could open up the view
- Viewpoint is along a highly-used bike corridor connecting to the lower deck of the Steel Bridge

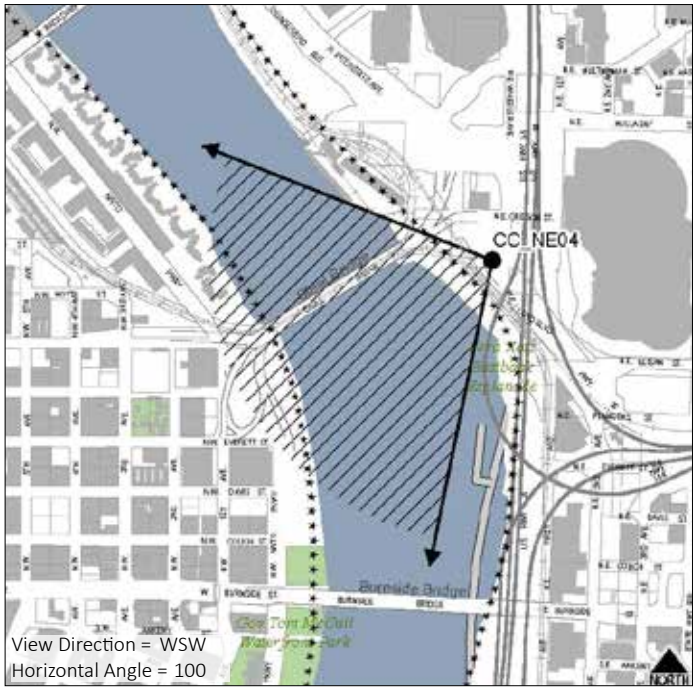
Access:

- Street/Auto
- Bike Lane
- Sidewalk
- Formal Trail

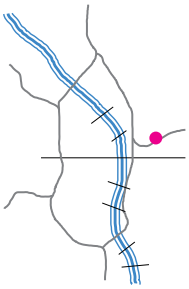
Old SRI ID: VC24-06

Old Greenway ID:





CCNE05: NE LLOYD BLVD WEST OF NE 9TH AVE



SCORE: 7.8 **TIER:** I

This view looks out over Sullivan's Gulch towards the southwest hills, 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 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. Neither is a developed viewpoint at this time.

Primary Focal Feature(s): West Hills, Downtown Skyline
Secondary Focal Feature(s):

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 Blvd west of NE 9th Ave



Viewpoint at NE Lloyd Blvd west of NE 9th Ave



Overgrown vegetation at NE Lloyd Blvd west of NE 9th Ave

Viewpoint Amenities:

- None

Field Notes

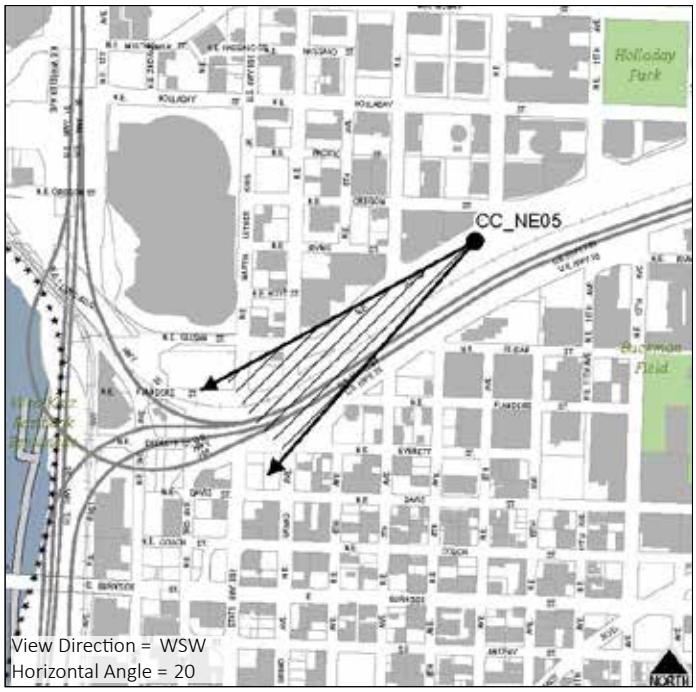
- Overgrown vegetation encroaches on the view; vegetation maintenance could open up the view

Access:

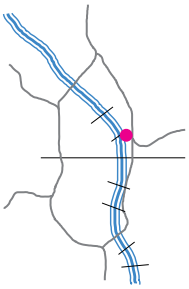
- Street/Auto
- Bike Lane
- Sidewalk

Old SRI ID:

Old Greenway ID:



CCNE06: MID-RAMP ON BIKE PED PATH SOUTH OF STEEL BRIDGE



GROUP: B

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 Interstate Ave 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 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.

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



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

Viewpoint Amenities:

- Platform
- Guardrail

Field Notes

- Overgrown vegetation encroaches on the view; vegetation maintenance could open up the view

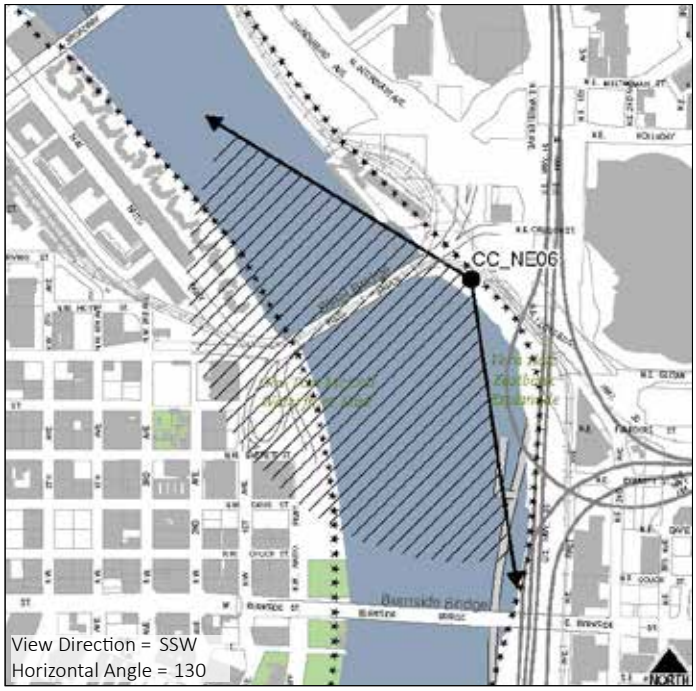
Access:

- Formal Trail

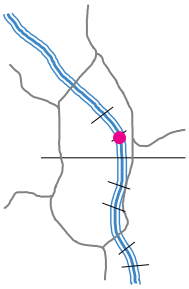
Old SRI ID:

Old Greenway ID:





CCNE07: STEEL BRIDGE, LOWER DECK PEDESTRIAN PATH, CENTER



GROUP: C

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 downtown skyline are to the right. The White Stag sign is also visible. The Interstate-5/ Interestate-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.

Primary Focal Feature(s): Willamette River, Downtown Skyline
Secondary Focal Feature(s): Convention Center Spires, Burnside Bridge, Waterfront Park, White Stag Sign

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



View from Steel Bridge lower deck bike/pedestrian path

Viewpoint Amenities:

- None

Field Notes

- Narrow walkway
- No separated bike lane

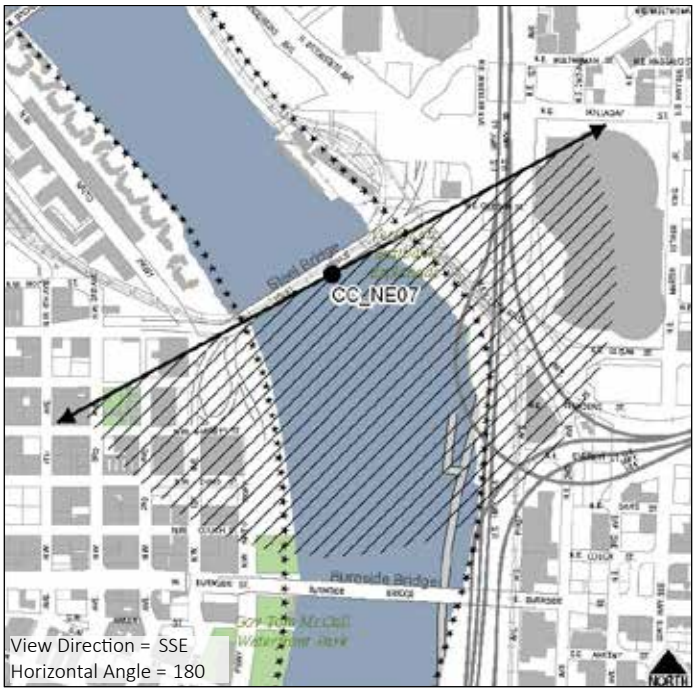
Access:

- Formal Trail

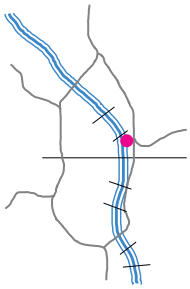
Old SRI ID:

Old Greenway ID:





CCNE08: EASTBANK ESPLANADE SOUTH OF STEEL BRIDGE



GROUP: B

This view looks out across the Willamette River to Waterfront Park and the downtown skyline with the west hills as a backdrop. Though not fully visible in the 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. This viewpoint was moved slightly south of the original point to minimize the discordant impact of the overgrown vegetation on the right, which blocked the view of the Steel Bridge from the original viewpoint location. 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, US Bancorp Building
Secondary Focal Feature(s): Downtown Skyline, Burnside Bridge, White Stag Sign

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



View of Steel Bridge from Eastbank Esplanade south of Steel Bridge

Viewpoint Amenities:

- None

Field Notes

- Overgrown vegetation encroaching on view from the right; vegetation maintenance could open up view
- Viewpoint moved slightly south to minimize impact of overgrown vegetation

Access:

- Formal Trail

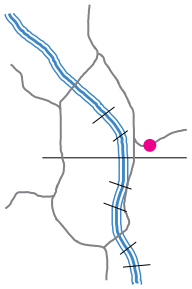
Old SRI ID:

Old Greenway ID: CCPV26





CCNE09: NE MARTIN LUTHER KING JR BLVD AND I-84 OVERPASS



SCORE: 5.7 **TIER:** II

This view from the Martin Luther King Jr Blvd overpass over Interstate-84 looks towards the downtown skyline and west hills. The KOIN Center, Wells Fargo Center, and US Bancorp building are all visible, though vegetation is encroaching on the view of the KOIN. The west side of Martin Luther King Jr Blvd 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): US Bancorp Building, 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 Blvd and I-84 overpass



Viewpoint at NE MLK Jr Blvd and I-84 overpass



View from NE MLK Jr Blvd and I-84 overpass

Viewpoint Amenities:

- None

Field Notes

- Fence is discordant to the view
- Photo taken from north side of street to allow for panorama shot and to minimize impact of fence on view
- I-84 highway signs are highly discordant

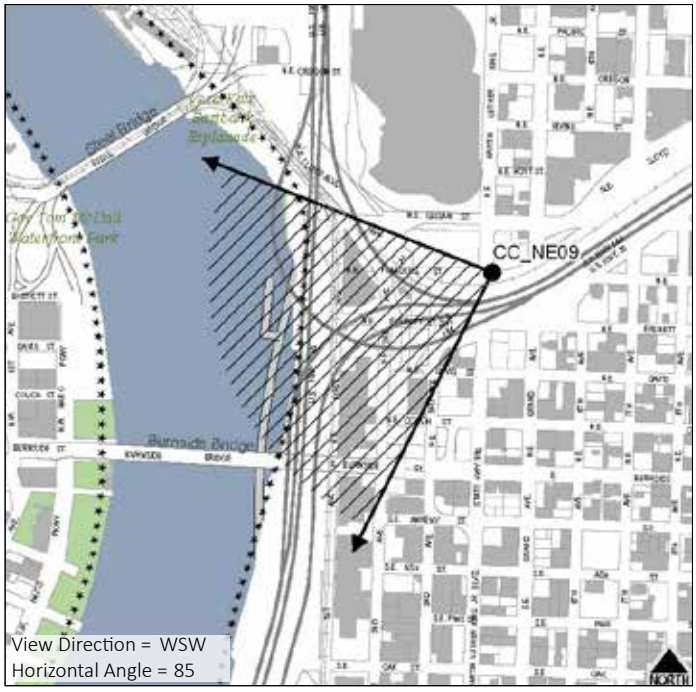
Access:

- Street/Auto
- Sidewalk

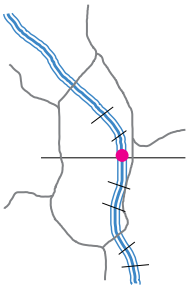


Old SRI ID:

Old Greenway ID:



CCNE10: BURNSIDE BRIDGE, NORTH SIDE, CENTER



GROUP: B

This is one of the few places where the viewer can see both the downtown 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 the Pearl District with the west hills in the background. Union Station, the White Stag sign, and the US Bancorp building are all visible focal features. On the right is industrial Albina, the Moda Center, and the Convention Center spires. The Interstate-84/Interstate-5 interchange occupies much of the right hand 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 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, Steel Bridge, Convention Center Spires
Secondary Focal Feature(s): Pearl District, Union Station, Fremont Bridge, Broadway Bridge, US Bancorp Building

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:

- None in center but two bumpouts on north side east and west of center

Field Notes

- Two pedestrian bumpouts along north side, though this view is taken from the center of the bridge and not from one of the two bumpouts

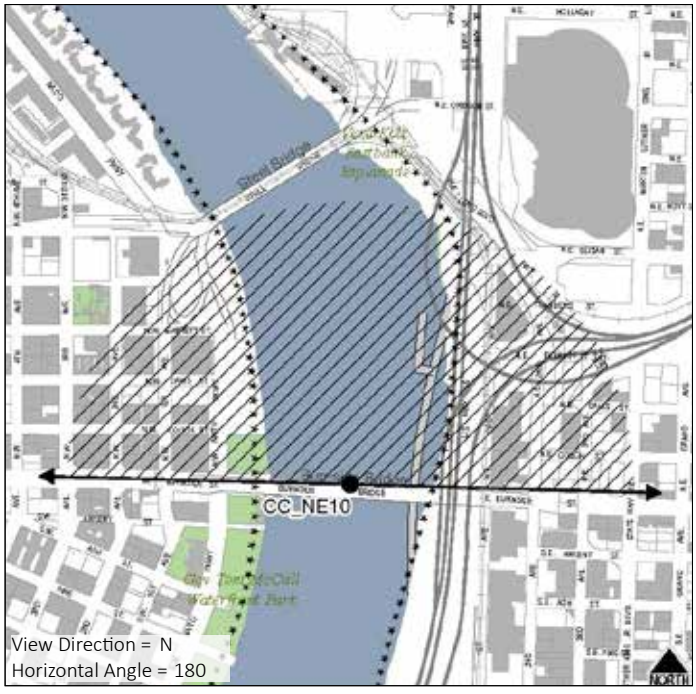
Access:

- Street/Auto
- Bike Lane
- Sidewalk

Old SRI ID:

Old Greenway ID: CCPV24

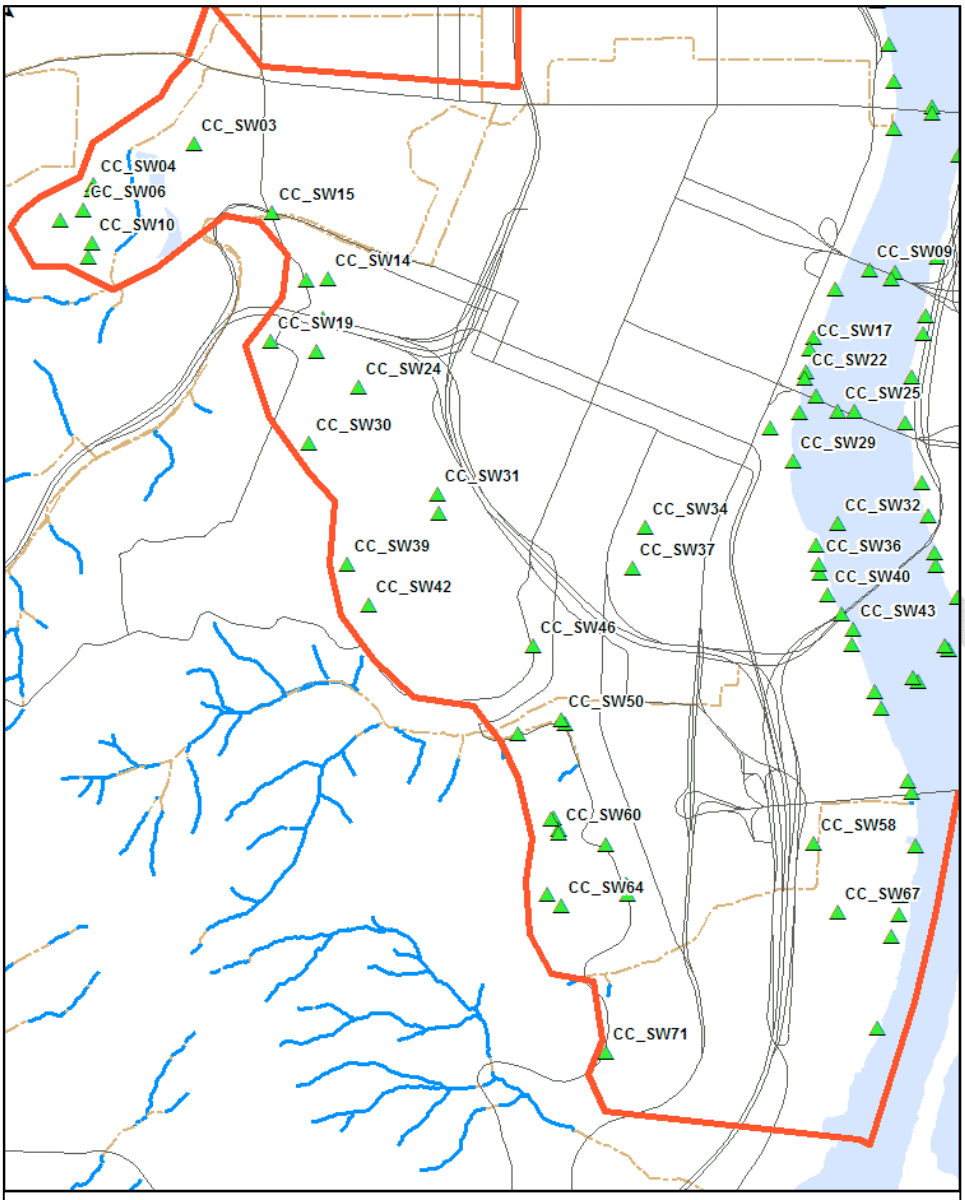




3.d Southwest

There are 71 viewpoints in the southwest quadrant of the Scenic Resources Inventory for the Central City. The viewpoints are numbered within the quadrant starting in the northwest and progressing left to right from Burnside south to boundary of the Central City 2035 Plan area.

DRAFT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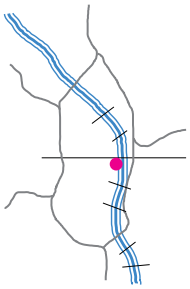
Map 7: Viewpoints in Southwest
Viewpoints
Scenic Resources Boundary
City of Portland
Updated 12-15-14

CCSW01: GREENWAY TRAIL AT SW ANKENY



GROUP: C

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. There is not much scenic interest along the eastern edge of the river. Ankeny dock, 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

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



View from Greenway Trail at SW Ankeny



Viewpoint along Greenway Trail at SW Ankeny



Historic view from Greenway Trail at SW Ankeny

Viewpoint Amenities:

- Platform
- Benches
- Lighting
- Guardrail

Access:

- Formal Trail

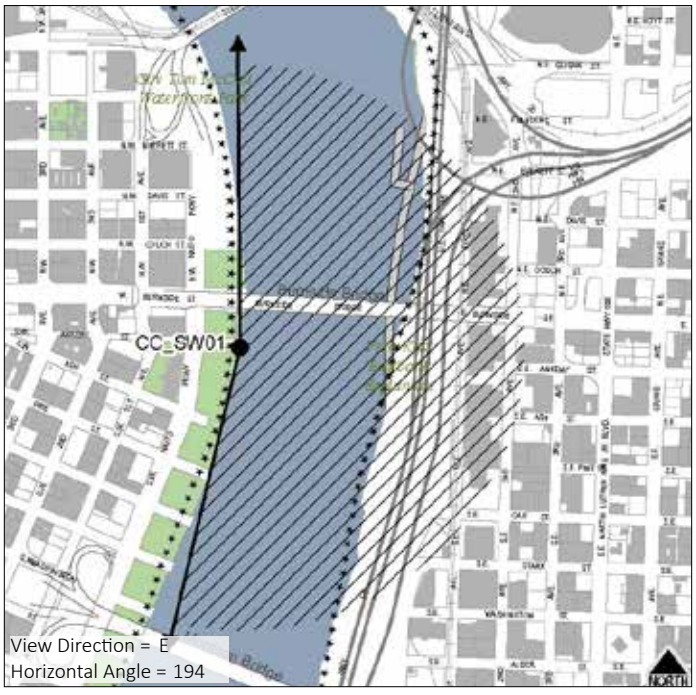
Field Notes

- Chain-link fence around sewage plant is discordant
- Ankeny dock is in disrepair and closed to the public

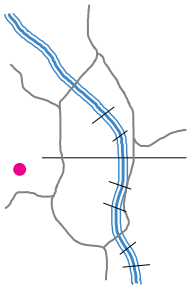
Old SRI ID: VB24-26

Old Greenway ID: CCPV21





CCSW03: SW PARK PLACE LEWIS AND CLARK MONUMENT



SCORE: 7.5 **TIER:** II

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):
Secondary Focal Feature(s): Mt. Hood

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

Field Notes

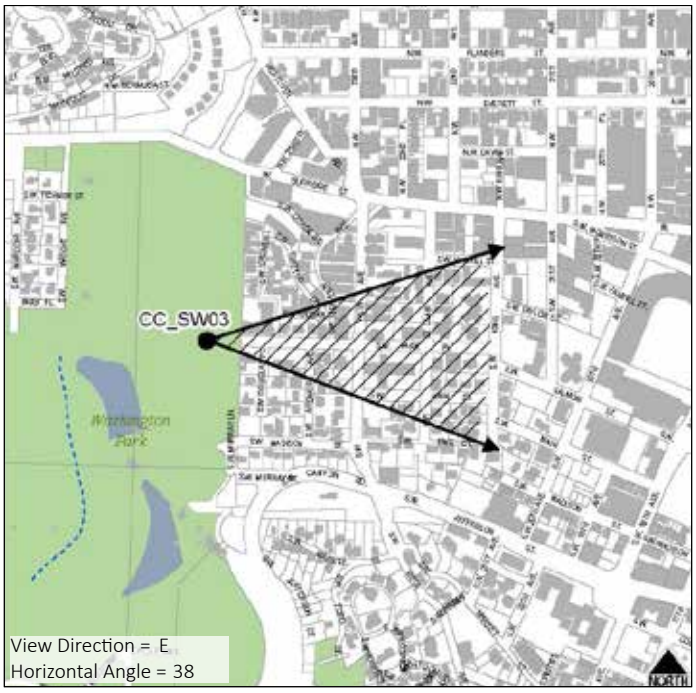
- Development obscures view of Mt. Hood

Access:

- Street/Auto
- Sidewalk
- Transit Stop

Old SRI ID: VC23-04

Old Greenway ID:



CCSW04: ROSE GARDEN PICNIC TABLES



SCORE: 10.8 **TIER:** I

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 maintenance could prevent this and may also restore views of the downtown skyline. This viewpoint is not a developed viewpoint like others in the Rose Garden that have telescopes, benches, or other viewing amenities, although there is a picnic table.

Primary Focal Feature(s): Mt. Hood
Secondary Focal Feature(s): Rose Garden, Eastern Foothills

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

Viewpoint Amenities:

- Picnic Table
- Bike Racks

Access:

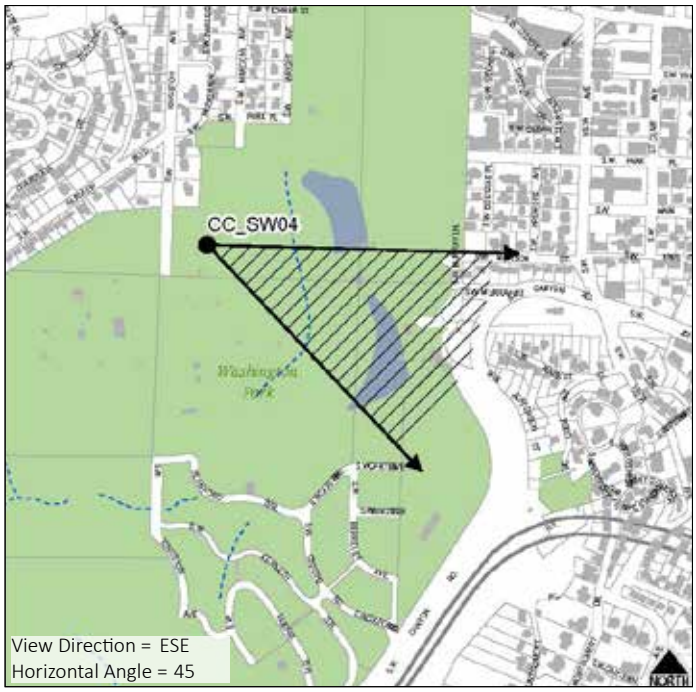
- Street/Auto
- Sidewalk
- Adjacent Parking

Field Notes

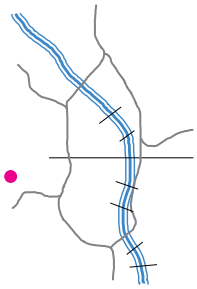
- Overgrown vegetation is beginning to encroach on this view, particularly from the bottom; vegetation maintenance could open up this view
- One of the least obstructed current views from the Rose Garden but less developed as a viewpoint compared to others

Old SRI ID:

Old Greenway ID:



CCSW05: INTERNATIONAL ROSE TEST GARDEN, TOP OF STAIRS NEAR TELESCOPE



SCORE: 11.2 **TIER:** I

Located at the top of the stairs 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 maintenance 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.

Primary Focal Feature(s): Mt. Hood, Eastern Foothills
Secondary Focal Feature(s): Downtown Skyline

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



Viewpoint at Rose Garden top of stairs



Historic view from Rose Garden top of stairs

Viewpoint Amenities:

- Telescope

Access:

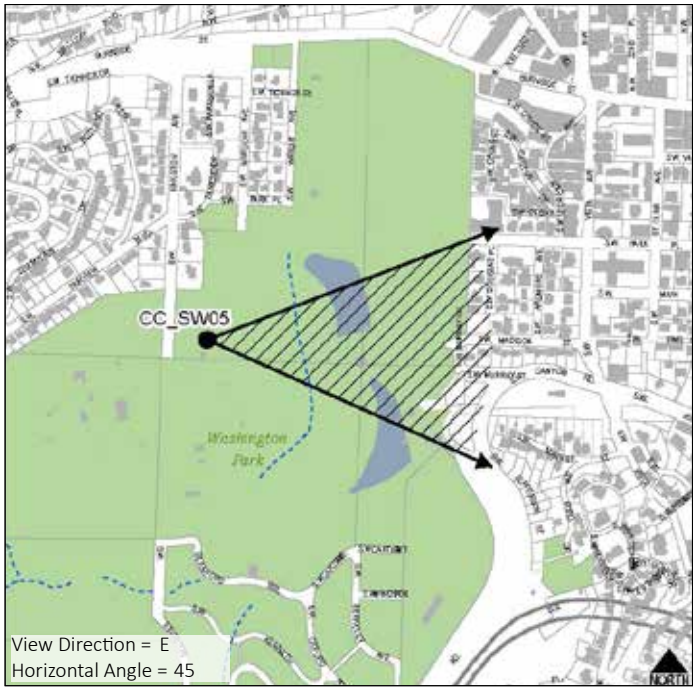
- Street/Auto
- Sidewalk
- Adjacent Parking

Field Notes

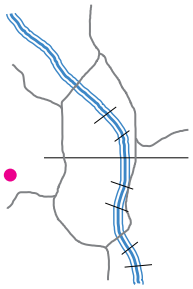
- Overgrown vegetation encroaching on view from bottom and sides; vegetation maintenance could open up view to reveal more of city skyline and Mt. Hood
- Mt. Hood partially obscured by Douglas fir
- Rose garden in the foreground positively contributes to the scenic quality of this view

Old SRI ID: VC23-34

Old Greenway ID:



CCSW06: INTERNATIONAL ROSE TEST GARDEN TOP OF STAIRS BETWEEN TENNIS COURTS



SCORE: 9.5 **TIER:** I

This view has been almost entirely blocked by vegetation. Historic views from the Rose Garden include views of the downtown skyline, eastern foothills, and Mt. Hood. Glimpses of the skyline and eastern foothills can be seen between the branches in this view; it is unclear which, if any, other focal features might also be visible if the vegetation were cut back. The rose garden and planters in the foreground contribute positively to the scenic quality of this view, though the street and crosswalk detract from the scene. Limbing up of the vegetation could open up this view.

Primary Focal Feature(s):
Secondary Focal Feature(s):

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 between tennis courts



Viewpoint at Rose Garden between tennis courts



Viewpoint at Rose Garden between tennis courts

Viewpoint Amenities:

- Benches, but facing wrong direction

Field Notes

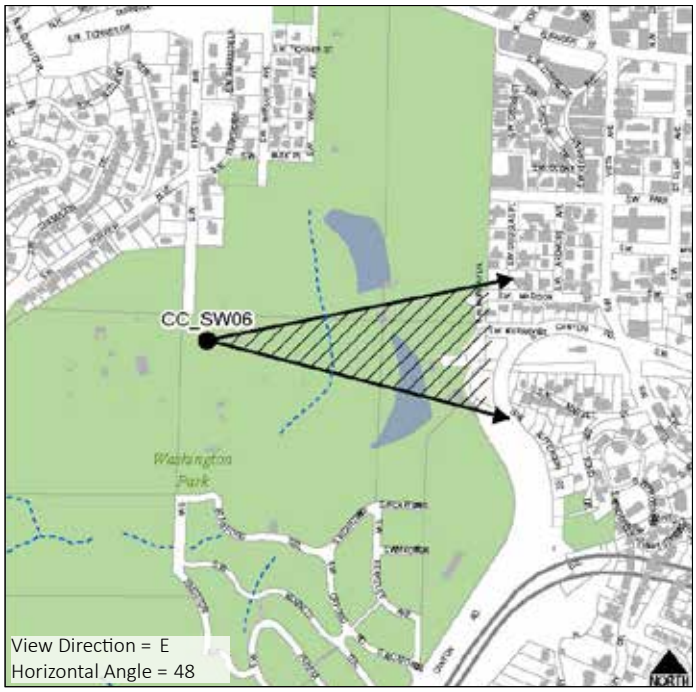
- Overgrown vegetation almost entirely obscures view; vegetation maintenance could open up view

Access:

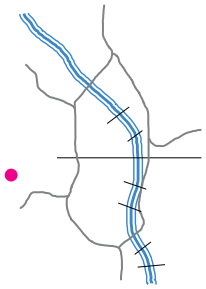
- Street/Auto
- Sidewalk
- Transit Stop
- Adjacent Parking

Old SRI ID:

Old Greenway ID:



CCSW07: PORTLAND JAPANESE GARDEN



SCORE: 8.7 **TIER:** I

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 maintenance 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 and viewpoint, which restricts who is able to access the site.

Primary Focal Feature(s): Mt. Hood, Eastern Foothills
Secondary Focal Feature(s): Wells Fargo Center, KOIN Center

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



Historic view from Portland Japanese Garden

Viewpoint Amenities:

- Platform

Access:

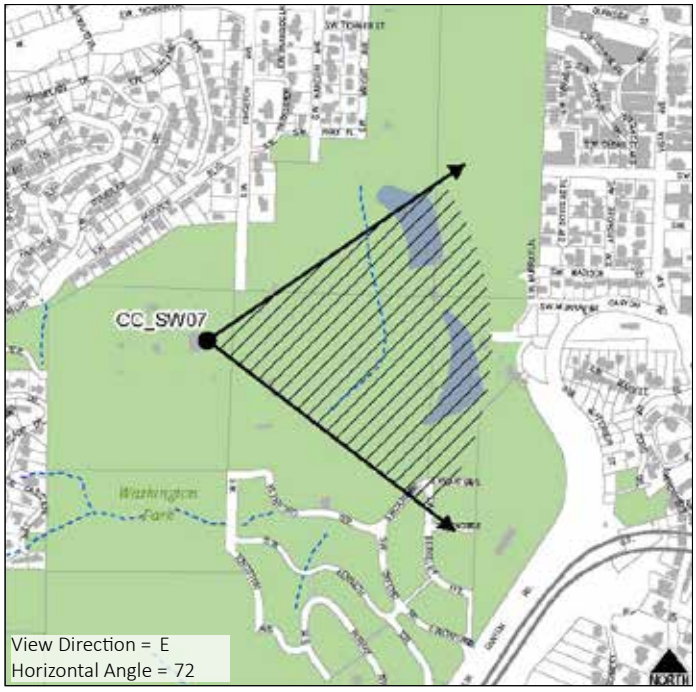
- Informal Trail

Field Notes

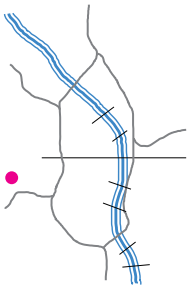
- Overgrown vegetation encroaches on view from bottom and sides; vegetation maintenance could open up view
- Mt. St. Helens could be visible if view is significantly opened up to the left
- Only viewpoint that requires an entrance fee; limits accessibility

Old SRI ID:

Old Greenway ID:



CCSW08: SW SHERWOOD BLVD ABOVE RESERVOIR 4



SCORE: 6.5 **TIER:** II

Looking down from this viewpoint along Sherwood Blvd in Washington Park, one can see the Vista Bridge and downtown skyline against a backdrop of vegetated foothills towards 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 maintenance near reservoir four could increase the visibility of the elements of this view. Tall Douglas firs frame 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): US Bancorp Building, Vista Bridge
Secondary Focal Feature(s): Downtown Skyline, Eastern Foothills

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 Blvd above Reservoir 4



Viewpoint at SW Sherwood Blvd above Reservoir 4

Viewpoint Amenities:

- None

Access:

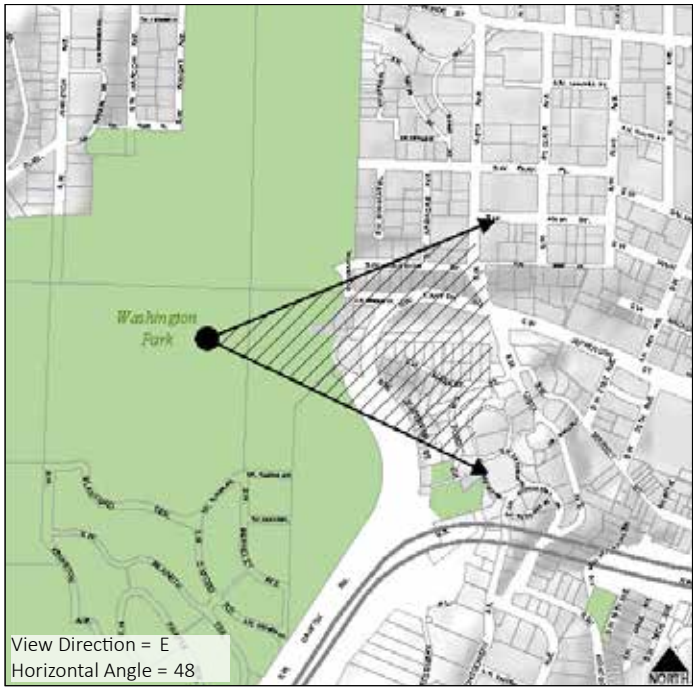
- Street/Auto
- Informal Trail
- Adjacent Parking

Field Notes

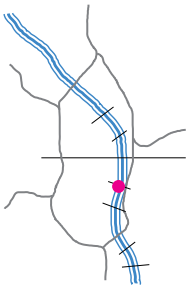
- Chain-link fence is highly discordant to this view
- Overgrown vegetation encroaches on the view from the bottom and sides; vegetation maintenance could open up the view
- No sidewalk
- Development around Reservoir 4 will affect this view

Old SRI ID:

Old Greenway ID:



CCSW09: MORRISON BRIDGE, SOUTH SIDE, WEST BUMPOUT



GROUP: A

This view looks up (south) the Willamette River towards 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 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, Southwest Hills

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



View from Morrison Bridge south side, west bumpout



Viewpoint on Morrison Bridge south side, west bumpout



View from Morrison Bridge south side, west bumpout

Viewpoint Amenities:

- Platform
- Guardrail

Field Notes

- Bridge tower blocks view to left

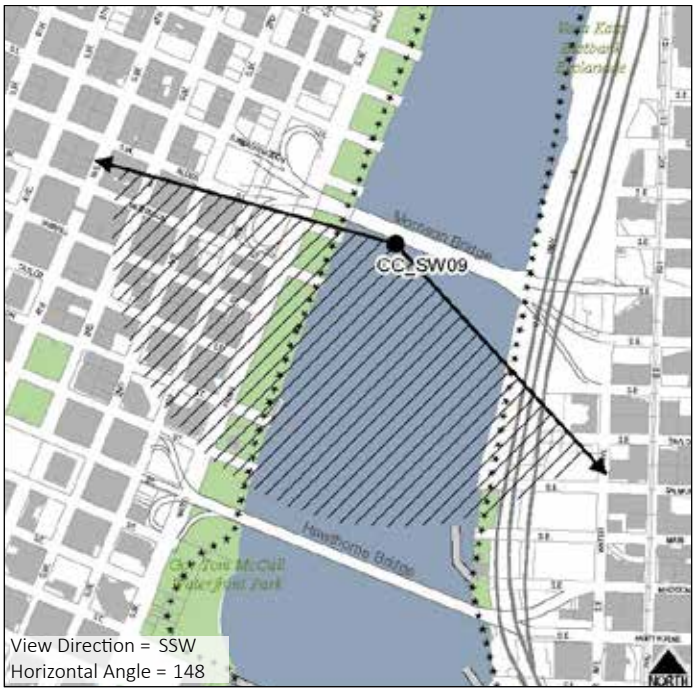
Access:

- Street/Auto
- Bike Lane
- Sidewalk

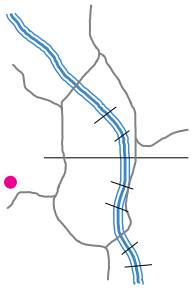
Old SRI ID:

Old Greenway ID: CCPV19





CCSW10: INTERNATIONAL ROSE TEST GARDEN NEAR GARDEN SHOP



SCORE: 9.8 **TIER:** I

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 city 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, and lighting.

Primary Focal Feature(s): Mt. Hood
Secondary Focal Feature(s):

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 Garden Shop



Viewpoint at Rose Garden near Garden Shop



Viewpoint at Rose Garden near Garden Shop

Viewpoint Amenities:

- Platform
- Tables and Chairs
- Benches
- Telescopes
- Restrooms
- Water Fountain
- Bike Racks
- Guardrail

Field Notes

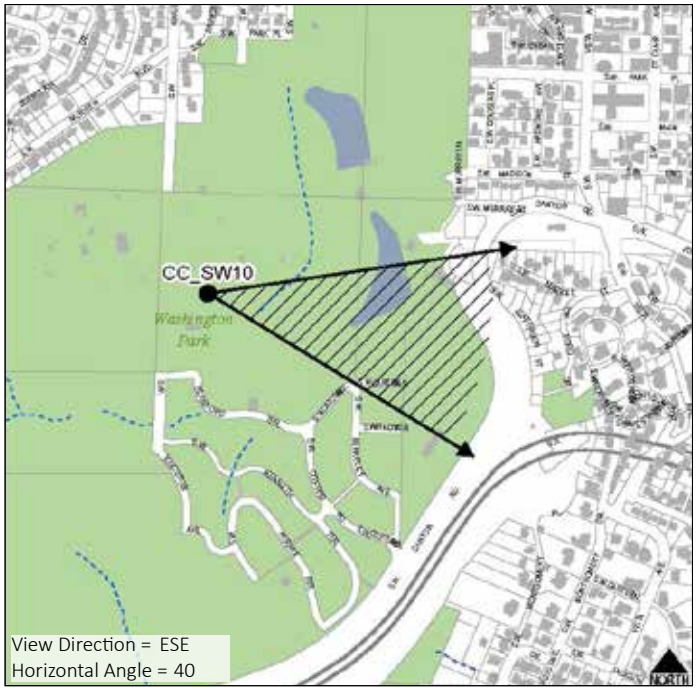
- Overgrown vegetation encroaches on view from bottom and sides; vegetation maintenance could open up view
- Mt. Hood partially blocked by development
- Highly developed viewpoint

Access:

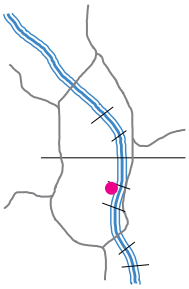
- Street/Auto
- Sidewalk
- Transit Stop
- Adjacent Parking

Old SRI ID:

Old Greenway ID:



CCSW11: GREENWAY TRAIL AT SW MORRISON



GROUP: B

This panoramic view along the Willamette River includes a view of the Morrison and Hawthorne Bridges as well as a minimal glimpse of the top of Mt. Hood in the far background. There is no developed viewpoint from this location and there are no dominant architectural features along the eastern riverbank to create diversity in the view.

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

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 at SW Morrison



Viewpoint at Greenway Trail at SW Morrison



Historic view from Greenway Trail at SW Morrison

Viewpoint Amenities:

- None

Field Notes

- Can catch a glimpse of Mt. Hood on a clear day

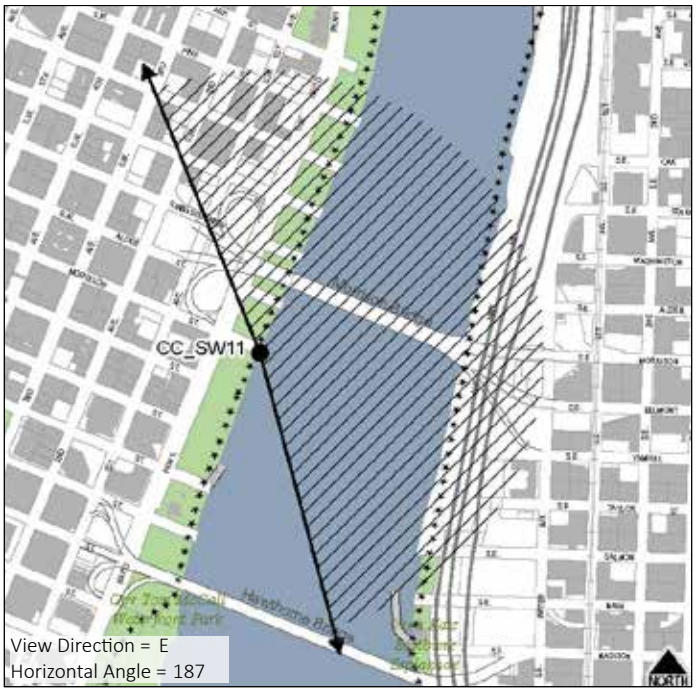
Access:

- Formal Trail



Old SRI ID: VM24-46

Old Greenway ID:



CCSW12: ZOO TRAIN PLATFORM BY ROSE GARDEN



SCORE: 8.2 **TIER:** I

Historically, this view provided an overlook of the downtown skyline. Today, the view is almost entirely blocked by vegetation and the skyline is no longer visible. Glimpses of the rose garden can be seen in the foreground along with small open glimpses of the eastern foothills in the distances. The historic view could be restored through vegetation maintenance.

Primary Focal Feature(s):
Secondary Focal Feature(s): Eastern Foothills

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 Zoo Train Platform



Viewpoint at Zoo Train Platform





Historic view from Zoo Train Platform

Viewpoint Amenities:

- Platform
- Guardrail

Access:

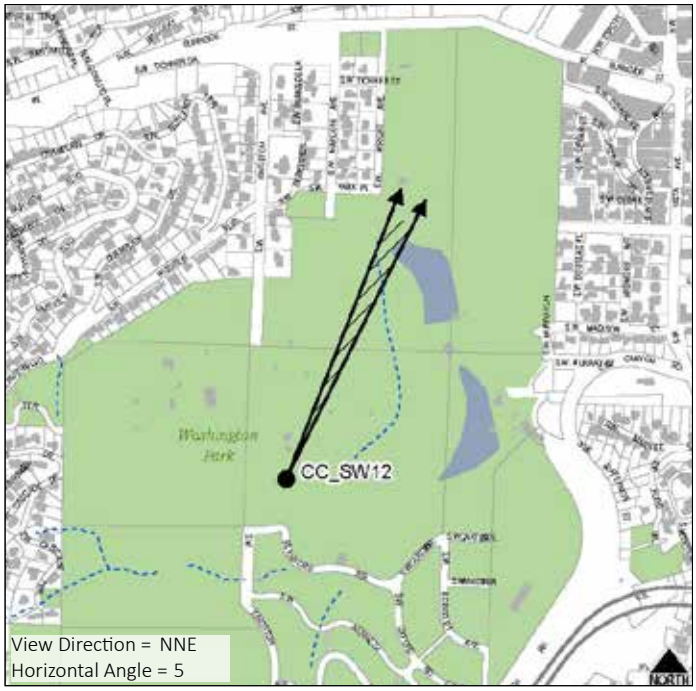
- Zoo Train
- Informal Trail

Field Notes

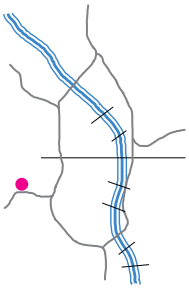
- Historically, this was a panoramic view with views of the skyline and mountains
- Overgrown vegetation has mostly blocked any views of the skyline or mountains and encroaches on the view from the bottom and sides; vegetation maintenance could open up this view
- This viewpoint is at the zoo train stop by the Rose Garden and would likely only be accessed by train ticket holders

Old SRI ID: VP23-22

Old Greenway ID:



CCSW13: SW VISTA AVE, SOUTH OF SW MARKET ST DR



SCORE: 7.5 **TIER:** II

This viewpoint was relocated from a bit further north from its original location to reduce the impact of discordant vegetation on the view. The view is of the downtown skyline, US Bancorp building and new tower (under construction), with Rocky Butte and the eastern foothills in the background. Development blocks the view to the right while overgrown vegetation blocks the view on the left. Vegetation maintenance could enhance the view. This viewpoint is on SW Vista Avenue, a block or two south of Vista Bridge; it is not a highly trafficked or accessible part of Portland.

Primary Focal Feature(s): US Bancorp Building
Secondary Focal Feature(s): Downtown Skyline, Eastern Foothills

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 from SW Vista Ave south of SW Market St Dr



Obscured view from SW Vista Ave south of SW Market St Dr

Viewpoint Amenities:

- None

Field Notes

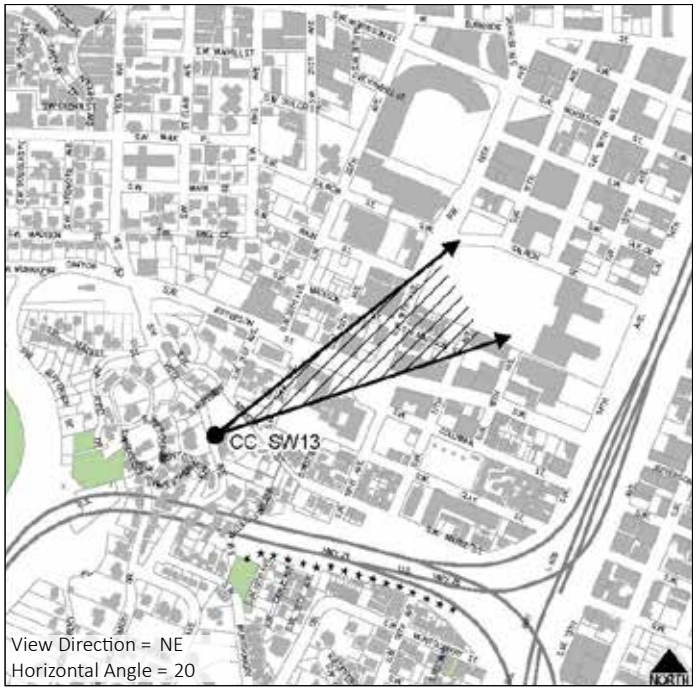
- Overgrown vegetation encroaching on view from the left; vegetation maintenance could open up view to the left
- Development constrains view on the right
- Relocated from original viewpoint to minimize discordant vegetation

Access:

- Street/Auto
- Sidewalk
- Transit Stop

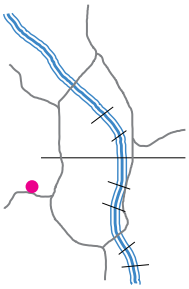
Old SRI ID: VP23-27

Old Greenway ID:



37162

CCSW14: SW MARKET ST DR ABOVE 20TH



SCORE: 3.3 **TIER:** III

This view, taken from the top of the stairs connecting SW Market Street Drive to SW 20th Avenue, include 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 constrains the view. This viewpoint is not located in a highly trafficked or accessible part of Portland.

Primary Focal Feature(s): Mt. St. Helens, US Bancorp Building
Secondary Focal Feature(s): Downtown Skyline, Eastern Foothills

RANKINGS

Universal Scenic Quality: 3.3
Access to Viewpoint: 0
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 St Dr above SW 20th



Viewpoint at SW Market St Dr above SW 20th



View from SW Market St Dr above SW 20th

Viewpoint Amenities:

- None

Field Notes

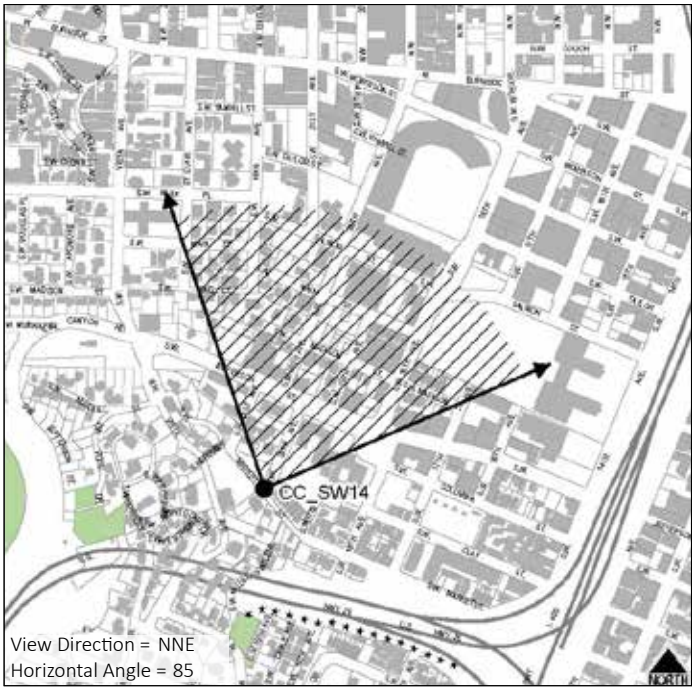
- Overgrown vegetation encroaches on view; vegetation maintenance could open up view
- Development constrains view on the right
- Powerlines are highly discordant
- Stairs connect down to SW 20th

Access:

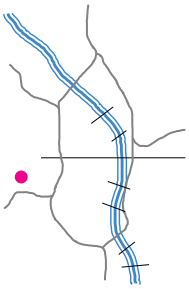
- Street/Auto
- Sidewalk
- Stairs

Old SRI ID: VC23-28

Old Greenway ID:



CCSW15: VISTA BRIDGE



SCORE: 9.5 **TIER:** I

This is a view of Mt. Hood and the downtown skyline from Vista Bridge. Development partially blocks Mt. Hood. Currently, a chain link security fence interferes with the quality of the view and blocks the two pedestrian bump-outs with benches. Historically, the bridge just had a lower, concrete guardrail including a couple bump-outs with benches.

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



Viewpoint on Vista Bridge



View from Vista Bridge

Viewpoint Amenities:

- Bench Bulbouts (pre fence)
- Guardrail

Field Notes

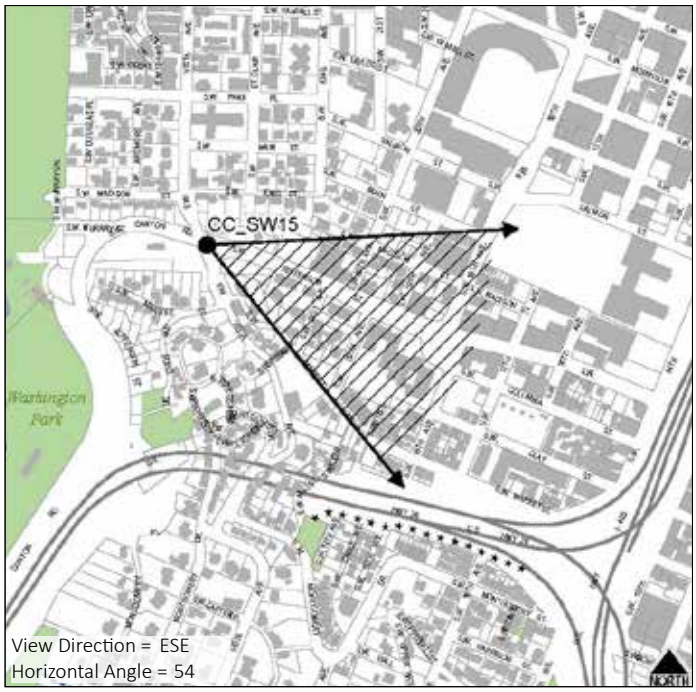
- Chain-link fence is highly discordant and blocks access to viewing benches
- Could not take a panoramic photo due to interfering fence
- Overgrown vegetation encroaching on view from right
- Development partially obscures Mt. Hood

Access:

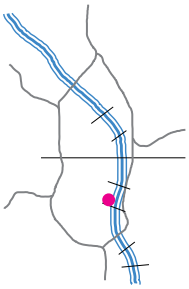
- Street/Auto
- Sidewalk
- Transit Stop

Old SRI ID: VM23-18

Old Greenway ID:



CCSW16: GREENWAY TRAIL JUST NORTH OF SW SALMON, LOOKING SOUTHEAST



GROUP: B

Though not a developed viewpoint, this location offers two distinct views. This view is of the Hawthorne Bridge. The highly developed Salmon Springs viewpoint sits just south of this location and offers similar views of the bridge as well as Mt. Hood. This site is used for events and is a primary location for local river cruise ship passenger queuing.

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

RANKINGS

Universal Scenic Quality: 6.1
Access to Viewpoint: 1
Developed as a Viewpoint: 0
Use as a Viewpoint: 0.5

Contributing Factors

Skyline: 1.14
Vegetation: 0.57
Horizon/Ridgetops: 0.14
Water: 1.71
Focal Features: 6.57
Iconic: 6.43



View from Greenway Trail just north of SW Salmon, looking southeast



Historic view from Greenway Trail just north of SW Salmon, looking southeast

Viewpoint Amenities:

- None

Field Notes

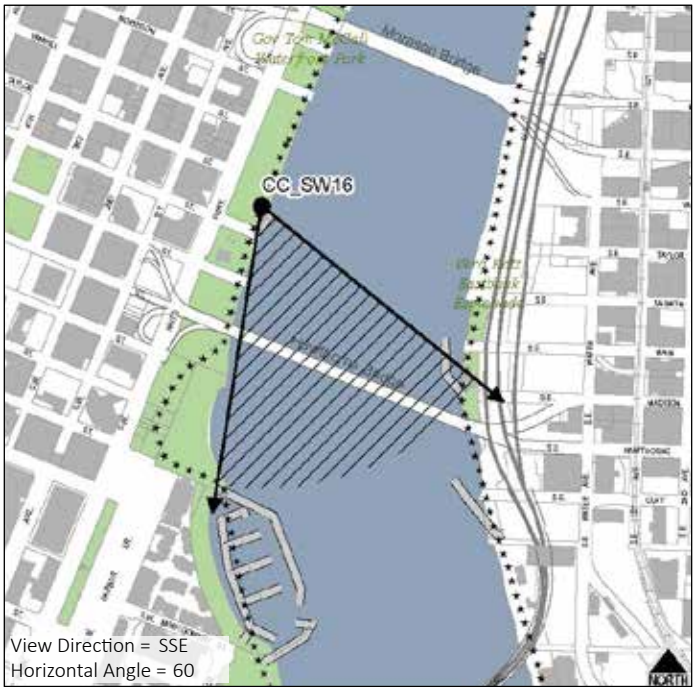
- Highly trafficked section of Greenway Trail

Access:

- Formal Trail

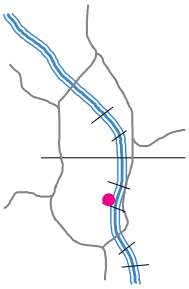
Old SRI ID: VB24-31

Old Greenway ID:



37168

CCSW16: GREENWAY TRAIL JUST NORTH OF SW SALMON, LOOKING EAST



GROUP: B

Though not a developed viewpoint, this location offers two distinct views. This view looks out across the Willamette River towards Mt. Hood. The highly developed Salmon Springs viewpoint sits just south of this location and offers similar views of Mt. Hood as well as the Hawthorne Bridge. This site is used for events and is a primary location for local river cruise ship passenger queuing.

Primary Focal Feature(s): Mt. Hood, Willamette River
Secondary Focal Feature(s):

RANKINGS

Universal Scenic Quality: 5.6

Access to Viewpoint: 1

Developed as a Viewpoint: 0

Use as a Viewpoint: 0.5

Contributing Factors

Skyline: 1.14
Vegetation: 3.57
Horizon/Ridgetops: 2.29
Water: 4.00
Focal Features: 6.29
Iconic: 6.57



View from Greenway Trail just north of SW Salmon, looking east

Viewpoint Amenities:

- None

Field Notes

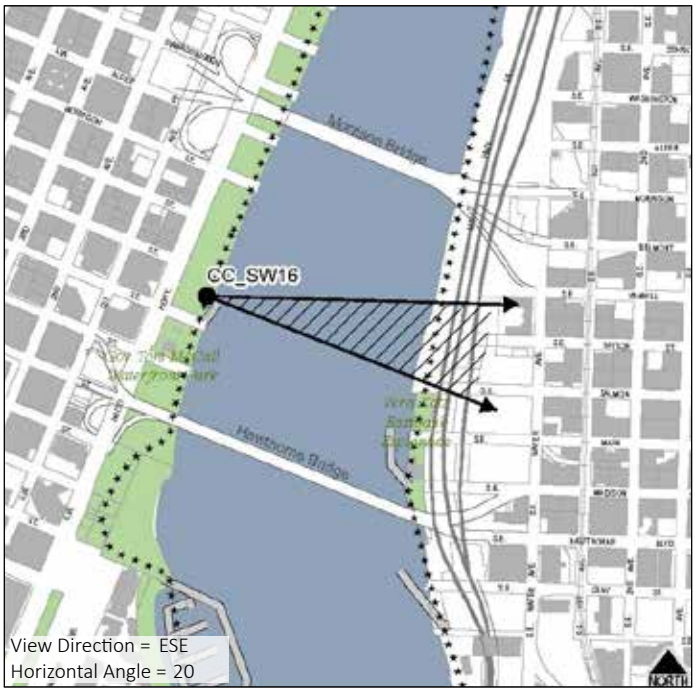
- Highly trafficked section of Greenway Trail

Access:

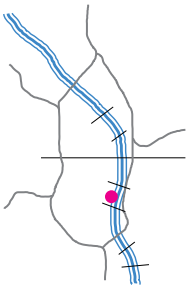
- Formal Trail

Old SRI ID:

Old Greenway ID:



CCSW17: GREENWAY TRAIL AT SALMON SPRINGS



GROUP: B

Located at the Salmon 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, 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 has multiple telescopes, signage, and a large, amphitheater style 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): Mt. Hood, Willamette River, Hawthorne Bridge
Secondary Focal Feature(s): Morrison Bridge

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 Springs



Viewpoint along Greenway Trail at Salmon Springs



Salmon Springs

Viewpoint Amenities:

- Platform
- Seating Stairs
- Telescopes
- Signage
- Guardrail

Access:

- Formal Trail

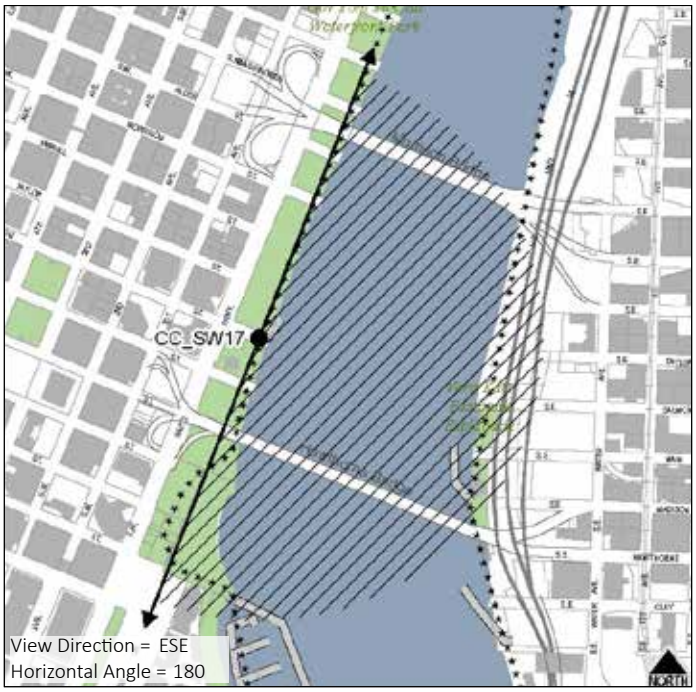
Field Notes

- Adjacent to Salmon Springs
- Adjacent to Portland Spirit loading dock
- Very high amount of traffic

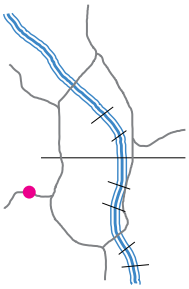
Old SRI ID:

Old Greenway ID:





CCSW18: SW MILL ST TERRACE



SCORE: 6.0 **TIER:** II

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. A large Big Leaf Maple blocks the northern part of the skyline on the left. This viewpoint is very difficult to find and on a dead-end street. There is no sidewalk and only one parking spot making it not easily accessible.

Primary Focal Feature(s): Downtown Skyline
Secondary Focal Feature(s): Eastern Foothills

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 St Terrace



Viewpoint at SW Mill St Terrace



Parking spot at SW Mill St Terrace

Viewpoint Amenities:

- None

Field Notes

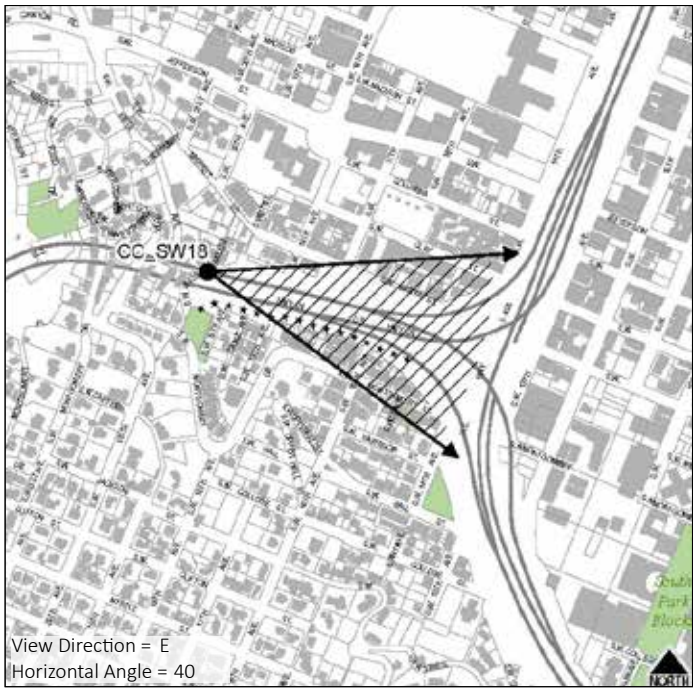
- Very difficult to access; no sidewalk and only one parking space
- Chain-link fence is discordant
- Large tree blocks view to the left

Access:

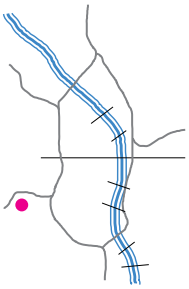
- Street/Auto

Old SRI ID: VC22-26

Old Greenway ID:



CCSW19: SW MONTGOMERY DR, NORTH OF CARTER LN





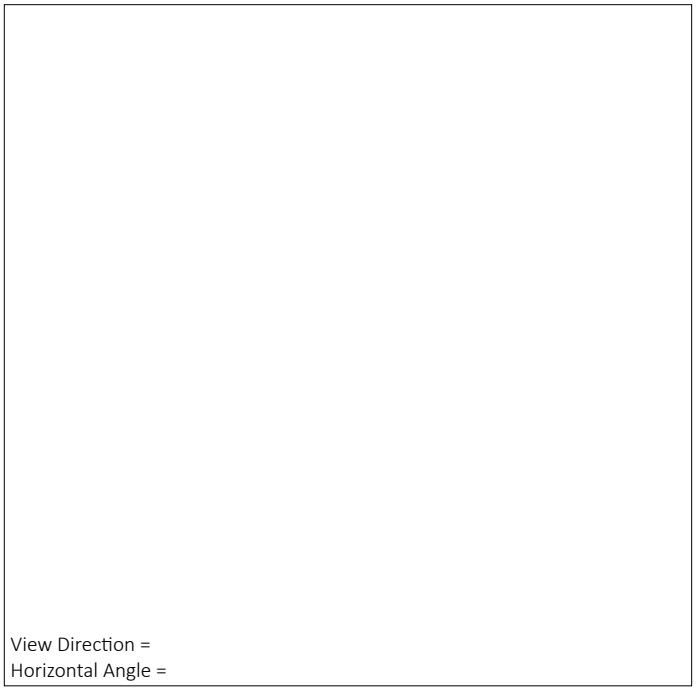
View from SW Montgomery Dr north of Carter Ln

Viewpoint Amenities:

- None

Access:

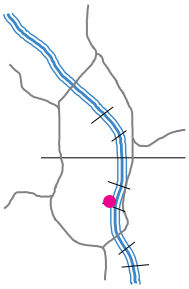
- Street/Auto
- Sidewalk



Old SRI ID: VC23-30

Old Greenway ID:

CCSW20: GREENWAY TRAIL NORTH OF HAWTHORNE BRIDGE



GROUP: C

What sets this view apart from other similar locations along Tom McCall Waterfront Park is that it offers a glimpse of Mt. Hood; however, the primary focal features of this view are the Willamette River and the Hawthorne Bridge. There is no developed viewpoint at this location and there are no dominant architectural features along the eastern riverbank to create diversity in the view.

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

RANKINGS

Universal Scenic Quality: 3.6
Access to Viewpoint: 1
Developed as a Viewpoint: 0
Use as a Viewpoint: 0.5

Contributing Factors

Skyline: 0.29
Vegetation: 2.14
Horizon/Ridgetops: 1.29
Water: 4.43
Focal Features: 1.86
Iconic: 3.71



View from Greenway Trail north of Hawthorne Bridge



Historic view from Greenway Trail north of Hawthorne Bridge

Viewpoint Amenities:

- None

Field Notes

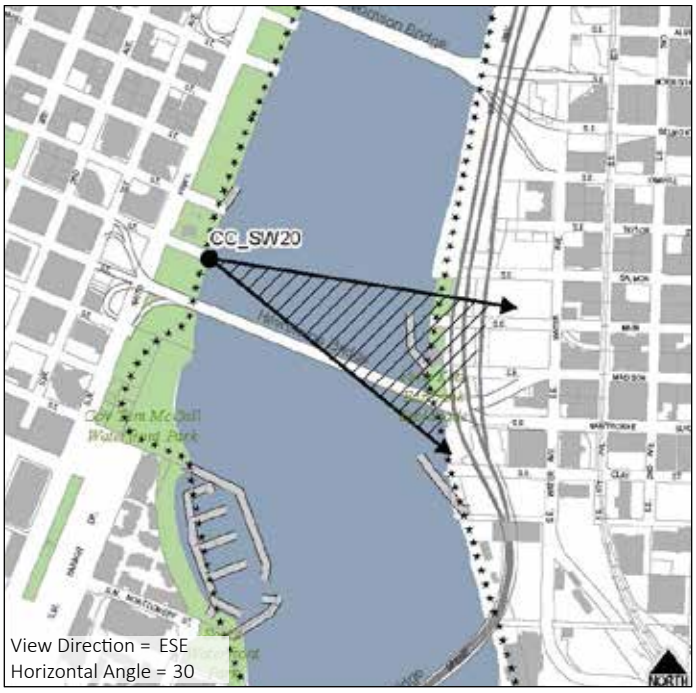
- Development obscures Mt. Hood

Access:

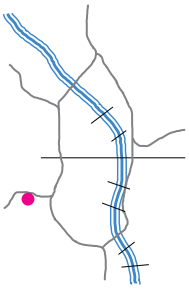
- Formal Trail

Old SRI ID: VM24-45

Old Greenway ID:



CCSW21: SW MONTGOMERY DR AT FRANK KNIGHT PROPERTY





View from SW Montgomery St at Frank Knight Property

Viewpoint Amenities:

- None

Access:

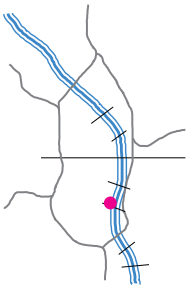
- Street/Auto
- Adjacent Parking

View Direction =
Horizontal Angle =

Old SRI ID: VC23-29

Old Greenway ID:

CCSW22: GREENWAY NORTH OF HAWTHORNE BRIDGE, SOUTHERN VIEWPOINT



GROUP: C

What sets this view apart from other similar locations along this stretch of Waterfront Park is that it offers a glimpse of Mt. Hood; however, the primary foci of this view are the Willamette River and the Hawthorne Bridge. There is no developed viewpoint at this location and there are better views of Mt. Hood close by.

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

RANKINGS

Universal Scenic Quality: 3.1

Access to Viewpoint: 1

Developed as a Viewpoint: 0

Use as a Viewpoint: 0.5

Contributing Factors

Skyline: 0.43
Vegetation: 1.29
Horizon/Ridgetops: 0.86
Water: 2.71
Focal Features: 1.86
Iconic: 3.14



View from Greenway Trail north of Hawthorne Bridge



Historic view from Greenway Trail north of Hawthorne Bridge

Viewpoint Amenities:

- None

Field Notes

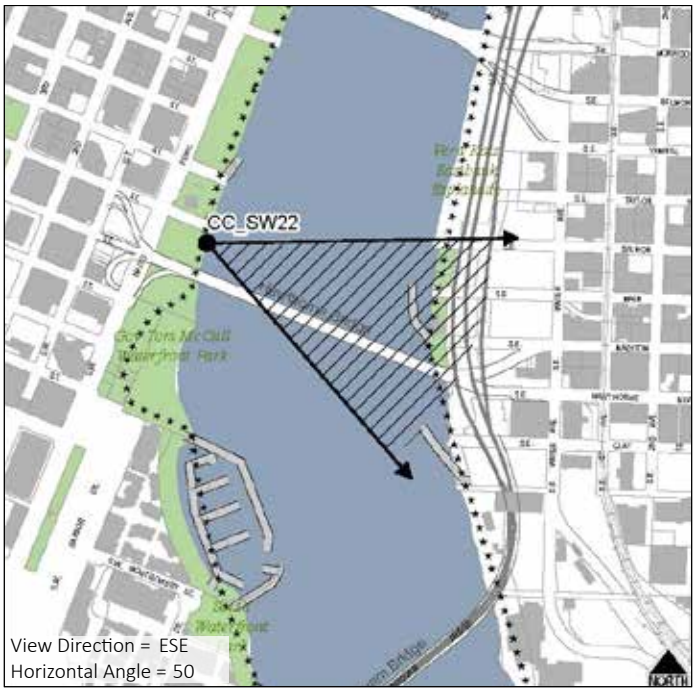
- Development partially blocks Mt. Hood

Access:

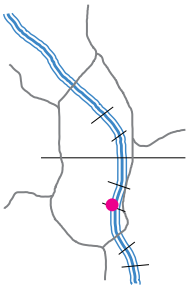
- Formal Trail

Old SRI ID:

Old Greenway ID: CCPV18



CCSW23: HAWTHORNE BRIDGE, NORTH SIDE, WEST



GROUP: B

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. Hood to the east. The Hawthorne Bridge has designated bike and pedestrian paths as well as automobile traffic. Currently, the bridge does not have any pedestrian refuges from which to enjoy a view.

Primary Focal Feature(s): Willamette River, Convention Center Spires
Secondary Focal Feature(s): Morrison Bridge, 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: 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



Historic view from Hawthorne Bridge north side west of center

Viewpoint Amenities:

- None

Field Notes

- Should have been shot as a panorama; can see Mt. Hood to the east on a clear day

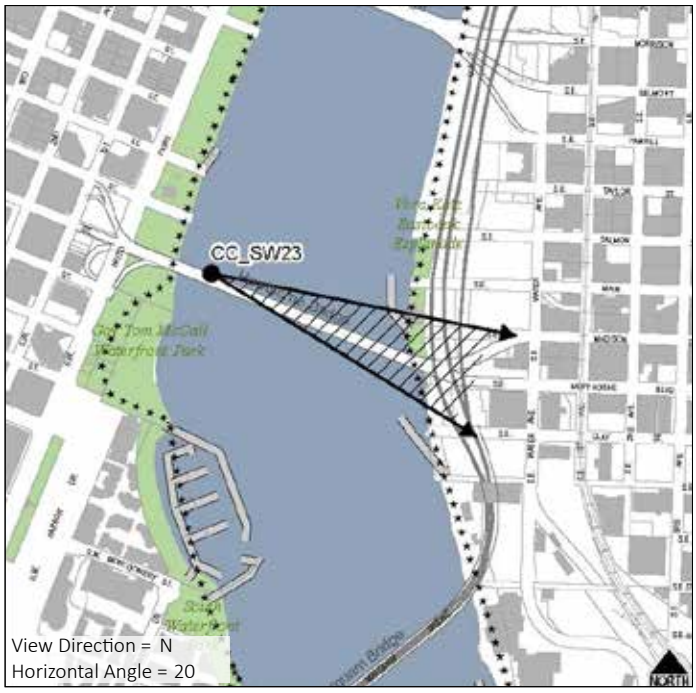
Access:

- Street/Auto
- Bike Lane
- Sidewalk

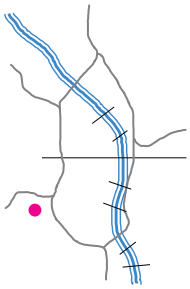
Old SRI ID: VB24-37

Old Greenway ID:

Mt. Hood



CCSW24: SW UPPER HALL HAIRPIN TURN



SCORE: 9.0 **TIER:** I

This viewpoint offers one of the most expansive views of the downtown skyline in 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. 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 or bike lanes and incomplete sidewalks.

Primary Focal Feature(s): Mt. St. Helens, Mt. Hood, Downtown Skyline
Secondary Focal Feature(s): Eastern Foothills, Fremont Bridge, Mt. Adams

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



Viewpoint at SW Upper Hall



View from SW Upper Hall

Viewpoint Amenities:

- Guardrail

Field Notes

- Overgrown vegetation is beginning to encroach on this view, particularly from the bottom; vegetation maintenance could open up this view
- Development constrains the view on the right
- The sidewalk cuts off just north of this viewpoint

Access:

- Street/Auto
- Partial Sidewalk

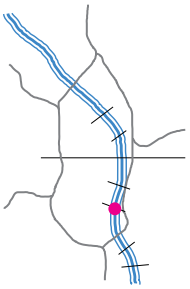
Old SRI ID: VP24-01

Old Greenway ID:





CCSW25: HAWTHORNE BRIDGE, SOUTH SIDE, CENTER



GROUP: B

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 OHSU hill, Hawthorne Bowl, and the downtown skyline. The Hawthorne Bridge is highly trafficked and has separated bike and pedestrian lanes but lacks a guardrail between the paths and automobile traffic lanes. 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, Southwest Hills

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



View from Hawthorne Bridge south side center



Viewpoint on Hawthorne Bridge south side center



View from Hawthorne Bridge south side center

Viewpoint Amenities:

- None

Field Notes

- Separated bike and pedestrian traffic
- No guardrail between bike path and automobile traffic

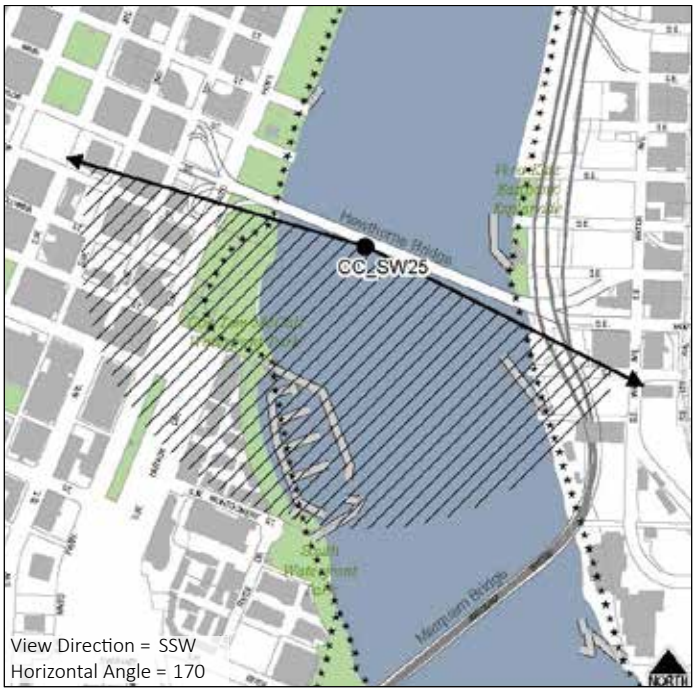
Access:

- Street/Auto
- Bike Lane
- Sidewalk

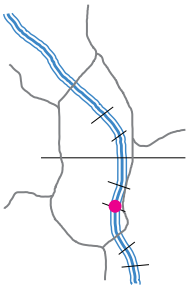


Old SRI ID:

Old Greenway ID: CCPV15



CCSW26: HAWTHORNE BRIDGE, NORTH SIDE, CENTER



GROUP: B

This view, taken from the center of the north side of the Hawthorne Bridge, looks down (north) the Willamette River towards the Morrison Bridge, which is flanked on either side by the Steel Bridge towers and Convention Center spires. The inner south east 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. The Hawthorne Bridge is highly trafficked and has separated bike and pedestrian lanes but lacks a guardrail between the path and automobile traffic lanes. 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

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:

- None

Field Notes

- Separated bike and pedestrian traffic
- No guardrail between bike path and automobile traffic
- Mt. Hood visible on a clear day

Access:

- Street/Auto
- Bike Lane
- Sidewalk

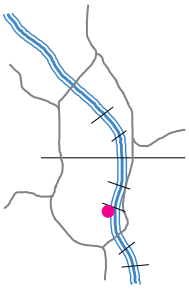


Old SRI ID:

Old Greenway ID: CCPV16



CCSW27: GREENWAY TRAIL JUST NORTH OF HAWTHORNE BOWL



GROUP: B

The Hawthorne Bridge and Willamette River are the primary elements in this view. While not shown the picture, the full extent of the Hawthorne Bridge can be seen at this viewpoint. The Marquam Bridge, Riverplace Marina, and South Waterfront are visible in the distance. This is a developed viewpoint in a highly trafficked area just north of the Hawthorne Bowl. It includes signage and a telescope as well as a large platform from which to take in the view.

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

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



View from Greenway Trail north of Hawthorne Bowl

Viewpoint Amenities:

- Platform
- Telescope
- Signage
- Seating Wall
- Guardrail

Access:

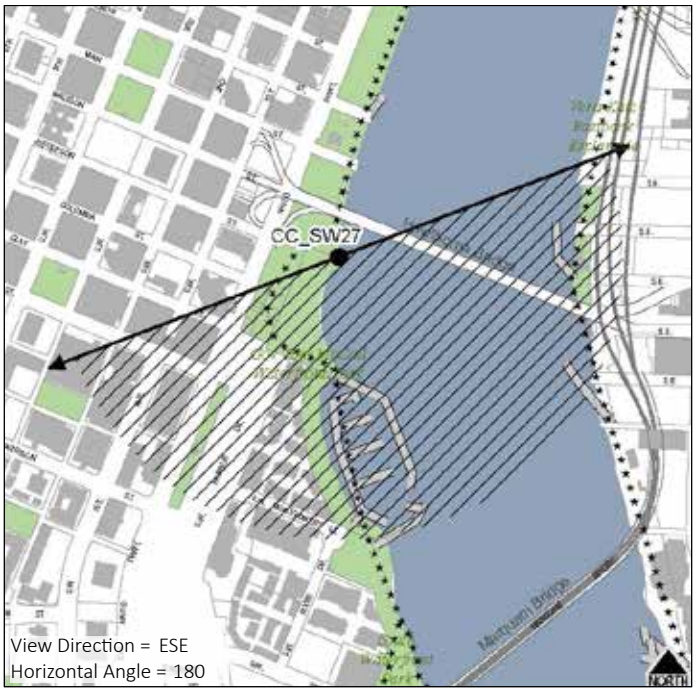
- Formal Trail

Field Notes

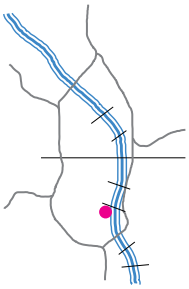
Old SRI ID: VB24-24, VB24-35

Old Greenway ID:





CCSW28: HAWTHORNE BOWL PALM TREES



GROUP: B

Located at the planter at the top of the Hawthorne Bowl, this developed viewpoint includes the grassy area of the Bowl, Willamette River and Hawthorne and Marquam Bridges. This is a site of many large public events, drawing local and regional users.

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

RANKINGS

Universal Scenic Quality: 4.7

Access to Viewpoint: 1

Developed as a Viewpoint: 1

Use as a Viewpoint: 0.5

Contributing Factors

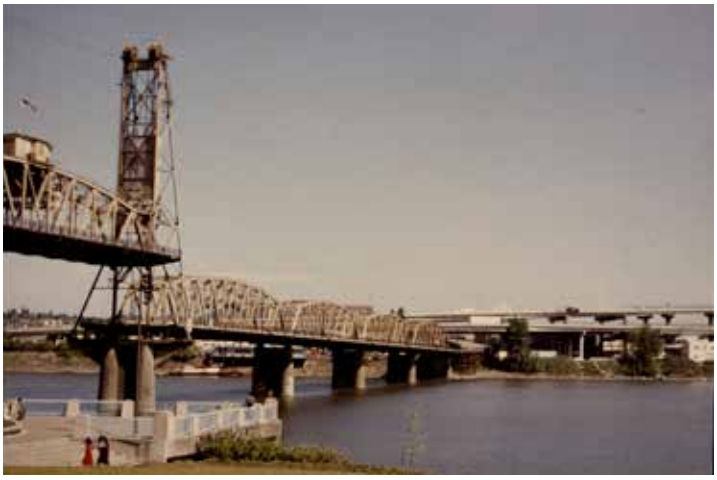
Skyline: 0.00
Vegetation: 3.14
Horizon/Ridgetops: 0.14
Water: 3.14
Focal Features: 4.43
Iconic: 4.86



View from Hawthorne Bowl



Viewpoint at Hawthorne Bowl



Historic view from Hawthorne Bowl

Viewpoint Amenities:

- Seating Wall
- Lighting

Field Notes

- Hawthorne Bowl draws large crowds during events

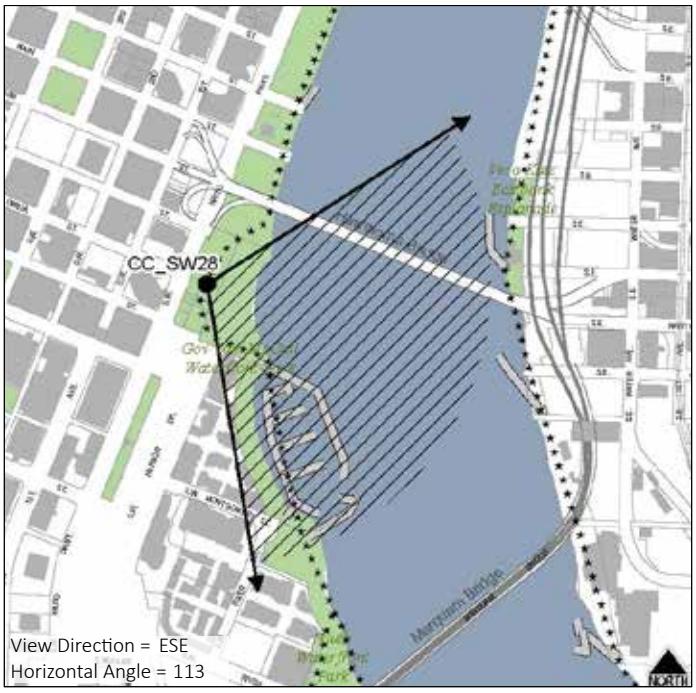
Access:

- Auto/Street
- Formal Trail

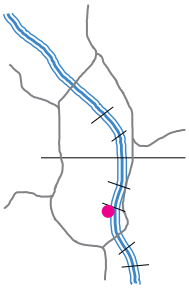


Old SRI ID: VB24-35

Old Greenway ID:



CCSW29: GREENWAY TRAIL AT SW CLAY



GROUP: B

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 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 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

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



Viewpoint along Greenway Trail at SW Clay



Historic view from Greenway Trail at SW Clay

Viewpoint Amenities:

- Platform
- Benches
- Telescope
- Lighting
- Guardrail

Access:

- Formal Trail
- Informal Trail

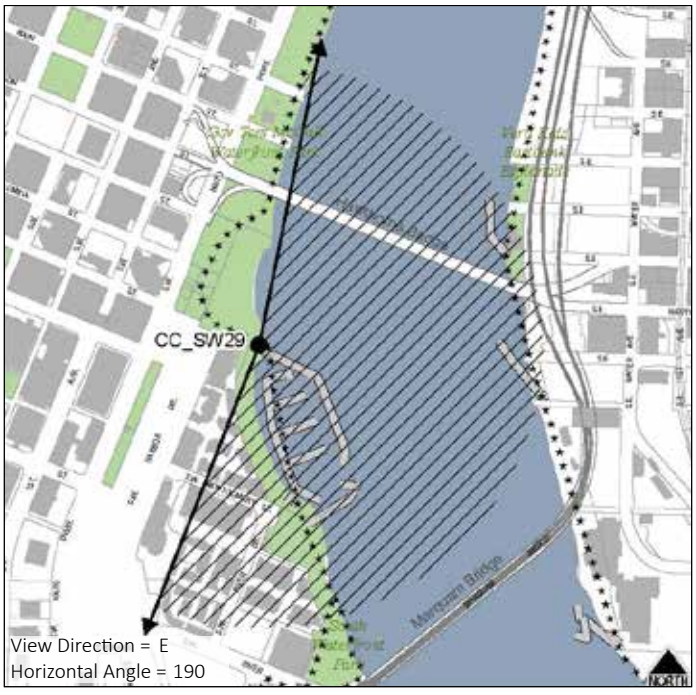
Field Notes

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

Old SRI ID: VB24-34

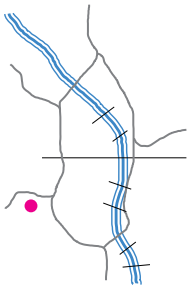
Old Greenway ID: CCPV14





View Direction = E
Horizontal Angle = 190

CCSW30: SW 18TH AVE BETWEEN SW CLIFTON AND SW JACKSON



SCORE: 2.8 **TIER:** III

This is a view of Mt. St. Helens and the foothills over a small stretch of downtown skyline. Discordant elements dominate this view, particularly the mass of overhead utility lines in the center of the view and vegetation on the left and right. Vegetation maintenance and underground utility placement could significantly open up this view. This viewpoint is not located in a highly trafficked or accessible part of Portland.

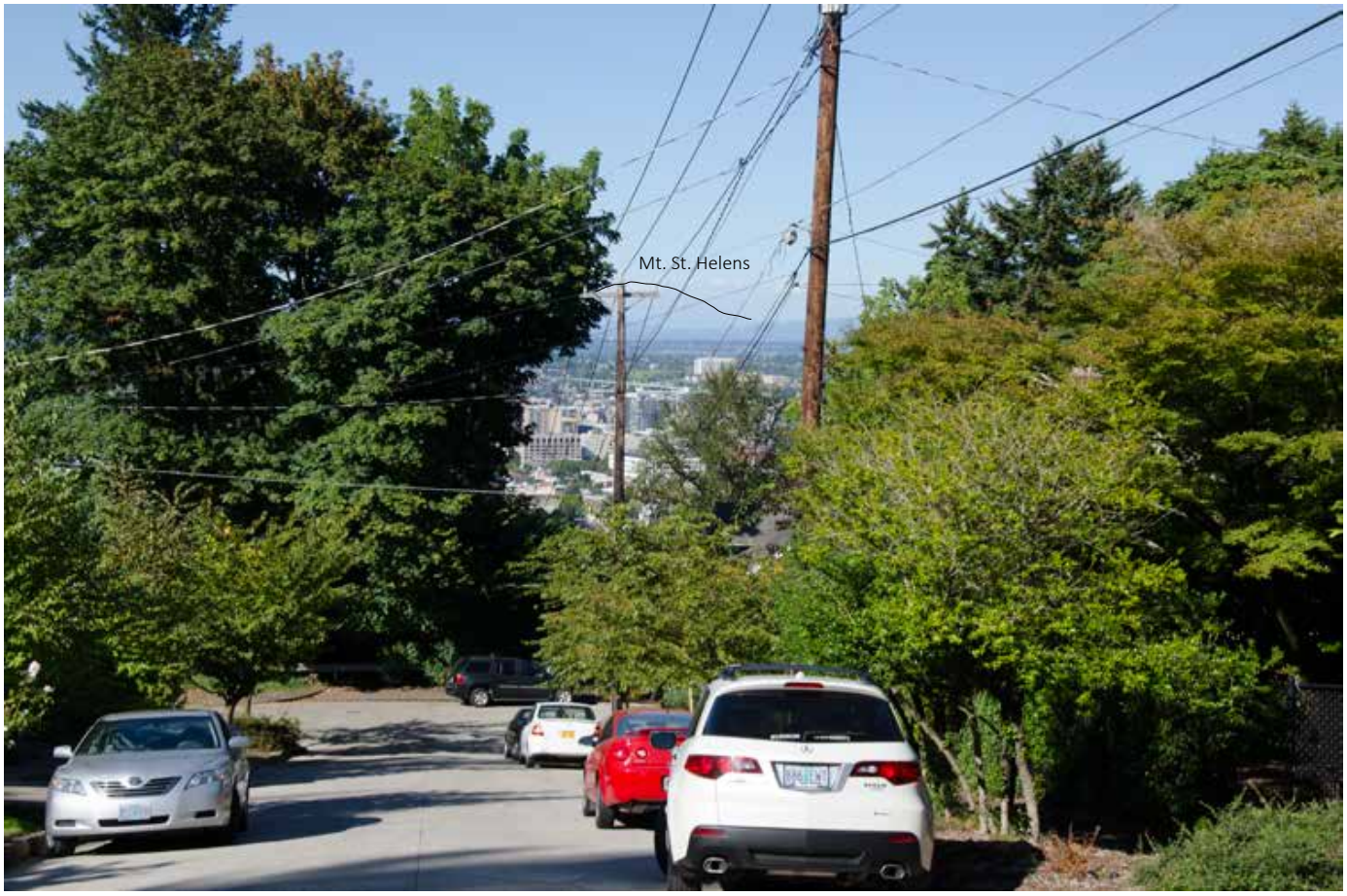
Primary Focal Feature(s): Mt. St. Helens
Secondary Focal Feature(s): Eastern Foothills

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 Ave between SW Clifton and SW Jackson

Viewpoint Amenities:

- None

Field Notes

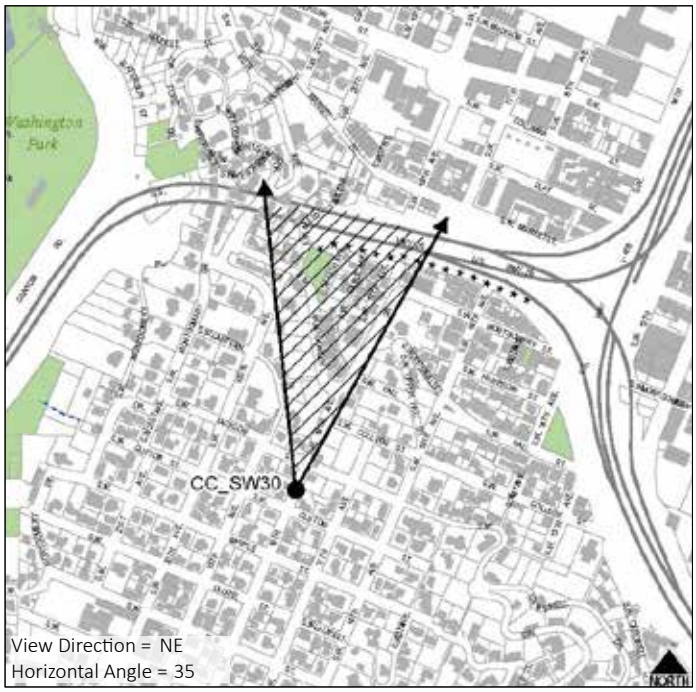
- Overgrown vegetation almost entirely blocks view; vegetation maintenance could open up view
- Powerlines are highly discordant

Access:

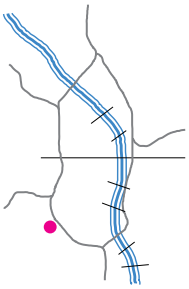
- Street/Auto
- Sidewalk

Old SRI ID: VC23-31

Old Greenway ID:



CCSW31: SW CARDINELL





View from SW Cardinell



Viewpoint Amenities:
- None

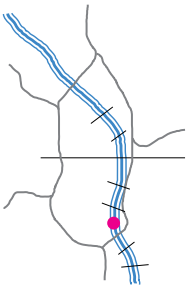
Access:
- Street/Auto
- Stairs

View Direction =
Horizontal Angle =

Old SRI ID: VC24-53

Old Greenway ID:

CCSW32: END OF RIVERPLACE SOUTH PUBLIC DOCK, LOOKING NORTH



GROUP: B

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 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

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



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

Viewpoint Amenities:

- Platform
- Bench
- Guardrail

Field Notes

- Only accessible by foot
- Steep ramp down not ADA compliant
- One of the only inventoried viewpoints where the viewer is right on the water

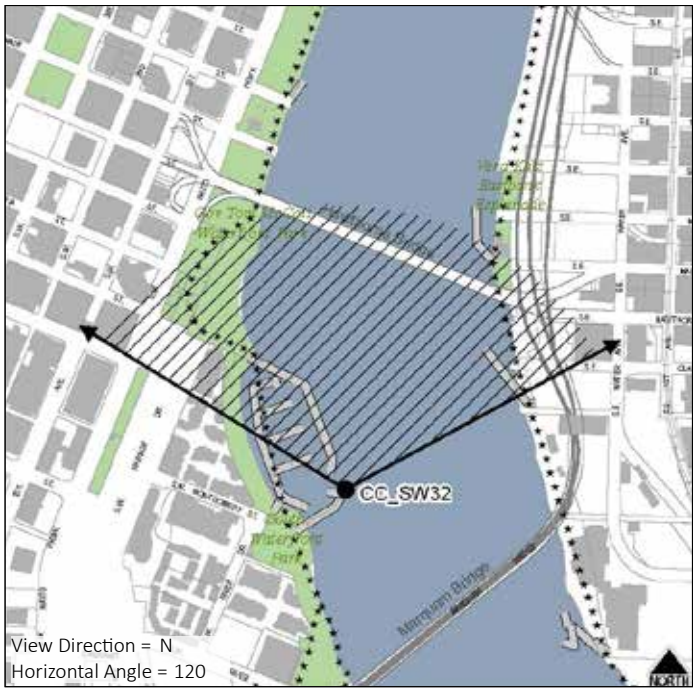
Access:

- Sidewalk

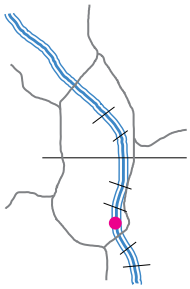
Old SRI ID: VB24-43

Old Greenway ID:





CCSW32: END OF RIVERPLACE SOUTH PUBLIC DOCK, LOOKING SOUTH



GROUP: B

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. 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

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



View from end of Riverplace south public dock, looking south



Viewpoint at end of Riverplace south public dock



View from end of Riverplace south public dock

Viewpoint Amenities:

- Platform
- Bench
- Guardrail

Field Notes

- Only accessible by foot
- Steep ramp down not ADA compliant
- One of the only inventoried viewpoints where the viewer is right on the water

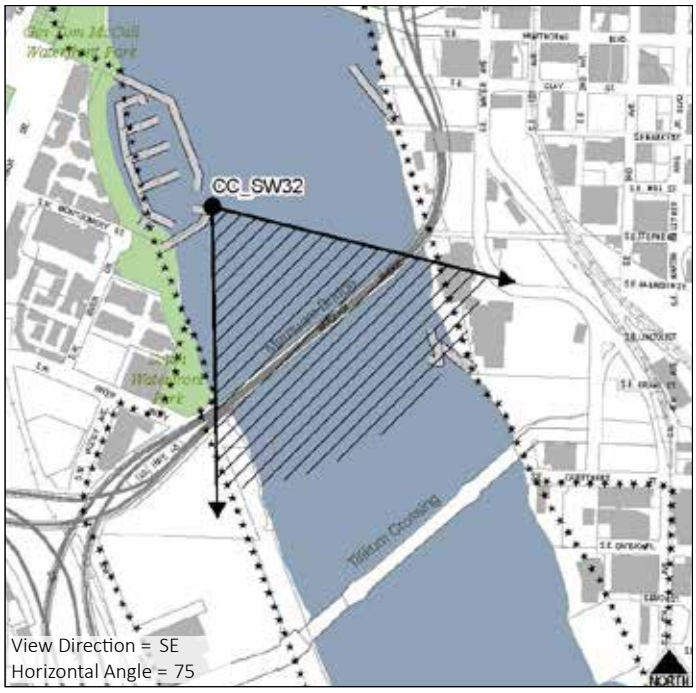
Access:

- Sidewalk

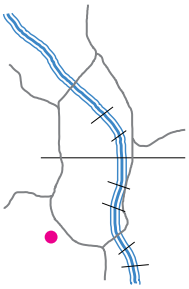


Old SRI ID: VB24-33?

Old Greenway ID:



CCSW33: SW RIVINGTON





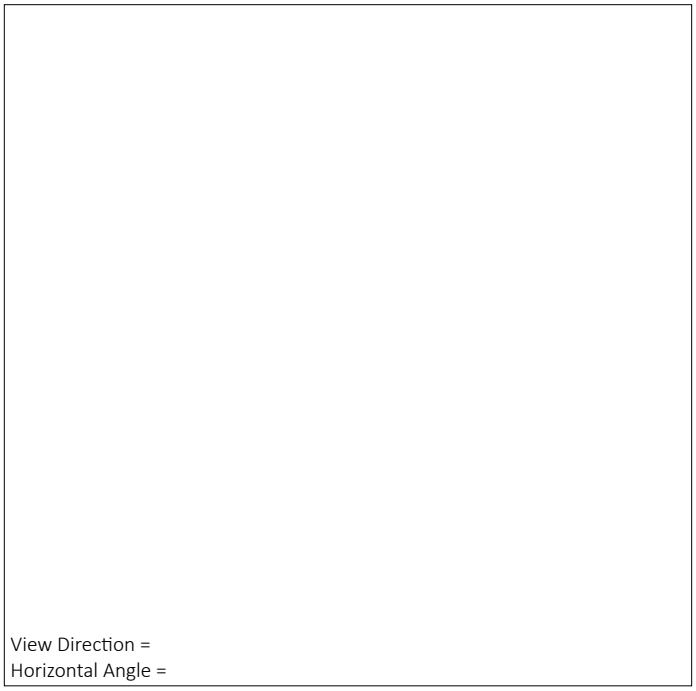
View from SW Rivington

Viewpoint Amenities:

- None

Access:

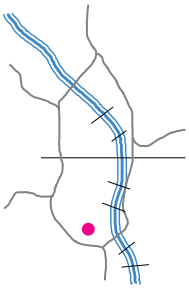
- Street/Auto



Old SRI ID: VC24-54

Old Greenway ID:

CCSW34: BEHIND LOVEJOY FOUNTAIN



SCORE: N/A **TIER:** I

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

Some characteristics of high rated views: 3 distance zones, focal features, foreground free of discordance.





Viewpoint Amenities:

- Benches

Field Notes

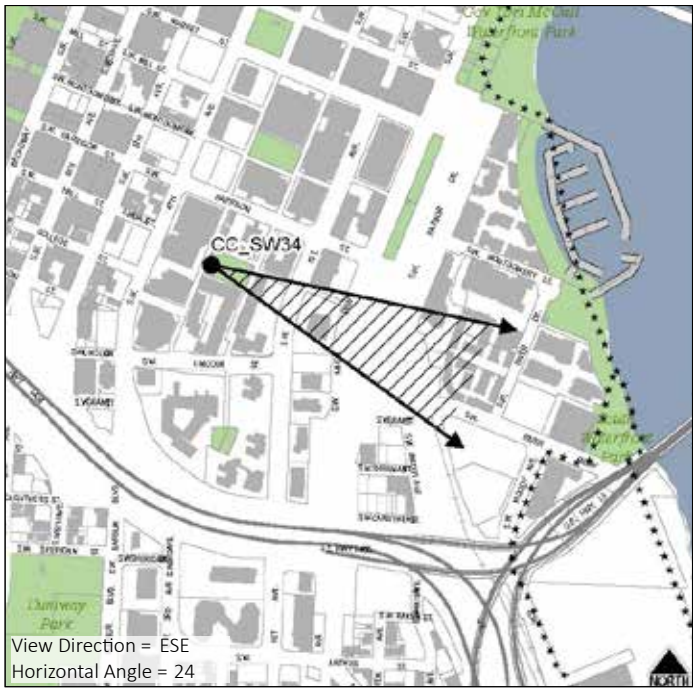
- View of Mt. Hood framed by vegetation; if vegetation expands outward, it could obscure view
- Development blocks bottom of Mt. Hood

Access:

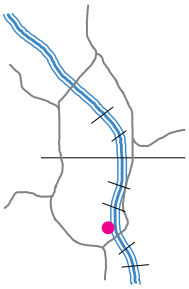
- Formal Trail

Old SRI ID:

Old Greenway ID:



CCSW35: GREENWAY TRAIL, JUST SOUTH OF NEWPORT SEAFOOD DOCK



GROUP: B

This viewpoint is right above the ramp leading down to the 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

RANKINGS

Universal Scenic Quality: 5.7

Access to Viewpoint: 0.5

Developed as a Viewpoint: 0

Use as a Viewpoint: 0

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

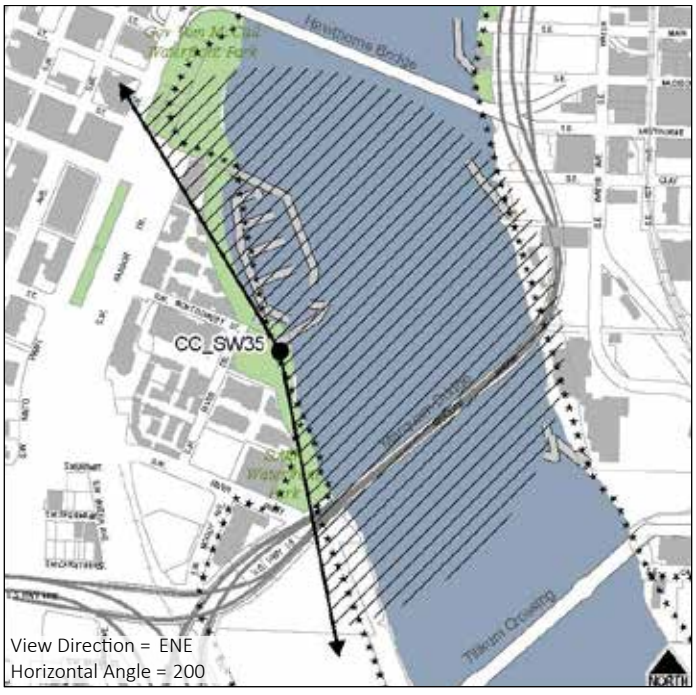
Field Notes

- Close proximity of trash and recycling is discordant

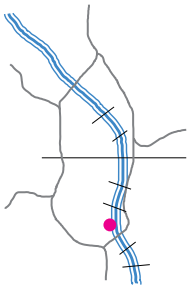


Old SRI ID:

Old Greenway ID: CCPV12



CCSW36: GREENWAY TRAIL VIEWPOINT AT SOUTH END OF GARDENS BY SW MONTGOMERY ST, ESE



GROUP: B

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 overgrown vegetation. Vegetation maintenance could potentially enhance this view and reveal more of Tilikum Crossing. While the row of cypress tress across the river contributes positively to the scenic quality of this view, they block the left hand side of Mt. Hood.

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

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 St, looking ESE



Viewpoint at Greenway Trail at south end of gardens by SW Montgomery St



Historic view from Greenway Trail at south end of gardens by SW Montgomery St

Viewpoint Amenities:

- Platform
- Benches
- Lighting
- Guardrail

Access:

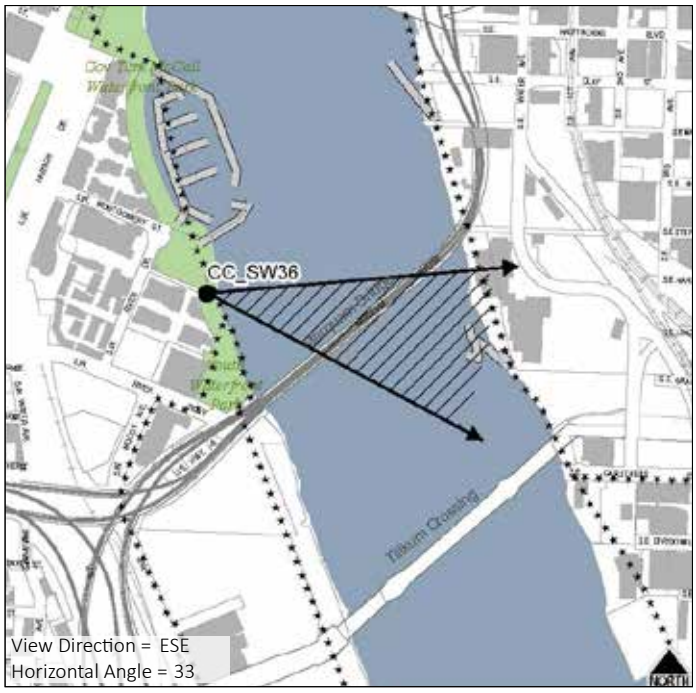
- Formal Trail

Field Notes

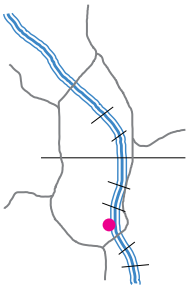
- Overgrown vegetation is encroaching on the view from the right; vegetation maintenance could open up the view
- Mt. Hood partially obscured by row of cypresses

Old SRI ID: VB24-23?

Old Greenway ID:



CCSW36: GREENWAY TRAIL VIEWPOINT AT SOUTH END OF GARDENS BY SW MONTGOMERY ST, NORTH



GROUP: B

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. Overgrown 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, Riverplace Marina

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 St, 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 St

Viewpoint Amenities:

- Platform
- Benches
- Lighting
- Guardrail

Access:

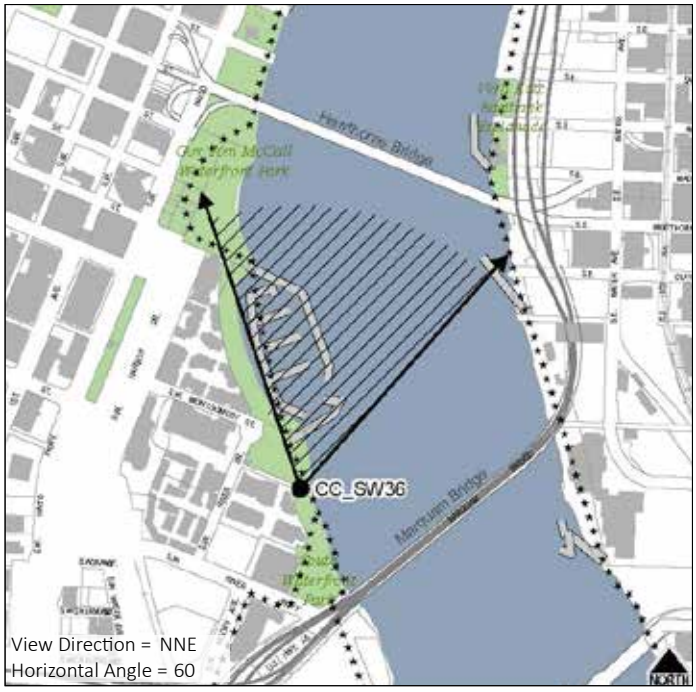
- Formal Trail

Field Notes

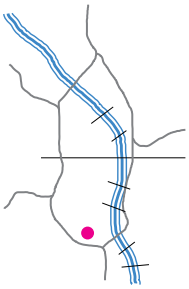
- Overgrown vegetation is encroaching on the view; vegetation maintenance could open up the view

Old SRI ID:

Old Greenway ID:



CCSW37: SW LINCOLN ST AND SW PEDESTRIAN TRAIL BY SCULPTURE



SCORE: N/A **TIER:** I?

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):

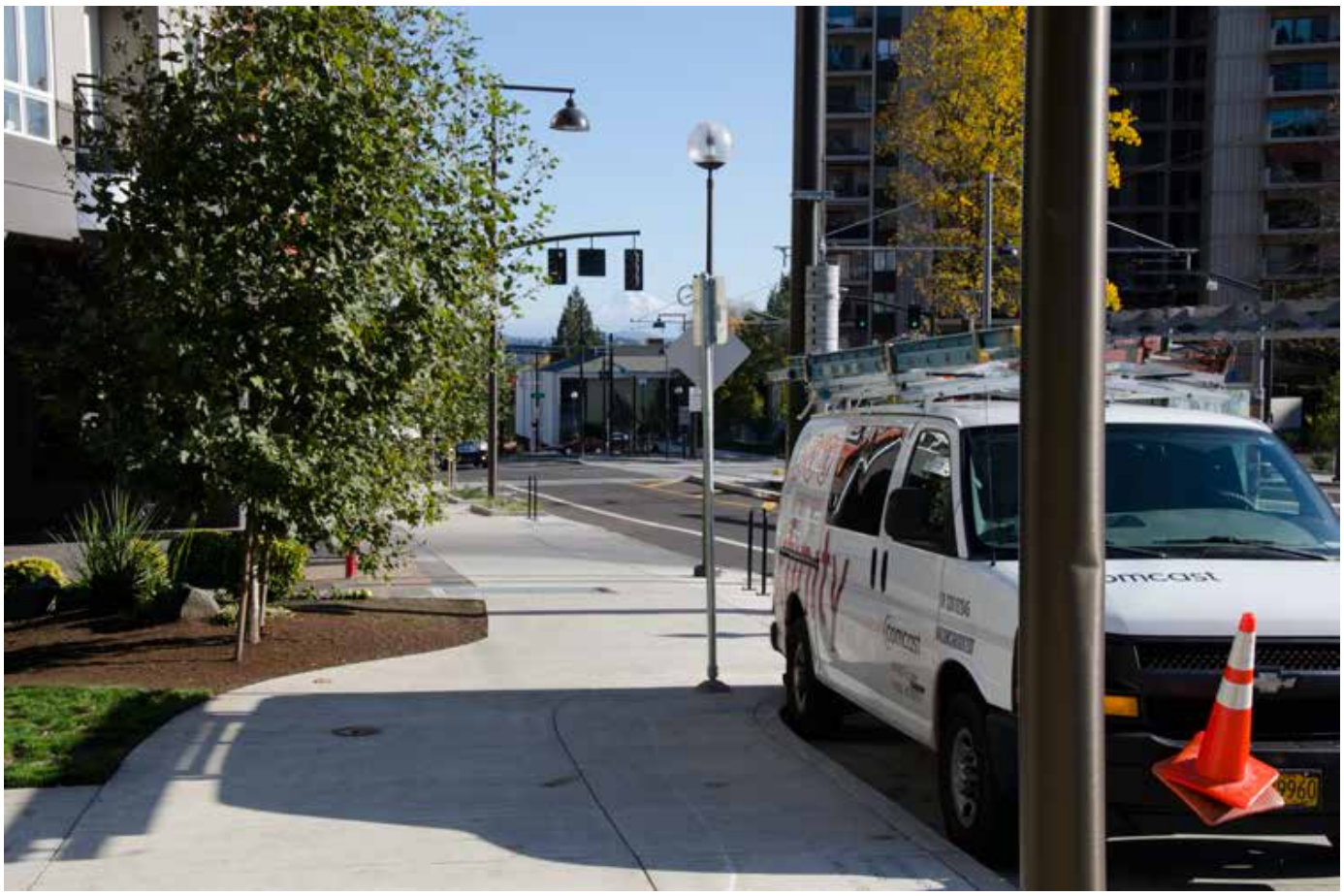
RANKINGS

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

Developed as a Viewpoint: 0 **Use as a Viewpoint:** 0

Contributing Factors

Some characteristics of high rated views: 3 distance zones, focal feature.



Viewpoint Amenities:

- None

Field Notes

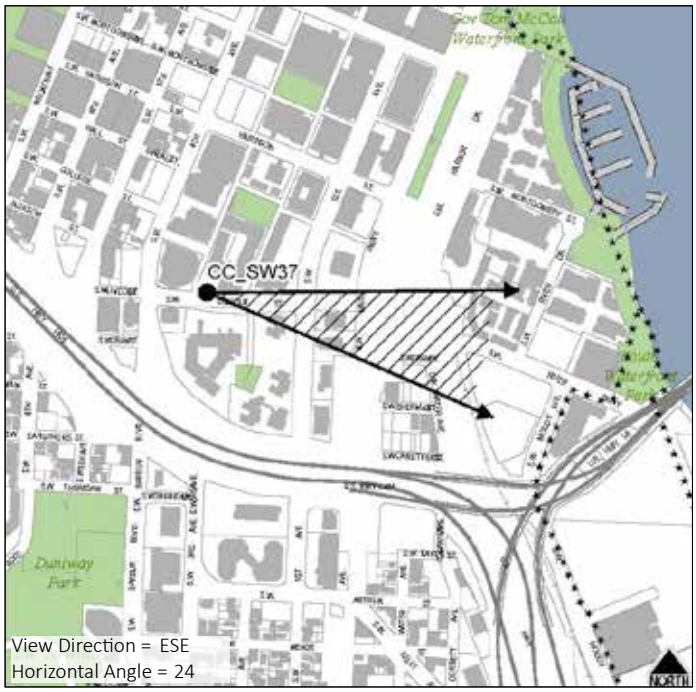
- Many discordant elements in foreground
- Street lights and vegetation partially obscure view of Mt. Hood

Access:

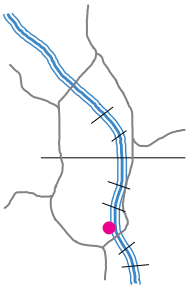
- Street/Auto
- Bike Lane
- Sidewalk
- Transit Stop

Old SRI ID:

Old Greenway ID:



CCSW38: GREENWAY TRAIL BETWEEN SOUTH END OF MONTGOMERY GARDEN AND SW HALL



GROUP: B

The Marquam Bridge pilings frame this view of Mt. Hood. The vegetated landscape in the foreground, the Willamette River, and the row of cypresses across the river are 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.

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

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 Garden and SW Hall



Viewpoint along Greenway Trail between SW Montgomery Garden and SW Hall



Historic view from Greenway Trail between SW Montgomery Garden and SW Hall

Viewpoint Amenities:

- None

Field Notes

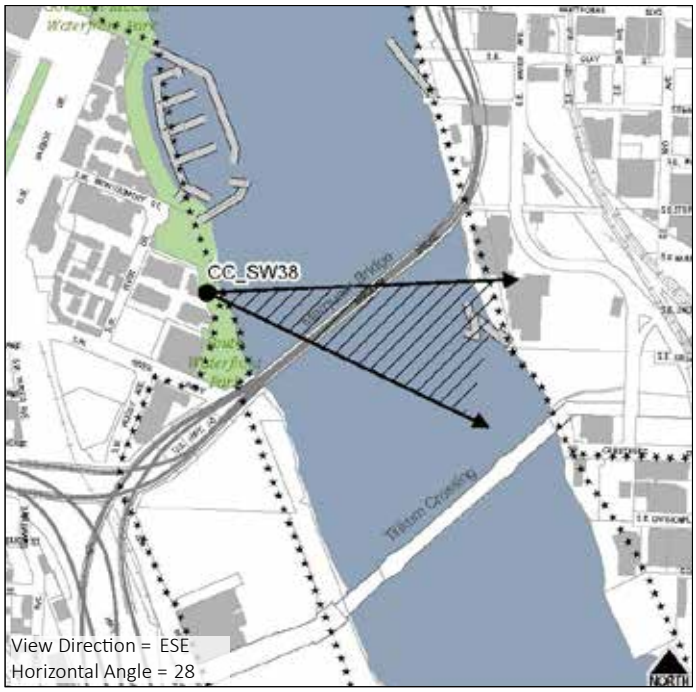
- Overgrown vegetation encroaches on view from the right; vegetation maintenance could open up view to reveal more of Tilikum Crossing

Access:

- Formal Trail

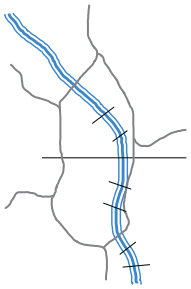
Old SRI ID: VB24-23

Old Greenway ID:



CCSW39: PLACEHOLDER FOR SW SPRING BETWEEN 14th AND 15th

SCORE: N/A **TIER:**



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:

Field Notes

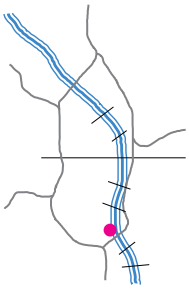
Access:

Old SRI ID:

Old Greenway ID:

View Direction =
Horizontal Angle =

CCSW40: GREENWAY TRAIL VIEWPOINT AT END OF SW HALL



GROUP: C

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 and interesting perspective of the underside of the Marquam, though the concrete supports on the left 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 maintenance may enhance this view on both sides. The view is from a developed viewpoint located along the south Greenway Trail at the end of SW Hall/SW River Square.

Primary Focal Feature(s): Willamette River, Marquam Bridge, Tilikum Crossing
Secondary Focal Feature(s): Mt. Hood

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



Viewpoint at Greenway Trail at SW Hall



Greenway Trail at SW Hall

Viewpoint Amenities:

- Platform
- Benches
- Lighting
- Guardrail

Access:

- Formal Trail

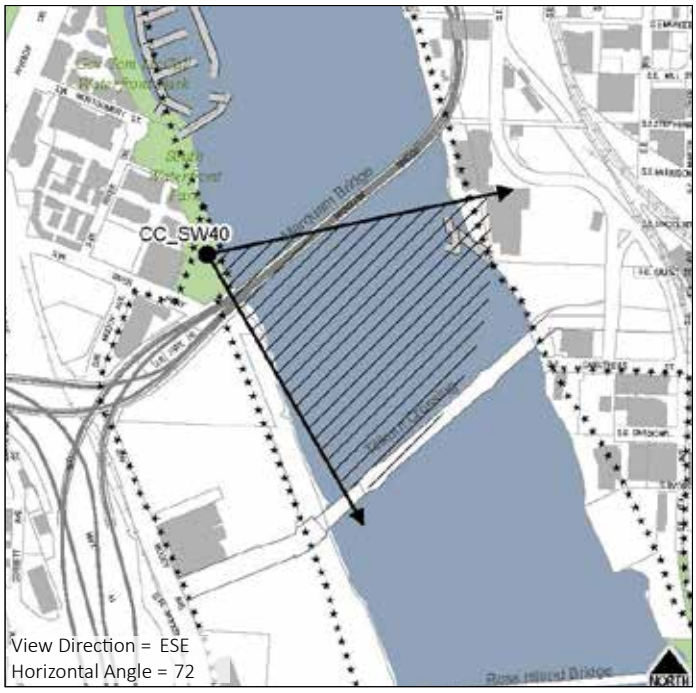
Field Notes

- Overgrown vegetation is encroaching on the view; vegetation maintenance could open up the view
- Marquam Bridge supports partially obscure Tilikum Crossing

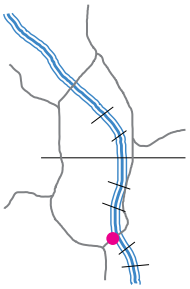


Old SRI ID:

Old Greenway ID:



CCSW41: GREENWAY TRAIL UNDER MARQUAM BRIDGE



GROUP: C

This view offers an interesting perspective looking straight down the underside of the Marquam Bridge. Tilikum Crossing, Mt. Hood, eastern foothills, the Willamette River, Hawthorne Bridge, and the downtown skyline constitute the primary focal elements. Riverplace Marina, the Convention Center spires, 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 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, Underside of Marquam Bridge
Secondary Focal Feature(s): Hawthorne Bridge, Tilikum Crossing, Downtown Skyline

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



View from Greenway Trail under Marquam Bridge

Viewpoint Amenities:

- Platform
- Seating Rocks
- Lighting
- Guardrail

Access:

- Formal Trail

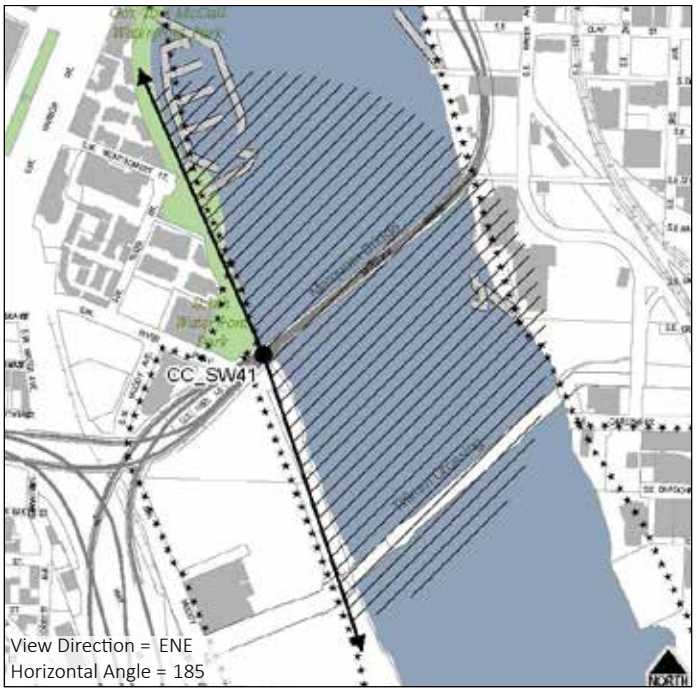
Field Notes

- Currently no connection to Greenway Trail to the south



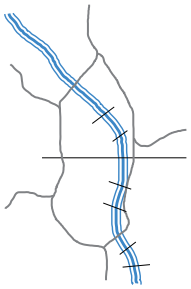
Old SRI ID:

Old Greenway ID: CCPV10



CCSW42: PLACEHOLDER FOR SW DAVENPORT EAST OF 14th

SCORE: N/A **TIER:**



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:

Field Notes

Access:

Old SRI ID:

Old Greenway ID:

View Direction =
Horizontal Angle =

CCSW43: PLACEHOLDER FOR GREENWAY JUST SOUTH OF MARQUAM BRIDGE (INACCESSIBLE)



GROUP:

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:

Field Notes

Access:

Old SRI ID:

Old Greenway ID:

View Direction =
Horizontal Angle =

CCSW44: TILIKUM CROSSING, NORTH SIDE, WEST - PLACEHOLDER

GROUP: B



Primary Focal Feature(s): Willamette River, Marquam Bridge, Downtown Skyline
Secondary Focal Feature(s): Southwest Hills

RANKINGS

Universal Scenic Quality: Extrapolated

Access to Viewpoint: 1

Developed as a Viewpoint: 1

Use as a Viewpoint: 0.5

Contributing Factors

Few characteristics with high rated views.



Viewpoint Amenities:
- Pedestrian Bumpout

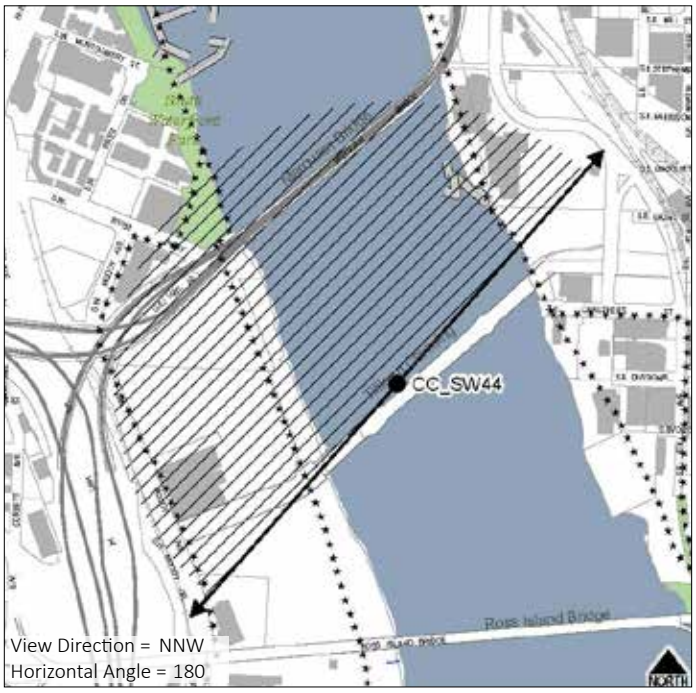
Field Notes
- Bridge under construction; north side inaccessible

Access:
- Bike Lane
- Sidewalk

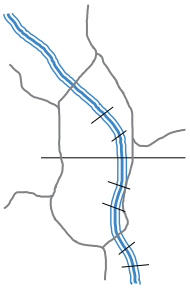
Old SRI ID:

Old Greenway ID:





CCSW45: PLACEHOLDER FOR GREENWAY TRAIL SOUTH OF MARQUAM BRIDGE (INACCESSIBLE)



GROUP:

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:

Field Notes

Access:

Old SRI ID:

Old Greenway ID:

View Direction =
Horizontal Angle =

CCSW46: SW BROADWAY NORTH OF HOFFMAN



SCORE: 7.0 **TIER:** II

This viewpoint offers a glimpse of Mt. Hood, Tilikum Crossing, Mt. Tabor, 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 and an incomplete sidewalk.

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 Ave



Viewpoint at SW Broadway Drive north of SW Hoffman Ave



Historic view from SW Broadway Drive north of SW Hoffman Ave

Viewpoint Amenities:

- None

Field Notes

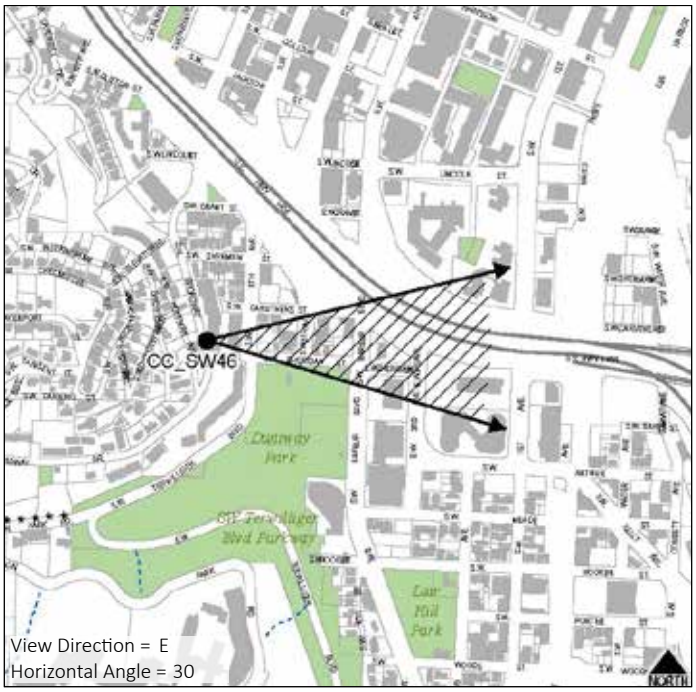
- Development constrains this view on both sides
- Sidewalk ends just south of this viewpoint

Access:

- Street/Auto
- Partial sidewalk

Old SRI ID: VM31-36

Old Greenway ID:



CCSW47: TILIKUM CROSSING, SOUTH SIDE, WEST



GROUP: A

Primary Focal Feature(s): Willamette River, Ross Island Bridge
Secondary Focal Feature(s): Ross Island, Southwest Hills, 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 characteristics with high rated river views







Viewpoint Amenities:
- Pedestrian Bumpout

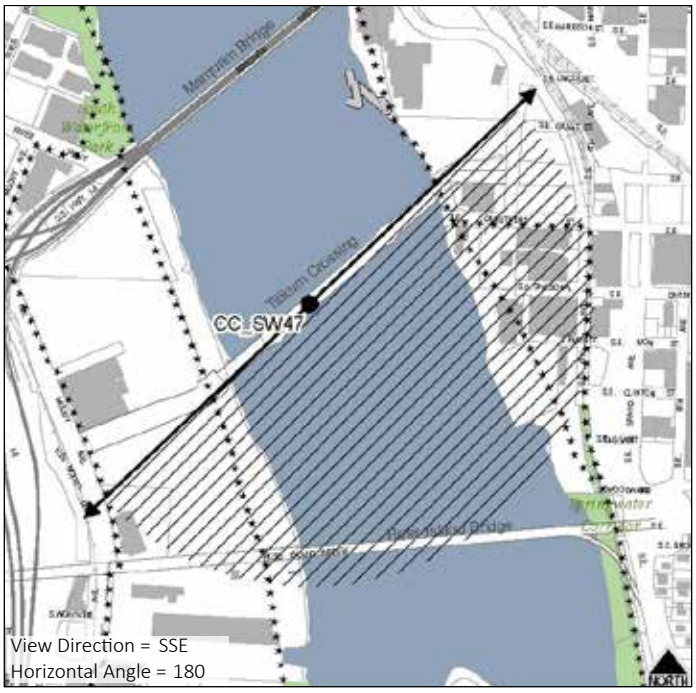
Field Notes
- Bridge under construction

Access:
- Bike Lane
- Sidewalk

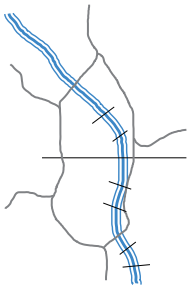
Old SRI ID:

Old Greenway ID:





CCSW48: PLACEHOLDER FOR GREENWAY TRAIL JUST NORTH OF TILIKUM CROSSING



GROUP:

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:

Field Notes

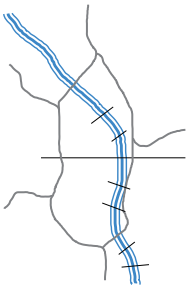
Access:

Old SRI ID:

Old Greenway ID:

View Direction =
Horizontal Angle =

CCSW49: PLACEHOLDER FOR GREENWAY TRAIL UNDER TILIKUM CROSSING



GROUP:

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

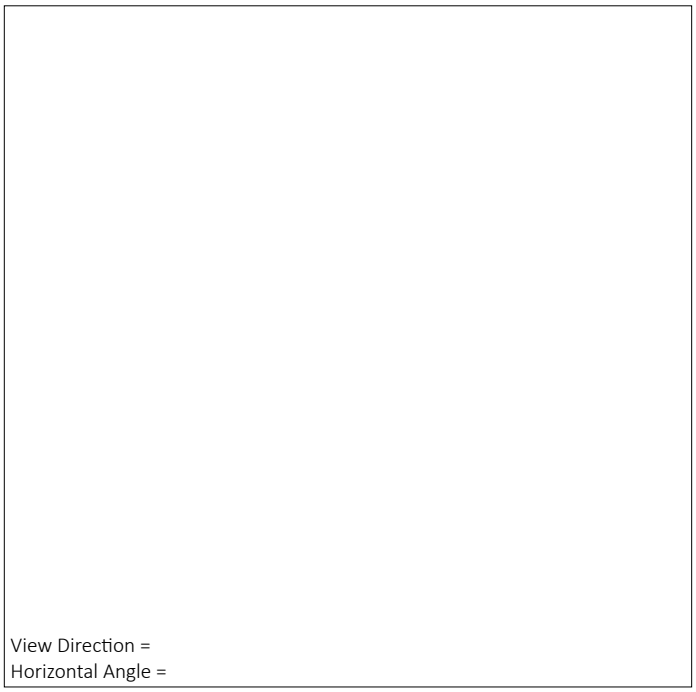
Viewpoint Amenities:

Field Notes

Access:

Old SRI ID:

Old Greenway ID:



CCSW50: SW TERWILLIGER NORTH OF CAMPUS DRIVE, NORTHERN POINT



SCORE: 8.7 **TIER:** I

Located along the Terwilliger Parkway Scenic Drive, this viewpoint historically offered views of the downtown skyline. Overgrown vegetation is encroaching on the view; however, recent pruning has re-established a partial view of downtown. This is a developed viewpoint with an adjacent automobile pull-out, parking and a picnic table.

Primary Focal Feature(s): Downtown Skyline
Secondary Focal Feature(s):

RANKINGS

Universal Scenic Quality: 6.7
Access to Viewpoint: 1
Developed as a Viewpoint: 1
Use as a Viewpoint: 0

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 Blvd north of SW Campus Drive



Viewpoint at SW Terwilliger Blvd north of SW Campus Drive



Historic view from SW Terwilliger Blvd north of SW Campus Drive, looking east

Viewpoint Amenities:

- Picnic Table
- Pull-out

Access:

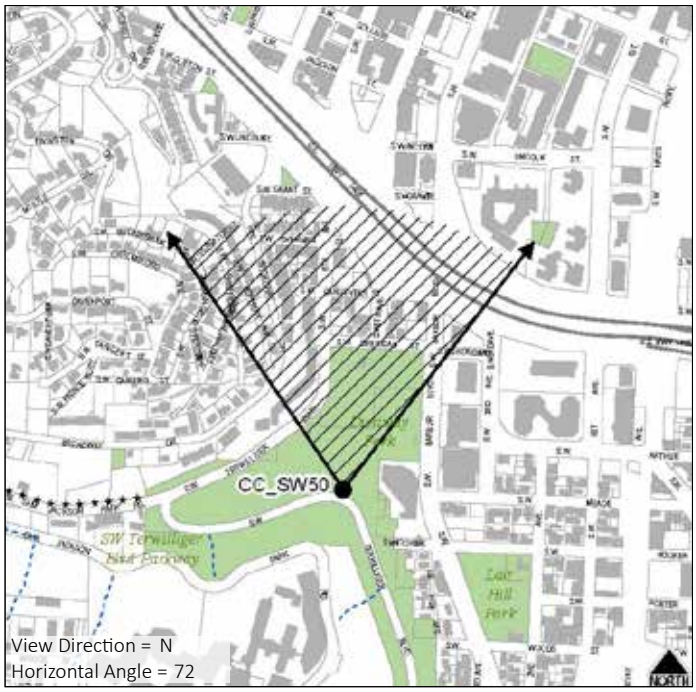
- Street/Auto
- Bike Lane
- Sidewalk
- Adjacent Parking

Field Notes

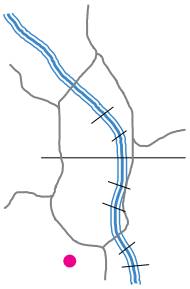
- Historic photos from Terwilliger show skyline and mountains
- Overgrown vegetation encroaching on view from top, bottom, and sides; vegetation maintenance could open up view
- Historic photo from this location shows view to east; currently, the only view is to the north (east is entirely blocked by vegetation)

Old SRI ID: VM31-38

Old Greenway ID:



CCSW51: TERWILLIGER NORTH OF CAMPUS DRIVE



SCORE: 8.8 **TIER:** I

This view from SW Terwilliger Boulevard offers an overlook of South Downtown, South Waterfront, Mt. Tabor, and the eastern foothills. Tilikum Crossing and the Marquam Bridge 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 maintenance could restore a view of the Willamette River and potentially reveal Mt. Hood, which can be seen from Terwilliger Boulevard in historic photos. This viewpoint has an adjacent automobile pull-out from the road, parking and multiple benches.

Primary Focal Feature(s): Mt. Tabor
Secondary Focal Feature(s): South Downtown Skyline, South Waterfront, Eastern Foothills, Tilikum Crossing

RANKINGS

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

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 Blvd north of SW Campus Drive



Viewpoint at SW Terwilliger Blvd north of SW Campus Drive



Historic view from SW Terwilliger Blvd north of SW Campus Drive

Viewpoint Amenities:

- Bench
- Pull-out

Field Notes

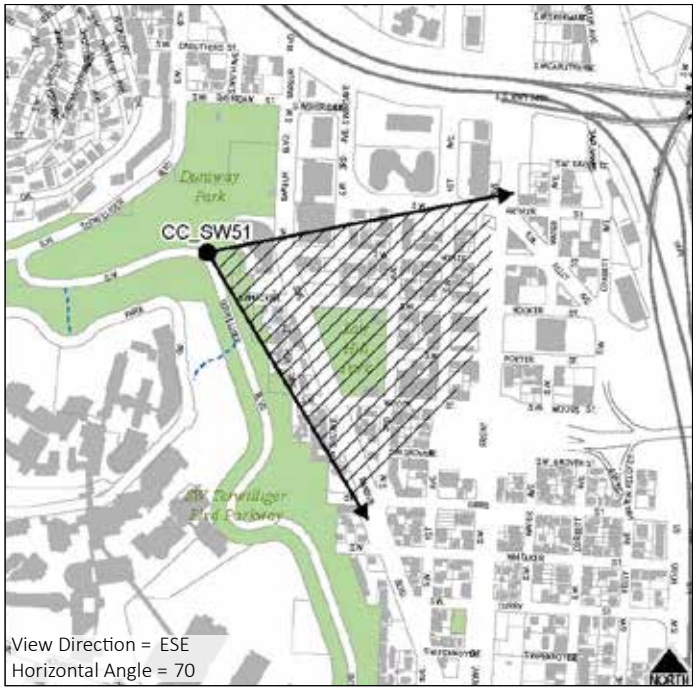
- Overgrown vegetation is encroaching on view from bottom and sides; vegetation maintenance could open up view

Access:

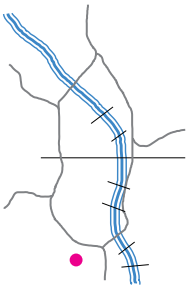
- Street/Auto
- Bike Lane
- Sidewalk
- Adjacent Parking

Old SRI ID: VP31-30

Old Greenway ID:



CCSW52: SW TERWILLIGER BLVD, SOUTH OF SAM JACKSON ROAD





Obstructed view from SW Terwilliger Blvd south of Sam Jackson Rd

Viewpoint Amenities:

- None

Access:

- Street/Auto
- Bike Lane
- Sidewalk

View Direction =
Horizontal Angle =

Old SRI ID: VC31-31

Old Greenway ID:



Historic view from SW Terwilliger Blvd south of Sam Jackson Rd

CCSW53: PLACEHOLDER FOR GREENWAY TRAIL JUST NORTH OF ROSS ISLAND BRIDGE



GROUP:

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:

Field Notes

Access:

Old SRI ID:

Old Greenway ID:

View Direction =
Horizontal Angle =

CCSW54: ROSS ISLAND BRIDGE, NORTH SIDE, WEST



GROUP: B

This view overlooks a future redevelopment site. Currently the view includes the Willamette River, Tilikum Crossing, and the downtown skyline. Development at this site could affect this view. 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

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



View from Ross Island Bridge north side west of center

Viewpoint Amenities:

- None

Field Notes

- A narrow sidewalk, no separated bike lane, and no guardrail between the sidewalk and automobile traffic lanes make this an unsafe viewpoint
- Zidell Yards development will affect this view

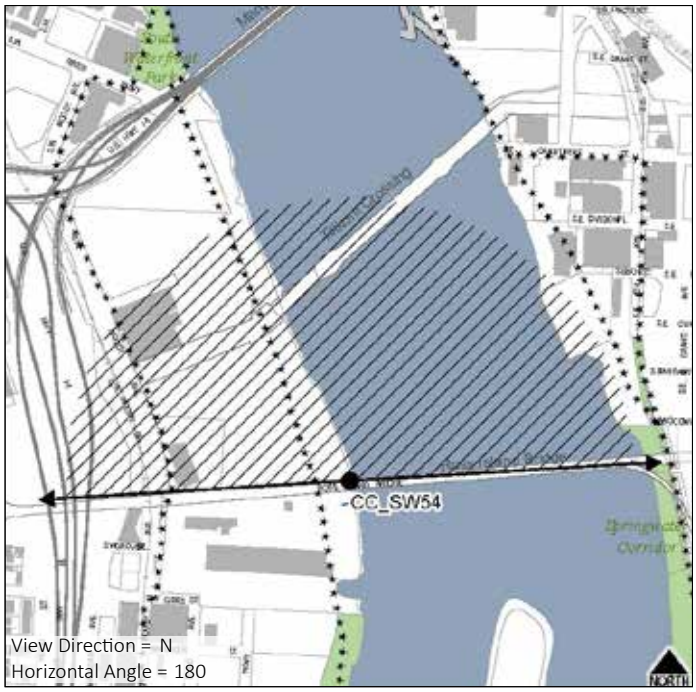
Access:

- Street/Auto
- Sidewalk

Old SRI ID:

Old Greenway ID:





CCSW55: OHSU PAVILION - LOWER LEVEL



SCORE: N/A **TIER:**

Two pavilions are located at the Oregon Health and Sciences University that are developed as viewpoints. 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. Tabor, Eastern Foothills

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, natural vegetation, high elevation viewpoint, & foreground free of discordance.







Viewpoint Amenities:

- Platform
- Guardrail

Field Notes

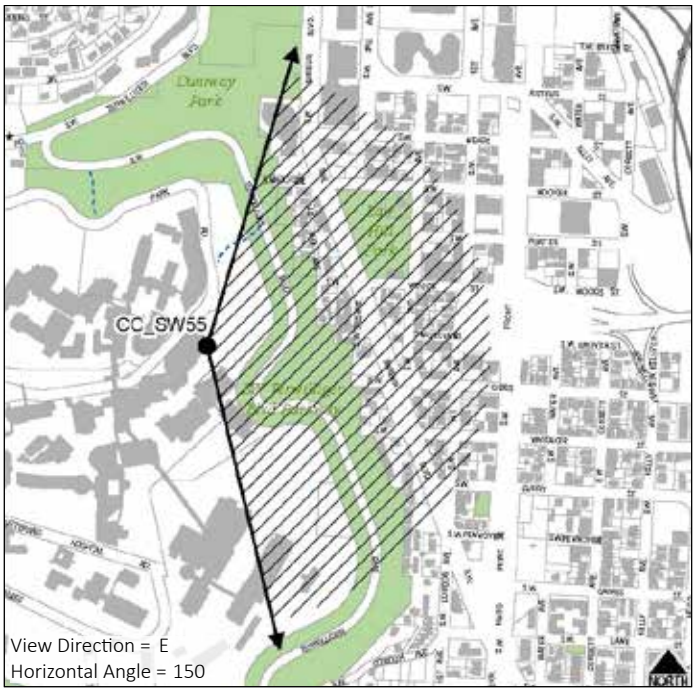
Access:

- Sidewalk



Old SRI ID: VM31-25

Old Greenway ID:



CCSW56: OHSU PAVILION - UPPER LEVEL



SCORE: N/A **TIER:** I

Two pavilions are located at the Oregon Health and Sciences University that are developed as viewpoints. 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

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, natural vegetation, high elevation viewpoint, & foreground free of discordance.







Viewpoint Amenities:

- Platform
- Table and Chairs
- Guardrail
- Signage

Field Notes

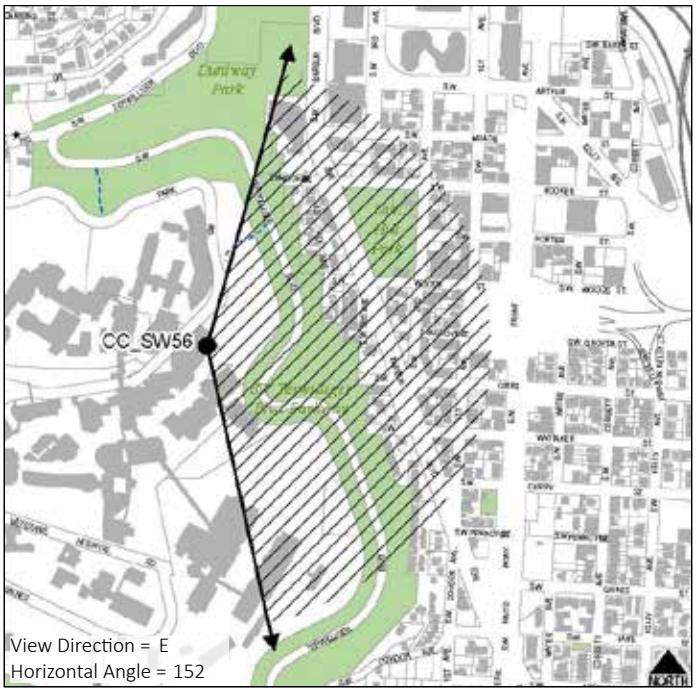
Access:

- Sidewalk



Old SRI ID: VM31-25

Old Greenway ID:



CCSW57: OHSU TRAM, NORTH PLATFORM



SCORE: 10.3 **TIER:** I

The view from the north platform at the top of the Oregon Health and Science University tram 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. The view is framed 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 towards 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
Secondary Focal Feature(s): Tilikum Crossing, Mt. Adams, Mt. Tabor, Eastern Foothills, Willamette River, South Waterfront

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 OHSU Tram north platform



Viewpoint at OHSU Tram north platform



View of Mt. St. Helens from OHSU Tram north platform

Viewpoint Amenities:

- Platform
- Guardrail

Field Notes

- Very tall building downtown or in Lloyd District could potentially block view of Mt. St. Helens
- At top of tram but difficult to access otherwise
- Some of the best view of Mt. St. Helens from Portland are from OHSU

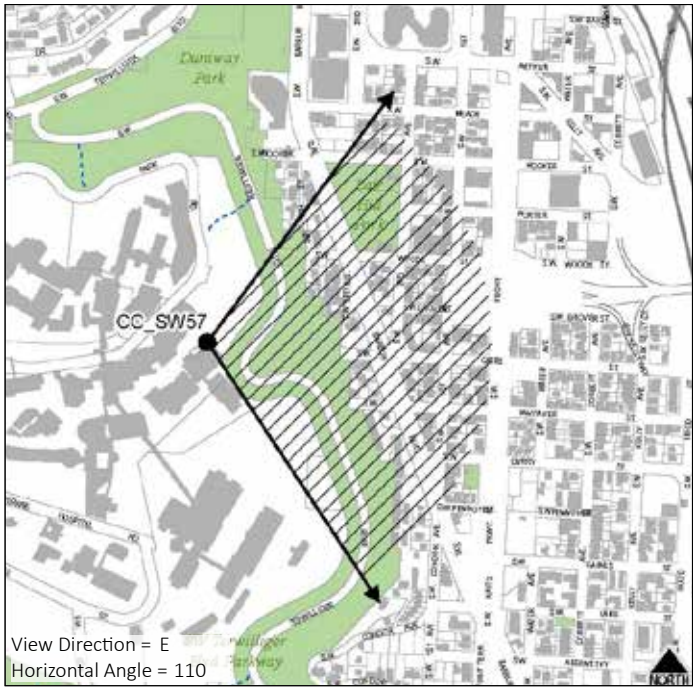
Access:

- Tram

Old SRI ID:

Old Greenway ID:





CCSW58: SW GIBBS STREET PEDESTRIAN BRIDGE, LOOKING EAST



SCORE: 3.7 **TIER:** III

This view looks west into the lower Oregon Health and Science University Tram platform and out across the Willamette River to Ross Island. Powell Butte 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 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
Secondary Focal Feature(s):

RANKINGS

Universal Scenic Quality: 2.2
Access to Viewpoint: 0.5
Developed as a Viewpoint: 1
Use as a Viewpoint: 0

Contributing Factors

Skyline: 0.00
Vegetation: 1.67
Horizon/Ridgetops: 1.83
Water: 1.17
Focal Features: 1.33
Iconic: 1.33
Depth: 1.17
Scope: 0.50



View from SW Gibbs pedestrian bridge, looking east



Viewpoint at SW Gibbs pedestrian bridge



View from SW Gibbs pedestrian bridge

Viewpoint Amenities:

- Platform
- Guardrail

Field Notes

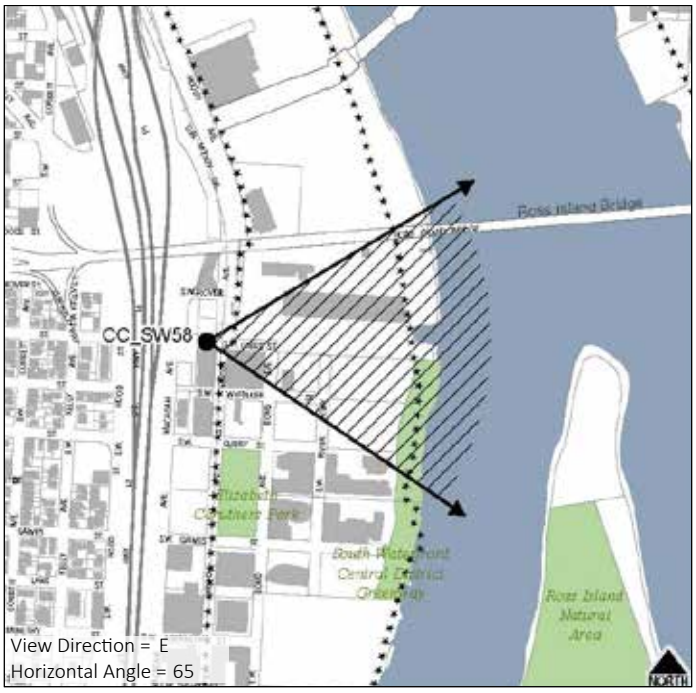
- Many discordant elements in foreground

Access:

- Sidewalk
- Transit Stop

Old SRI ID:

Old Greenway ID:



CCSW58: SW GIBBS STREET PEDESTRIAN BRIDGE, LOOKING SOUTH SOUTHEAST



SCORE: 5.2 **TIER:** II

This view looks south towards 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
Secondary Focal Feature(s): South 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 pedestrian bridge, looking SSE



Viewpoint at SW Gibbs pedestrian bridge



View from SW Gibbs pedestrian bridge

Viewpoint Amenities:

- Platform
- Guardrail

Field Notes

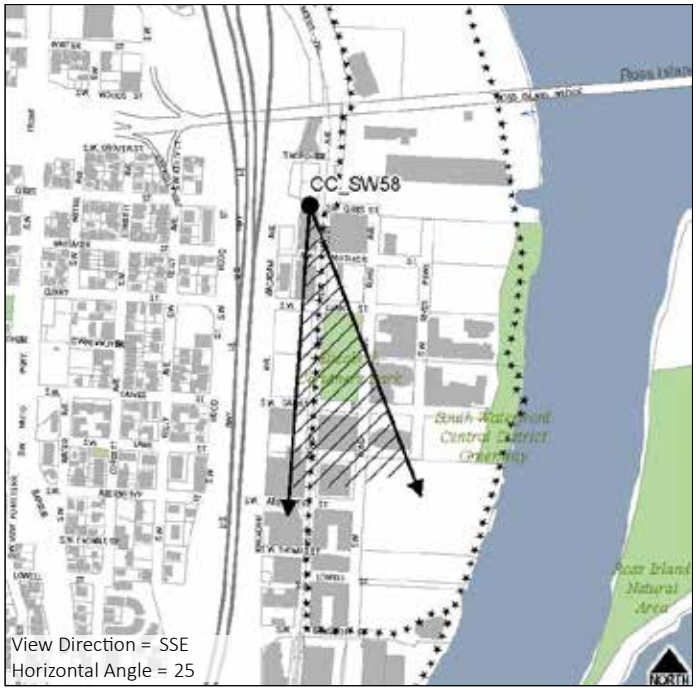
- Development constrains view on the left and partially obscures view of Caruthers Park

Access:

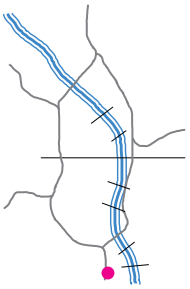
- Sidewalk
- Transit Stop

Old SRI ID:

Old Greenway ID:



CCSW58: SW GIBBS STREET PEDESTRIAN BRIDGE, LOOKING NORTH NORTHEAST



SCORE: 3.8 **TIER:** III

This view looks out towards the Ross Island Bridge and Tilikum Crossing. The Willamette River 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 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

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 pedestrian bridge, looking NNE



Viewpoint at SW Gibbs pedestrian bridge

Viewpoint Amenities:

- Platform
- Guardrail

Field Notes

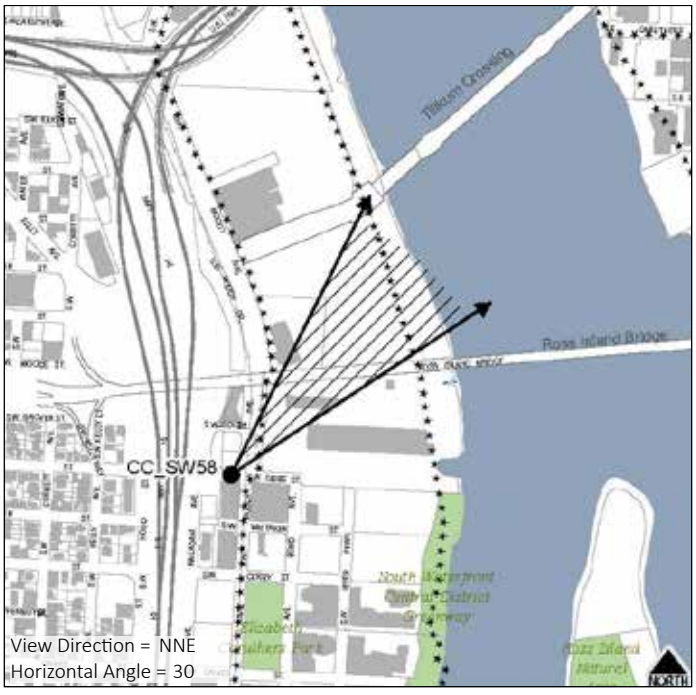
- Many discordant elements in the foreground

Access:

- Sidewalk
- Transit Stop

Old SRI ID:

Old Greenway ID:



CCSW58: SW GIBBS STREET PEDESTRIAN BRIDGE, LOOKING WEST



SCORE: 5.7 **TIER:** II

This view looks up towards Oregon Health and Science University and the southwest 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 towards 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): OHSU Hill
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 pedestrian bridge, looking west



Viewpoint at SW Gibbs pedestrian bridge

Viewpoint Amenities:

- Platform
- Guardrail

Field Notes

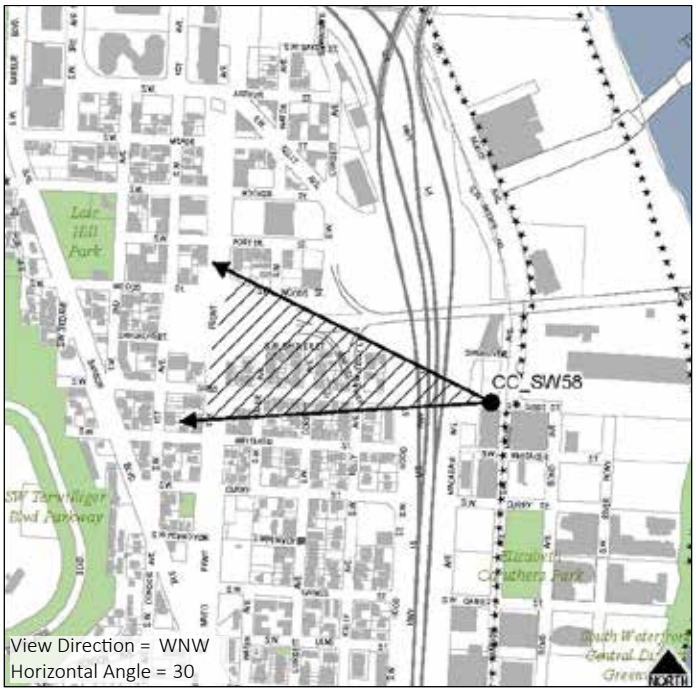
- Elevator constrains view on the left

Access:

- Sidewalk
- Transit Stop

Old SRI ID:

Old Greenway ID:



CCSW59: PLACEHOLDER FOR GREENWAY TRAIL AT ZIDELL BARGE LAUNCH (INACCESSIBLE)

GROUP:



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:

Field Notes

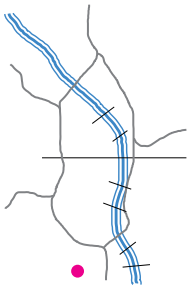
Access:

Old SRI ID:

Old Greenway ID:

View Direction =
Horizontal Angle =

CCSW60: OHSU TRAM, SOUTH PLATFORM



SCORE: 10.0 **TIER:** I

The view from the south platform at the top of the Oregon Health and Science University tram 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 downtown skyline, the Convention Center spires, and the Lloyd District. The view is framed on the left by the tram platform structure and on the right by vegetation. Compared to the view from the north platform, this view includes the downtown skyline. The tram cables create a strong linear element that draws the viewer's eye down towards 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
Secondary Focal Feature(s): Tilikum Crossing, Mt. Adams, Mt. Tabor, Eastern Foothills, Willamette River, South Waterfront, Downtown Skyline

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 OHSU Tram south platform



View of Mt. Hood from OHSU Tram south platform

Viewpoint Amenities:

- Platform
- Guardrail

Field Notes

- Very tall building downtown or in Lloyd District could potentially block view of Mt. St. Helens
- At top of tram but difficult to access otherwise
- Some of the best view of Mt. St. Helens from Portland are from OHSU

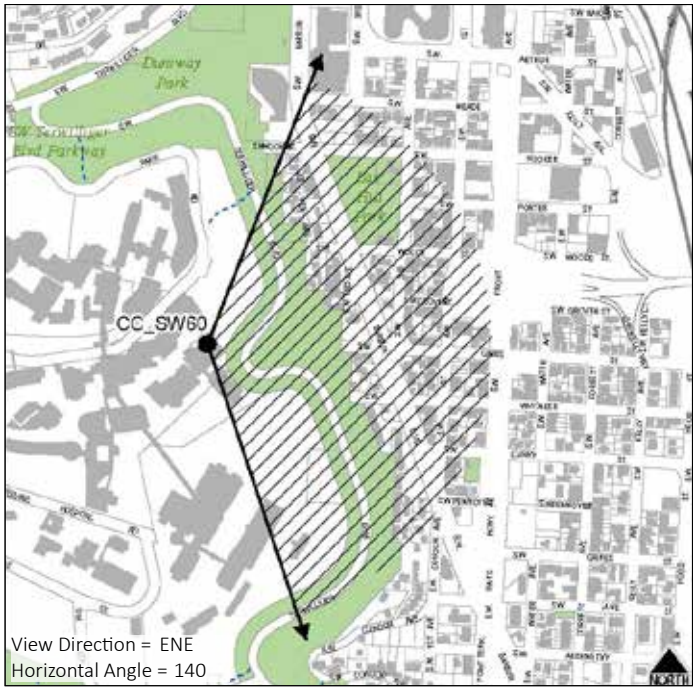
Access:

- Tram

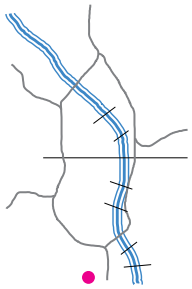
Old SRI ID:

Old Greenway ID:





CCSW61: SW TERWILLIGER BLVD, SOUTH OF SW CAMPUS DRIVE



SCORE: 9.5 **TIER:** I

This view from SW Terwilliger Boulevard includes a view of the downtown skyline, Willamette River, Convention Center spires, Lloyd District, foothills, and the Hawthorne, Morrison, and Burnside Bridges. While having some vegetation present contributes to the scenic quality of the view, the degree of overgrown vegetation significantly constrains this view. Vegetation maintenance could open up the view, potentially resulting in a wider, panoramic view. This viewpoint is highly accessible and located on a developed pull-out from the road.

Primary Focal Feature(s): Downtown Skyline
Secondary Focal Feature(s): Willamette River

RANKINGS

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

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 Blvd south of SW Campus Drive



Viewpoint at SW Terwilliger Blvd south of SW Campus Drive



Historic view from SW Terwilliger Blvd south of SW Campus Drive

Viewpoint Amenities:

- Pull-out

Field Notes

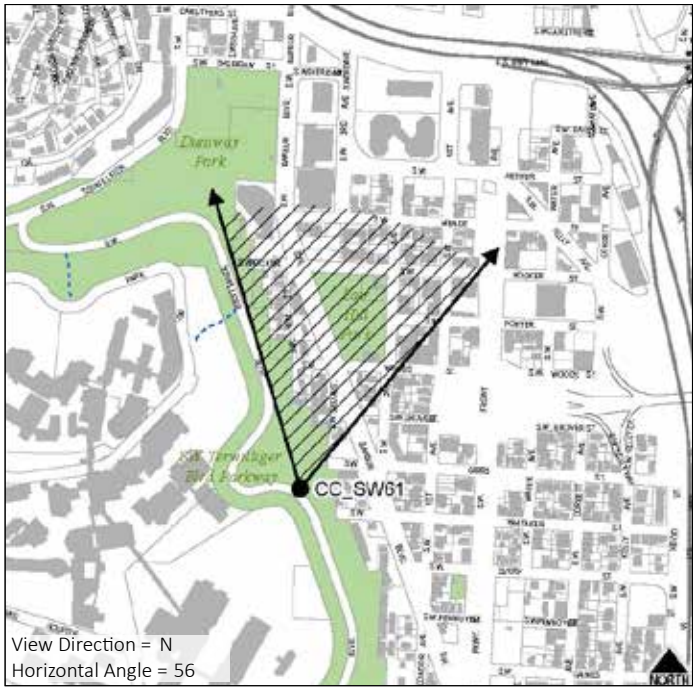
- Historic views from SW Terwilliger Blvd include views of Mt. St. Helens
- Overgrown vegetation encroaches on view from all sides; vegetation maintenance could open up view

Access:

- Street/Auto
- Bike Lane
- Sidewalk
- Transit Stop
- Adjacent Parking

Old SRI ID:

Old Greenway ID:



CCSW62: TERWILLIGER NORTH OF CONDOR



SCORE: 9.5 **TIER:** I

This view from SW Terwilliger Boulevard offers an overlook of South Waterfront, the Willamette River, the inner Southeast, and the eastern foothills. Tilikum Crossing and the Marquam Bridge 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 maintenance could potentially reveal Mt. Hood, which can be seen from Terwilliger Boulevard in historic photos. There is an automobile pull-out from the road and parking adjacent to this viewpoint.

Primary Focal Feature(s): South Waterfront
Secondary Focal Feature(s): Eastern Foothills, Tilikum Crossing, Willamette River

RANKINGS

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

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 Blvd north of SW Condor



Viewpoint at SW Terwilliger Blvd north of SW Condor



Historic view from SW Terwilliger Blvd north of SW Condor

Viewpoint Amenities:

- Pull-out

Field Notes

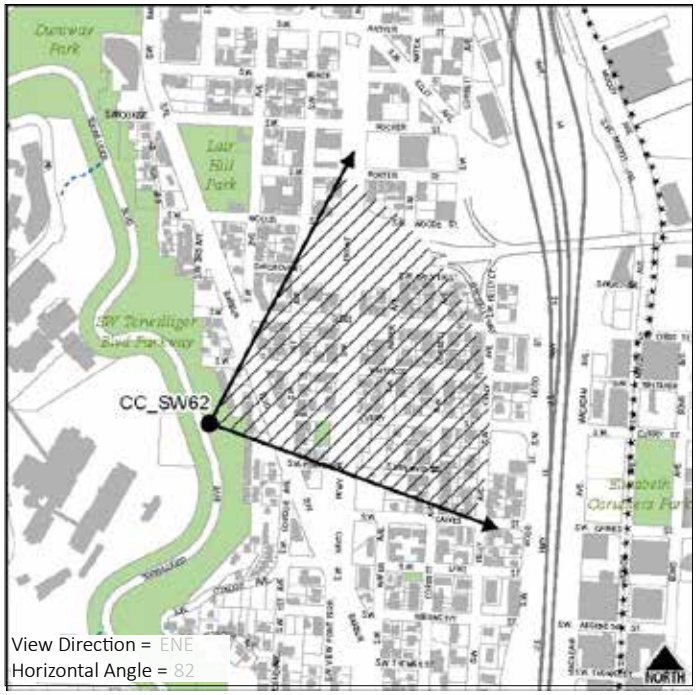
- Overgrown vegetation encroaching on view from bottom and sides; vegetation maintenance could open up view

Access:

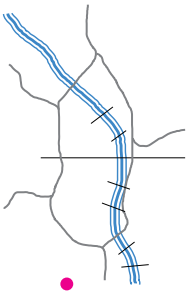
- Street/Auto
- Bike Lane
- Sidewalk
- Adjacent Parking

Old SRI ID: VP31-29

Old Greenway ID:



CCSW63: VETERAN'S HOSPITAL/OHSU SKY BRIDGE



SCORE: N/A **TIER:** I

Located in the skybridge that connects Veteran's Memorial Hospital with Oregon Health and Science 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, South Waterfront, and the Hawthorne, Morrison, and Burnside Bridges.

Primary Focal Feature(s): Mt. St. Helens, Downtown Skyline, Lloyd District
Secondary Focal Feature(s): Willamette River, Hawthorne Bridge, Morrison Bridge, Eastern Foothills, Convention Center Spires

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 views: 3 distance zones, focal points, natural vegetation, high elevation viewpoint, & foreground free of discordance.



Unable to take a picture of the viewpoint due to concern for patient confidentiality.



Viewpoint Amenities:

- None

Field Notes

- Significant glare from window of sky bridge
- Overgrown vegetation encroaches on panoramic view from the right; vegetation maintenance could open view up and expand panorama
- Very difficult to access; marginally public

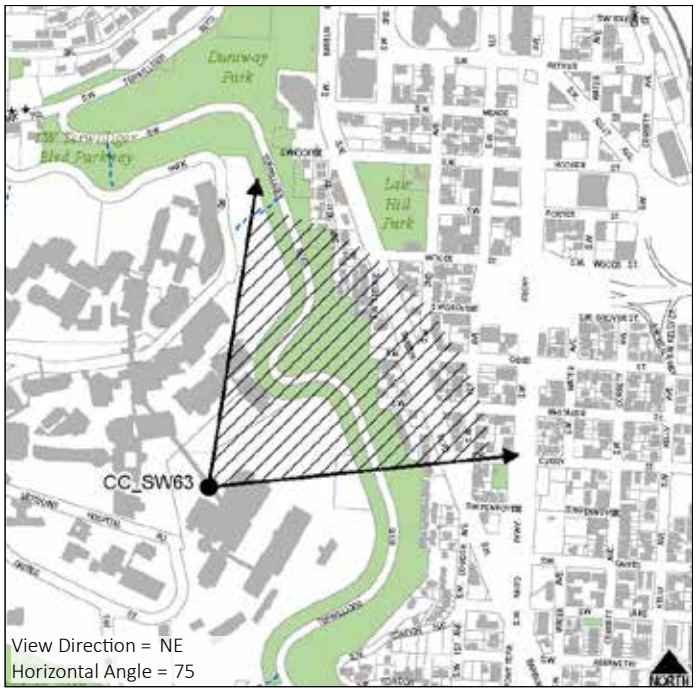
Access:

- Sky bridge

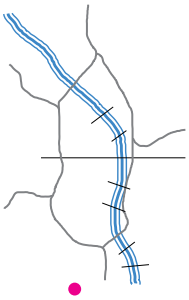


Old SRI ID: VM31-21

Old Greenway ID:



CCSW64: VETERAN'S HOSPITAL, 9TH FLOOR



SCORE: N/A **TIER:**

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



Unable to take a picture of the viewpoint due to concern for patient confidentiality.



Viewpoint Amenities:

- None

Field Notes

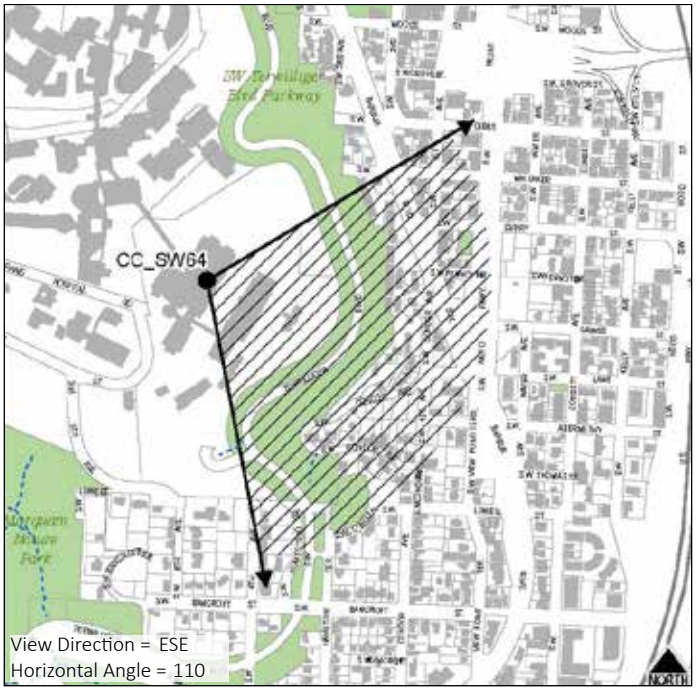
Access:

- Elevator

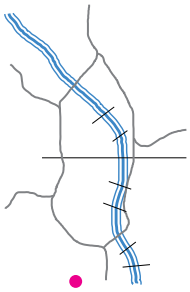


Old SRI ID: VM31-26

Old Greenway ID:



CCSW65: SW TERWILLIGER NORTH OF CONDOR, LOOKING NORTH



SCORE: 6.2 **TIER:** II

Located along the Terwilliger Parkway Scenic Drive, this view is almost entirely blocked by overgrown vegetation. A historic view from this stretch of SW Terwilliger Boulevard included a view of the downtown skyline and Mt. St. Helens. Only a glimpse of the downtown skyline remains. Vegetation maintenance could restore the view. There is an automobile pull-out from the road and parking adjacent to this viewpoint.

Primary Focal Feature(s): Wells Fargo Center
Secondary Focal Feature(s):

RANKINGS

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

Contributing Factors

Skyline: 3.57
Vegetation: 0.29
Horizon/Ridgetops: 0.00
Water: 0.00
Focal Features: 4.00
Iconic: 3.57
Depth: 3.00
Scope: 1.71



View from SW Terwilliger Blvd north of SW Condor



Viewpoint at SW Terwilliger Blvd north of SW Condor



Historic view from SW Terwilliger Blvd north of SW Condor

Viewpoint Amenities:

- Pull-out

Field Notes

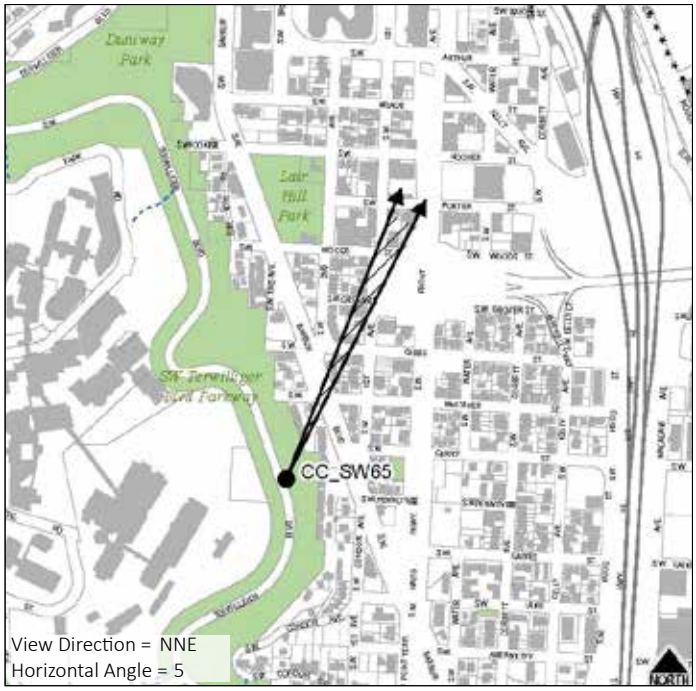
- Historic photos from Terwilliger show skyline and mountains
- Overgrown vegetation almost completely blocks this view; vegetation maintenance could open up the view

Access:

- Street/Auto
- Bike Lane
- Sidewalk
- Adjacent Parking

Old SRI ID:

Old Greenway ID:



CCSW66: GREENWAY TRAIL AT SW CURRY ST



GROUP: A

This viewpoint was not fully accessible during the inventory due to construction; a representative photo was taken. Once completed, this will be a developed viewpoint at the end of SW Curry Street with views of the Willamette River, Ross Island, and Ross Island Bridge. Along with two other South Waterfront Greenway Trail views, this view of the Willamette River from the Central City is more natural with less developed elements.

Primary Focal Feature(s): Willamette River, Ross Island, Ross Island Bridge
Secondary Focal Feature(s):

RANKINGS

Universal Scenic Quality: Extrapolated

Access to Viewpoint: 0.5

Developed as a Viewpoint: 1

Use as a Viewpoint: 0.5

Contributing Factors

Shares characteristics with high rated river views: natural vegetation, focal bridge, panoramic view



View from Greenway Trail at SW Curry St



Viewpoint at Greenway Trail at SW Curry St



View from Greenway Trail at SW Curry St

Viewpoint Amenities:

- Viewpoint under construction

Field Notes

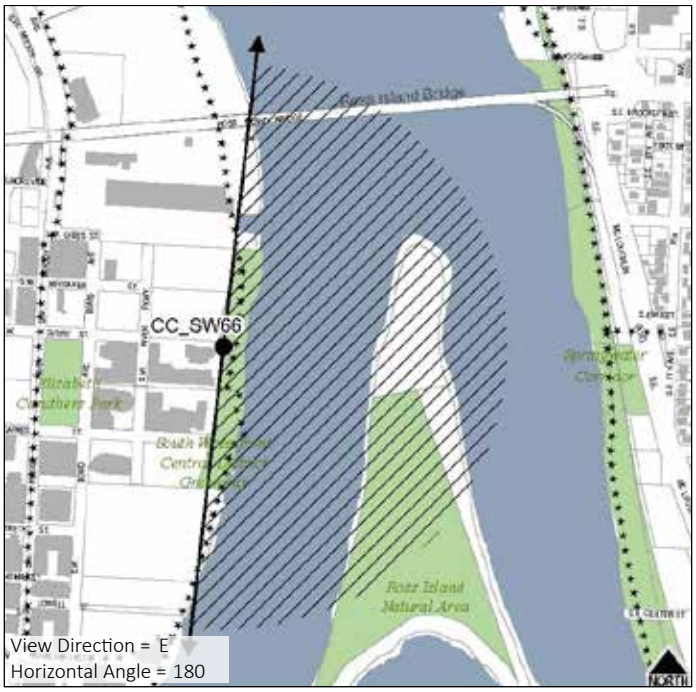
- South Greenway Trail under construction

Access:

- Formal Trail

Old SRI ID:

Old Greenway ID:



CCSW67: CARUTHERS PARK - SW BOND AND PENNOYER



SCORE: 5.3 **TIER:** II

This view looks up at the Oregon Health and Science University from Caruthers Park. Vegetation, both in the foreground and up on the hills, contributes to the scenic qualities 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): OHSU Hill
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 and SW Pennoyer

Viewpoint Amenities:

- None

Field Notes

- Park has amenities but view is from street

Access:

- Street/Auto
- Bike Lane
- Sidewalk
- Adjacent Parking

Old SRI ID:

Old Greenway ID:



CCSW68: GREENWAY TRAIL AT SW PENNOYER ST



GROUP: A

This viewpoint was not fully accessible during the inventory due to construction; a representative photo was taken. Once completed, this will be a developed viewpoint at the end of SW Pennoyer Street with views of the Willamette River, Ross Island, and Ross Island Bridge. Along with two other South Waterfront Greenway Trail views, this view of the Willamette River from the Central City is more natural with less developed elements.

Primary Focal Feature(s): Willamette River, Ross Island, Ross Island Bridge
Secondary Focal Feature(s):

RANKINGS

Universal Scenic Quality: Extrapolated

Access to Viewpoint: 0.5

Developed as a Viewpoint: 1

Use as a Viewpoint: 0.5

Contributing Factors

Shares characteristics with high rated river views: natural vegetation, focal bridge, panoramic view



View from Greenway Trail at SW Pennoyer St



Viewpoint along Greenway Trail at SW Pennoyer St



View from Greenway Trail at SW Pennoyer St

Viewpoint Amenities:

- Viewpoint under construction

Field Notes

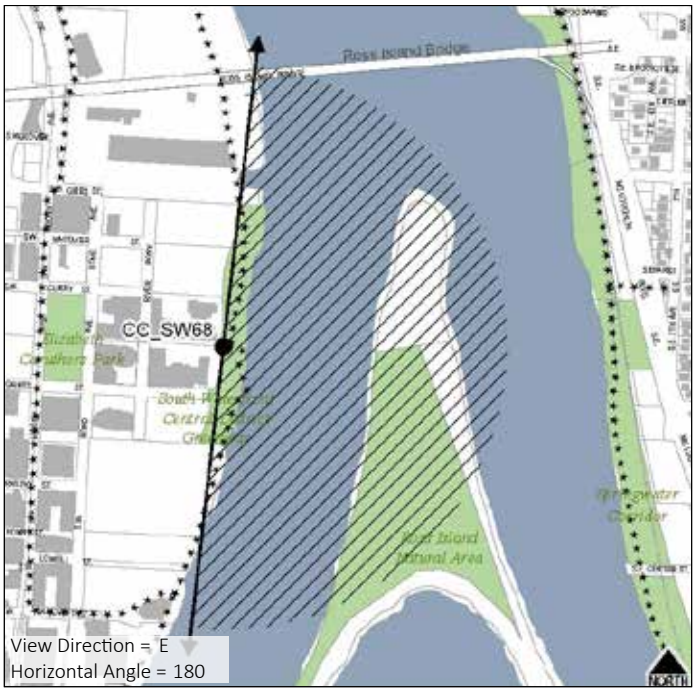
- South Greenway Trail under construction

Access:

- Formal Trail

Old SRI ID:

Old Greenway ID:



CCSW69: GREENWAY TRAIL AT SW GAINES



GROUP: A

This viewpoint was not fully accessible during the inventory due to construction; a representative photo was taken. Once completed, this will be a developed viewpoint at the end of SW Gaines Street with views of the Willamette River, Ross Island, and Ross Island Bridge. Along with two other South Waterfront Greenway Trail views, this view of the Willamette River from the Central City is more natural with less developed elements.

Primary Focal Feature(s): Willamette River, Ross Island, Ross Island Bridge
Secondary Focal Feature(s):

RANKINGS

Universal Scenic Quality: Extrapolated

Access to Viewpoint: 0.5

Developed as a Viewpoint: 1

Use as a Viewpoint: 0.5

Contributing Factors

Shares characteristics with high rated river views: natural vegetation, focal bridge, panoramic view



View from Greenway Trail at SW Gaines



Viewpoint at Greenway Trail at SW Gaines



View from Greenway Trail at SW Gaines

Viewpoint Amenities:

- Viewpoint under construction

Field Notes

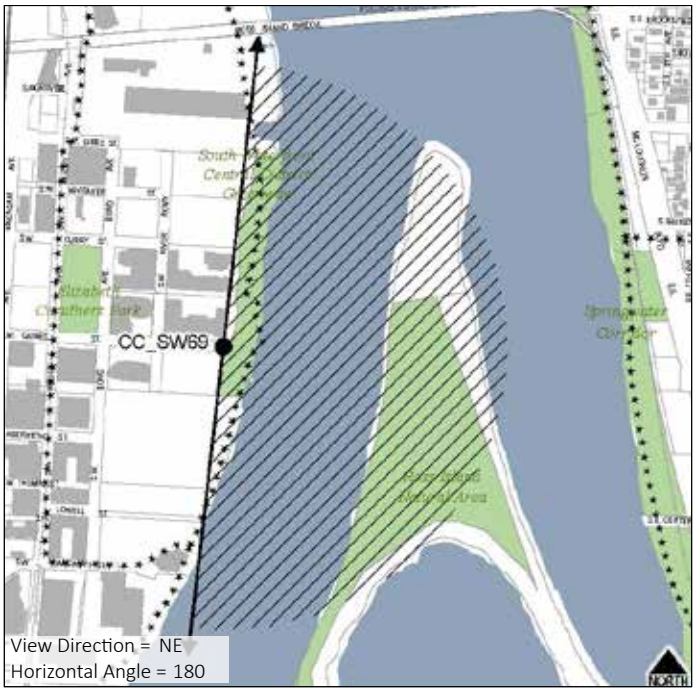
- South Waterfront Greenway Trail under construction

Access:

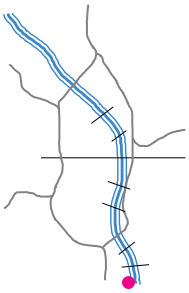
- Formal Trail

Old SRI ID:

Old Greenway ID:



CCSW70: GREENWAY TRAIL AT SW BANCROFT ST



GROUP: A

This view is primarily natural in character and looks up the Willamette River (south) towards the Sellwood Bridge. Vegetation on the southern hills, Ross Island, and in the immediate foreground contributes positively to the scenic quality of this view. 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, South Hills
Secondary Focal Feature(s):

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



View from Greenway Trail at SW Bancroft



Viewpoint along Greenway Trail at SW Bancroft

Viewpoint Amenities:

- Benches

Field Notes

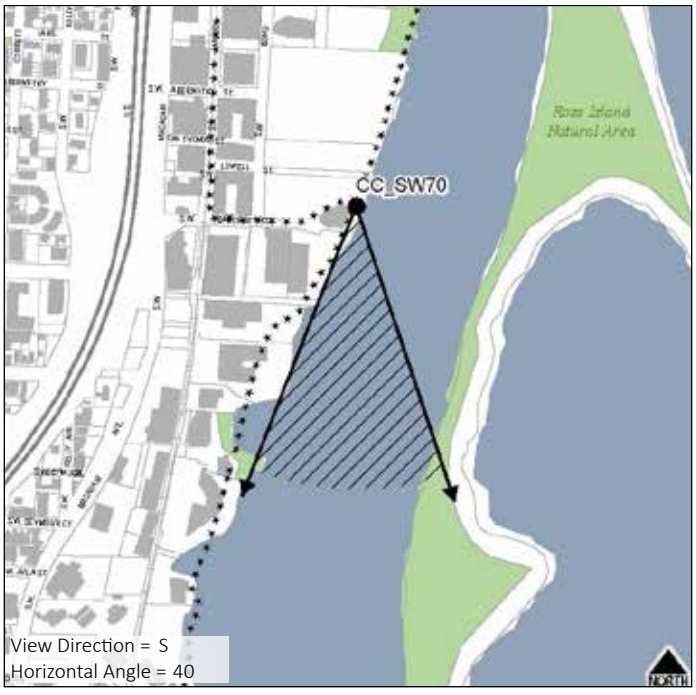
- Gap in the Greenway trail just north of this viewpoint

Access:

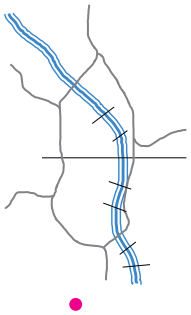
- Formal Trail

Old SRI ID:

Old Greenway ID: CCPV2



CCSW71: SW BANCROFT AND HAMILTON



SCORE: 5.7 **TIER:** II

This viewpoint is located on the Terwilliger Parkway Scenic Drive; however, the view from Terwilliger is completely blocked by overgrown vegetation. A representative photo was taken from SW Bancroft and SW Hamilton, directly below the existing viewpoint on Terwilliger Blvd. The photo shows that through vegetation maintenance the viewpoint could offer views of Rocky Butte, Mt. Tabor, and the eastern foothills. There is not an automobile pull-out from the road or parking at this point along Terwilliger.

Primary Focal Feature(s): Mt. Tabor
Secondary Focal Feature(s): 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 Bancroft and SW Hamilton Terrace



Viewpoint at SW Terwilliger Blvd and SW Bancroft



View from SW Terwilliger Blvd and SW Bancroft

Viewpoint Amenities:

- None

Field Notes

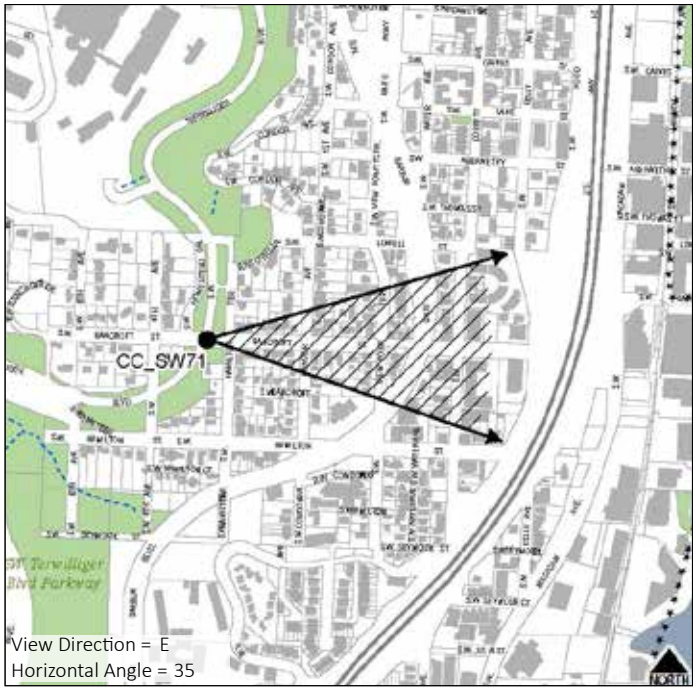
- View from original viewpoint on SW Terwilliger Blvd is almost completely blocked by vegetation and powerlines
- Viewpoint moved below to SW Bancroft and Hamilton for representative of historic view from Terwilliger
- No pull-out along this section of SW Terwilliger Blvd

Access:

- Street/Auto
- Bike Lane
- Sidewalk
- Transit Stop

Old SRI ID:

Old Greenway ID:

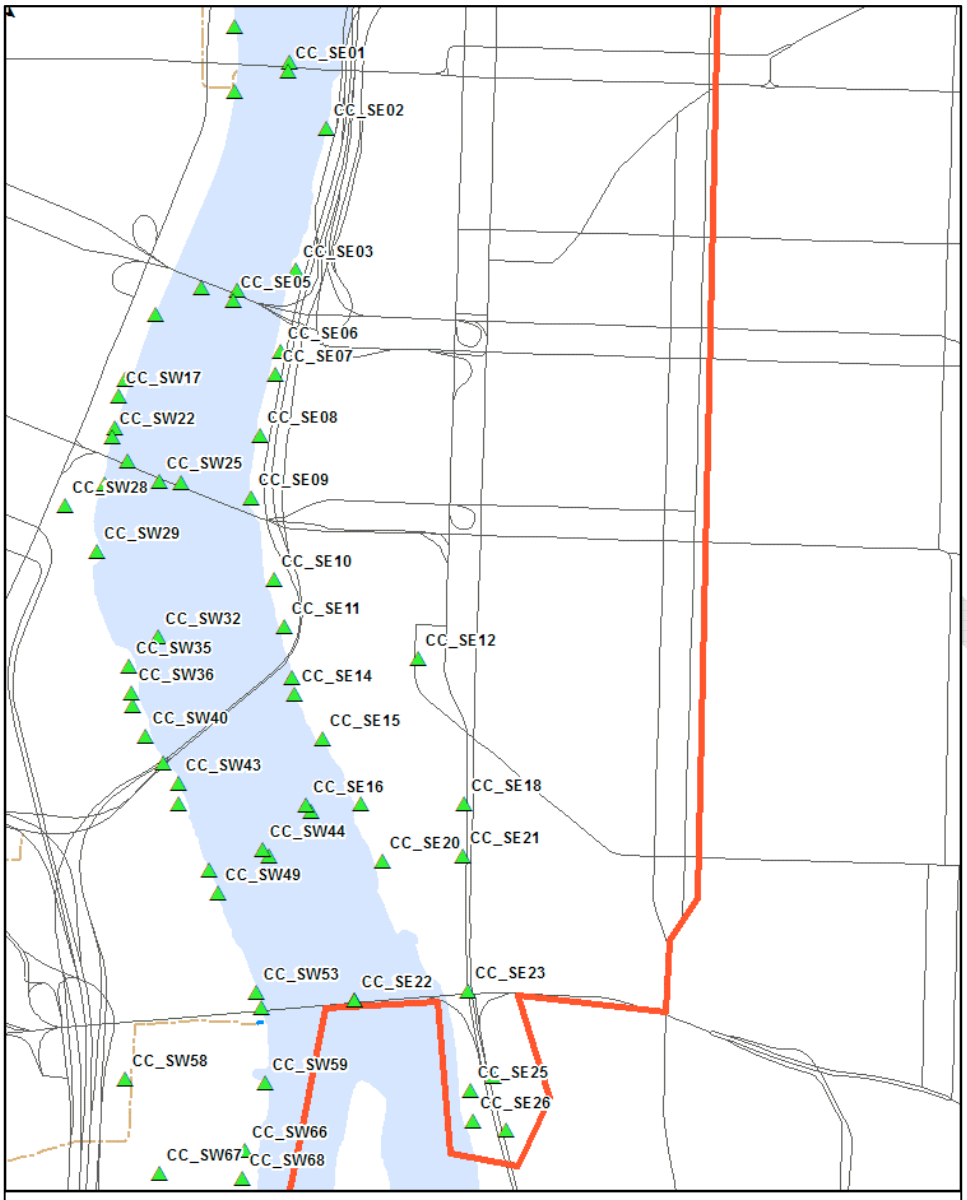


View Direction = E
Horizontal Angle = 35

3.e Southeast

There are 27 viewpoints in the northwest quadrant of the Scenic Resources Inventory for the Central City. The viewpoints are numbered within the quadrant starting in the northwest and progressing left to right from Burnside south to SE Haig St.

DRAFT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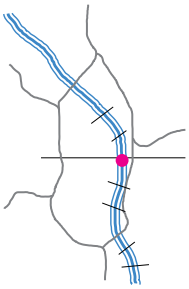
CC_SW67
CC_SW68
Map 8: Viewpoints in Southeast
Viewpoints
Scenic Resources Boundary
City of Portland
Updated 12-15-14

CCSE01: BURNSIDE BRIDGE, SOUTH SIDE, CENTER



GROUP: B

This view from the south side of the Burnside Bridge looks up (south) the Willamette River towards 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 southwest hills and west hills in the background. The US Bancorp building 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

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:

- None in center but two bumpouts on north side east and west of center

Field Notes

- Two small pedestrian bumpouts adjacent to towers on south side, though this view is taken from the center of the bridge

Access:

- Street/Auto
- Bike Lane
- Sidewalk

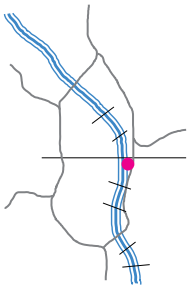
Old SRI ID:

Old Greenway ID: CCPV23





CCSE02: EASTBANK ESPLANADE, SOUTH OF BURNSIDE BRIDGE



GROUP: B

This view across the Willamette River centers on the US Bancorp building. The Burnside Bridge and White Stag sign can be seen to the right, with the downtown skyline, Morrison and Hawthorne Bridges, and southwest 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, US Bancorp Building, 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



White Stag sign from Eastbank Esplanade south of Burnside Bridge

Viewpoint Amenities:

- Platform
- Benches
- Guardrail

Field Notes

- This section of the Eastbank Esplanade is difficult to access from the east

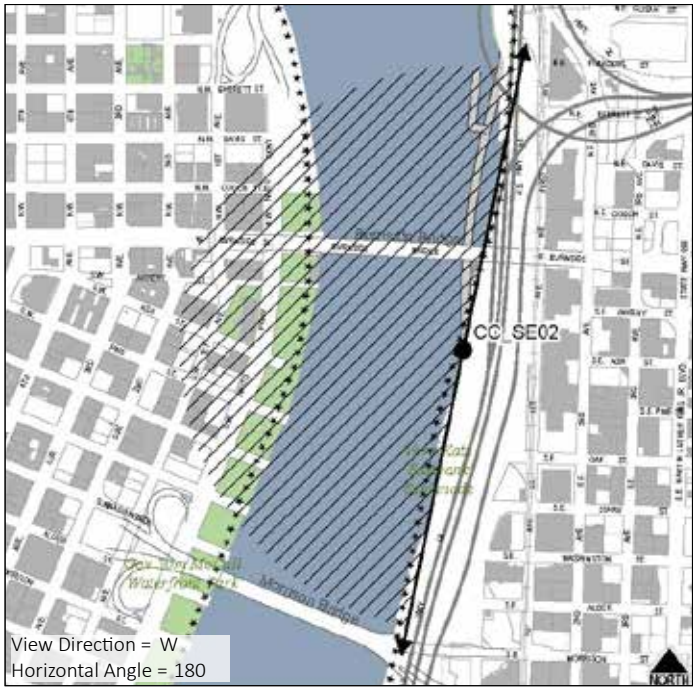
Access:

- Formal Trail

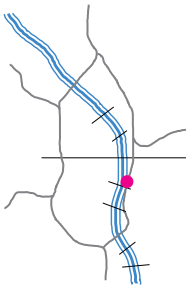
Old SRI ID: VB24-27

Old Greenway ID:





CCSE03: EASTBANK ESPLANADE VIEWPOINT NORTH OF MORRISON BRIDGE



GROUP: B

This view looks across the Willamette River to Waterfront Park and the downtown skyline. The US Bancorp building is a particularly prominent feature. The Steel Bridge is visible to the right and the Morrison Bridge to the left. There are partial views of the Hawthorne Bridge and southwest 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. The viewing area has many benches and offers a safe and accessible place to pull of the trail and take in the view. This section of the Esplanade receives a fair amount of commuter and recreation bicycle and pedestrian traffic.

Primary Focal Feature(s): Willamette River, US Bancorp Building, Morrison Bridge
Secondary Focal Feature(s): Downtown Skyline, 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
Focal Features: 3.57
Vegetation: 2.71
Iconic: 5.43
Horizon/Ridgetops: 1.57
Water: 3.71



View from Eastbank Esplanade north of Morrison Bridge



Viewpoint along Eastbank Esplanade north of Morrison Bridge



View from Eastbank Esplanade north of Morrison Bridge

Viewpoint Amenities:

- Platform
- Benches
- Guardrail

Field Notes

- Very large viewing platform with two viewpoints that extend outward over river on either end of arced platform
- Overgrown vegetation beginning to encroach on view; vegetation maintenance could open up view

Access:

- Formal Trail

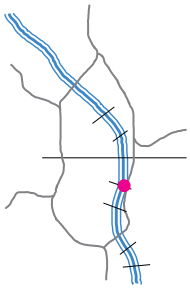
Old SRI ID:

Old Greenway ID:





CCSE04: MORRISON BRIDGE, NORTH SIDE, EAST BUMPOUT



GROUP: B

This view looks down (north) the Willamette River towards 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 US Bancorp building. 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, from which this view was taken. 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.

Primary Focal Feature(s): Willamette River, US Bancorp Building
Secondary Focal Feature(s): Convention Center Spires, Steel Bridge, Burnside Bridge

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 bumpout



Viewpoint on Morrison Bridge north side, east bumpout



View from Morrison Bridge north side, east bumpout

Viewpoint Amenities:

- Platform
- Guardrail

Field Notes

- North side has very narrow sidewalk, no separated bike lane, and no guardrail between sidewalk and automobile traffic making it feel unsafe
- Difficult to access north side of bridge

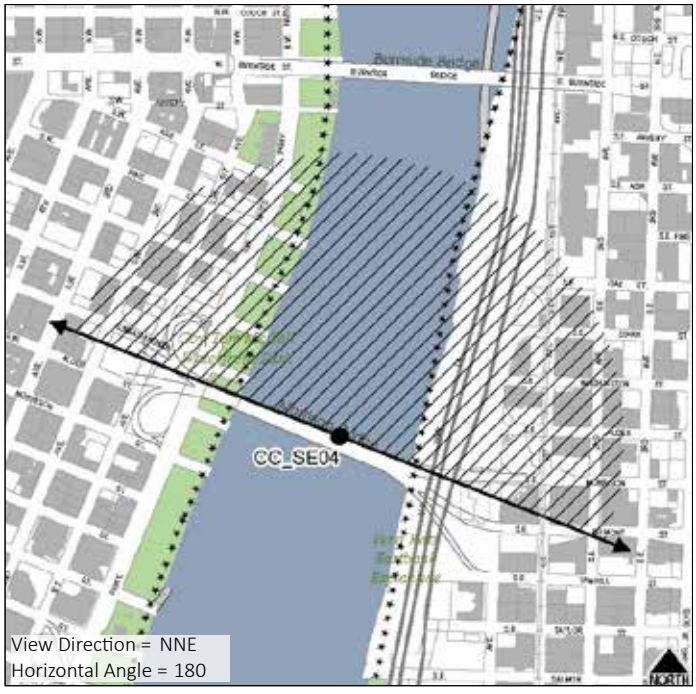
Access:

- Street/Auto
- Sidewalk

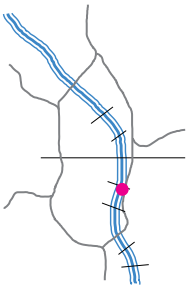
Old SRI ID:

Old Greenway ID: CCPV20





CCSE05: MORRISON BRIDGE, SOUTH SIDE, EAST



GROUP: B

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 southwest 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. 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, Southwest Hills, Marquam Bridge

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 bumpout



Viewpoint on Morrison Bridge south side east bumpout



View from Morrison Bridge south side east bumpout

Viewpoint Amenities:

- Platform
- Lighting
- Guardrail

Field Notes

- Two pedestrian refuges on south side of bridge
- Separated bike lane

Access:

- Street/Auto
- Bike Lane
- Sidewalk

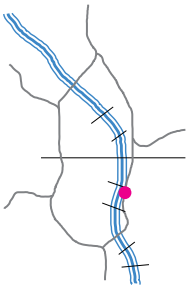
Old SRI ID:

Old Greenway ID:





CCSE06: EASTBANK ESPLANADE JUST SOUTH OF SE BELMONT



GROUP: A

Offering a sweeping view of the Willamette River, downtown skyline, Hawthorne and Morrison Bridges, and southwest hills, this stretch of the Eastbank Esplanade includes a linear seating wall from which the viewer can sit and enjoy the view. Located between the Hawthorne and Morrison Bridges, this stretch is best accessed from 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

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



Viewpoint along Eastbank Esplanade just south of SE Belmont



Historic view from Eastbank Esplanade just south of SE Belmont

Viewpoint Amenities:

- Seating Wall

Field Notes

- Difficult section of the Eastbank Esplanade to access from the east

Access:

- Formal Trail

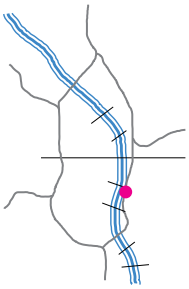


Old SRI ID: VB24-36

Old Greenway ID:



CCSE07: EASTBANK ESPLANADE AT SE YAMHILL



GROUP: A

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 presence of in-water woody structure provides habitat that attracts wildlife and creates bird-watching opportunity. The southwest hill in the distance also contributes to the natural scenic quality of this view.

Primary Focal Feature(s): Willamette River, Downtown Skyline
Secondary Focal Feature(s): Southwest Hills, Hawthorne Bridge, Morrison Bridge

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



Viewpoint at Eastbank Esplanade at SE Yamhill



Historic view from Eastbank Esplanade at SE Yamhill

Viewpoint Amenities:

- Seating Wall

Field Notes

- Difficult section of the Eastbank Esplanade to access from the east

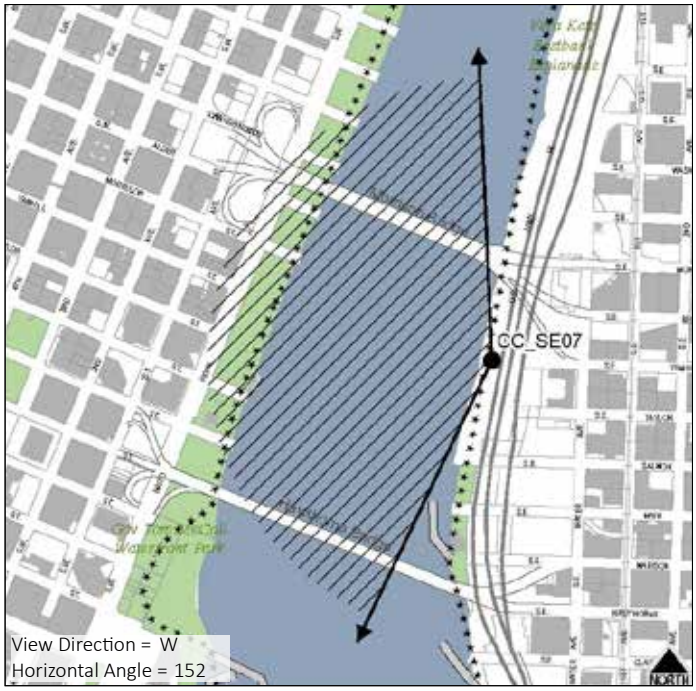
Access:

- Formal Trail

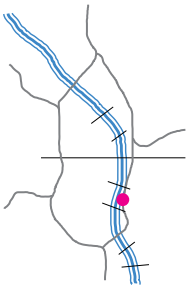


Old SRI ID: VC24-48

Old Greenway ID:



CCSE08: EASTBANK ESPLANADE AT SE SALMON



GROUP: A

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 southwest hills are also visible. The site 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.

Primary Focal Feature(s): Willamette River, Downtown Skyline, Hawthorne Bridge
Secondary Focal Feature(s): Morrison Bridge, Southwest Hills

RANKINGS

Universal Scenic Quality: 7.7

Access to Viewpoint: 1

Developed as a Viewpoint: 1

Use as a Viewpoint: 0.5

Contributing Factors

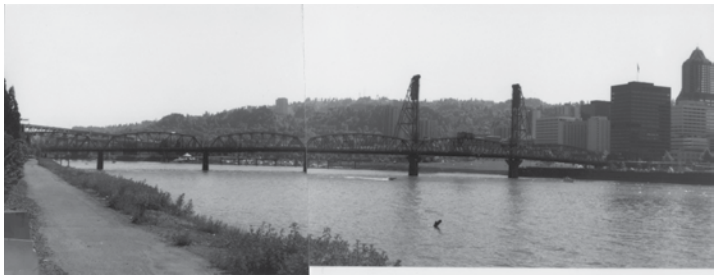
Skyline: 7.86
Vegetation: 4.29
Horizon/Ridgetops: 2.29
Water: 6.43
Focal Features: 5.29
Iconic: 7.43



View from Eastbank Esplanade at SE Salmon



Viewpoint on Eastbank Esplanade at SE Salmon



Historic view from Eastbank Esplanade at SE Salmon

Viewpoint Amenities:

- Platform
- Benches
- Signage
- Guardrail

Access:

- Formal Trail

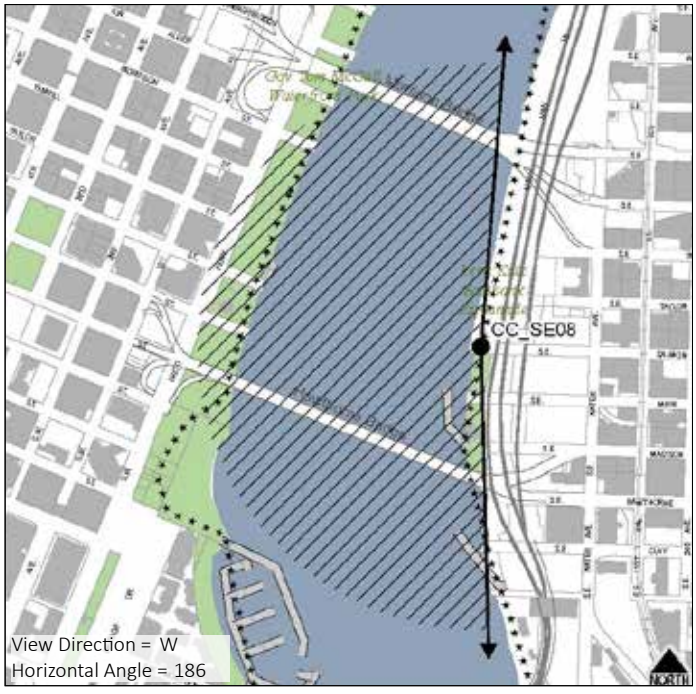
Field Notes

- SE Salmon is one of the few streets that connects the inner SE to the Eastbank Esplanade

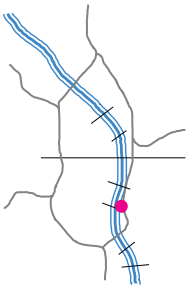
Old SRI ID: VB24-25

Old Greenway ID:





CCSE09: EASTBANK ESPLANADE, JUST NORTH OF HAWTHORNE BRIDGE



GROUP: B

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.

Primary Focal Feature(s): Willamette River, Hawthorne Bridge, Downtown Skyline
Secondary Focal Feature(s): Morrison Bridge, Steel Bridge

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



Entrance to Madison Dock

Viewpoint Amenities:

- Platform
- Benches
- Guardrail

Field Notes

- Just south of Fire Station 21

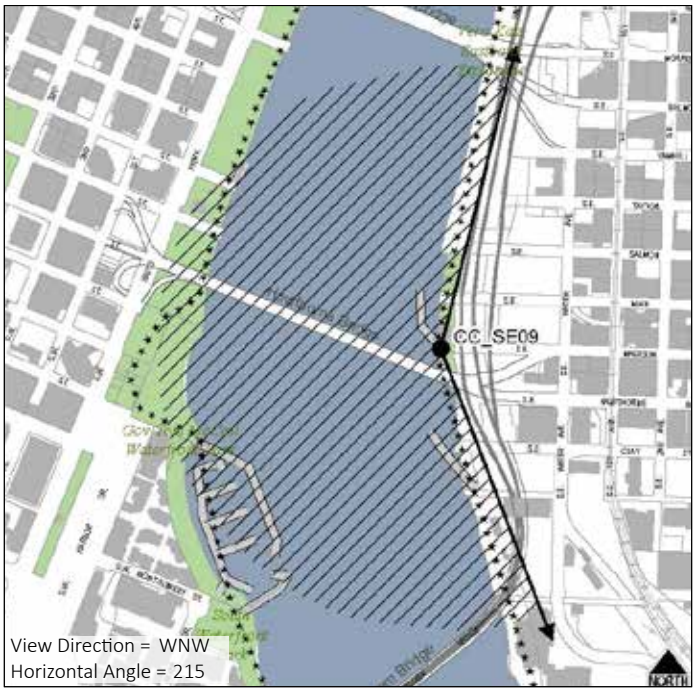
Access:

- Formal Trail

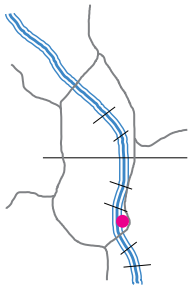
Old SRI ID:

Old Greenway ID: CCPV17





CCSE10: EASTBANK ESPLANADE AT HOLMAN DOCK ACCESS



GROUP: B

Looking out across the Willamette River from the Eastbank Esplanade, this view captures Riverplace Marina, the west hills, and the downtown skyline, including the KOIN Center, the Wells Fargo Center, and the US Bancorp building. The Hawthorne and Marquam Bridges are also visible but both are partially blocked by overgrown vegetation, 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

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 Eastbank Esplanade at Holman Dock



Viewpoint along Eastbank Esplanade at Holman Dock



Signage on Eastbank Esplanade at Holman Dock

Viewpoint Amenities:

- Platform
- Benches

Field Notes

- Overgrown vegetation encroaches on view; vegetation maintenance could open up view

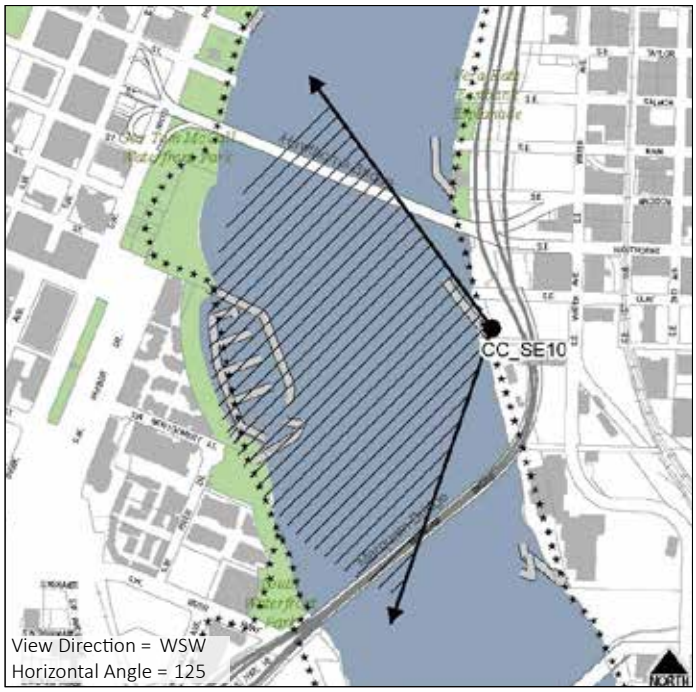
Access:

- Formal Trail
- Adjacent Parking

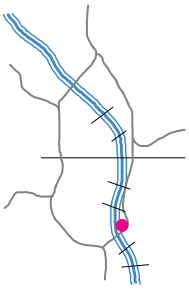
Old SRI ID:

Old Greenway ID: CCPV13





CCSE11: EASTBANK ESPLANADE BETWEEN MARQUAM AND HAWTHORNE BRIDGES



GROUP: B

This view includes the Willamette River, downtown skyline, Riverplace Marina, southwest hills, and the Hawthorne and Marquam Bridges. The viewpoint is located on the section of the Eastbank Esplanade trail 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.

Primary Focal Feature(s): Willamette River, Downtown Skyline, Marquam Bridge
Secondary Focal Feature(s): Southwest Hills, Hawthorne Bridge, Riverplace Marina

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 Eastbank Esplanade between Marquam and Hawthorne Bridges



Viewpoint at Eastbank Esplanade between Marquam and Hawthorne Bridges



Historic view from Eastbank Esplanade between Marquam and Hawthorne Bridges

Viewpoint Amenities:

- None (only the remains of a bench)

Field Notes

- Overgrown vegetation encroaches on view from the right; vegetation maintenance could open up view
- Viewing bench has been vandalized and the seating part is missing

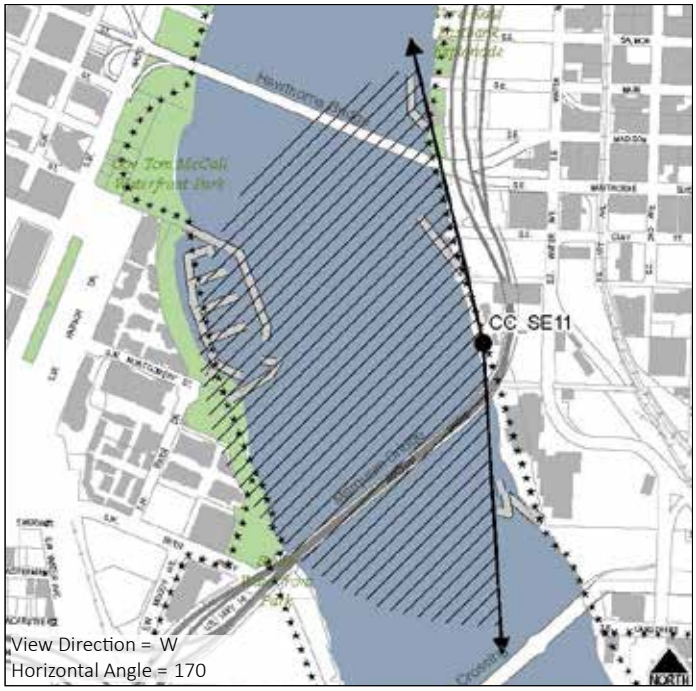
Access:

- Formal Trail

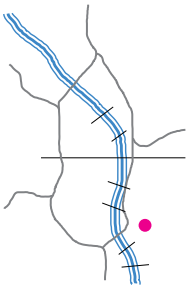
Old SRI ID: VC24-10

Old Greenway ID:





CCSE12: SE STEPHENS ST AND 3RD AVE



SCORE: 2.3 **TIER:** III

The street and parked cars dominate the foreground of this view of Tilikum Crossing, South Waterfront, and the southwest hills. There are many discordant utility lines and a building on the right limits the view on that edge. Overgrown vegetation and fencing with barbed wire encroach on the view of Tilikum Crossing. Vegetation maintenance and removal of the fencing could potentially enhance the view of Tilikum Crossing.

Primary Focal Feature(s): OHSU Hill, 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 Ave



Viewpoint at SE Stephens Street and SE 3rd Ave



View from SE Stephens Street and SE 3rd Ave

Viewpoint Amenities:

- None

Field Notes

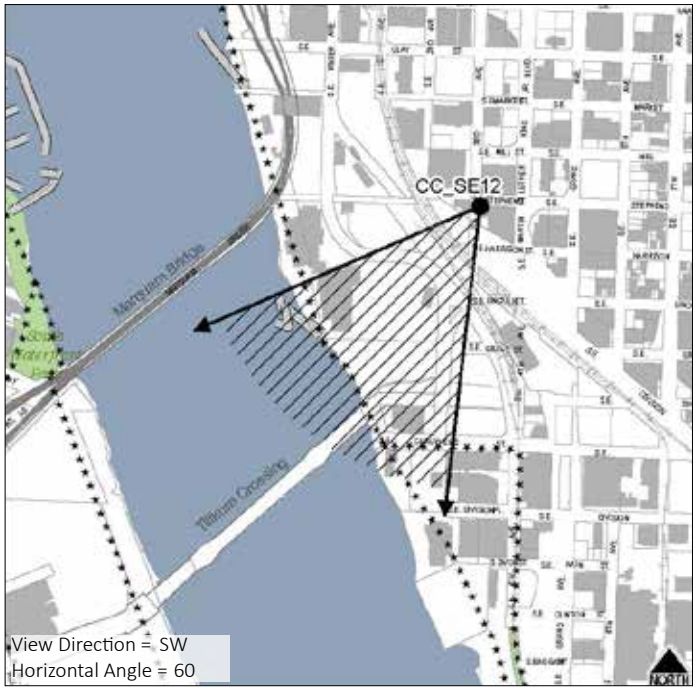
- The fencing around the tow yard across the street is highly discordant

Access:

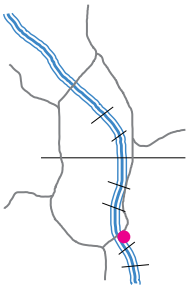
- Street/Auto
- Sidewalk

Old SRI ID: VB24-49

Old Greenway ID:



CCSE13: EASTBANK ESPLANADE OMSI VIEWPOINT, JUST SOUTH OF MARQUAM BRIDGE



GROUP: C

This view, taken from the Eastbank Esplanade, just south of the Marquam Bridge, includes Tilikum Crossing, South Waterfront, the southwest hills, the Willamette River, the underside of the Marquam Bridge, Riverplace Marina, the downtown skyline, Hawthorne Bowl, and the Hawthorne Bridge. The closest Marquam Bridge supports block 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.

Primary Focal Feature(s): Willamette River, Marquam Bridge, Downtown Skyline
Secondary Focal Feature(s): Tilikum Crossing, Southwest Hills

RANKINGS

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

Contributing Factors

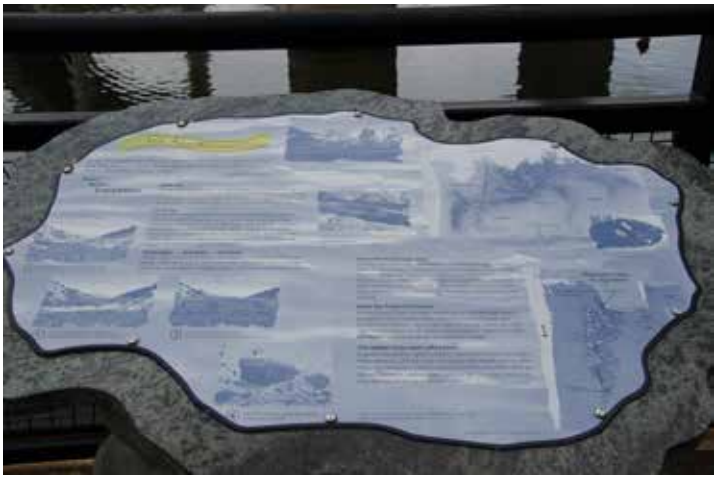
Skyline: 4.00
Vegetation: 1.71
Horizon/Ridgetops: 2.43
Water: 2.71
Focal Features: 3.29
Iconic: 3.86



View from Eastbank Esplanade OMSI viewpoint just south of Marquam Bridge



Viewpoint along Eastbank Esplanade just south of Marquam Bridge



Signage along Eastbank Esplanade just south of Marquam Bridge

Viewpoint Amenities:

- Platform
- Benches
- Signage
- Lighting
- Guardrail

Access:

- Formal Trail

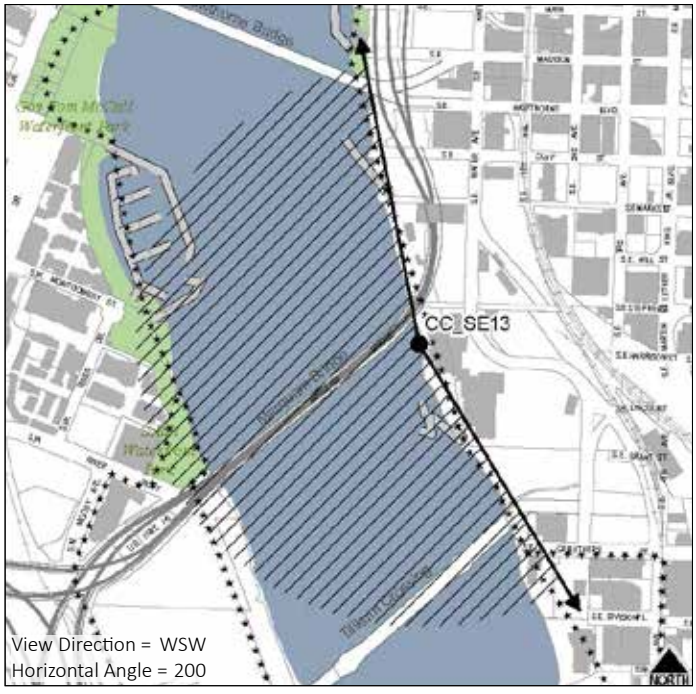
Field Notes

- Marquam Bridge supports are discordant to view of downtown
- Lots of interpretive signage

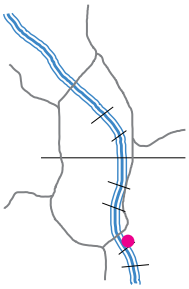
Old SRI ID:

Old Greenway ID: CCPV11





CCSE14: EASTBANK ESPLANADE BETWEEN MARQUAM BRIDGE AND TILIKUM CROSSING



GROUP: B

This developed viewpoint along the Eastbank Esplanade offers views of the Willamette River, Ross Island, Tilikum Crossing, South Waterfront, the OHSU hill, the Marquam Bridge, Riverplace Marina, the downtown skyline, and the Hawthorne Bridge. Because the viewpoint juts out over the water, vegetation along the banks doesn't obscure the view. The viewpoint contains multiple benches and interpretive signs about birds, fish, and native tribes along the river. Though this section of the Eastbank Esplanade 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): OHSU Hill, Downtown Skyline, Hawthorne Bridge

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 Eastbank Esplanade between Marquam Bridge and Tilikum Crossing



Viewpoint along Esplanade between Marquam Bridge and Tilikum Crossing



Signage at VP along Esplanade between Marquam Bridge and Tilikum Crossing

Viewpoint Amenities:

- Platform
- Benches
- Signage
- Guardrail

Access:

- Formal Trail

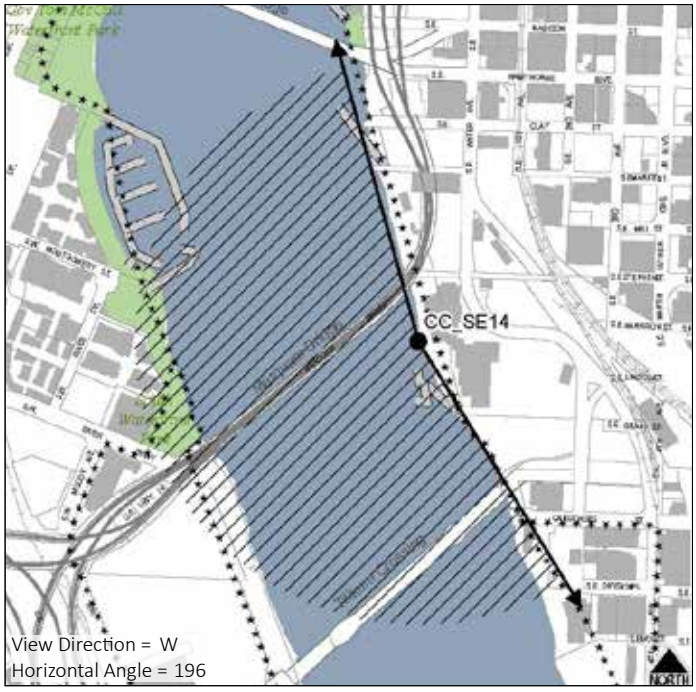
Field Notes

- Lots of interpretive signage
- Marquam Bridge supports partially block view of downtown

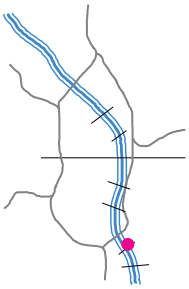
Old SRI ID:

Old Greenway ID:





CCSE15: EASTBANK ESPLANADE BY OMSI THEORY EATERY



GROUP: B

Located at a viewpoint on the Eastbank Esplanade in front of OMSI's Theory Eatery, this view looks out across the Willamette River to the South Waterfront and southwest 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. Overgrown vegetation encroaches on the view from the right and left. Though this section of the Eastbank Esplanade 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 Bridge
Secondary Focal Feature(s): Southwest Hills, Downtown Skyline

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 Eastbank Esplanade by OMSI's Theory Eatery



Viewpoint along Eastbank Esplanade by OMSI's Theory Eatery



Eastbank Esplanade by OMSI's Theory Eatery

Viewpoint Amenities:

- Platform
- Lighting

Field Notes

- Overgrown vegetation encroaching on view from the left; vegetation maintenance could open up view

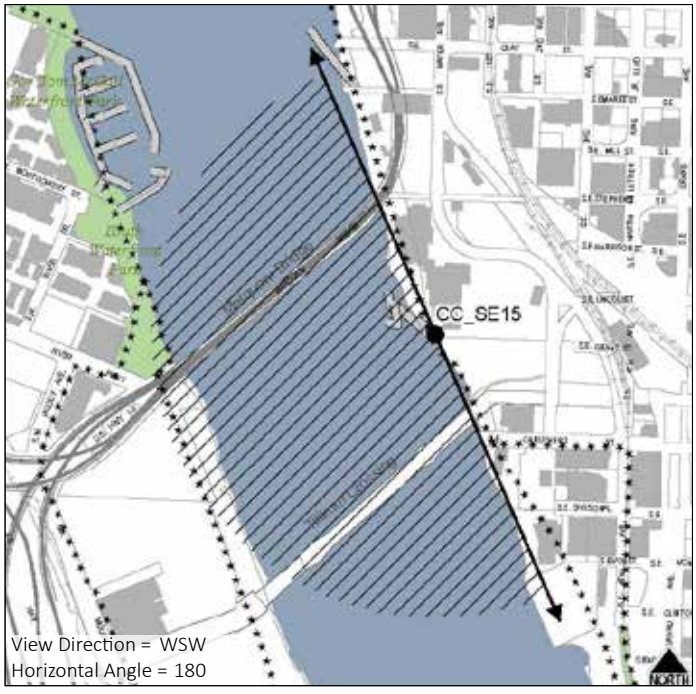
Access:

- Sidewalk
- Formal Trail

Old SRI ID:

Old Greenway ID:





CCSE16: TILIKUM CROSSING, NORTH SIDE, EAST - PLACEHOLDER

GROUP: B



Primary Focal Feature(s): Willamette River, Marquam Bridge, Downtown Skyline
Secondary Focal Feature(s): Southwest Hills

RANKINGS

Universal Scenic Quality: Extrapolated

Access to Viewpoint: 1

Developed as a Viewpoint: 1

Use as a Viewpoint: 0.5

Contributing Factors

Few characteristics with high rated views.



Viewpoint Amenities:
- Pedestrian Bumpout

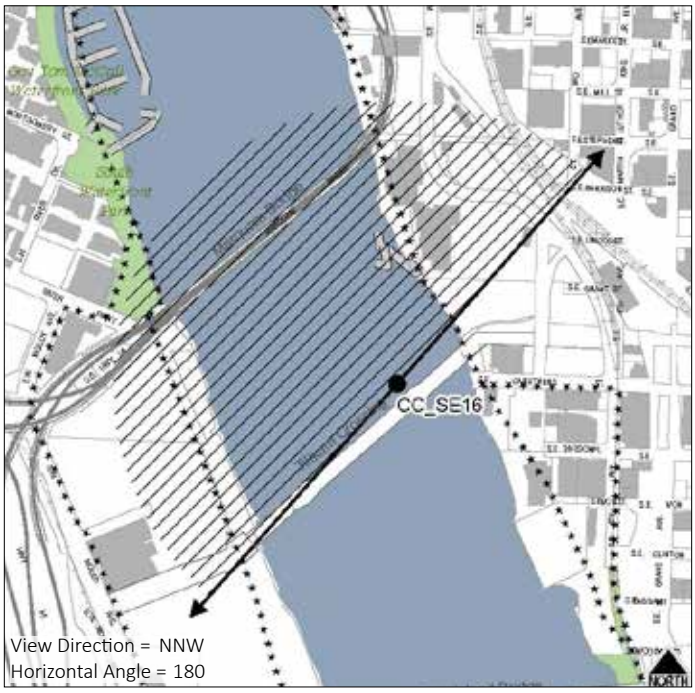
Field Notes
- Bridge under construction; north side inaccessible

Access:
- Bike Lane
- Sidewalk

Old SRI ID:

Old Greenway ID:





CCSE17: SE CARUTHERS AT EASTBANK ESPLANADE



GROUP: B

This close-up view of Tilikum Crossing is taken from the developed viewpoint at the end of Caruthers Street where commuter pedestrian and bicycle traffic from the Eastbank Esplanade is re-routed to SE Water Ave. Though not captured in the photo due to lens constraints, the entirety of the eastern Tilikum Crossing can be seen. The Willamette River, Ross Island Bridge, South Waterfront and southwest hills are also visible. The foreground vegetation is encroaching on the view from the bottom.

Primary Focal Feature(s): Tilikum Crossing, Willamette River
Secondary Focal Feature(s): South Waterfront, Southwest 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 Eastbank Esplanade at SE Caruthers



Viewpoint at Eastbank Esplanade at SE Caruthers



Eastbank Esplanade at SE Caruthers

Viewpoint Amenities:

- Platform
- Benches
- Lighting
- Bike Racks
- Guardrail

Access:

- Street/Auto
- Formal Trail

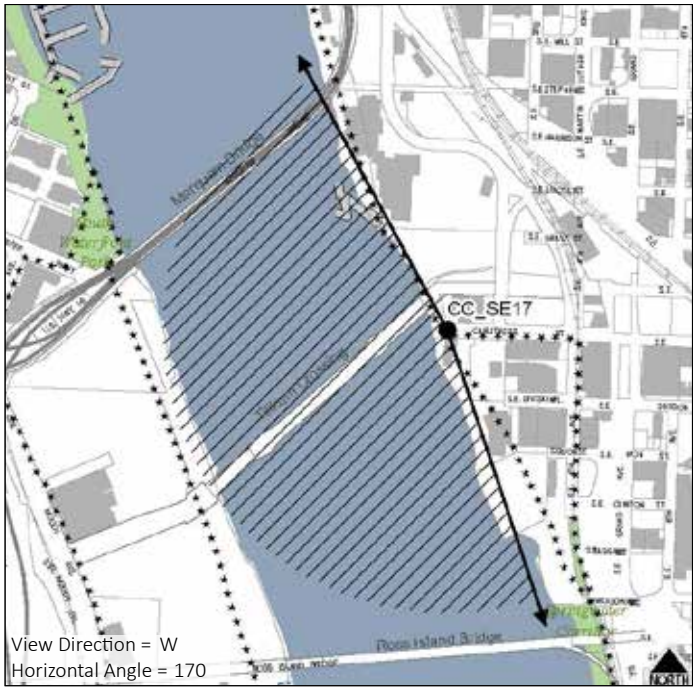
Field Notes

- Overgrown vegetation encroaches on this view from the bottom; vegetation maintenance could open up the view
- Portland Spirit dock structures are discordant to views of South Waterfront and OHSU hill
- Trail does not continue along river to the south; trail is re-routed to SE Water Ave

Old SRI ID:

Old Greenway ID: CCPV8





CCSE18: MLK VIADUCT ABOVE SE CARUTHERS



SCORE: 4.5 **TIER:** III

This view looks down from a developed viewpoint on the Martin Luther King Jr Blvd Viaduct and includes views of Tilikum Crossing, the Marquam Bridge, and the southwest hills. The overhead utility lines, 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 area.

Primary Focal Feature(s): Tilikum Crossing
Secondary Focal Feature(s): Southwest 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



Viewpoint at MLK Viaduct above SE Caruthers



View from MLK Viaduct above SE Caruthers

Viewpoint Amenities:

- Platform
- Signage
- Guardrail

Field Notes

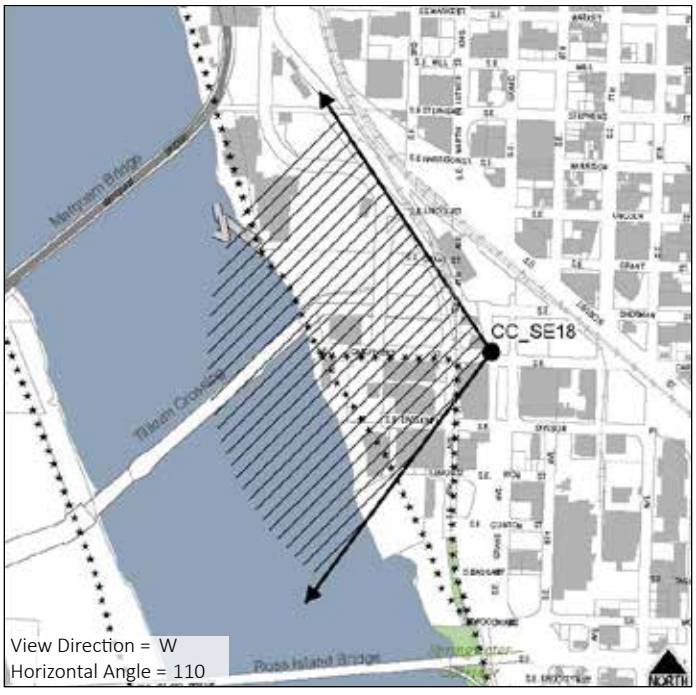
- Many discordant elements in foreground
- Difficult to access

Access:

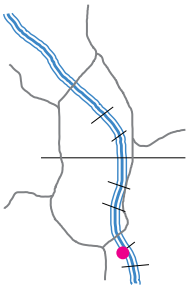
- Sidewalk

Old SRI ID:

Old Greenway ID:



CCSE19: TILIKUM CROSSING, SOUTH SIDE, EAST



GROUP: A

Primary Focal Feature(s): Willamette River, Ross Island Bridge
Secondary Focal Feature(s): Ross Island, Southwest Hills, 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 characteristics with high rated river views

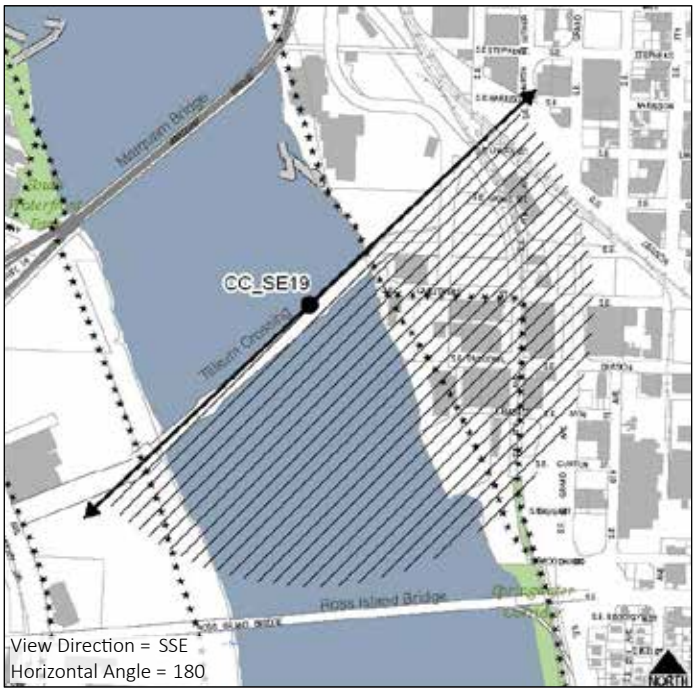
Viewpoint Amenities:
- Pedestrian Bumpout

Field Notes
- Bridge under construction

Access:
- Bike Lane
- Sidewalk

Old SRI ID:

Old Greenway ID:



CCSE20: EASTBANK ESPLANADE IN FRONT OF SK NORTHWEST



GROUP: B

This view of the Willamette River, Ross Island Bridge, Ross Island, South Waterfront, the OHSU hill, and Tilikum Crossing is from an isolated section of the Eastbank Esplanade 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. Overgrown 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, Southwest Hills
Secondary Focal Feature(s): Ross Island

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



View from Eastbank Esplanade at SK Northwest



Viewpoint at Eastbank Esplanade at SK Northwest



End of trail section of Eastbank Esplanade at SK Northwest

Viewpoint Amenities:

- None

Field Notes

- Overgrown vegetation is beginning to encroach on this view from the bottom and right; vegetation maintenance could open up the view
- This section of the Eastbank Esplanade is not connected to the trail on the north or south; it is only accessible from the east during SK Northwest business hours

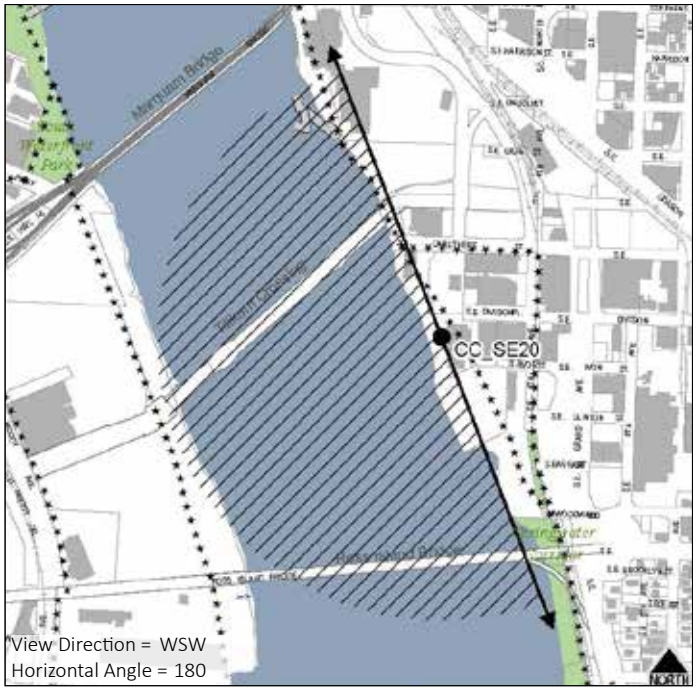
Access:

- Formal Trail

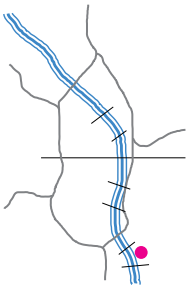


Old SRI ID:

Old Greenway ID:



CCSE21: MLK VIADUCT ABOVE SE DIVISION PL, LOOKING WEST



SCORE: 4.7 **TIER:** II

This view looks down from a developed viewpoint on the Martin Luther King Jr Blvd Viaduct and includes views of Tilikum Crossing, a small section of the downtown skyline, the southwest hills, 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.

Primary Focal Feature(s): Tilikum Crossing
Secondary Focal Feature(s): Southwest Hills

RANKINGS

Universal Scenic Quality: 3.2
Access to Viewpoint: 0.5
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 Pl, looking west



Viewpoint at MLK Viaduct above SE Division Pl



Signage at viewpoint on MLK Viaduct above SE Division Pl

Viewpoint Amenities:

- Platform
- Signage
- Guardrail

Field Notes

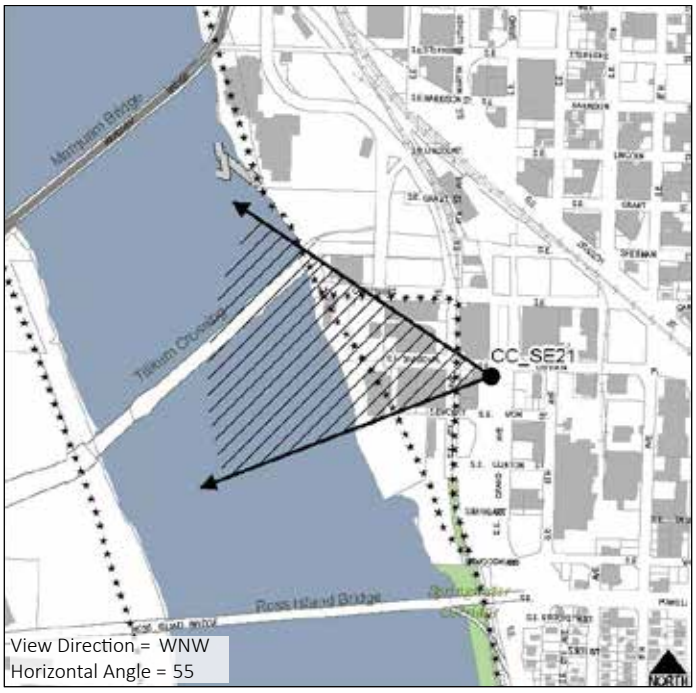
- Many discordant elements in foreground

Access:

- Sidewalk

Old SRI ID:

Old Greenway ID:



CCSE21: MLK VIADUCT ABOVE SE DIVISION PL, LOOKING NORTH



SCORE: 3.3 **TIER:** III

This view looks down from a developed viewpoint on the Martin Luther King Jr Blvd Viaduct and includes views of the Fremont Bridge and downtown skyline, particularly the US Bancorp building. The overhead utility lines, building roof, and Interstate-5 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 north.

Primary Focal Feature(s): US Bancorp Building
Secondary Focal Feature(s): Fremont Bridge

RANKINGS

Universal Scenic Quality: 1.8
Access to Viewpoint: 0.5
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 Pl, looking north



Viewpoint at MLK Viaduct above SE Division Pl



Ramp leading up to viewpoint at MLK Viaduct above SE Division Pl

Viewpoint Amenities:

- Platform
- Signage
- Guardrail

Field Notes

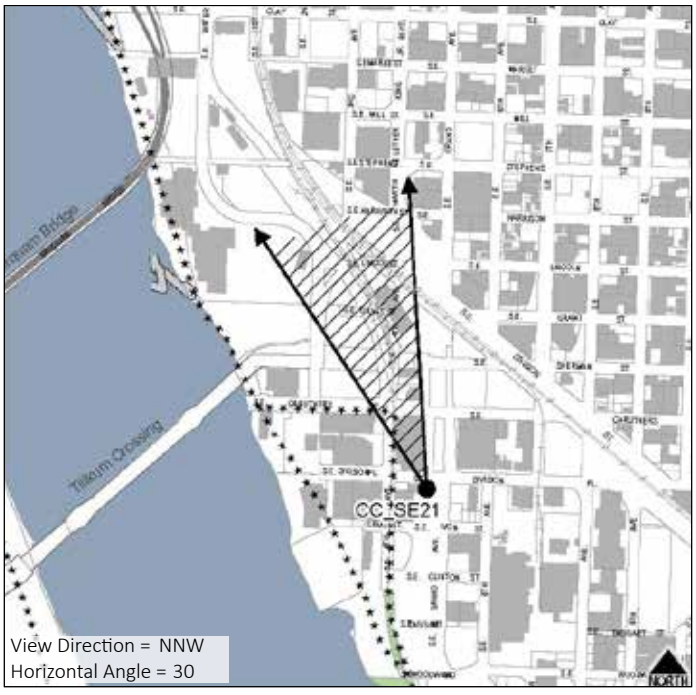
- Many discordant elements in foreground

Access:

- Sidewalk

Old SRI ID:

Old Greenway ID:



CCSE22: ROSS ISLAND BRIDGE, NORTH SIDE, CENTER, LOOKING NORTH



GROUP: B

Located at the center of Ross Island Bridge this view looks down the Willamette River (north) towards Tilikum Crossing. The Marquam, Hawthorne, Steel, and Fremont Bridges are also visible in the background. On the west are the southwest hills and downtown skyline; on the east is Ross Island Sand and Gravel, the eastern foothills, and the Convention Center spires. Though not shown in this photo, on a clear day, Mt. St. Helens is visible in the far 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, Southwest Hills

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:

- None

Field Notes

- Very narrow sidewalk, no separated bike lane, and no guardrail between sidewalk and automobile traffic lanes make this viewpoint feel unsafe
- Zidell Yards development will affect view
- Mt. St. Helens visible on a clear day

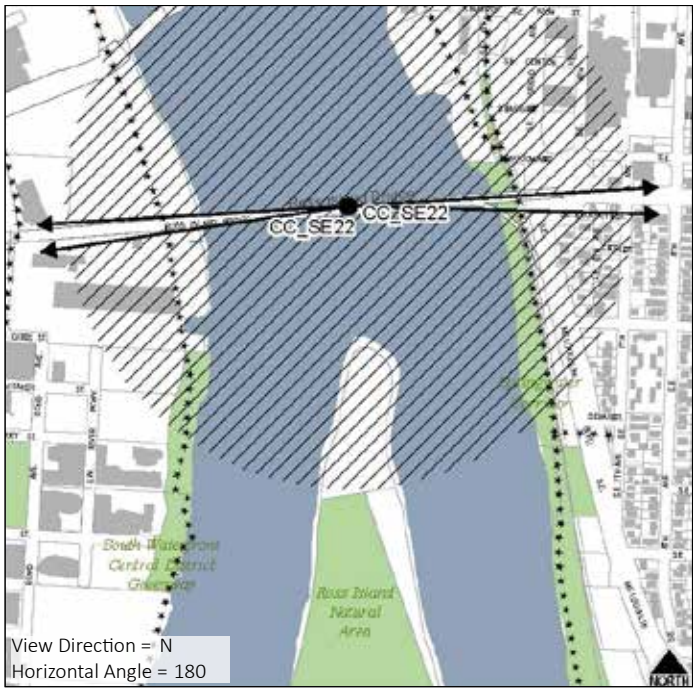
Access:

- Street/Auto
- Sidewalk

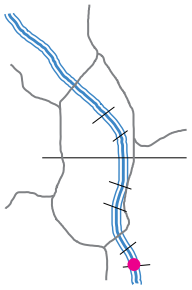


Old SRI ID:

Old Greenway ID: CCPV5



CCSE22: ROSS ISLAND BRIDGE, NORTH SIDE, CENTER, LOOKING SOUTH



GROUP: B

This view from the center of Ross Island Bridge looks up the Willamette River (south) towards Ross Island. South Waterfront and the southwest 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. This undeveloped viewpoint feels unsafe due to lack of separated bike and pedestrian facilities, a narrow sidewalk, and no guardrail between the lanes of traffic and sidewalk.

Primary Focal Feature(s): Willamette River, Ross Island
Secondary Focal Feature(s): South Waterfront, Southwest Hills

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:

- None

Access:

- Street/Auto
- Sidewalk

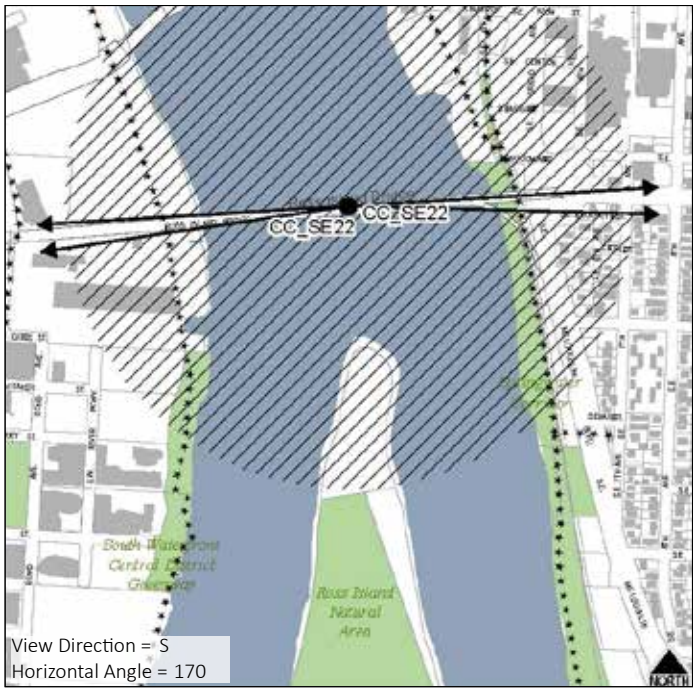
Field Notes

- Very narrow sidewalk, no separated bike lane, and no guardrail between sidewalk and automobile traffic lanes make this viewpoint feel unsafe
- Zidell Yards development will affect view
- No sidewalk on south side of bridge
- Mt. Hood visible just left of photo on a clear day

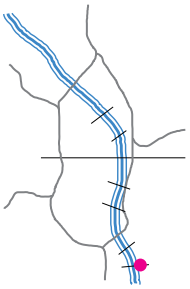
Old SRI ID:

Old Greenway ID: CCPV4





CCSE23: ROSS ISLAND BRIDGE OVER SE McLOUGHLIN



SCORE: 2.5 **TIER:** III

Discordant features dominate this view. In the far distance, the US Bancorp tower, Fremont Bridge, Steel Bridge, Convention Center spires, and Lloyd District can be seen. However, the utility wires, street and billboard in the foreground detract from the view. The viewpoint is on the north sidewalk of the Ross Island Bridge on the east. The sidewalk is relatively narrow and there is no guardrail separating it from the automobile traffic making it feel unsafe. There are no pedestrian refuges on this bridge.

Primary Focal Feature(s):
Secondary Focal Feature(s): US Bancorp Building, Fremont Bridge, Convention Center Spires

RANKINGS

Universal Scenic Quality: 2.0
Access to Viewpoint: 0.5
Developed as a Viewpoint: 0
Use as a Viewpoint: 0

Contributing Factors

Skyline: 2.43
Vegetation: 0.00
Horizon/Ridgetops: 0.00
Water: 0.00
Focal Features: 3.14
Iconic: 3.14
Depth: 2.86
Scope: 2.71



View from Ross Island Bridge over SE McLoughlin



Viewpoint on Ross Island Bridge over SE McLoughlin



View from Ross Island Bridge over SE McLoughlin

Viewpoint Amenities:

- None

Field Notes

- Very narrow sidewalk, no separated bike lane, and no guardrail between sidewalk and automobile traffic lanes make this viewpoint feel unsafe
- Many discordant elements in the foreground

Access:

- Street/Auto
- Sidewalk

Old SRI ID:

Old Greenway ID:



CCSE24: SE McLOUGHLIN AND SE FRANKLIN



SCORE: 6.0 **TIER:** II

This view is primarily of South Waterfront, the southwest hills, and Ross Island Bridge. The downtown skyline is also visible in the distance on the right. Multiple lanes of traffic and a concrete traffic barrier dominate and detract from the view; the west side of SE McLoughlin would offer a better view with fewer obstructions but cannot be accessed by pedestrians or cyclists and there is not an automobile bump-out to pull out of traffic. Traffic speeds on SE McLoughlin also make the viewpoint feel unsafe.

Primary Focal Feature(s): Ross Island Bridge, OHSU Hills, South Waterfront
Secondary Focal Feature(s): Downtown Skyline

RANKINGS

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

Contributing Factors

Skyline: 5.14
Vegetation: 5.29
Horizon/Ridgetops: 6.43
Water: 2.43
Focal Features: 5.14
Iconic: 6.86
Depth: 5.29
Scope: 5.86



View from SE McLoughlin and SE Franklin



Viewpoint at SE McLoughlin and SE Franklin



View from SW McLoughlin and SE Franklin

Viewpoint Amenities:

- None

Field Notes

- Foreground dominated by street and concrete lane divider but no sidewalk/access on west side of street from which to take in the view
- Lots of car traffic creates unsafe viewing environment
- Overgrown vegetation encroaches on view from the bottom; vegetation maintenance could open up view

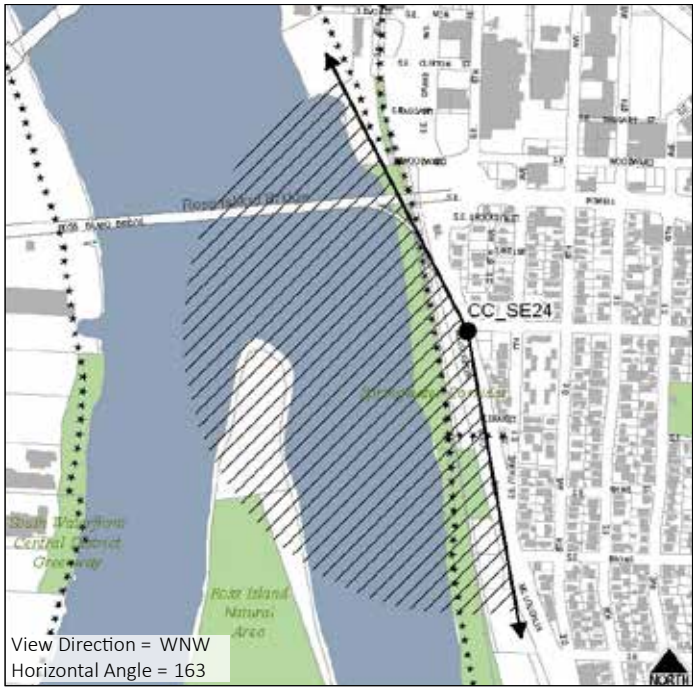
Access:

- Street/Auto
- Sidewalk



Old SRI ID: VB31-05

Old Greenway ID:



CCSE25: SPRINGWATER CORRIDOR SOUTH OF ROSS ISLAND BRIDGE, NORTHERN POINT



GROUP: B

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 OHSU hill, and the Ross Island Bridge. Tilikum Crossing is also visible in the background. Overgrown vegetation in the foreground is discordant in this view and blocks the river and South Waterfront areas in the center of the view. Vegetation maintenance 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 of the two and includes a bench.

Primary Focal Feature(s): Willamette River, Ross Island, Ross Island Bridge
Secondary Focal Feature(s): Southwest Hills

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
Focal Features: 2.14
Vegetation: 3.86
Iconic: 4.29
Horizon/Ridgetops: 3.14
Water: 3.57



View from Springwater Corridor south of Ross Island Bridge



Viewpoint along Springwater Corridor south of Ross Island Bridge



Viewpoint along Springwater Corridor south of Ross Island Bridge

Viewpoint Amenities:

- Bench

Field Notes

- Overgrown vegetation encroaches on view from bottom and sides; vegetation maintenance could open up view

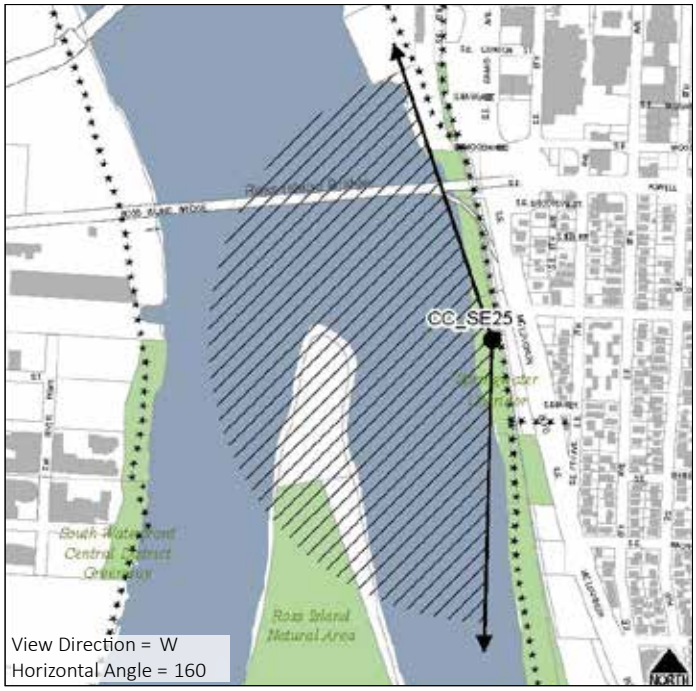
Access:

- Informal Trail



Old SRI ID:

Old Greenway ID:



CCSE26: SPRINGWATER CORRIDOR SOUTH OF ROSS ISLAND BRIDGE, SOUTHERN POINT



GROUP: B

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 OHSU hill, and 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 highly discordant in this view, blocking most of the view of the river. Vegetation maintenance 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 southern of the two and includes a picnic table.

Primary Focal Feature(s): Ross Island Bridge
Secondary Focal Feature(s): Southwest Hills, Willamette River, South Waterfront

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
Focal Features: 4.00
Vegetation: 5.14
Iconic: 6.29
Horizon/Ridgetops: 3.00
Water: 3.57



View from Springwater Corridor south of Ross Island Bridge



Viewpoint along Springwater Corridor south of Ross Island Bridge



Viewpoint along Springwater Corridor south of Ross Island Bridge

Viewpoint Amenities:

- Picnic Table

Field Notes

- Overgrown vegetation encroaches on view from bottom and sides; vegetation maintenance could open up view

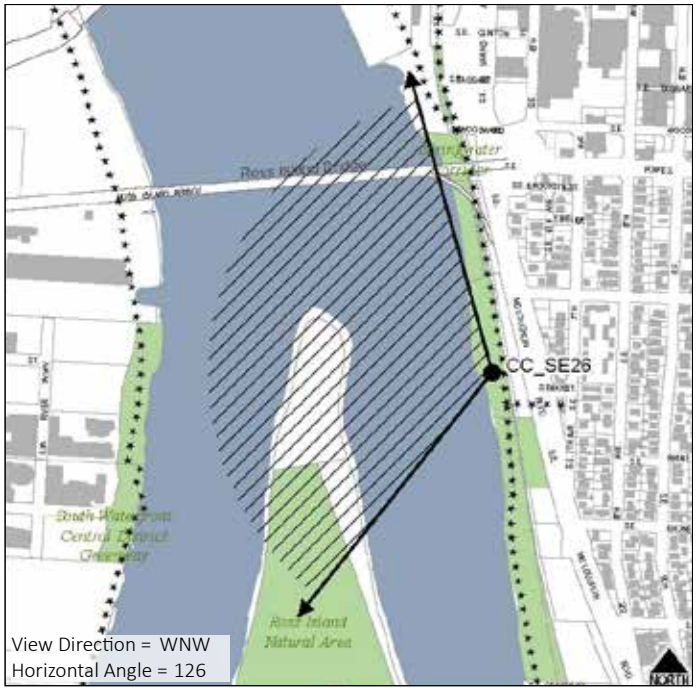
Access:

- Informal Trail

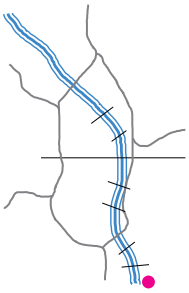


Old SRI ID:

Old Greenway ID:



CCSE27: SE McLOUGHLIN AND SE HAIG



SCORE: 4.0 **TIER:** III

This view is primarily of the southwest hills and the downtown skyline. Tilikum Crossing and South Waterfront are also visible to the far right. Multiple lanes of traffic and a concrete traffic barrier dominate the foreground of the view from the east sidewalk, severely detracting from the scenic quality of the view. Vegetation blocks sections of the west hills, the South Waterfront, and the downtown skyline. Vegetation maintenance could improve this view. The west side of SE McLoughlin would offer a better view but cannot be accessed by foot and high traffic speeds make the viewpoint feel unsafe.

Primary Focal Feature(s): OHSU Hill
Secondary Focal Feature(s):

RANKINGS

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

Contributing Factors

Skyline: 1.43
Vegetation: 2.43
Horizon/Ridgetops: 2.57
Water: 0.00
Focal Features: 2.14
Iconic: 2.86
Depth: 2.29
Scope: 2.00



View from SE McLoughlin and SE Haig



Viewpoint at SE McLoughlin and SE Haig



Historic view from SE McLoughlin and SE Haig

Viewpoint Amenities:

- None

Access:

- Street/Auto
- Sidewalk

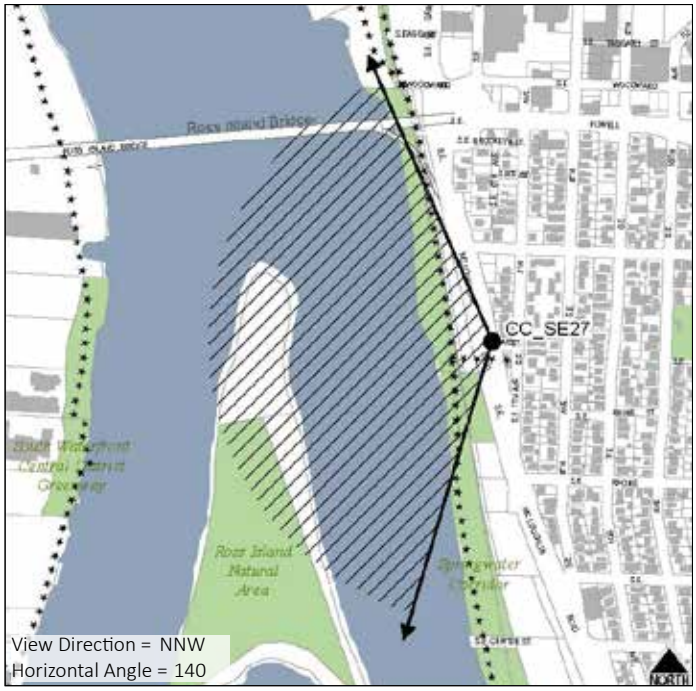
Field Notes

- Foreground dominated by street and concrete lane divider but no sidewalk/access on west side of street from which to take in the view
- Lots of car traffic creates unsafe viewing environment
- Overgrown vegetation encroaches on view; vegetation maintenance could open up view

Old SRI ID: VB31-24

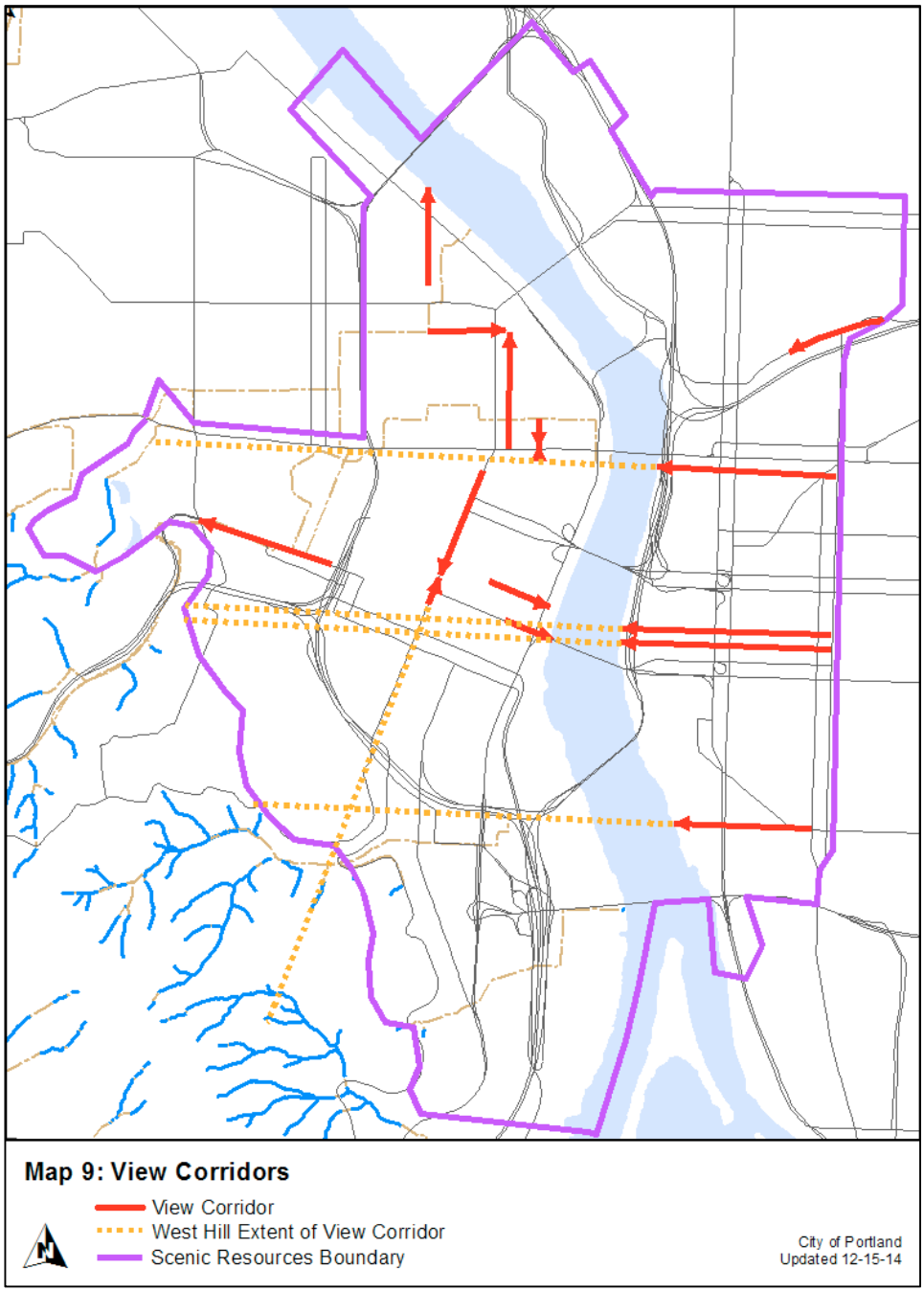
Old Greenway ID:





4. View Corridors Results

There are 15 view corridors in the Central City. Each of the corridors ends at a focal terminus. However, some of the view corridors also include an extended view of the West Hills. Map 9 shows each view corridor in red with the full extent of the view to the West Hills shows in an orange dashed line.



Blank

4. View Corridors Results

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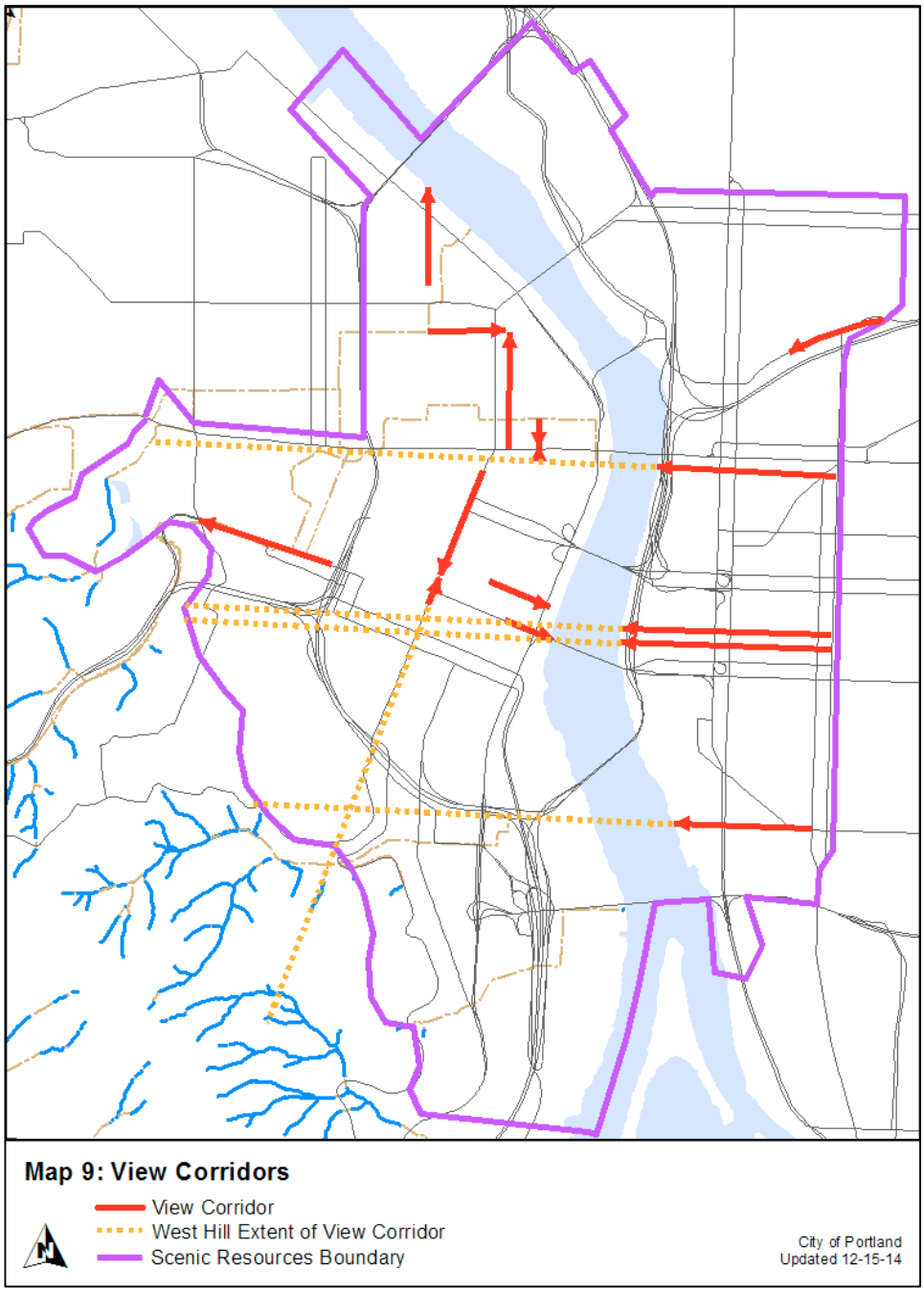
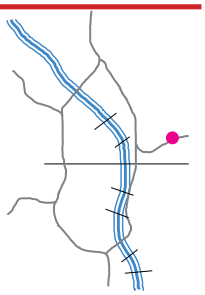


Blank

VPID#: NE 16th UNDER I-84 RAMP, LOOKING WEST



[Insert narrative here]

[Insert map here]

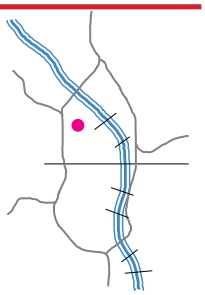
Issues:

View Terminus Focal Point: State of Oregon domed building



Looking west from NE 16th under I-84 ramp

VPID#: NW 11th AND MARSHALL, LOOKING NORTH



[Insert narrative here]

[Insert map here]

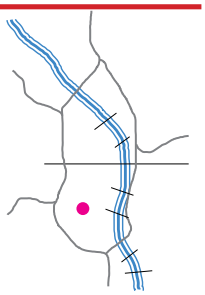
Issues:

View Terminus Focal Point: Fremont Bridge



Looking north from NW Marshall and NW 11th

VPID#: SW BROADWAY AND JEFFERSON, LOOKING NORTH

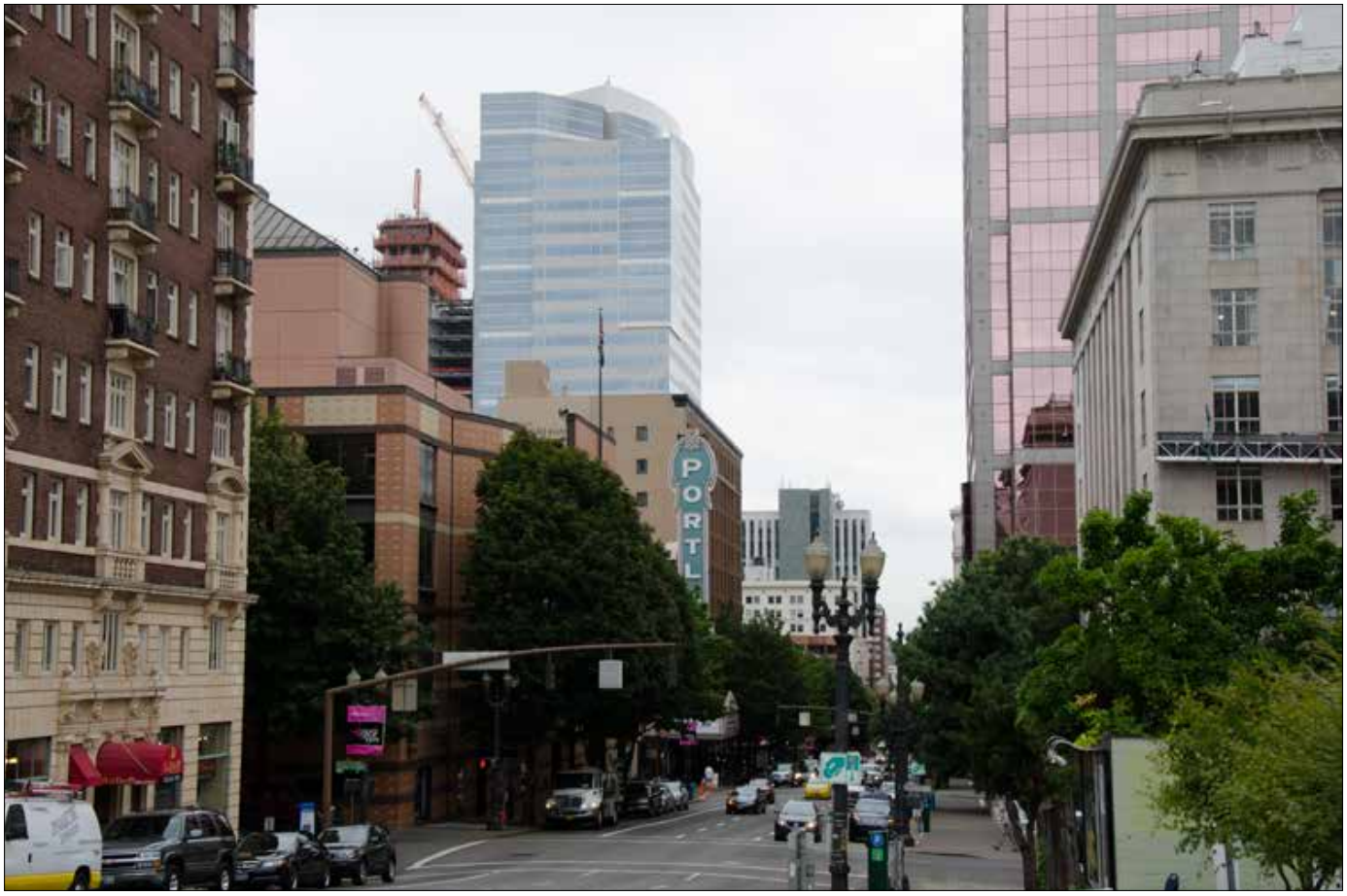


[Insert narrative here]

[Insert map here]

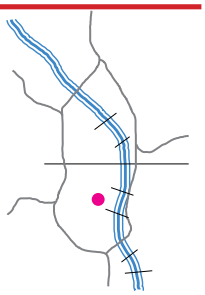
Issues: Street trees partially obscure sign

View Terminus Focal Point: Portland sign on Arlene Schnitzer



Looking north from SW Broadway and SW Jefferson

VPID#: SW 4th AND SALMON, LOOKING SOUTHEAST



[Insert narrative here]

[Insert map here]

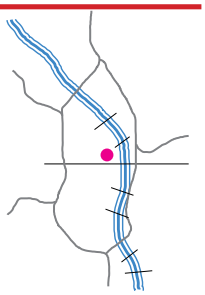
Issues: Cars/trucks in traffic lanes block view of springs

View Terminus Focal Point: Salmon Street Springs



Looking southeast from SW 4th and SW Salmon

VPID#: NW DAVIS AND 4th, LOOKING SOUTH



[Insert narrative here]

[Insert map here]

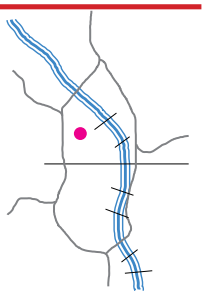
Issues: Best view of Chinatown Gate is from north of gate, against flow of traffic; view from south, with traffic flow, is obscured due to change in street grid at Burnside

View Terminus Focal Point: Chinatown Gate



Looking south from NW Davis and NW 4th

VPID#: NW JOHNSON AND 11th, LOOKING EAST



[Insert narrative here]

[Insert map here]

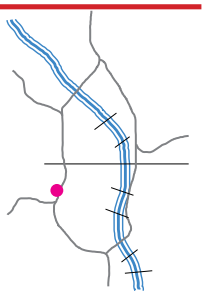
Issues: Street trees partially obscure view of tower; post office site partially blocks view of tower; development on post office site will affect view

View Terminus Focal Point: Union Station Clock Tower



Looking east from NW Johnson and NW 11th

VPID#: SW 14th AND JEFFERSON, LOOKING WEST



[Insert narrative here]

[Insert map here]

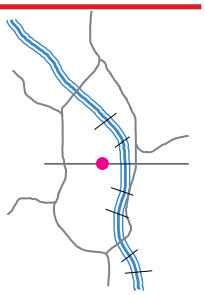
Issues: Overgrown vegetation partially obscures view of Vista Bridge; overhead utilities are discordant

View Terminus Focal Point: Vista Bridge and West Hills



Looking west from SW 14th and SW Jefferson

VPID#: BURNSIDE AND NW 6th, LOOKING NORTH



[Insert narrative here]

[Insert map here]

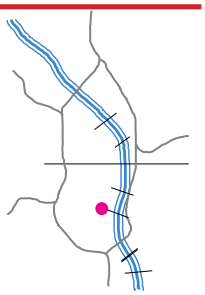
Issues: Street tress partially obscure view of tower

View Terminus Focal Point: Union Station Clock Tower



Looking north from Burnside and NW 6th

VPID#: SW 2nd AND MAIN, LOOKING EAST



[Insert narrative here]

[Insert map here]

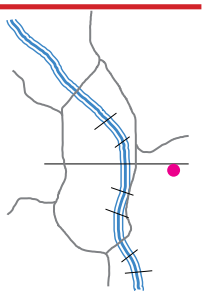
Issues: Street trees partially obscure bridge tower

View Terminus Focal Point: Hawthorne Bridge Tower



Looking east from SW 2nd and SW Main

VPID#: SE 12th AND ANKENY, LOOKING WEST



[Insert narrative here]

[Insert map here]

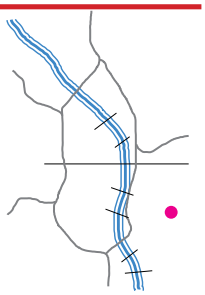
Issues:

View Terminus Focal Point: US Bancorp building, West Hills



Looking west from SW 12th and SE Ankeny

VPID#: SE 12th AND MAIN, LOOKING WEST



[Insert narrative here]

[Insert map here]

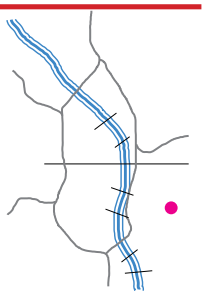
Issues: Overhead utilities are discordant

View Terminus Focal Point: West Hills framed by KOIN Center and Wells Fargo Center



Looking west from SW 12th and SE Main

VPID#: SE 12th AND SALMON, LOOKING WEST



[Insert narrative here]

[Insert map here]

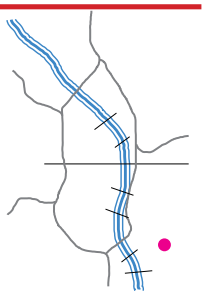
Issues: Street trees completely block view of Wells Fargo Center and partially block west hills

View Terminus Focal Point: West hills, Wells Fargo Center



Looking west from SW 12th and SE Salmon

VPID#: SE 11th AND DIVISION, LOOKING WEST



[Insert narrative here]

[Insert map here]

Issues:

View Terminus Focal Point: Tilikum Crossing, West Hills



Looking west from SE 11th and SE Division

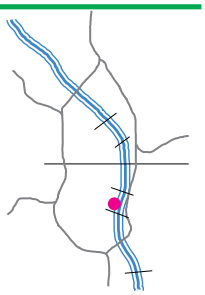
5. Visual Focal Points Results

Visual focal points are the primary focal features identified for the views and view corridors. In addition, visual focal points from the 1989 scenic resources inventory are also 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. White Stag Sign
10. Chinatown Gate
11. Salmon Street Springs
12. Union Station Clock Tower
13. Mt. Hood
14. Mt. St. Helens
15. Willamette River
16. Portland Sign
17. Convention Center Spires
18. Portlandia
19. Elk Fountain
20. Hung Far Low Sign

Map and photo spreads to be included in the next draft of the report. An example layout is presented on the next page.

VPID#: VISUAL FOCAL POINT



Here is a short narrative about the visual focal point. Pa sam, quam consectus ullaccum quunt quiaes vereperferi re sequi as esequae. Ebis et que rent volestius a et laceper aturisquid quiat vendisi to expedignis ipidel et eaquis ius velias estiatur maximet recum il ipictata dolestium andanist as autate molore veriti am auta doluptae num eatem quatemp oribus es as magnihita conseque evel modis inullendusam sed quo idelessum que laut ut et aboribus moluptatur?

Map

Issues: Istis apitas nissedi ssimin rem aliberu ptature stius. As aut quibusam ent, et landisc itiate magnatur? Obitior mint quis eum labor magnist, ommos aut aut evellatem faccum autem et hit.

Ownership: Istis apitas

Status on other lists: Uptinulpa doluptas, quidustotas exceptatem int.

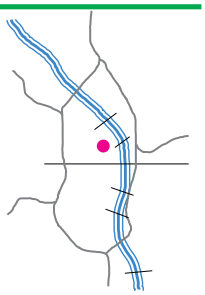
Photo

Image

6. Scenic Sites Results

There are two scenic sites in the Central City the Lan Su Chinese Garden and the Willamette River. The next draft of the report will include a map and photo spreads. An example layout is presented on the next page.

VPID#: SCENIC SITE IN THE CENTRAL CITY



Here is a short narrative about the scenic site. Pa sam, quam consectus ullaccum quunt quiaes vereperferi re sequi as esequae. Ebis et que rent volestius a et laceper aturisquid quiat vendisi to expedignis ipidel et eaquis ius velias estiatur maximet recum il ipictata dolestium andanist as autate molore veriti am auta doluptae num eatem quatemp oribus es as magnihita conseque evel modis inullendusam sed quo idelessum que laut ut et aboribus moluptatur? Ibeaquibus, sintias sundis sam aut ad ut ipiendero officiatus abor ari beruptur, officiis etur maxim erum re, solor mi, ullaboriae net labore, totatustrum rere prate modio

Map

Issues: Istis apitas nissedi ssimin rem aliberu ptature stius. As aut quibusam ent, et landisc itiate magnatur? Obitior mint quis eum labor magnist, ommos aut aut evellatem faccum autem et hit iur sam aut es magnis endicit moluptatias aut quia cusam everi beribusciis aborio. Itatempero vent.

Ownership: Istis apitas

Status on other lists: Uptinulpa doluptas, quidustotas exceptatem int.

Photo

Image

2.b. Scenic Views and Viewpoints

Approach and Methodology

A view is an aesthetically pleasing landscape or scene comprised of one or more visual features; the visual feature may be natural or built. A viewpoint is a distinct point or platform from which a view can be observed. In order to inventory scenic views and viewpoints, the following approach was followed:

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

1. Map Existing Scenic Views and Viewpoints

Viewpoints were identified through past planning efforts including: Terwilliger Plan (1982), Willamette Greenway Plan (1987), Central City Plan (1988), Scenic Resources Protection Plan (1991), Central City Plan District (1996) and South Waterfront Plan (2006). Each plan had a different methodology for identifying and documenting views.

The existing viewpoints were digitized and arrayed using GIS. Because of the scale of the original mapping, some assumptions were made during the digitizing process. Therefore, the exact location of some viewpoints was adjusted to reflect on-the-ground conditions. Staff used the field notes from the original plans to help adjust the viewpoint. The existing viewpoint was not moved to obtain a "better view."

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 from July 15 – August 8, 2014. 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, the feature that is seen from the viewpoint, 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 privately owned features (e.g., buildings, statues) are not eligible for the Scenic Resources Inventory.
   - Public access and safety is important. The viewpoint should be safely accessible by walking, wheelchair or bicycle. There should be 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 by 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.
   - Nominations must be received by August 8, 2014 at 5:00 pm to be included in the draft Scenic Resources Inventory report.

D. During the field visits to existing viewpoints, staff may have identified a nearby point that could provide a better view of the same visual focal points. 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 Views and Viewpoints – Field Visits

All existing and potential new views and viewpoints that met the Scenic Resources Inventory criteria for inclusion in this inventory received a field visit.

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
   - **Ambient Conditions:** The weather, temperature and precipitation were documented. The temperature was estimated in five degree Fahrenheit increments. Note – all photographs were taken on days with no precipitation.
   - **Time of Day:** The time of day was recorded to the nearest quarter hour. Field assessments were generally conducted between 9am and 4pm. Care was taken to photograph views such that the sun was behind the viewer.
   - **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 resources invested in the view from that location.
   - **Viewpoint Amenities:** Whether or not the viewpoint is "developed," there may be amenities that contribute to the viewing location. All the amenities that support the viewpoint, including, but not limited to, benches, platform, fencing, interpretive signs, lighting, bathrooms, etc. were documented.
   - **Access to the Viewpoint:** Access to the viewpoint could be by: street/automobile, bike lane, sidewalk, formal trail, informal trail or other (described in notes). All ways the viewpoint can be accessed were recorded. There is not 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 1 block of the viewpoint.
   - **Parking near Viewpoint:** There is a public parking lot or on-street parking immediately adjacent to the viewpoint.
   - **Hours of Operation of the Viewpoint:** Is the viewpoint at a location that is only open during specific hours of the day?
   - **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.
   - **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 amount of people at the site, regardless of if they are taking in the view. This 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? This was recorded as low (e.g., the view of Salmon Street Springs from the corner of Salmon and 2nd Avenue), moderate (e.g., view of the city skyline from the Eastbank Esplanade), or high (e.g., Pittock Mansion).

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.
   - **Viewing Angle (horizontal):** The width of the view was recorded as the angle off the centroid direction.
   - **Viewing Distance:** The primary focal elements are in the:
     - Foreground – 0 - ½ mile
     - Midground – ½ - 5 miles
     - Background – 5 - 15 miles
     - Far background – 15+ miles

     If the primary focal elements are located at different distances, more than one was chosen.
   - **Scenic Category of View:** The scenic category is the type of view and may include more than one of these categories:
     - Panorama – an expansive view; typically at least 90° of unobstructed view
     - Overlook – an overview from a viewpoint where the viewer is in a superior position
     - Distant View – a view of a focal element in the far background; may be a peripherally framed view (e.g., a framed view of Mt. Hood)
     - Enclosed View – a close-in, framed view (e.g., a framed view of a building or a bridge)
     - Feature – a specific feature, landmark or structure
   - **Character of the View:** The general character of the view was defined as:
     - Natural – mountains, hills, forest/woodland, meadow, open land, wetland, stream, river or a natural area park
     - Groomed Open – golf course, ball fields, campus greens
     - Urban – residential, commercial/office, industrial, hardscape park
     - Rural – agricultural, large residential development
     - 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. Specific focal elements were documented.
   - **Discordant Elements in View:** The discordant elements are things that interfere with the enjoyment of the view. Power-lines, overgrown vegetation, buildings, structures, fencing, disrepair, and other physical changes that negatively affect the perception of the view were documented.

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- **View is at Risk:** Is the view itself at risk of being block? 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

Along with written documentation of the views and viewpoints, photographs were taken. All photographs were taken on a Nikon camera 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 from the viewpoint were taken on a tripod set with the center of the lens at 5' 6" from the ground. 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 three 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. If needed, a panorama picture or multiple pictures were taken to capture the entire view.
    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.

Removal of Viewpoints

Some viewpoints were removed from the inventory. A list of removed viewpoints along with a detailed explanation of why the viewpoint was removed can be found in Appendix B. Viewpoints were removed from this inventory for one of two reasons:

1. **Public Nominations** – Some of the views nominated by the public were for locations far from the Central City but from which one can see the downtown skyline (ex. a view of the Central City

from the bluffs along Sellwood Boulevard). Because of the distance or elevation of those locations, the views would not be potentially obstructed or significantly impacted by development or vegetation management within the Central City. Therefore, those viewpoints were not included in this Scenic Resources Inventory Update for the Central City. However, each nominated viewpoint not included in this inventory was moved into a separate list of viewpoints to consider during future city-wide scenic resources inventory updates.

2. **Field visits** – During field visits, staff removed a viewpoint if:
    a. No identifiable view existed at a viewpoint designated through a pervious inventory and protection plan. If development had mostly obscured a view from a specific viewpoint, that viewpoint was removed from this inventory. Views that are partially or fully blocked by overgrown vegetation were not removed from this inventory because through removal and maintenance of the vegetation the view could be re-established.
    b. There was no public access to the viewpoint. If the viewpoint was on private property or if the only way to access a viewpoint was via private property, the viewpoint was removed. Note – There were viewpoints designated through the Willamette Greenway Plan (1987) that were on private property and not publically accessible. These viewpoints should be re-evaluated as part of a future update to the Willamette Greenway Plan.
    c. There was 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 removed.

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

4. Evaluate Views and Viewpoints

The evaluation of views to determine the quality and importance features of the view was performed by an expert panel. The evaluation of viewpoints for amount of investment in the viewpoint, accessibility and use was performed by staff.

Expert Panel Review of Views

The project consultant developed an evaluation methodology to: (1) help Portland prioritize scenes of greater quality for potential protection; and (2) help identify selected attributes of certain scenes that are important to retain in views.

Scenes were grouped into river views (views with water as a significant feature 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 scenes, the project consultants convened an expert panel composed of seven people, with each panelist conducting their evaluations independently. Expert panels 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 expert panels in representing public perceptions has been questioned (Daniel and Vining 1986). Average ratings across larger expert panels produce more valid and reliable assessments against public perceptions, with measures of these criteria improving as panels grow from at least two members up to as many as nine, with at least five members optimal (Palmer 2000). Expert panels have 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).

Expert panel members included landscape architects and/or other scenic resource experts, urban designers, and those familiar with Portland and Portland culture. In addition, the panel included diversity in gender, age, ethnic background, and geographic location. Panel members included:

- **Brad Cownover**, 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 executive director 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 has 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 American Society of Landscape Architects and an adjunct professor at the University of Oregon.

- **Paul Morris** is a landscape architect previously from 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, and 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 Toulan 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 panelist in order to insure consistency. Each panelist rated the scenes according to the methodology and definitions provided to them, and which are described below. Their ratings were entered into an online data collection form.

The photographs were presented for rating in a random order, with each scene assigned a numerical code. Some scenes were left out due to field factors, which could include temporary blocking of a scene, lack of access (e.g., photos from Tilikum Crossing were not accessible due to construction) and/or weather constraints. For those reasons, the panel did not review every scene). The scenes that were not evaluated by the experts were assigned a rank by the project consultants by extrapolating the expert evaluation results for similar views.

Expert panelists were instructed to make their ratings only with regard to the quality of the scenes depicted in the photographs, and were also instructed that a separate process would assess the value of the viewpoints themselves with regard to access and amenities.

Panelists were asked to provide ratings based upon their primary first impression of the qualities observed in each scene. On average, each scene's rating was to take no more than one minute (the survey was intended to avoid having panelists over-analyze each scene). Panelists were instructed to avoid deliberation about the detailed composition or nuance of a scene 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 scene that a viewer would likely attend to between features that block or end distant viewing. This means that the actual

scene in the field might extend farther to the left and/or right, but the photo represented the part of the scene deemed most important, normally framing a focal feature.

The full vertical scope of some foreground features in the scenes, such as bridges, was not necessarily fully depicted within each photograph. In these cases, panelists were asked to 'complete' the images in their mind's eye when rating such scenes.

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 scenes 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). Panelists were asked to try to ignore fencing in the picture and focus on the elements of the scene.

The photographs were taken at representative photographic positions that offer interesting scenes with depth and scope that are safely available to pedestrians or drivers. Nearly all of the scenes 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 positions, therefore, include a street, parking lot or vacant lot, or vegetation that has grown up in the immediate foreground. In these cases, panelists were asked to rate the scenes accounting for the extent to which the average viewer would focus beyond the immediate foreground but might still be aesthetically affected by it.

Panelists 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 asked to employ a wide range of rating values for each quality across all the scenes in order to determine levels of each quality among the scenes.

Accordingly, before starting to rate the scenes, panelists were asked to quickly flip through all the photos to gain a sense of the diversity of scenes and to help frame their intuitive standards for rating all the criteria. Panelists 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 to label primary and secondary focal features, highly discordant features, and contributing features for those photos they rated 7 or higher.

Panel members received two separate packets of photos 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 panelists could correlate them to the online survey. Panelists were asked to make sure they matched the hard copy photo to the same number on the survey form. Thumbnail images were provided on the survey form for reference purpose.

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.

Upland View Criteria

For the Upland photo set, expert panel members were first asked to rate three criteria of the whole scene:

1. **Universal Scenic Quality** - Refers to the scenic beauty of the scene 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 an important other person).
2. **Essence/Iconic of Portland** - Refers to the degree to which a scene includes or expresses distinctive and unique content specific to Portland and how it sits in its regional landscape setting. This local expression may be simple and intuitively noticed just from visual cues in the scene so that it will very likely be appreciated by outside visitors. Or appreciation of the essence of Portland in a scene 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 them understand where they are in relation to a commonly shared mental map of Portland. Imageability refers, in part, to the degree that a scene 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 photo scenes:

1. **Focal Features** - Elements of the scene that draw the eye by virtue of scale, distinction, iconic attraction, and/or how the composition of the scene 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 affectively 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 fill in any other features of the upland view that were important and not covered by the previous criteria.

River View Criteria

For the River photo set, expert panel members were asked to rate the same three criteria of the whole scene as the upland set:

1. **Universal Scenic Quality** - Refers to the scenic beauty of the scene 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 an important other person).
2. **Essence/Iconic of Portland** - Refers to the degree to which a scene includes or expresses distinctive and unique content specific to Portland and how it sits in its regional landscape setting. This local expression may be simple and intuitively noticed just from visual cues in the scene so that it will very likely be appreciated by outside visitors. Or appreciation of the essence of Portland in a scene 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 them understand where they are in relation to a commonly shared mental map of Portland. Imageability refers, in part, to the degree that a scene 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 photo scenes:

1. **Focal Features** - Elements of the scene that draw the eye by virtue of scale, distinction, iconic attraction, and/or how the composition of the scene 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 fill in any other features of the river view that were important and 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 colored 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 features 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 salmon colored 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. 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, bench, lighting, drinking fountains, viewing scopes, guardrails, etc. A developed viewpoint indicates public investment in that location as a viewpoint.
   - Developed viewpoint = 1 point
   - Not developed as a viewpoint = 0 points
2. **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/or a transit stop within one block of the viewpoint. Staff noted if ADA access seemed possible based on the presences of ramps, maintained sidewalks/trails and general steepness of roads and trails.
   - 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 to enjoy views of the river, bridges and downtown skyline but the Eastbank Esplanade is not a destination viewpoint.
    - Low use as a viewpoint = 0 points (e.g., the view of Salmon Street Springs from the corner of Salmon and 2nd Avenue provides)
    - Moderate use as a viewpoint = 0.5 point (e.g., view of the city skyline from the Eastbank Esplanade)
    - High use as a viewpoint = 1 point (e.g., Pittock Mansion)

5. 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 score and group 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 of the whole scene for upland views (universal scenic quality, essence/iconic to 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 was calculated. A reliability coefficient reveals which criteria have the most reliable results and which experts have the most reliable results. These coefficients measure whether the experts showed bias in their scoring of the criteria for different views. And these coefficients determine whether the experts' score for any given criterion could be used as a proxy for the score of other experts or 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). In addition, one expert (identified at expert #4) had consistently unreliable scores indicating she/he was not rating the same criterion as was instructed; her/his results showed bias. This expert was therefore deleted from further analysis of upland views.

PEARSON PRODUCT MOMENT CORRELATION MATRIX OF RATINGS

UPLAND VIEWS **UNIVERSAL SCENIC QUALITY**

	Expert 1	Expert 2	Expert 3	Expert 4	Expert 5	Expert 6	Expert 7	Average by Expert
Expert 1	1.00	0.75	0.73	0.16	0.53	0.78	0.72	0.61
Expert 2	0.75	1.00	0.72	0.29	0.58	0.76	0.62	0.62
Expert 3	0.73	0.72	1.00	0.38	0.62	0.65	0.62	0.62
Expert 4	0.16	0.29	0.38	1.00	0.31	0.30	0.27	0.29
Expert 5	0.53	0.58	0.62	0.31	1.00	0.60	0.41	0.51
Expert 6	0.78	0.76	0.65	0.30	0.60	1.00	0.63	0.62
Expert 7	0.72	0.62	0.62	0.27	0.41	0.63	1.00	0.55

Average Correlation with Expert 4 Included = 0.54
Average Correlation without Expert 4 = 0.59

PEARSON PRODUCT MOMENT CORRELATION MATRIX OF RATINGS

UPLAND VIEWS **ESSENCE/ICONIC OF PORTLAND**

	Expert 1	Expert 2	Expert 3	Expert 4	Expert 5	Expert 6	Expert 7	Average by Expert
Expert 1	1.00	0.60	0.48	0.18	0.41	0.60	0.55	0.47
Expert 2	0.60	1.00	0.65	0.19	0.47	0.63	0.51	0.51
Expert 3	0.48	0.65	1.00	0.34	0.60	0.57	0.46	0.52
Expert 4	0.18	0.19	0.34	1.00	0.38	0.32	0.20	0.27
Expert 5	0.41	0.47	0.60	0.38	1.00	0.57	0.41	0.47
Expert 6	0.60	0.63	0.57	0.32	0.57	1.00	0.42	0.52
Expert 7	0.55	0.51	0.46	0.20	0.41	0.42	1.00	0.43

Average Correlation with Expert 4 Included = 0.45
Average Correlation without Expert 4 = 0.49

PEARSON PRODUCT MOMENT CORRELATION MATRIX OF RATINGS

UPLAND VIEWS **PORTLAND IMAGEABILITY**

	Expert 1	Expert 2	Expert 3	Expert 4	Expert 5	Expert 6	Expert 7	Average by Expert
Expert 1	1.00	0.49	0.43	0.17	0.37	0.61	0.53	0.43
Expert 2	0.49	1.00	0.52	0.20	0.43	0.57	0.50	0.45
Expert 3	0.43	0.52	1.00	0.28	0.60	0.56	0.38	0.46
Expert 4	0.17	0.20	0.28	1.00	0.27	0.31	0.29	0.25
Expert 5	0.37	0.43	0.60	0.27	1.00	0.57	0.41	0.44
Expert 6	0.61	0.57	0.56	0.31	0.57	1.00	0.46	0.51
Expert 7	0.53	0.50	0.38	0.29	0.41	0.46	1.00	0.43

Average Correlation with Expert 4 Included = 0.43
Average Correlation without Expert 4 = 0.46

Key to Colors:		
	Highly acceptable reliability indicator.	r>.70
	Acceptable reliability indicator.	r=.60-.69
	Marginally acceptable reliability indicator.	r=.50-.59
	Marginally unacceptable reliability indicator.	r=.40-.49
	Unacceptable reliability indicator.	r<.40

Figure 2: Reliability Analysis of Expert Panel Scores

Without the unreliable expert, the reliability coefficient for universal scenic quality across all remaining experts was recalculated and the result was an acceptable value of 0.59. The other criteria, essence/iconic of Portland and Portland imageability, remained unreliable with or without the unreliable expert scores. Therefore, only the universal scenic quality score was used to produce total scores for the upland views.

The total score is the sum of the experts' average score for universal scenic quality (without the unreliable expert) plus the three viewpoint evaluation scores (developed 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 expert 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 expert, or by the three criteria of the whole scene 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 scenes. In other words, nearly all river views scored relatively high so the statistical analysis is 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 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.

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 were rated to have an average universal scenic quality, were assigned to Group B.

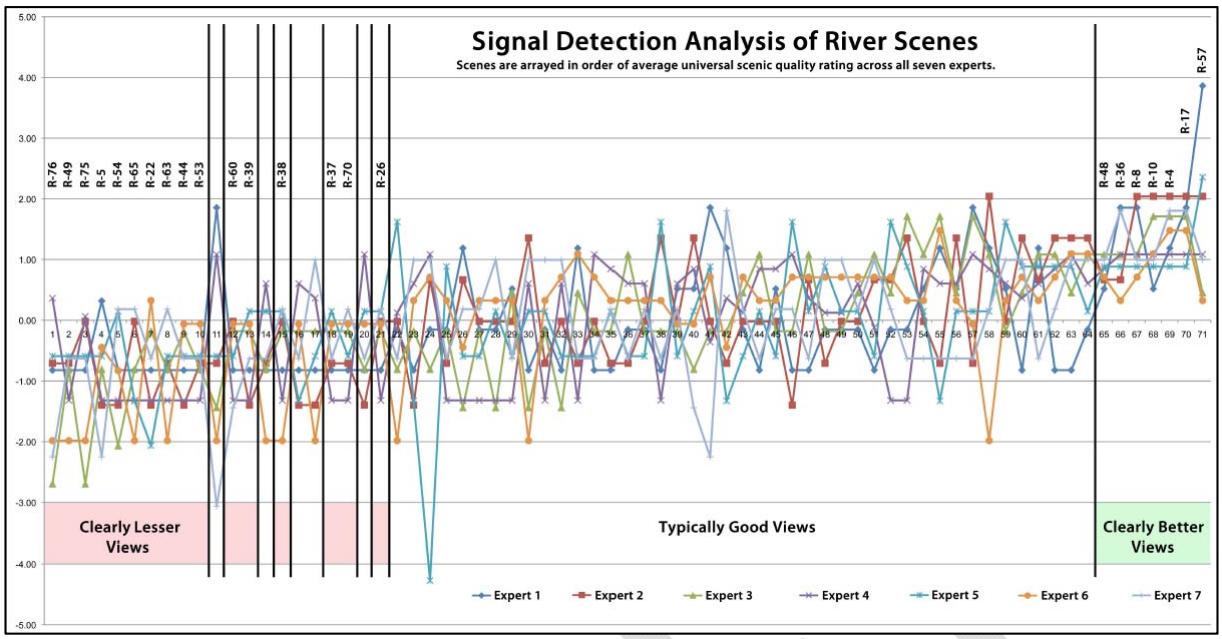

Figure 3: Signal Detection for Expert Plane Scores of River Views

Extrapolating Rankings

There were views from specific viewpoints that were not sent to the experts for evaluation. A view was not sent to the expert panel 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 were only taken on completely clear and sunny days. 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 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 expert panel scores for most of the criteria were unreliable. 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 under both river and upland views to find common features or characteristics of scenes that likely caused the panel members

to score the view high or low. It was determined 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 rating additional views that were either not scored by the expert panel, or could emerge later in the process as suggested viewpoints.

Commonalities of lower ranked/grouped upland views included:

- Great depth of field out to 50 or more miles (20 of 22)
- 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 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 ranked/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
- High viewpoints tended to get high ratings

Common characteristics of low rated views were the absence of the above features. Nearly every low rated view lacked depth of field, was from a low vantage point, 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 views had discordant features in the foreground, such as fencing, roads, utility lines, plain looking concrete piers, or construction debris.

The project consultant reviewed representative photos taken near the viewpoints that were not accessible due to construction; photos of views taken during or after the expert panel reviews; and historic photos that show the extent of the view when overgrown vegetation was not present. When the view had 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 commonalities with the lower ranked/grouped views it was assigned to Tier III for upland or Group C for river views. When the view did not have commonalities with the higher or lower ranked/grouped views, it was assigned to Tier II for upland or Group B for river views.

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5. Visual Focal Points Results

Visual focal points are the primary focal features identified for the views and view corridors. In addition, visual focal points from the 1989 scenic resources inventory are also 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. White Stag Sign
10. Chinatown Gate
11. Salmon Street Springs
12. Union Station Clock Tower
13. Mt. Hood
14. Mt. St. Helens
15. Willamette River
16. Portland Sign
17. Convention Center Spires
18. Portlandia
19. Elk Fountain
20. Hung Far Low Sign

Map and photo spreads to be included in the next draft of the report. An example layout is presented on the next page.

2.c Scenic View Corridors

Approach and Methodology

Every street and associated right-of-way in the Central City provides a line of sight. Streets and sidewalks are designed to provide visual access down the street, whether in a car, on a bike or walking. But not all streets and associated rights-of-way are, or should be, scenic view corridors.

For the purposes of this inventory, a scenic view corridor 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. A scenic view corridor may be a section of a street or a trail.

In order to produce an inventory of scenic view corridors that can be evaluated, the following approach was followed:

1. **Map existing inventoried scenic view corridors**
2. **Document scenic view corridors**
3. **Evaluate scenic view corridors**

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

1. Map Existing Scenic View Corridors

Scenic view corridors were identified through past planning efforts including: Terwilliger Plan (1982), Willamette Greenway Plan (1987), Central City Plan (1988), Scenic Resources Protection Plan (1991), Central City Plan District (1996) and South Waterfront Plan (2006). Each plan had a different methodology for identifying and documenting view corridors. The existing view corridors were digitized and arrayed using GIS.

2. Document Scenic View Corridors

Staff took the approach of documenting all designated view corridors as well as many other street corridors in the Central City that could be view corridors. The approach was chosen because the previous scenic resource plan didn't use a replicable approach to designate view corridors. There was not a standard set of criteria used through the plans and staff were not able to determine if any potential scenic view corridors were missed.

First Screen Criteria

In order for staff to document the view corridor, 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 corridor along streets and associated rights-of-way was documented and carried forward to the evaluation phase 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. Downtown skyline;
    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 corridor may not have been able to be seen from two blocks back due to the presence of street trees or other blocking vegetation. Staff decided to document those views anyway because vegetation maintenance could restore the view or the view may be visible during the leaf-off season.

It should be noted that this inventory update focused only on *scenic* view corridors. Many streets may serve as corridors for other reasons (e.g., pedestrian access, commercial corridors) and have many elements along the street that are visually interesting. However, that alone does not mean it is a scenic view corridor. There needs to be a focal terminus of the view that meets the above criteria.

Data Collection

Staff walked nearly all of the Central City and documented view corridors that met the first screen criteria. Staff also documented existing designated view corridors whether or not they met the first screen criteria. The field assessment elements that were documented included:

- Location of start of view corridor (intersection)
- Direction of view down view corridor
- Approximate length of view corridor
- Visual focal point that is the terminus of the view corridor

Photographs

Photographs were taken along with the documentation elements. All photographs were taken on a Nikon camera 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. Evaluate Scenic View Corridors

All view corridors that met the first screen were documented and photographs were taken. Those photographs were used to evaluate the view corridor. This evaluation was used to determine which view corridors would remain in this inventory. All view corridors that were not included in the inventory are described in Appendix C.

Evaluation 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.
2. **Uniqueness** – The visual focal point 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.
3. **Flow of Traffic** – Typically, the visual focal terminus is located at the end of the corridor such that the main flow of traffic, auto and bike, flows towards that terminus. If the view corridor is down a one-way street and the traffic, auto and bike, is flowing away from the focal point, the view corridor was further scrutinized against all of the above criteria and discussed amongst the staff and project consultants.

This evaluation was performed by City staff and the project consultant independently. Then the results were compared for consistency. There was near agreement on all view corridors that met the evaluation criteria. Those where there was not agreement were discussed. Corridors that did not meet the criteria are listed in Appendix C and a description of why they did not meet the criteria is provided.

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6. Scenic Sites Results

There are two scenic sites in the Central City the Lan Su Chinese Garden and the Willamette River. The next draft of the report will include a map and photo spreads. An example layout is presented on the next page.

2.d. Visual Focal Points

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 included 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 SRI 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, a panel of experts was convened to score photographs of views based on a number of criteria. As part of the scoring, 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.

Drawing from the above factors (previously designated visual focal points, the focal points identified by the expert panel, and the focal points documented in the field), staff identified a set of potential visual focal points. Staff then used the following criteria to produce a list of proposed visual focal points for the Central City:

Criteria for Inclusion

1. The focal point may be a built feature or a natural feature;
2. The focal point must be located within the Central City or, if it is located outside of the Central City boundary, it must be visible from within the Central City;
3. The focal point must be publically owned or, in the case of a natural element, such a mountain, the element must be protected;

4. 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
5. The focal point can be seen from a crosswalk at the center of the street and/or a sidewalk, a trail or a viewpoint that is included in this inventory.

2. Document Visual Focal Points – Field Visits

All of the potential visual focal points received a field visit, during which information was documented and photographs were taken. In many cases, the visual focal points correspond with the primary focal elements of a scenic view or the focal terminus of a view corridor. Therefore, those field assessments were performed when the viewpoint or view corridor was being documented. The remaining visual focal points that were not documented during the previous field visits were documented separately.

Data Collection

The field assessment elements that were documented included:

- Address or location of visual focal point
- Primary address or location of where visual focal point is being viewed from
- 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 corridors. 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 corridors.

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.

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2.e Scenic Sites

Approach and Methodology

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. In order to produce an inventory of scenic sites that can be evaluated, the following approach was followed:

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 148th and NE Halsey, and Shriner's Hospital. However, none of these 10 sites are within the Central City boundary nor are any positioned such that they have views of the Central City that could be blocked by development or vegetation within the Central City.

With the exception of Leach Botanical Garden, the scenic sites inventory conducted for the 1989 SRI 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 1989 SRI 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 1989 SRI did not include a clear definition of scenic sites or a set of clear, specific criteria used for selecting scenic sites.

Since the 1989 SRI, 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

There are many places and buildings in the Central City that contribute to the sense of place and uniqueness of Portland. For example, the streetscape along specific streets may include storefronts, sidewalks with benches and vegetation that make it a pleasant experience for users. However, to be included as a scenic site, the site must meet the following criteria:

1. The site must be a defined area with an assortment of dominant elements that are aesthetically appealing.
2. Dominant elements that contribute to the scenic quality may be natural or manmade;
3. The site may include a viewpoint with views outside the actual site but does not necessarily do so;
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;
5. The site must be in public ownership or publicly accessible; and
6. The site must be located within the Central City.

No evaluation of scenic quality was performed. Scenic sites were included if they met the above criteria.

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
- Location within scenic site of view(s) of Central City (if present)

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. If the scenic site included a view(s) of the Central City, a minimum of two additional photographs were taken: one (or more) documenting the view(s) of the Central City and a second documenting the viewpoint(s).

Survey instructions still missing:

- Many views are from 1989 and may be overgrown or otherwise blocked disclaimer
- Photoshopped disclaimer
- Construction disclaimer

Need to delete last paragraph of survey instructions (about salmon colored dots and discordant elements)

Might want to add something to the survey instructions that explains that you will have to keep restarting the survey for each photo

Consider re-ordering – for example, the paragraphs on horizontal scope and vertical scope might go together and the paragraphs about ranking (only with regard to the quality of the views, first impression, wide range or rating values, flip through all photos, standard order) might all go together. Right now it reads a bit disjointed and there doesn't seem to be an obvious logic to the order.

Survey issues:

- Still uses 7 dot colors
- Do we need both "other aspect" boxes at the bottom of each page? Maybe combine "other aspect" and "yet another aspect" into one? (Survey page seems really long…)
- Pop-up box for distant vegetation: vegetation is spelled incorrectly
- For all the pop-up boxes, change from "You have selected a value of 7 or above on XXX, please put…" to "…7 or above on XXX. Please…"
- Might want to increase the text size for the page that pops up after you submit your responses for each photo. The "click here to continue" link should definitely be bigger since, without reading it, the screen looks like the final screen for most surveys (as in, visually it looks like you are done).

Rob's DRAFT OF PDX VIEWS EXPERT PANEL QUESTIONS:

Instructions for General Quality ratings for each view:

On each of the next pages is a photo from a viewpoint. Please answer all the questions below each photo, referring to the printed image with the same number. Before doing so please master the differences between the different qualities we are asking you to rate. They are meant to be distinct. They are not always necessarily correlated. Just one example would be that a view might have high "overall scenic quality" but low "essence of Portland".

For the first two qualities (scenic quality and iconic) rate the whole scene.

For the last three qualities (distinctive essence, imageability and history) pay attention primarily to elements in the foreground. Only consider elements in the middle-ground or background if they are sufficiently prominent to be readily noticed by the average viewer.

Overall Scenic Quality: Refers to the beauty of the scene in an urban context. How much does its content and composition draw one's attention and enjoyment, invite one to pause or rest for some time to look, cause one to stop thinking or worrying about other matters for a while, to remember the view, or to it and come back again (perhaps with an important other person).

Iconic: Refers to the extent to which you know or believe the scene, or similar ones) has been regularly employed in media about Portland, such as in websites, magazines, advertisements, television shows, movies, post cards, posters, etc. There is a "do not know" option for rating this quality.

Distinctive Essence of Portland: Refers to the degree to which a scene captures or expresses a unique attribute specific to Portland and how it sits in its regional landscape setting. This expression may be simple and intuitively noticed just from visual cues in the scene so that it will likely be appreciated by outside visitors. Or the essence of Portland might require some general and easily learned and appreciated knowledge about the city's history, culture or character.

Imageability: Refers to the degree to which a scene includes readily discernable features and patterns that orient the viewer, help them identify where they are and the direction they are looking, and helps them come to positively identify with that place and become emotionally attached to it. This quality will often be correlated to "Distinctive Essence of Portland" but not always. Some features and patterns can clarify one's location and orientation in a generically memorable way, as they would in many other cities, but their form and content is not specific to Portland.

Historical Importance: Refers to whether you know or believe a particular view contains elements that express or represent events or places generally significant or important to Portland's social, cultural, or environmental history. It is possible in some cases that these elements may come up short in being distinctive, imageable, iconic or scenic. There is a "do not know" option in rating this quality.

[One photo on-line general quality survey page mockup]

Please refer to the viewpoint photo below and answer all five questions about it.

{PHOTO APPEARS HERE}

What is the overall scenic quality of this view photo? (Check one box.)

[]	[]	[]	[]	[]
Low	Moderately Low	Moderate	moderately high	high
(only worth a brief look)		(worth a moment to enjoy)		(wow! settle down & enjoy)

How iconic is this view in representing Portland to the rest of the world in the media? (Check one box.)

[]	[]	[]	[]	[]
Low	Moderately Low	Moderate	moderately high	high
(would never see it)		(might see it in occasional special contexts)		(has often been used)

[] I do not know.

How well does this view express forms and content that represents the distinctive essence of Portland? (Check one box.)

[]	[]	[]	[]	[]
Low	Moderately Low	Moderate	moderately high	high
(could be anywhere)		(locally unique but not strongly essential)		(very uniquely all about Portland)

How well does this view contain elements that represent generally significant historical places or events in Portland? (Check one box.)

[]	[]	[]	[]	[]
Low	Moderately Low	Moderate	moderately high	high
(no important history)		(somewhat historically significant)		(very important in city's history)

[] I do not know.

Instructions for scene content ratings for each view:

On each of the next pages is a photo from a viewpoint. Please answer all the questions below each photo, referring to the printed image with the same number. Each question is meant to ask about a distinct attribute of the scene, that is substantially different than that asked by any of the other questions.

Please familiarize yourself with the differences across the questions by first reading all the questions on the first page. Do so without making any ratings and without regard to the photograph on that page before beginning to rate all the photos.

The key concept for each question is underlined. After you have rated a few scenes on the first few pages you will have mastered the different questions. Then you can render your ratings on the remaining pages just by looking at the underlined key words in each question.

You have the option to answer one question at a time through all the pages and then go back all the way through for the next question, and so on. This approach may allow you to be more consistent in making judgments across the scenes for the same question. But it may take more time and is therefore not required.

[One photo on-line scene content survey page mockup]

Please refer to the viewpoint photo below and answer all XXX questions about it.

{PHOTO APPEARS HERE}

What is the viewer position of this scene? (Check one box.)

[] Inferior [] [] Neutral [] [] Superior

How would you best characterize the scope of this scene? (Check one box.)

[] FG limited [] Contained [] Townscape prospect [] Linear prospect [] Local panoramic [] Region panoramic

Does this scene have a strong single landmark or feature (natural or man made) that serves to focus the view? (Check one box.)

[] None [] [] Somewhat [] [] Yes

Does this scene have a strong single very special landmark or feature (natural or man made) by virtue of being highly unique, very large, well-designed, sublime or memorable? (Check one box.)

[] None [] [] Somewhat [] [] Yes

Does this photo have an assemblage of major and/or minor landmarks or features (natural or man made) that mark a focal area in the view or that composes a linear perspective that leads the eye? (Check one box.)

[] None [] [] Somewhat [] [] Yes

Does this photo have a clear length of distant horizon or ridge-top that contributes to the definition of a substantial far-distant view or well-defined background zone? (Check one box.)

[] None [] [] Somewhat [] [] Yes

Does this photo have more than one distance zone (DZ), i.e. foreground and middle-ground and/or background? (Check one box.)

[] Only one DZ [] 2nd DZ too small [] 2nd DZ significant [] 3rd DZ significant [] All three DZ clear

Does this photo have a clearly evident area of water surface? (Check one box.)

[] None or very little [] [] A small but significant area [] [] Visually prominent water

Does this photo exhibit any shorelines of rivers or lakes that take on interesting forms or curves that add significantly to scenic quality and/or lead the eye into the scene? (Check one box.)

[] None or very little [] [] A small but significant area [] [] Prominent shore forms

To what extent does this photo contain discordant elements that detract from its scenic appeal, such as power lines, scars on the land, derelict structures, graffiti, etc.? (Check one box.)

[] Substantial discordant [] [] Significant discordant [] [] No discordant

Does this photo include substantial natural appearing areas (may not actually be so) that appear to be formed and covered mainly by natural processes and/or vegetation, such as forests, grassy meadows, geological formations or natural water bodies? (Check one box.)

[] None [] [] a few significant areas [] [] A substantial area

Does this scene clearly exhibit evidence of visually interesting urban patterns (such as the collective form of streets, blocks or building heights or massing) that suggests a relationship with landform, historic urban growth patterns, a type of neighborhood, or the like? (Check one box.)

[] None [] [] a few significant areas [] [] A substantial area

Does this scene exhibit any significant length of clear pathway(s) (streets, railroads, rivers, trails, narrow valleys) that "lead" into the view so as to invite vicarious travel or exploration into the landscape? (Check one box.)

[] None are clear [] [] A few are somewhat clear [] [] One or more are very clear

Does this scene exhibit any significant identifiable urban districts (such as downtown or a particular neighborhood) that clearly show enough landmarks and/or urban patterns so that a familiar viewer can know which district they are seeing? (Check one box.)

[] None are clear [] [] A few are somewhat clear [] [] One or more are very clear

Does this scene have any significant interesting non-urban areas that clearly exhibit visually appealing agricultural patterns or rural settlements, especially in relation to landforms? (Check one box.)

[] None are clear [] [] A few are somewhat clear [] [] One or more are very clear

Commented [DA1]: Not sure we need this one since the focus is on the Central City. I don't think we will have anything that fits this description.

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 detractions.
- *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 map.pdf
- Ithaca view rating scale.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 thee 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.)[1]
- *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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[1] 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/

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 Crags
- 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

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/I5_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

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

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

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 ones perception of the view itself. This is not to imply that contrast with a 'built' fore or mid ground 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.

Portland Central City Scenic Views								
BMPs								
MIG 07/03/2014								
Place	**Date**	**Viewpoint identification**	**Inventory**	**Ranking method**	**Mapping**	**Protection methods**	**Experience**	**Notes**
Ithaca NY	1990s	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	Criteria first, then	27 views protected	Good mapping	Height limits, design review	Mixed results	Focus on shoreline, skyline
		establish view importance	view inventory to	complex 3-d view	& control			views to mountains, hillside development
		Expert group/delphi	seek out views that	metric				restrictions
		Public workshops	met criteria					
Edinburgh UK	2007	42 views analyzed	Photos	Not clear	View cones	New bldngs can't break into	Not known	Focus on local skylines,
		Public concern over views	Description	Skylines the focus	Sophisticated	sky space		hist. bldngs related to
					"Sky space"			hills & water features
								Sky space concept unique
Valencia Spain	2008	landscape assessment	4800 photos	Public preference	Mapped	Land use controls	Not known	Good method for visual
		rather than specific	368 used	Demographic control	landscapes	Billboard controls		preference/public
		views	Character typology	Photos on tables				Good predictive scientific framework
		scientific method						
San Francisco CA	1996?	Overlooks, viewpoints	No info	No info	No info	Height limits	Not known	Seeking more information
		open spaces, hill tops						
Denver CO	1968	Views to Front Range from	15 parks had ext.	Ranking not known	View planes	Inclined plane measured from	Long standing	Good method for height
	Additions	public parks	views of Front Range		for each	east edge of sites	program	control from viewpoints
		Skyline, airport	or river			1' per 100'	has expanded	
Napa County CA	2001	Views from designated	Not known	Slopes over 15% or	NA	Design review/viewshed manual	Not known	Large area view content protection
		scenic roads & corridors		on ridgeline				similar to CGNSA
National Park	2014	Method for each park/site	Local knowledge	landscape, viewpoint,	NA	Within park, management	New program	Includes natural & cultural features
Serice	Draft	to choose locally	Published views	significance, invstmnt		Outside, purchase or	Not adopted	Adaptable to urban areas
				use level, int themes		negotiation		Possibly useful scoring method
								Some flaws
Austin TX	2001	50+ view corridors to	Started with 60	Dropped some for	Cones	Variable height limits within	Hgt limits	Development pressure
	Hgt limits	capital bldng		economic reasons	mapped	1/4 mi of capital	breached	to violate rules building up
	since 1931						in 1960s	Single feature to protect

Honolulu HA	1960s	Views to Diamond Head	NA	NA	NA	Height limits across a district	Seems to	Came into place to prevent
		from public places				to prevent tall bldng	work	tall bldngs encroaching on
						encroachment		one major landform
						Design guidelines		
Seattle WA	1980s	Accessible public VP	Not known	Point system based	Not known	Exclusively design review	Pressure	Could not find point system used
		Prominence of view object		on significance			to weaken	May have some use to PDX, but
		Iconic, unique, noteworthy		high use, optimum			over time	better examples are out there
				Considered difficulty				
				of protecting view				
Cinncinati OH	2007	82 views evaluated	Field photos	Scoring matrix	Very good	Multiple	Not known	High concentration of views in a few areas
		From hilltops & Hillsides	& mapping	View quality	maps & GIS			Parks, streets, st. termini, steps, pkwys
		11 views OF hills		VP locale/type				Most vpts street related
				Seasonality				
				Saety				Great view typology summaries
				7 pts possible				
				By committee				
Mississippi River/Twin Cities	2014	Field driven, stakeholder	Field teams gatherd	Scoring system	NA	Being developed	Not in use yet	Seems like good inventory & ranking
	draft	& public involvement	data & photos	visual character		many jurisdictions involved		system with elements useable by Portland
				viewpoint quality				
				viewpoint use				
				staility/risk				
Auckland NZ	1976	ad hoc	ad hoc	None really	Good comp map	Height & setback control	appear to be	"Viewshafts" are the protected corridors
		Initially 3 popular views	add & subract sites	Islands, mountains,			problems	Cautionary tale on ad hoc systems
			over time	bay views predominate				
			87 present views					

Central City Scenic Resources Inventory and Analysis

Portland's Central City has some of the most iconic views in the region. These views have been designated over the past 30 years through the development of several plans (e.g., *Scenic Resources Protection Plan* (1991), *Willamette Greenway Plan* (1989)). This Scenic Resources Inventory is the first update to these view inventories. The inventory is being done as part of the Central City 2035 project (www.portlandoregon.gov/bps/47907).

The Central City Scenic Resources Inventory will document the characteristics of viewpoints and view corridors within and of Portland's Central City. The inventory includes:



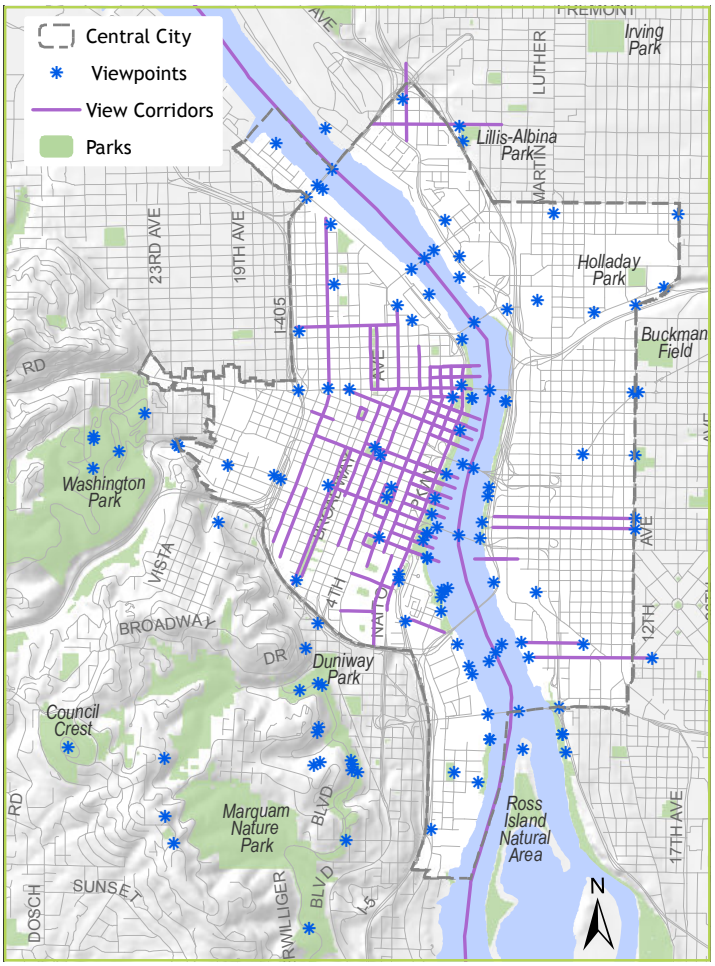
Views – features (natural or built) that can be seen from some distance and have pleasing aesthetic qualities.



Viewpoints – locations where the view can be observed. A viewpoint may be developed with benches or signs, or may be just an informal location.



View corridors – views down a street or trail, typically framed by buildings or vegetation.



Central City Scenic Resources

First, staff are analyzing the 135 existing viewpoints and view corridors in and around the Central City (see map) and those submitted by the public.

In the fall of 2014, the views will be evaluated and ranked by an expert panel. The public will have an opportunity to review and comment on the evaluation. Staff will then take all the information, analyze it and make recommendations about which views should be protected and maintained. The results of the Central City Scenic Resources Inventory and Analysis will be forwarded to the Planning and Sustainability Commission and then City Council for consideration as a part of the Central City 2035 Plan.

Bureau of Planning and Sustainability
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For more information:

Visit the website at ***www.portlandoregon.gov/bps/65309***
or contact Mindy Brooks, 503-823-7831,
mindy.brooks@portlandoregon.gov

env-sri_cc 07/31/14

What are you looking at?
Nominate your favorite view and/or gazing spot through August ~~1~~8, 2014 to be part of the City's scenic resources update

Portland is known for its iconic views. ~~The views of Portland's downtown~~ The city's skyline and Mt. Hood, the many bridges, buildings, and fountains, which, together, help define the character of the City. ~~and across the city skyline to Mt. Hood are iconic. Scenes of bridges, buildings and fountains help define the character of the Central City and~~ These views leave a lasting impression in the minds of residents and visitors alike.

In an effort to preserve these visual treasures, Portland manages an inventory of views, viewpoints and view corridors within and of the Central City. This inventory is now 25 years old, and the Bureau of Planning and Sustainability is updating it as part of the Central City 2035 planning effort and we want your help.

The Central City Scenic Resources map shows the viewpoints and view corridors from the current inventories~~y~~. Much has changed since the last comprehensive inventory was created in ~~1980~~ 1988 -- ~~including***~~the Pearl District has developed, Tillikum crossing is just about finished. And there are likely new views that should be considered for future protection.

Do you have a favorite view that you would like to see added to the Scenic Resources Inventory?

Now through August 1, 2014, City staff are taking nominations for new views, viewpoints and view corridors.

What views can be nominated?

- The viewpoint or view corridor (where you are when you enjoy the view) must be on public property or have public access.
- The feature that is viewed must also be in public ownership. Private buildings are not included in this inventory.

How can nominations be submitted?

You can nominate a view by completing the online nomination form on the Scenic Resources Inventory website. You will need to provide information about: 1) where the viewpoint or view corridor is located, 2) what the view is of, and 3) why you think it should be included in the inventory.

Next steps: All of the inventoried views, viewpoints and view corridors will be evaluated in Fall 2014 and ranked based on their significance or importance. The results of the study will inform discussions through the Central City 2035 plan about how to protect and manage views and viewpoints.

Commented [BM(1]: Link to CC2035

Commented [2]:
JoEllen Carothers Jul 14, '14, 9:47 PM Mindy, do you have any suggestions here? Or examples of new features/views that didn't exist in 1980, or something to add here that would help someone to understand the scope of what's changed in Portland that might tie into the inventory?

TITLE (something catchy) What's your view? / Share your point of view /When I picture Portland, this is what I see / I only have eyes for views / I spy Portland / All scenes Portland / Room for a view

The views of Portland's down-town and across the city to Mt. Hood are iconic. There are views of bridges and buildings and fountains that help define the character of the Central City. [As part of the Central City 20135 Plan, (?)]The Bureau of Planning and Sustainability is updating a 25 year old inventory of views, viewpoints, and view corridors within and of the Central City [, and we want your help!].

[map of existing viewpoints/corridors]

The existing viewpoints and view corridors are [currently/actively/already being] managed to preserve the views; . Hhowever, much has changed since the old inventory.
There are likely new views [, viewpoints, and view corridors] that should be considered for future protection. There are, including the new Greenway trails, a new [the new Tilikum Crossing] bridge, and new development along the river.

City staff is taking nominations for new views, viewpoints, and view corridors now through August 1st [,2014]. The viewpoint or view corridor, i.e. where you are when you enjoy the view, must be on public property or have public access. And the feature the view is of must also be in public ownership. Private buildings are not included in this inventory.

You can nominate a view by going to the website and choosing the link to an online [views nomination] form. You need to provide information about the where the viewpoint or corridor is located, what the view is of, and why you think it should be included in the inventory.

All of the inventoried views, viewpoints, and view corridors will be evaluated in the fall and ranked based on their significance or importance. The results of the study will inform discussions through the Central City 2035 plan about how to protect and manage views [as Portland continues to grow].

Commented [ME1]: Alternate: Portland is known for its iconic views. These views range from the city's skyline and Mt. Hood to the many bridges, buildings, and fountains, which, together, help define the character of the Central City.

Commented [ME2]: Will these be hyperlinked? (link to the website and link to the form?)

Scenic Resources Nomination Form

Nomination Guidelines

1. Anyone may nominate a viewpoint or view corridor for inclusion in the Scenic Resources Inventory Update.

2. The viewpoint or view corridor 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.

3. The focus of the view, the feature that is seen from the viewpoint, must be a natural feature (e.g., Mt. St. Helens, Willamette River, a park), the skyline or a portion of the skyline ~~in general~~, or a built feature that is in public ownership (e.g., Hawthorne Bridge, City Hall).

4. Public access and safety is important. The viewpoint or view corridor should be safely accessible by walking, wheelchair, or bicycle. There should be 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.

5. Viewpoints or view corridors 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 by (to?) the general public are not eligible for the Scenic Resources Inventory. Examples of eligible viewpoints and views~~s~~ corridors are those located in a public~~al~~ly-owned park or natural area, on a trail or street, in a public~~al~~ly-held easement, or on land owned by a park or natural area trust or non-profit organization.

6. Nominations must be received by August 1, 2014 at 5:00pm to be included in the draft Scenic Resources Inventory report.

Nomination Instructions

Please provide the following information about the new viewpoint or view corridor:

Location – What is the name of the location of the viewpoint or view corridor (e.g., Waterfront Park or Division Street)?~~.~~ If there is not a common name, please explain the location by (using?) nearby businesses, cross streets, or other features. Describe where at that location the view is from (e.g., where Salmon Street extends to the Willamette River).	
Description – Please describe the view. What is the primary focus of the view? Why do you think the view should be included in the inventory? Is the view of something that is iconic or recognized as emblematic of Portland? Are there other views of the same thing or is this a unique view?	
Access – How did you get to the viewpoint? By car, bike, walk (foot?), wheelchair, skateboard? If the viewpoint isn't obvious, please include directions to get to the viewpoint (e.g., park in parking lot, take the trail going north for 50 feet, the viewpoint is on the right side by the bench.) so staff can record it for analysis.	
Type of View (choose all that apply) Panorama: an expansive, wide, distant view (e.g., a view of the downtown skyline) Overlook: a ~~n over~~view from a viewpoint, looking downward (e.g., a view from a bluff looking down at the Willamette River)	Panorama Overlook Distant View Feature Hold **Ctrl** to select multiple items

Commented [ME1]: Maybe add another example – either "a viewpoint may be a site in the Central City with a view looking across the Central City with Mt. Hood in the background" or "a viewpoint may be a site located outside of the Central City with a view of the Central City skyline" (so getting at views seen from the central city that might include a view of the central city but also something beyond, and views of the central city from outside of the central city area)

Distant View: a framed view of a distant element (e.g., a view of Mt. Hood between two buildings or between groves of trees) Feature: a view of a specific feature, landmark, or structure (e.g., a view of a river, park, bridge, historic building)	
Viewing Direction – What is the direction of the view: N, NE, E, SE, etc.? If the view is panoramic or wide, please include the view direction from the center of the view. Be as specific as possible.	
Photographs – Please include a picture of the view as seen from the viewpoint or view corridor. (optional)	(Maximum file size: 30MB)

* Required Field

Commented [ME2]: Does it have to be framed?

Significant Scenic Resources

Central City

Number	Location	Inventory #
CC-1	East Down SW Madison from the Oregon Art Institute	VC 24-50
CC-2	River and Downtown from Convention Center Plaza	VC 24-06
CC-3	Downtown from OMSI	VC 24-10
CC-4	Downtown from the Red Lion Motel and Memorial Coliseum	VC 24-47
CC-5	Downtown from 12th Street Overpass at I-84	VC 24-16
CC-6	City from Eastbank Esplanade	VC 24-48
CC-7	First Interstate (Wells Fargo) Tower from East Burnside	VC 24-51
CC-8	Downtown from Riverplace Floating Dock	VC 24-43
CC-9	Riverplace from Montgomery Street Stairs	VC 24-44
CC-10	Downtown from Albina Park	VC 17-04
CC-11	Waterfront Park from SW Salmon Street	VC 24-52
CC-12	Mt. Hood from the South Park Blocks	VM 24-21
CC-13	Mt. St. Helens from the Gazebo at SW Front Avenue	VM 24-19
CC-14	Mt. Hood from the Steamer Portland Site	VM 24-45
CC-15	Mt. Hood from South of the Morrison Bridge	VM 24-46
CC-16	Mt. Hood from NW Lovejoy Street	VM 24-42
CC-17	Mt. St. Helens from Jefferson Street Overpass	VM 24-22
CC-18	Mt. Hood from the Broadway Bridge	VM 24-38
CC-19	Marquam and Ross Island Bridges from the North Viewpoint at RiverPlace	VB 24-34
CC-20	Fremont Bridge from the Broadway Bridge	VB 24-32
CC-21	Marquam and Ross Island Bridges from the South Viewpoint at RiverPlace	VB 24-09
CC-22	Marquam and Ross Island Bridges from Waterfront Park	VB 24-24
CC-23	Hawthorne Bridge from Eastbank Esplanade	VB 24-25
CC-24	Vista Bridge from SW Jefferson Street	VB 23-14
CC-25	Marquam Bridge from the South Side	VB 24-18
CC-26	Steel Bridge from Burnside Bridge	VB 24-28
CC-27	Hawthorne and Morrison Bridges	VB 24-33
CC-28	Morrison Bridge from the Hawthorne Bridge	VB 24-37
CC-29	Broadway Bridge from the West Side	VB 24-29
CC-30	Hawthorne Bridge from Waterfront Park	VB 24-35
CC-31	Hawthorne Bridge from Waterfront Park	VB 24-31
CC-32	Morrison Bridge from the Eastbank Esplanade	VB 24-36
CC-33	Burnside Bridge from Waterfront Park	VB 24-26
CC-34	Broadway Bridge from Rail Yards	VB 24-30
CC-35	Broadway Bridge from Lower Albina	VB 17-06
CC-36	Marquam Bridge from the Steam Plant	VB 24-23
CC-37	Burnside Bridge from the Eastbank Esplanade	VB 24-27
CC-38	Marquam Bridge from Station L	VB 24-49
CC-39	Ross Island Bridge from the South	VB 31-09
CC-40	West Willamette Riverbank from under the Fremont Bridge	
CC-41	West Willamette Riverbank at SW Arthur Street	
CC-42	Downtown Waterfront	
CC-43	Willamette River from Elk Rock Island to Kelly Point Park	SD 01-04
CC-44	Front Avenue at the Fremont Bridge	
CC-45	West Burnside Street at I-405	
CC-46	SW Columbia and Jefferson Streets at SW 18th Avenue	
CC-47	SW Fifth Avenue at I-405	
CC-48	NE Broadway at NE 16th Avenue	
CC-49	Holladay Street at 16th Avenue	
CC-50	NE Broadway at NE Martin Luther King, Jr. Boulevard	
CC-51	East Burnside and Sandy Boulevard at 12th Avenue	
CC-52	Powell Boulevard at the Ross Island Bridge	
CC-53	SW Macadam Avenue at Bancroft Street	

Number	Name	Inventory #
1	S.W. Terwilliger Boulevard below Veteran's Hospital	VP 31-29
2	Rocky Butte	VP 19-06
3	Pittock Mansion	VP 23-12
4	Council Crest	VP 30-02
5	Elk Point	VP 31-28
6	Above Mount Tabor Reservoir	VP 25-04
7	Top of Mount Tabor	VP 25-02
8	Powell Butte	VP 34-08
9	Willamette National Cemetery	VP 40-02
10	S.W. Terwilliger above Duniway Park	VP 31-30
11	S.E Sellwood Boulevard	VP 38-03
12	S.W. Fairmount Boulevard	VP 30-07
13	Zoo Train Platform	VP 23-22
14	From St. Johns Bridge	VP 09-01
15	S.W. McDonnell at Council Crest	VP 30-06
16	S.W. Upper Hall	VP 24-01
17	Kelly Butte	VP 33-02
18	Kelley Point Park	VP 01-02
19	Rose City Golf Course	VP 19-01
20	University of Portland Bluff	VP 10-04
21	Ross Island Sand and Gravel	VP 31-37
22	Broadmoor Golf Course	VP 12-02
23	Skyline Memorial Gardens	VP 15-04
24	PCC-Sylvania Campus	VP 43-02
25	The Grotto	VP 19-14
26	N.E. 122nd Ave	VP 20-13
27	N.E. 82nd near Portland International Airport	VP 13-07
28	N.E. 108th and N.E. Klickitat	VP 19-01
29	S.W. Terwilliger Boulevard below Veteran's Hospital	
30	S.W. Terwilliger Boulevard above S.W. Bancroft St.	
31	S.W. Terwilliger Boulevard above S.W. Harrison Ct.	
32	Mt. Hood and City from the Rose Garden	VC 23-24
33	Mountains and City from Lewis and Clark Monument	VC 23-04
34	Mt. St. Helens from S.W. Terwilliger Boulevard	VC 31-31
35	Albina Railyards from Overlook House	VC 17-07
36	Mountains and River from N.W. Willark Ave.	VM 04-04
37	Mt. St. Helens from Veteran's Hospital	VM 31-21
38	Mt. Hood from S.W. Terwilliger Boulevard	VM 31-38
39	Mt. Hood from Oregon Vietnam Living Memorial	VM 23-19
40	Mt. Hood from the Rose Garden	VM 23-08
41	Mt. Hood from Veteran's Hospital	VM 31-26
42	Mt. Hood from S.W. Broadway Drive	VM 31-36
43	Mt. Hood from the Vista Bridge	VM 23-18
44	Mt. Hood from S.W. Patrick Way	VM 30-05
45	Mt. St. Helens from Mt. Calvary Cemetery	VM 23-23
46	Mt. Hood from the Oregon Health Sciences University	VM 31-25
47	Mt. Hood from S.W. Capitol Highway and Huber St.	VM 37-01
48	Mt. Hood from Airport Way	VM 14-03
49	Interstate 205 Bridge from N.E. Marine Drive	VB 13-06
50	Sellwood Bridge from Slope Adjacent to S.E. McLoughlin Boulevard	VB 31-24
51	Sellwood Bridge from Sellwood Riverfront Park	VB 38-26
52	Fremont Bridge from Swan Island	VB 16-02
53	St. Johns Bridge from Cathedral Park	VB 09-03
54	Sellwood Bridge from Willamette Park	VB 38-25
55	Sellwood Bridge from Macadam Bay Club	VB 38-23
56	Covered Bridge over Johnson Creek	VB 41-03
57	St. Johns Bridge from the Bridge Approach above St. Helens Road	VB 09-03
58	St. Johns Bridge from St. Helens Road	VB 04-03
59	N.W. Thurman St. Bridge	VB 16-06
60	St. Johns Bridge from N.W. Germantown Road	VB 09-14
61	Interstate 5 Bridge from Marine Drive	VB 07-02
62	Fremont Bridge from Overlook Park	VB 17-05
63	St. Johns Bridge from N. Willamette	VB 09-12
64	St. Johns Bridge from St. Helens Road	VB 09-15
65	St. Johns Bridge from UDAG Site	VB 09-10
66	Interstate 205 Bridge from N.E. Marine Drive	VB 14-02
67	St. Johns Bridge from N. Burlington	VB 09-11
68	Ross Island Bridge from S.E. McLoughlin Boulevard	VB 31-05
69	Sellwood Bridge from Ira Powers Park	VB 38-21
70	Sellwood Bridge from Pioneer Church	VB 38-24
71	Forest Park North	
72	Inspiration Point	
73	Forest Park South	
74	S.W. Terwilliger Boulevard	
75	S.W. Terwilliger Boulevard	
76	S.W. Terwilliger Boulevard	
77	West Willamette Riverfront at Linnton in the Vicinity of N.W. 107th Ave	
78	West Willamette Riverbank near the Railroad Bridge	
79	East Willamette Riverbank near the Railroad Bridge	
80	Willamette Boulevard at N. Jessup St.	
81	Swan Island	
82	McLoughlin Boulevard near S.E. Holgate Boulevard	
83	West Willamette Riverfront at S.E. Boundary St.	
84	Milwaukie Boulevard at S.E. Mitchell	
85	West Willamette Riverfront at the S.W. California St. Alignment	
86	East Willamette Riverfront near the Oregon Yacht Club	
87	East Willamette Riverfront at S.E. Linn St.	
88	Leach Botanical Garden	SS 41-02
89	Bishop's Close	SS 44-01
90	Berry Botanical Garden	SS 44-02
91	The Grotto	SS 19-15
92	Reed College	SS 32-04
93	Johnson Lake	SS 13-03
94	Beggar's Tick Marsh	SS 33-05
95	Water Tower at N.E. Rose Parkway	SS 20-09
96	Open Space at N.E. 148th and N.E. Halsey St.	SS 20-08
97	Shriner's Hospital	SS 19-19
98	Kelley Point Park	
99	Smith and Bybee Lakes	
100	Forest Park	
101	Macleary Park	
102	Ross Island	
103	Marquam Ravine (Himes Park)	
104	Oaks Bottom	
105	Tryon Creek State Park	
106	N.E. 33rd and Marine Drives	SD 12-04
107	S.W. Fairmount Boulevard Loop	SD 30-03
108	Washington Park and Hoyt Arboretum Loop	SD 23-25
109	N.W. Cornell Road	SD 23-16
110	Willamette Boulevard	SD 10-07
111	N.W. Germantown Road	SD 09-17
112	Sellwood Boulevard	SD 38-29
113	S.W. Multnomah Boulevard from S.W. 45th Ave. to S.W. Garden Home Road	SD 37-03
114	S.W./N.W. Skyline Boulevard	SD 23-21
115	N.W. Skyline Boulevard	SD 15-09
116	Cross-dike	SD 20-10
117	N.W. Skyline/Thompson Loop	SD 15-05
118	S.W. Macadam/S.W. Taylors Ferry/S.W. Boones Ferry/S.W. Terwilliger Loop	SD 38-27
119	S.W. Terwilliger Boulevard	
120	S.W. Richardson Court East of Macadam Ave	
121	S.W. Pendleton St. East of Macadam Ave.	
122	S.W. Carolina St. East of Macadam Ave.	
123	S.W. Nebraska St. East of Macadam Ave.	
124	S.W. Vermont St. East of Macacam Ave.	
125	S.W. California St. East of Macadam Ave.	
126	S.W. Nevada St. East of Macadam Ave.	
127	S.W. Miles St. East of Macadam Ave.	
128	S.E. Spokane St.	
129	S.E. Linn St.	
130	Willamette River from Elk Rock Island to Kelley Point Park	SD 01-04
131	Columbia River from N.E. 185th Ave. to Kelley Point Park	SD 02-01
132	Columbia Slough from N.E. 185th Ave. to Kelley Point park	SD 11-03
133	Columbia Boulevard at 82nd Ave.	
134	S.E. Glisan St. at Cesar E. Chavez Boulevard	

Willamette Greenway Plan

- Greenway Viewpoints
- Greenway View Corridors

Scen ic Views

- Panoramas
- Views of City
- Views of Mountains
- Views of Bridges
- Viewpoints
- Scenic Sites
- Gateways & Focal Points

Scenic Drives and Corridors

- Scenic Drives
- View Corridors
- Scenic Waterways

June 30, 2014

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

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

NORTH

0 500 1,000 1,500 Feet

Bureau of Planning and Sustainability

Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon

Charlie Hales, Mayor • Susan Anderson, Director

\\bpsfile\\support$\gis\Projects\Scenic_Resources\Maps\CentralCity_Scenic_Resources_Inventory.mxd

Non-Priority Central City Area Viewpoints and View Corridors March 2009

CODE	CORRIDOR /POINT	DESCRIPTION	NEIGHBORHOOD	OVERLAP	HEIGHT LIMIT?	SOURCE	ORD. # 1	ORD. # 2	ORD. # 3
CCPV10	P	West end of Marquam Bridge	Downtown			Central City Plan 1988	160606		
CCPV11	P	East riverbank S. of Marquam Bridge	Hosford-Abernathy			Central City Plan 1988	160606		
CCPV12,GVP	P	Riverbank off SW Montgomery	Downtown	YES		Central City Plan, Willamette Greenway Plan	160606	160237	
CCPV13, (GVP)	P	Riverbank near SE Market	Hosford-Abernathy	YES		Central City Plan, Willamette Greenway Plan	160606	160237	
CCPV14,GVP,VB24-34	P	Marquam and Ross Island Bridges from the north viewpoint at Riverplace	Downtown	YES		Central City, Willamette Greenway, Scenic Resources Inventory	160606	160237	163957
CCPV15	P	Hawthorne Bridge looking north	Buckman			Central City Plan 1988	160606		
CCPV16	P	Hawthorne Bridge looking south	Buckman			Central City Plan 1988	160606		
CCPV17,GVP	P	East bank north of Hawthrone Bridge	Buckman	YES		Central City Plan, Willamette Greenway Plan	160606	160237	
CCPV18	P	Waterfront south of SW Main	Downtown	YES		Central City Plan 1988	160606		
CCPV19	P	Morrison bridge looking south	Downtown			Central City Plan 1988	160606		
CCPV2	P	Riverbank off SW Bancroft	South Portland			Central City Plan 1988	160606		
CCPV20	P	Morrison bridge looking north	Downtown			Central City Plan 1988	160606		
CCPV21,GVP	P	West bank south of Burnside Bridge	Old Town/Chinatown	YES		Central City Plan, Willamette Greenway Plan	160606	160237	
CCPV22,GVP	P	East bank south of Burnside Bridge	Buckman	YES		Central City Plan, Willamette Greenway Plan	160606	160237	
CCPV23	P	Burnside Bridge looking south	Kerns			Central City Plan 1988	160606		
CCPV24	P	Burnside Bridge looking north	Kerns	YES		Central City Plan 1988	160606		
CCPV25	P	Waterfront park near NW Everett	Old Town/Chinatown			Central City Plan 1988	160606		
CCPV26,(GVP)	P	East bank south of Steel Bridge	Kerns	YES		Central City Plan, Willamette Greenway Plan	160606	160237	
CCPV27	P	Steel Bridge looking south	Lloyd			Central City Plan 1988	160606		
CCPV28	P	Steel Bridge looking north	Lloyd			Central City Plan 1988	160606		
CCPV29	P	Riverbank at McCormick Pier	Old Town/Chinatown	YES		Central City Plan 1988	160606		
CCPV3,GVP,(VB31-09)	P	Riverbank south of Ross Island Bridge (Zidell)	South Portland	YES		Central City, Willamette Greenway, Scenic Resources Inventory	160606	160237	163957
CCPV30	P	Broadway Bridge looking south	Eliot			Central City Plan 1988	160606		
CCPV31	P	Broadway Bridge looking north	Eliot	YES		Central City Plan 1988	160606		
CCPV32,GVP	P	West bank south of Fremont Bridge	Pearl	YES		Central City Plan, Willamette Greenway Plan	160606	160237	
CCPV33	P	Fremont Bridge looking south	Overlook	YES		Central City Plan 1988	160606		
CCPV34	P	Fremont Bridge looking north	Overlook			Central City Plan 1988	160606		
CCPV35	P	East bank north of Fremont Bridge	Overlook			Central City Plan 1988	160606		
CCPV4	P	Ross Island Bridge looking south	Hosford-Abernathy			Central City Plan 1988	160606		
CCPV5	P	Ross Island Bridge looking north	Hosford-Abernathy			Central City Plan 1988	160606		
CCPV6	P	Riverbank north of Ross Island Bridge	South Portland			Central City Plan 1988	160606		
CCPV7,GVP	P	Riverbank 1000' south of Marquam Bridge	South Portland	YES		Central City Plan, Willamette Greenway Plan	160606	160237	
CCPV8	P	Riverbank at SE Caruthers	Hosford-Abernathy			Central City Plan 1988	160606		
CCPV9	P	Riverbank south of Marquam Bridge	South Portland	YES		Central City Plan 1988	160606		
GVP	P	Riverbank near N Russell Street	Overlook			Willamette Greenway Plan	160237		
SWMAV1	P	Riverbank south of Ross Island Bridge (Zidell)	South Portland			Central City Plan District	177082		
SWMIV1	P	Riverbank 1200' south of Marquam Bridge	South Portland			Central City Plan District	177082		
SWMIV2	P	Riverbank south of Ross Island Bridge (Zidell)	South Portland			Central City Plan District	177082		
SWMIV3	P	Riverbank at SW Gaines	South Portland			Central City Plan District	177082		
SWMIV4	P	Riverbank at SW [unnamed alley] south of SW Bancroft	South Portland			Central City Plan District	177082		
VB24-18,CCPV9	P	Marquam Bridge from south side	South Portland	YES		Scenic Resources Inventory, Central City Plan	163957		
VB24-23	P	Marquam Bridge and Mt. Hood from steam plant	Downtown			Scenic Resources Inventory	163957		
VB24-24,GVP	P	Marquam and Ross Island Bridges from Waterfront Park	Downtown	YES		Scenic Resources Inventory, Greenway Plan	163957	160237	
VB24-25	P	Hawthorne Bridge from Eastbank Esplanade	Buckman			Scenic Resources Inventory	163957		
VB24-28,CCPV24	P	Steel Bridge from Burnside Bridge	Kerns	YES		Scenic Resources Inventory, Central City Plan	163957		
VB24-29,CCPV29	P	Broadway Bridge from west side of river	Old Town/Chinatown	YES		Scenic Resources Inventory	163957		
VB24-30	P	Broadway Bridge from the Rail Yards	Old Town/Chinatown			Scenic Resources Inventory	163957		
VB24-31	P	Hawthorne Bridge from Waterfront Park	Downtown			Scenic Resources Inventory	163957		
VB24-32,CCPV31	P	Fremont Bridge from Broadway Bridge	Eliot	YES		Scenic Resources Inventory, Central City Plan	163957	160606	
VB24-33	P	Hawthorne and Morrison Bridges	Downtown			Scenic Resources Inventory	163957		
VB24-35	P	Hawthorne Bridge from Waterfront Park	Downtown			Scenic Resources Inventory	163957		
VB24-36	P	Morrison Bridge from Eastbank Esplanade	Buckman			Scenic Resources Inventory	163957		
VB24-37	P	Morrison Bridge from Hawthorne Bridge	Downtown			Scenic Resources Inventory	163957		
VB31-24	P	Ross Island Bridge from slope at SE McLoughlin	Brooklyn			Scenic Resources Inventory	163957		
VC22-26	P	City from SW Mill Terrace	Goose Hollow			Scenic Resources Inventory	163957		
VC23-28	P	City from SW Market	Goose Hollow			Scenic Resources Inventory	163957		
VC23-29	P	City from SW Montgomery	Southwest Portland			Scenic Resources Inventory	163957		
VC23-30	P	City from SW Montgomery above Vista	Southwest Portland			Scenic Resources Inventory	163957		
VC23-31	P	City from SW 18th near Jackson	Southwest Portland			Scenic Resources Inventory	163957		
VC23-35	P	City from Governors Park	Southwest Portland			Scenic Resources Inventory	163957		
VC24-06	P	River and Downtown from Convent Center Plaza	Lloyd			Scenic Resources Inventory	163957		
VC24-43	P	Downtown from Riverplace floating dock	Downtown			Scenic Resources Inventory	163957		
VC24-44	P	River Place from Montgomery St. stairs	Downtown			Scenic Resources Inventory	163957		
VC24-48	P	City from Eastbank Esplanade	Buckman			Scenic Resources Inventory	163957		
VC24-50	P	East down SW Madison from the Oregon Art Institute	Downtown			Scenic Resources Inventory	163957		
VC24-51	P	First Interstate Tower from East Burnside	Kerns			Scenic Resources Inventory	163957		
VC24-52	P	Waterfront Park Fountain from SW Salmon Street	Downtown			Scenic Resources Inventory	163957		
VC24-53	P	City from SW Cardinell	Southwest Portland			Scenic Resources Inventory	163957		
VM24-19	P	St. Helens from gazebo at SW Front	Downtown			Scenic Resources Inventory	163957		
VM24-21	P	Mt. Hood from the South Park Blocks	Downtown			Scenic Resources Inventory	163957		
VM24-22	P	Mt. St. Helens from SW Jefferson St. overpass	Downtown			Scenic Resources Inventory	163957		
VM24-38	P	Mt. Hood from Broadway Bridge	Pearl			Scenic Resources Inventory	163957		
VM24-42	P	Mt. Hood from NW Lovejoy Street	Pearl			Scenic Resources Inventory	163957		
VM24-45,CCPV18	P	Mt. Hood from Waterfront SW Salmon/Main	Downtown	YES		Scenic Resources Inventory	163957		
VM24-46	P	Mt. Hood from south of Morrison Bridge	Downtown			Scenic Resources Inventory	163957		
VM30-05	P	Mt. Hood and City from Patrick Place	Southwest Portland			Scenic Resources Inventory	163957		
VM31-21	P	Mt. St. Helens from VA Hospital	Homestead			Scenic Resources Inventory	163957		
VM31-25	P	Mt. Hood from OHSU	Homestead			Scenic Resources Inventory	163957		
VM31-26	P	Mt. Hood from VA Hospital	Homestead			Scenic Resources Inventory	163957		
VM31-39	P	Mt. Hood from SW Corbett	South Portland			Scenic Resources Inventory	163957		
VP17-08,CCPV33,CCPV	P	Panoramic view from Fremont Bridge	Overlook	YES		Scenic Resources Inventory, Central City Plan	163957	160606	
VP23-27	P	City panorama from SW Vista	Southwest Portland			Scenic Resources Inventory	163957		
VP30-06	P	SW McDonnell at SW Council Crest	Southwest Portland			Scenic Resources Inventory	163957		
VP30-07	P	Turnout from SW Fairmount Boulevard	Southwest Portland			Scenic Resources Inventory	163957		
VP31-37,GVP	P	Panorama from Ross Island Sand and Gravel	Brooklyn	YES		Scenic Resources Inventory, Greenway Plan	163957	160237	

Priority Central City Area Viewpoints and View Corridors List March 2009

CODE	CORRIDOR /POINT	DESCRIPTION	NEIGHBORHOOD	OVERLAP	HEIGHT LIMIT?	SOURCE	ORD. # 1	ORD. # 2	ORD. # 3
[redacted]	C	View to City from Duniway Park	South Portland			Terwilliger Parkway Corridor Study	155241		
TMV10	C	View to River and Coast Range from TMPV4 (Hamilton Street)	Homestead			Terwilliger Parkway Corridor Study	155241		
TMV2	C	View to City from Terwilliger @ Grover	Homestead			Terwilliger Parkway Corridor Study	155241		
TMV3	C	View to River and Coast Range from TMVP1 (Duniway Park)	South Portland			Terwilliger Parkway Corridor Study	155241		
TMV4	C	View to Mt. St. Helens from TMVP2 (Condor Avenue)	Homestead			Terwilliger Parkway Corridor Study	155241		
[redacted]	C	View to Mt. St. Helens from TMVP3 (Eagle Point)	Homestead			Terwilliger Parkway Corridor Study	155241		
TMV6	C	View to River and Coast Range from Terwilliger @ Gibbs	Homestead			Terwilliger Parkway Corridor Study	155241		
[redacted]	C	View to River and Coast Range from Terwilliger @ Whitaker	Homestead			Terwilliger Parkway Corridor Study	155241		
TMV8	C	View to River and Coast Range from Terwilliger @ Abernathy	Homestead			Terwilliger Parkway Corridor Study	155241		
[redacted]	C	View to River and Coast Range from TMVP3 (Eagle Point)	Homestead			Terwilliger Parkway Corridor Study	155241		
[redacted]	P	Duniway Park	South Portland			Terwilliger Parkway Corridor Study	155241		
TMVP2	P	Condor Avenue	Homestead			Terwilliger Parkway Corridor Study	155241		
[redacted]	P	Eagle Point	Homestead			Terwilliger Parkway Corridor Study	155241		
TMVP4	P	Hamilton Street	Homestead			Terwilliger Parkway Corridor Study	155241		
TPV1	C	Panorama view from TMVP1 (Duniway Park) to Terwilliger @ Gibbs	South Portland			Terwilliger Parkway Corridor Study	155241		
TPV2	C	Panorama view from Terwilliger @ Whitaker to Terwilliger @ Gaines	Homestead			Terwilliger Parkway Corridor Study	155241		
TPV3	C	Panorama view from Terwilliger @ Bancroft Ct. to Terwilliger @ 6th	Homestead			Terwilliger Parkway Corridor Study	155241		
VB17-06	P	Broadway Bridge from lower Albina	Eliot		YES	Scenic Resources Inventory	163957		
VB23-14	P	Vista Bridge from SW 14th/Jefferson	Goose Hollow		YES	Scenic Resources Inventory	163957		
VB24-09	P	Marquam and Ross Island Bridges from the south viewpoint at Riverplace	Downtown		YES	Scenic Resources Inventory	163957		
[redacted]	P	Marquam Bridge from Station L	Hosford-Abernathy		YES	Scenic Resources Inventory	163957		
[redacted]	P	Ross Island Bridge from SE McLoughlin	Brooklyn	YES	YES	Scenic Resources Inventory, Greenway Plan	163957	160237	
[redacted]	P	Downtown from Albina Park	Eliot		YES	Scenic Resources Inventory	163957		
[redacted]	P	Mtns. City from Lewis Clark Monument	Goose Hollow		YES	Scenic Resources Inventory	163957		
[redacted]	P	City from SW Spring	Southwest Portland		YES	Scenic Resources Inventory	163957		
[redacted]	P	Downtown from 12th St. overpass at I-84	Lloyd		YES	Scenic Resources Inventory	163957		
VC24-47	P	Downtown from Red Lion - Coliseum	Lloyd		YES	Scenic Resources Inventory	163957		
[redacted]	P	City from SW Rivington	Southwest Portland		YES	Scenic Resources Inventory	163957		
[redacted]	P	Mt. Hood from Vista Bridge	Southwest Portland		YES	Scenic Resources Inventory	163957		
[redacted]	P	SW Upper Hall Panorama	Southwest Portland		YES	Scenic Resources Inventory	163957		

Name category

Missing category

Missing on map

30

KEY	
SWMAV = South Waterfront major view	C = Corridor
SWMIV = South Waterfront minor view	CCPV = Central City Plan View
TMV = Terwilliger major view	VB = View of bridge
TMVP = Terwilliger major viewpoint	VC = View of city
TPV = Terwilliger panorama view	VM = View of mountain
GVP = Willamette Greenway Viewpoint	VP = View panorama

Terwilliger - ~~15~~ 17

Scenic Resources - 13

VIEW POINTS / CORRIDORS WORK

~~notes~~ 2/6/09

done ① AMEND GIS LAYER WITH CORRECTED POINTS
(talk to Gary - completed 2/2/09)

~~started~~ completed 3/9 ② CATEGORIZE POINTS
- those that are important / priority with height limits

③ GIS LAYER & MAP SHOWING HEIGHT RESTRICTIONS ASSOCIATED WITH POINTS
- Maximum heights
✓ - cone / view area
✓ - show ~~topography, terwilliger, clock tower~~, ~~scenic resources~~
✓ - what hasn't been addressed by zoning

④ TECHNICAL MEMO
- Methodology
- deficiencies in zoning

FUTURE: examine other emerging views not previously considered
re-define or clarify what we mean
↳ check zoning code, 's' overlay for this

Notes
2/2/09

CENTRAL CITY VIEWS

1. RESEARCH & COMPILATION
   - WGIP, SRI
   - TPS, CCPD
   - CCP, [COMMUNITY PLANS]
   - ? NW/TRIANGLE STUDY
   - ARTERIAL STREETS CLASSIFICATION POLICY/
   - ENCROACHMENTS IN THE PUBLIC ROW

2. ANALYSIS
   - MAINTAINED (I.E. HEIGHT LIMITS ATTACHED)
   - PRIORITIES

3. REPORT
   - FORMAT?
     - METHODOLOGY
     - INDEX
     - ANALYSIS
     - RECOMMENDATIONS

C = CORRIDOR
CCPV # = Central City Plan View
GVP = [Willamette] Greenway Viewpant
VB = View of Bridge
VC = View of city
VM = View of Mountain
SWMAV # = S. Waterfront Major View

TMV# = Terwilliger Major View
TMVP# = " Major Viewpoint
TPV# = " Panorama View
VP = View Panorama



Scenic Resources Protection Plan

Buckman pg. 34
Objective 1.6. #C — support planning & design of new development that enhance neighborhood livability.
Preserve public views to downtown and the West Hills.
NW corner of Morrison & 14th, Rezone to RH 4:1 FAR
ORD. # 164489

Boise
Policy IV: Urban Design / Historic Preservation / Land Use
Enhance the historic character and distinctive physical features of the Boise neighborhood.
Objective 6: Protect public views of downtown and the West Hills from the Boise Neighborhood.
Action: UD7 (same), next 5 years. Boise Residents/BDD [Regulations]

Brooklyn, pg. 74
Policy 6A.3: Advocate development of pedestrian and bike routes between parks & other gathering places.
6A.3.1: Create paths which accommodate both pedestrian & bicyclists and which include benches at viewpoints along the access route to the Willamette River. (PBOT, NH, Transportation, Parks)

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North Pearl Subarea Waterfront dev.
33.510.251.D

viewpoint symbol 510-15
Must be provided CCPD
S. Waterfront MINOR/Major 33.510.253.E.6

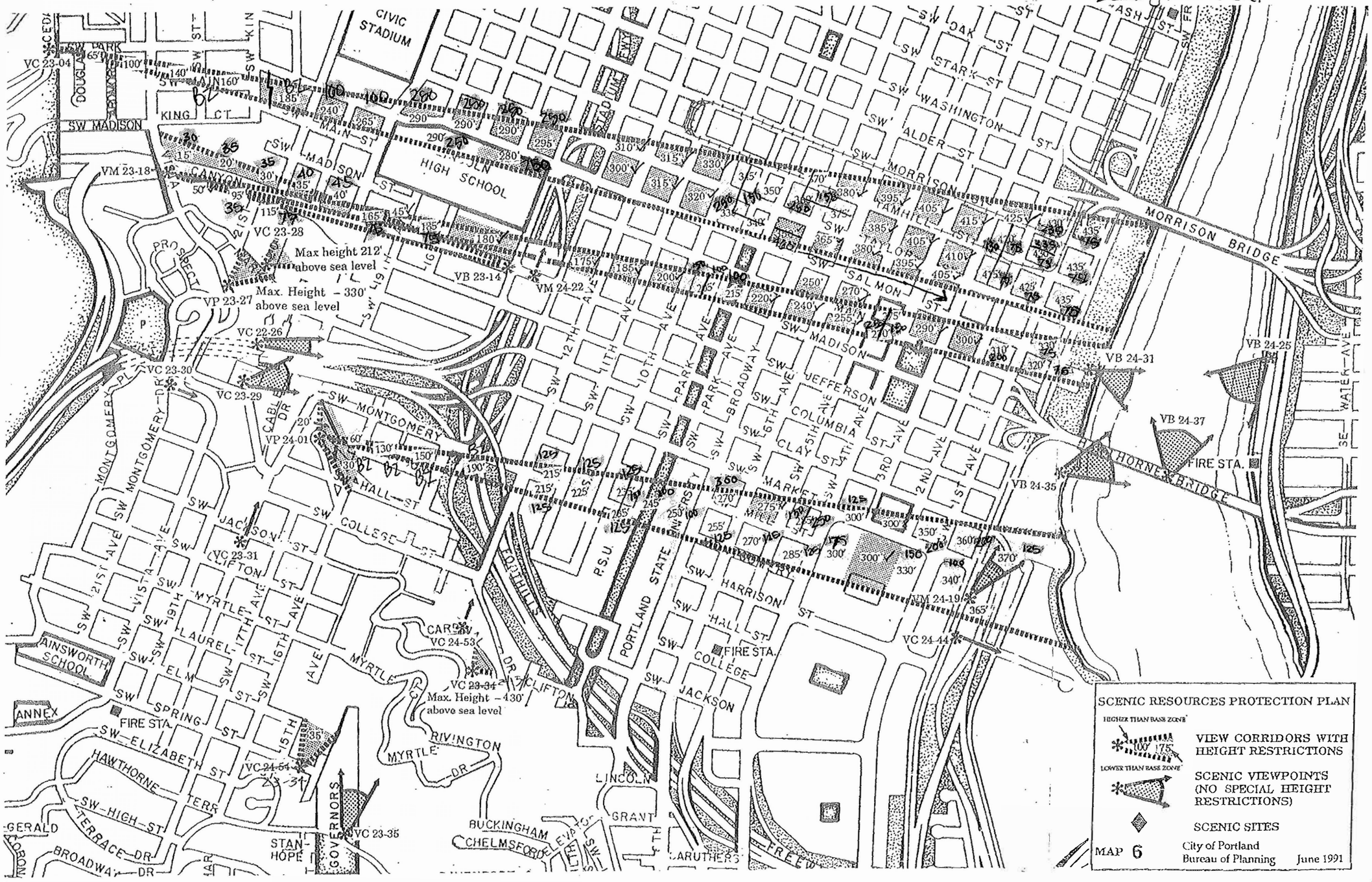
Central city Master plan
approval criteria.
"protect significant public viewpoints and public view corridors"

Central City Area Viewpoints and View Corridors Index February 2009

CODE	CORRIDOR/ POINT	DESCRIPTION	NEIGHBORHOOD	OVERLAP	HEIGHT LIMIT?	SOURCE	ORD. # 1	ORD. # 2	ORD. # 3
C1	C	NW Davis, NW 2nd to Willamette River	Old Town/Chinatown			[unknown]			
C10	C	SW Salmon, SW 2nd to Willamette River	Downtown			Willamette Greenway Plan	160237		
C11	C	SW Main, SW2nd to Willamette River	Downtown			Willamette Greenway Plan	160237		
C12	C	SW Jefferson, SW 2nd to Willamette River	Downtown			Willamette Greenway Plan	160237		
C13	C	SW Columbia, SW 2nd to Willamette River	Downtown			Willamette Greenway Plan	160237		
C14	C	SW Clay, SW 1st to Willamette River	Downtown			Willamette Greenway Plan	160237		
C2	C	NW Couch, NW 2nd to Willamette River	Old Town/Chinatown			[unknown]			
C3	C	SWAsh, SW 2nd to Willamette River	Old Town/Chinatown			Willamette Greenway Plan	160237		
C4	C	SW Pine, SW 2nd to Willamette River	Old Town/Chinatown			Willamette Greenway Plan	160237		
C5	C	SW Oak, SW 2nd to Willamette River	Old Town/Chinatown			Willamette Greenway Plan	160237		
C6	C	SW Stark, SW 2nd to Willamette River	Downtown			Willamette Greenway Plan	160237		
C7	C	SW Morrison, SW 2nd to Willamette River	Downtown			Willamette Greenway Plan	160237		
C8	C	SW Yamhill, SW 2nd to Willamette River	Downtown			Willamette Greenway Plan	160237		
C9	C	SW Taylor, SW 2nd to Willamette River	Downtown			Willamette Greenway Plan	160237		
CCPV10	P	West end of Marquam Bridge	Downtown			Central City Plan 1988	160606		
CCPV11	P	East riverbank S. of Marquam Bridge	Hosford-Abernathy			Central City Plan 1988	160606		
CCPV12,GVP	P	Riverbank off SW Montgomery	Downtown	YES		Central City Plan, Willamette Greenway Plan	160606	160237	
CCPV13,(GVP)	P	Riverbank near SE Market	Hosford-Abernathy	YES		Central City Plan, Willamette Greenway Plan	160606	160237	
CCPV14,GVP,VB24-34	P	Marquam and Ross Island Bridges from the north viewpoint at Riverplace	Downtown	YES		Central City, Willamette Greenway, Scenic Resources Inventory	160606	160237	163957
CCPV15	P	Hawthorne Bridge looking north	Buckman			Central City Plan 1988	160606		
CCPV16	P	Hawthorne Bridge looking south	Buckman			Central City Plan 1988	160606		
CCPV17,GVP	P	East bank north of Hawthrone Bridge	Buckman	YES		Central City Plan, Willamette Greenway Plan	160606	160237	
CCPV18	P	Waterfront south of SW Main	Downtown	YES		Central City Plan 1988	160606		
CCPV19	P	Morrison bridge looking south	Downtown			Central City Plan 1988	160606		
CCPV2	P	Riverbank off SW Bancroft	South Portland			Central City Plan 1988	160606		
CCPV20	P	Morrison bridge looking north	Downtown			Central City Plan 1988	160606		
CCPV21,GVP	P	West bank south of Burnside Bridge	Old Town/Chinatown	YES		Central City Plan, Willamette Greenway Plan	160606	160237	
CCPV22,GVP	P	East bank south of Burnside Bridge	Buckman	YES		Central City Plan, Willamette Greenway Plan	160606	160237	
CCPV23	P	Burnside Bridge looking south	Kerns			Central City Plan 1988	160606		
CCPV24	P	Burnside Bridge looking north	Kerns	YES		Central City Plan 1988	160606		
CCPV25	P	Waterfront park near NW Everett	Old Town/Chinatown			Central City Plan 1988	160606		
CCPV26,(GVP)	P	East bank south of Steel Bridge	Kerns	YES		Central City Plan, Willamette Greenway Plan	160606	160237	
CCPV27	P	Steel Bridge looking south	Lloyd			Central City Plan 1988	160606		
CCPV28	P	Steel Bridge looking north	Lloyd			Central City Plan 1988	160606		
CCPV29	P	Riverbank at McCormick Pier	Old Town/Chinatown	YES		Central City Plan 1988	160606		
CCPV3,GVP,(VB31-09)	P	Riverbank south of Ross Island Bridge (Zidell)	South Portland	YES		Central City, Willamette Greenway, Scenic Resources Inventory	160606	160237	163957
CCPV30	P	Broadway Bridge looking south	Eliot			Central City Plan 1988	160606		
CCPV31	P	Broadway Bridge looking north	Eliot	YES		Central City Plan 1988	160606		
CCPV32,GVP	P	West bank south of Fremont Bridge	Pearl	YES		Central City Plan, Willamette Greenway Plan	160606	160237	
CCPV33	P	Fremont Bridge looking south	Overlook	YES		Central City Plan 1988	160606		
CCPV34	P	Fremont Bridge looking north	Overlook			Central City Plan 1988	160606		
CCPV35	P	East bank north of Fremont Bridge	Overlook			Central City Plan 1988	160606		
CCPV4	P	Ross Island Bridge looking south	Hosford-Abernathy			Central City Plan 1988	160606		
CCPV5	P	Ross Island Bridge looking north	Hosford-Abernathy			Central City Plan 1988	160606		
CCPV6	P	Riverbank north of Ross Island Bridge	South Portland			Central City Plan 1988	160606		
CCPV7,GVP	P	Riverbank 1000' south of Marquam Bridge	South Portland	YES		Central City Plan, Willamette Greenway Plan	160606	160237	
CCPV8	P	Riverbank at SE Caruthers	Hosford-Abernathy			Central City Plan 1988	160606		
CCPV9	P	Riverbank south of Marquam Bridge	South Portland	YES		Central City Plan 1988	160606		
GVP	P	Riverbank near N Russoli Street	Overlook			Greenway Plan	160237		
SWMAV1	P	Riverbank south of Ross Island Bridge (Zidell)	South Portland			Central City Plan District	177082		
SWMIV1	P	Riverbank 1200' south of Marquam Bridge	South Portland			Central City Plan District	177082		
SWMIV2	P	Riverbank south of Ross Island Bridge (Zidell)	South Portland			Central City Plan District	177082		
SWMIV3	P	Riverbank at SW Gaines	South Portland			Central City Plan District	177082		
SWMIV4	P	Riverbank at SW [unnamed alley] south of SW Bancroft	South Portland			Central City Plan District	177082		
TMV1	C	View to City from Duniway Park	South Portland			Terwilliger Parkway Corridor Study	155241		
TMV10	C	View to River and Coast Range from TMPV4 (Hamilton Street)	Homestead			Terwilliger Parkway Corridor Study	155241		
TMV2	C	View to City from Terwilliger @ Grover	Homestead			Terwilliger Parkway Corridor Study	155241		
TMV3	C	View to River and Coast Range from TMVP1 (Duniway Park)	South Portland			Terwilliger Parkway Corridor Study	155241		
TMV4	C	View to Mt. St. Helens from TMVP2 (Condor Avenue)	Homestead			Terwilliger Parkway Corridor Study	155241		
TMV5	C	View to Mt. St. Helens from TMVP3 (Eagle Point)	Homestead			Terwilliger Parkway Corridor Study	155241		
TMV6	C	View to River and Coast Range from Terwilliger @ Gibbs	Homestead			Terwilliger Parkway Corridor Study	155241		
TMV7	C	View to River and Coast Range from Terwilliger @ Whitaker	Homestead			Terwilliger Parkway Corridor Study	155241		
TMV8	C	View to River and Coast Range from Terwilliger @ Abernathy	Homestead			Terwilliger Parkway Corridor Study	155241		
TMV9	C	View to River and Coast Range from TMVP3 (Eagle Point)	Homestead			Terwilliger Parkway Corridor Study	155241		
TMVP1	P	Duniway Park	South Portland			Terwilliger Parkway Corridor Study	155241		
TMVP2	P	Condor Avenue	Homestead			Terwilliger Parkway Corridor Study	155241		
TMVP3	P	Eagle Point	Homestead			Terwilliger Parkway Corridor Study	155241		
TMVP4	P	Hamilton Street	Homestead			Terwilliger Parkway Corridor Study	155241		
TPV1	C	Panorama view from TMVP1 (Duniway Park) to Terwilliger @ Gibbs	South Portland			Terwilliger Parkway Corridor Study	155241		
TPV2	C	Panorama view from Terwilliger @ Whitaker to Terwilliger @ Gaines	Homestead			Terwilliger Parkway Corridor Study	155241		
TPV3	C	Panorama view from Terwilliger @ Bancroft Ct. to Terwilliger @ 6th	Homestead			Terwilliger Parkway Corridor Study	155241		
VB17-06	P	Broadway Bridge from lower Albina	Eliot		YES	Scenic Resources Inventory	163957		
VB23-14	P	Vista Bridge from SW 14th/Jefferson	Goose Hollow		YES	Scenic Resources Inventory	163957		
VB24-09	P	Marquam and Ross Island Bridges from the south viewpoint at Riverplace	Downtown		YES	Scenic Resources Inventory	163957		
VB24-18,CCPV9	P	Marquam Bridge from south side	South Portland	YES		Scenic Resources Inventory, Central City Plan	163957		
VB24-23	P	Marquam Bridge and Mt. Hood from steam plant	Downtown			Scenic Resources Inventory	163957		
VB24-24,GVP	P	Marquam and Ross Island Bridges from Waterfront Park	Downtown	YES		Scenic Resources Inventory, Greenway Plan	163957	160237	
VB24-25	P	Hawthorne Bridge from Eastbank Esplanade	Buckman			Scenic Resources Inventory	163957		
VB24-28,CCPV24	P	Steel Bridge from Burnside Bridge	Kerns	YES		Scenic Resources Inventory, Central City Plan	163957		
VB24-29,CCPV29	P	Broadway Bridge from west side of river	Old Town/Chinatown	YES		Scenic Resources Inventory	163957		
VB24-30	P	Broadway Bridge from the Rail Yards	Old Town/Chinatown			Scenic Resources Inventory	163957		
VB24-31	P	Hawthorne Bridge from Waterfront Park	Downtown			Scenic Resources Inventory	163957		
VB24-32,CCPV31	P	Fremont Bridge from Broadway Bridge	Eliot	YES		Scenic Resources Inventory, Central City Plan	163957	160606	
VB24-33	P	Hawthorne and Morrison Bridges	Downtown			Scenic Resources Inventory	163957		
VB24-35	P	Hawthorne Bridge from Waterfront Park	Downtown			Scenic Resources Inventory	163957		
VB24-35	P	Morrison Bridge from Eastbank Esplanade	Buckman			Scenic Resources Inventory	163957		
VB24-37	P	Morrison Bridge from Hawthorne Bridge	Downtown			Scenic Resources Inventory	163957		
VB24-49	P	Marquam Bridge from Station L	Hosford-Abernathy			Scenic Resources Inventory	163957		
VB31-05,GVP	P	Ross Island Bridge from SE McLoughlin	Brooklyn	YES	YES	Scenic Resources Inventory, Greenway Plan	163957	160237	
VB31-24	P	Ross Island Bridge from slope at SE McLoughlin	Brooklyn			Scenic Resources Inventory	163957		
VC17-04	P	Downtown from Albina Park	Eliot		YES	Scenic Resources Inventory	163957		
VC22-26	P	City from SW Mill Terrace	Goose Hollow			Scenic Resources Inventory	163957		
VC23-04	P	Mtns. City from Lewis Clark Monument	Goose Hollow		YES	Scenic Resources Inventory	163957		
VC23-28	P	City from SW Market	Goose Hollow			Scenic Resources Inventory	163957		
VC23-29	P	City from SW Montgomery	Southwest Portland			Scenic Resources Inventory	163957		
VC23-30	P	City from SW Montgomery above Vista	Southwest Portland			Scenic Resources Inventory	163957		
VC23-31	P	City from SW 18th near Jackson	Southwest Portland			Scenic Resources Inventory	163957		
VC23-34	P	City from SW Spring	Southwest Portland		YES	Scenic Resources Inventory	163957		
VC23-35	P	City from Governors Park	Southwest Portland			Scenic Resources Inventory	163957		
VC24-06	P	River and Downtown from Convent Center Plaza	Lloyd			Scenic Resources Inventory	163957		
VC24-16	P	Downtown from 12th St. overpass at I-84	Lloyd		YES	Scenic Resources Inventory	163957		
VC24-43	P	Downtown from Riverplace floating dock	Downtown			Scenic Resources Inventory	163957		
VC24-44	P	River Place from Montgomery St. stairs	Downtown			Scenic Resources Inventory	163957		
VC24-47	P	Downtown from Red Lion - Coliseum	Lloyd		YES	Scenic Resources Inventory	163957		
VC24-48	P	City from Eastbank Esplanade	Buckman			Scenic Resources Inventory	163957		
VC24-50	P	East down SW Madison from the Oregon Art institute	Downtown			Scenic Resources Inventory	163957		
VC24-51	P	First Interstate Tower from East Burnside	Kerns			Scenic Resources Inventory	163957		
VC24-52	P	Waterfront Park Fountain from SW Salmon Street	Downtown			Scenic Resources Inventory	163957		
VC24-53	P	City from SW Cardinell	Southwest Portland			Scenic Resources Inventory	163957		
VC24-54	P	City from SW Rivington	Southwest Portland		YES	Scenic Resources Inventory	163957		
VM23-18	P	Mt. Hood from Vista Bridge	Southwest Portland		YES	Scenic Resources Inventory	163957		
VM24-19	P	St. Helens from gazebo at SW Front	Downtown			Scenic Resources Inventory	163957		
VM24-21	P	Mt. Hood from the South Park Blocks	Downtown			Scenic Resources Inventory	163957		
VM24-22	P	Mt. St. Helens from SW Jefferson St. overpass	Downtown			Scenic Resources Inventory	163957		
VM24-38	P	Mt. Hood from Broadway Bridge	Pearl			Scenic Resources Inventory	163957		
VM24-42	P	Mt. Hood from NW Lovejoy Street	Pearl			Scenic Resources Inventory	163957		
VM24-45,CCPV18	P	Mt. Hood from Waterfront SW Salmon/Main	Downtown	YES		Scenic Resources Inventory	163957		
VM24-46	P	Mt. Hood from south of Morrison Bridge	Downtown			Scenic Resources Inventory	163957		
VM30-05	P	Mt. Hood and City from Patrick Place	Southwest Portland			Scenic Resources Inventory	163957		
VM31-21	P	Mt. St. Helens from VA Hospital	Homestead			Scenic Resources Inventory	163957		
VM31-25	P	Mt. Hood from OHSU	Homestead			Scenic Resources Inventory	163957		
VM31-26	P	Mt. Hood from VA Hospital	Homestead			Scenic Resources Inventory	163957		
VM31-39	P	Mt. Hood from SW Corbett	South Portland			Scenic Resources Inventory	163957		
VP17-08,CCPV33,CCPV	P	Panoramic view from Fremont Bridge	Overlook	YES		Scenic Resources Inventory, Central City Plan	163957	160606	
VP23-27	P	City panorama from SW Vista	Southwest Portland			Scenic Resources Inventory	163957		
VP24-01	P	SW Upper Hall Panorama	Southwest Portland		YES	Scenic Resources Inventory	163957		
VP30-06	P	SW McDonnell at SW Council Crest	Southwest Portland			Scenic Resources Inventory	163957		
VP30-07	P	Turnout from SW Fairmount Boulevard	Southwest Portland			Scenic Resources Inventory	163957		
VP31-37,GVP	P	Panorama from Ross Island Sand and Gravel	Brooklyn	YES		ScenicResources Inventory, Greenway Plan	163957	160237	

KEY		
SWMAV = South Waterfront major view	C = Corridor	Exists in GARTH, missing on map
SWMIV = South Waterfront minor view	CCPV = Central City Plan View	Exists in inventory, missing in GARTH and map
TMV = Terwilliger major view	VB = View of bridge	Misnamed or wrong location in GARTH or map
TMVP = Terwilliger major viewpoint	VC = View of city	(Overlapping point, missing)
TPV = Terwilliger panorama view	VM = View of mountain	
GVP = Willamette Greenway Viewpoint	VP = View panorama	

zoning ↑ than SRI
zoning ↓ than SRI



differs from current zoning

Jan '09

South Waterfront – Urban Design and Development Update Project: Public Views and Visual Permeability Assessment (2006)

Terwilliger Parkway Corridor Study
- Terwilliger Parkway Design Guidelines (1983)
- Terwilliger Parkway Corridor Plan (1983)
- Terwilliger Parkway Inventory (1982)

Scenic Views, Sites, and Drives Inventory (1989)
- inventory of locally important scenic resources
- updates the City's Comp Plan inventory of scenic resources
  - (Is this document replaced by current inventory in Comp Plan???)
- Section 1 – Existing Inventory, Policies, and Regulations
  - Comp Plan Goal 8: Environment
  - The Arterial Streets Classification Policy 1977
  - Encroachments in the Public ROW 1982
  - Terwilliger Parkway Corridor Plan and Design Guidelines 1983
  - Macadam Corridor Plan District and Design Guidelines 1985
  - Northwest Triangle Report 1985
  - Willamette Greenway Plan 1979, update 1987
  - Columbia Corridor, Part 1: South Shore → Ind. zoning Code Improvement Project 1987
  - Title 33, Planning and Zoning
  - Central City Plan 1988
  - Community Plans
- Section 2 – Inventory Update Methodology
  -
- Scope of inventory
- Summary of results of evaluation of potential scenic resources

Downtown Plan 1979
Downtown height limits

Scenic Views, Sites, and Corridors:
- Scenic Resources Protection Plan
- ESEE Analysis and Recommendations
- Panoramas – Volume I
- Views of the City – Volume II
- Views of the Mountains – Volume III
- Views of Bridges – Volume IV
- Scenic Sites – Volume V
- Scenic Corridors – Volume VI

Willamette Greenway Plan — comp plan 8.11.#

Central City Plan District

South Waterfront Plan

check current comp plan

8.9 open space
protect portland parks, cemeteries and golf courses through an open space designation on comp plan map

8.# conserve significant natural & scenic resources sites & values

Ord. #163957
March 1991

8.14 Natural Resources
F. Pruning to maintain & enhance views
G. Improving turnouts along scenic ~~route~~ routes & viewpoints
H. Bike & Ped Routes
I. Consideration of Scenic Resources in Street Vacations
J. Consideration of Scenic Resources in Planning Process
K. Enhancing View Corridors

→ Adopt Scenic Resources Inventory, ESEE Analysis, Scenic Resources Protection Plan, amend Comp Plan & Title 33 by adding a Scenic Resource zone, Rocky Butte plan district and Central City plan district height limits; & amend official Zoning Maps

Scenic Resources (s) overlay zone
Chapter 33.480

Scenic Resources Protection Plan ← Inventory
↳ adopted in zoning & comp plan
↳ also w/ ESEE Analysis & Recommendations

pg. 2

Scenic places & views of mountains & rivers - Portland's identity
define the heritage of livability
Scenic resources - lands that are valued for their aesthetic appearance, outstanding scenic views & sites
Olmstead Plan 1903
Portland Plan 1912 - Bennett

6.5 5.5 5 7 7
6.5 5.5 7 5 7

What is the legality? enforcement?

visual permeability — view corridors
Relationships

Central city Fundamental Design Guidelines
C1 enhance view opportunities
"protect existing views and view corridors"

public designated viewpoints - protection under zoning code

→ Terwilliger Parkway Corridor Plan
History - pg. 3 "pleasure drive"
Character - pg. 6 sequential views - city, Mt. Hood, Mt. St. Helens, the Willamette River, wooded hills
Goals & Landuse Policies - pg. 7
→ Terwilliger Parkway Inventory
History - pg. 4
Elk Point, ~~Eagle Point~~
↘ Hillvilla Restaurant
Visual character, viewshed, pg. 37, Figure 19 & 20
↓
land areas & visible structures
how far the corridor is influenced visually, sensitive areas
→ Scenic views, sites, & Drives Inventory
comply with state's requirements
Updates City's Comp Plan Inventory of Scenic Resources
primary, secondary, & tertiary view corridors
visual focal points - Map 3, pg. 15

VIEW CORRIDORS/POINTS RESEARCH

Terwilliger Pkwy Corridor Study *

South Waterfront - Urban Design & Dev. Update Project :
Public Views & Visual Permeability Assessment
Terwilliger Parkway Design Guidelines
Terwilliger Parkway Corridor Plan
Terwilliger Parkway Inventory
Scenic Views, Sites and Drives Inventory
Scenic Views, Sites, and Corridors: Scenic Resources Protection Plan
" " : ESEE Analysis & Recommendations,
Scenic Corridors - Volume VI
~~Scenic Views, Sites, and Corridors: ESEE Analysis & Recommendations;~~
Scenic Sites - Volume V
Views of Bridges - Volume IV
Views of Mountains - Volume III
Views of the City - Volume II
Panoramas - Volume I

Library copies

* Willamette Greenway Plan
** Central City Plan District
** South Waterfront Plan

From:	Brooks, Mindy
To:	Mike Houck; Edmunds, Sallie
Cc:	bob Sallinger; "Ted Labbe"; Micah Meskel; Travis Williams
Subject:	RE: New Amendments CC2035 eNews - September 8, 2017
Date:	Monday, September 11, 2017 8:41:00 AM

Some of the views considered in CC2035 are located outside of the Central City, primarily in the Rose Garden and Terwilliger Blvd. These views cross c- and p-zones.

During the process of inventorying the views, Parks requested that we add a standard for tree trimming and removal in view corridors. The existing code exempts tree removal in viewpoints but requires environmental review in view corridors. This is hindering Parks maintenance of views that in the 1991 Scenic Resources Protection Plan (SRPP), the City intended to protect and maintain.

In the Proposed Draft we added a standard for tree trimming and removal, with replacement in views that cross c- and p-zones (see details below). In order to specify exactly where the standard applies we added s overlays to the views in the CC2035 SRPP and in the 1991 SRPP.

Because the standard is in 33.430 of the Zoning Code, it applies to the whole city. So Parks can use the standard to maintain views from Rocky Butte, Mt Tabor, Council Crest, etc. PSC recommended the standard and the s overlay zones to City Council.

We separated CC2035 into 4 ordinances and 2 resolutions. The reason is because the records can be separate so if there is an appeal the whole plan isn't appealed, just the specific ordinance. This Thursday 2 more of the ordinances are being heard.

Here is the standard:

33.430.195 Standards for Tree Removal in the Scenic Resource Zone

The following standards apply to removal of native trees up to 12 inches in diameter and non-native trees of any size that are located within an Environmental overlay zone and the Scenic Resource zone:

A. Trees may be removed with hand-held equipment or equipment with a wheel/surface-to-ground pressure of no more than 7.5 psi;

B. Trees that are more than 6 inches in diameter that are removed must be replaced as shown in Table 430-3, and replacement trees must be planted outside of the Scenic Resource overlay zone;

C. Temporary disturbance areas caused by the tree removal must be replanted to meet one of the following options. Shrubs planted to meet this standard may be counted towards meeting the replacement requirements shown in Table 430-3:

1. Option 1. Three shrubs and four other plants must be planted for every 100 square feet of temporary disturbance area; or

2. Option 2. Three shrubs must be planted for every 100 square feet of temporary disturbance area and the remainder of the temporary disturbance area must be seeded with a grass and forb seed mix at a ratio of 30 pounds per acre; and

D. Replacement plantings must meet the planting standards in 33.430.140.K.

You'll remember we talked about wanting to change the size from 6 inches to something smaller, but in the 33.430 only trees 6 inches are larger are addressed. Although we want to make that change, it is a bigger issue than just applying a new standard that fits within the existing 33.430 zoning code.

The amendment package that was posted Friday includes updated s overlay zones so you can see where this standard applies.
https://www.portlandoregon.gov/bps/article/654842

Feel free to call me if you have more questions about this.

~~~~~~~~~~
Mindy

The Bureau of Planning and Sustainability is committed to providing meaningful access. For accommodations, modifications, translation, interpretation or other services, please call 503-823-7700 or use City TTY 503-823-6868, or Oregon Relay Service 711.
503-823-7700: Traducción o interpretación | Chuyển Ngữ hoặc Phiên Dịch | 翻译或传译 | Письменный или устный перевод | Traducere sau Interpretare | Письмовий або усний переклад | 翻訳または通訳 | Turjumida ama Fasiraadda | ການແປພາສາ ຫຼື ການອະທິບາຍ | الترجمة التحريرية أو الشفهية |
www.portlandoregon.gov/bps/71701

From: Mike Houck [mailto:mikehouck@urbangreenspaces.org]
Sent: Saturday, September 9, 2017 11:24 PM
To: Brooks, Mindy <Mindy.Brooks@portlandoregon.gov>; Edmunds, Sallie <Sallie.Edmunds@portlandoregon.gov>
Cc: bob Sallinger <bsallinger@audubonportland.org>; 'Ted Labbe' <ted.labbe@gmail.com>; Micah Meskel <mmeskel@audubonportland.org>; Travis Williams <travis@willametteriverkeeper.org>
Subject: New Amendments CC2035 eNews - September 8, 2017

Mindy, Sallie
I see in this notice there's a special hearing on NEW amendments to Environmental and Scenic Overlay zoning code and maps on Sept 14th.

First, why the "special" hearing on that part of CC2035 and second, are there actually NEW/ADDITIONAL amendments out of the mayor's office??

Houck
cc Ted Labbe
Bob Sallinger
Micah Meskel
Travis Williams

Mike Houck, Director
Urban Greenspaces Institute
PO Box 6903
Portland, OR 97228-6903
503.319.7155
mikehouck@urbangreenspaces.org
www.urbangreenspaces.org

Endless Pressure, Endlessly Applied

In Livable Cities is Preservation of the Wild
~~~~~~~~~~

Begin forwarded message:

From: Bureau of Planning and Sustainability <BPS@portlandoregon.gov>
Date: 9 September 2017 at 1:58:10 AM GMT+2
To: <mike.houck@portlandoregon.gov>
Subject: CC2035 eNews - September 8, 2017
Reply-To: <BPS@portlandoregon.gov>

Central City 2035 Update - September 8, 2017

CITY COUNCIL HEARINGS: UPDATE

City Council hears testimony on CC2035 Plan from about 50 Portlanders

Yesterday, Portland City Council opened a series of public hearings on the Recommended Draft of the CC2035 Plan. Roughly 140 people signed up to testify. The hearings on the main components of the Plan and the Post Office site will be continued until next week. But you can testify in writing via email, U.S. Mail or the Map App. While testimony on the Post Office ordinance will remain open until September 28, testimony on the other items will close at 5 p.m. on Friday, September 15, 2017.

New amendments released in advance of September 14 hearing

The Mayor's office has released draft amendments to the Environmental and Scenic Overlay zoning code and maps, found in CC2035 Volume 2A, Part 3, which will be the subject of the City Council hearing on September 14 at 2:45 p.m. These amendments relate to tree removal in scenic overlay zones outside of the Central City and other minor clarifications. Click *Learn More* to see these and other amendments.

PUBLIC HEARINGS

Note: All hearings will be held in Council Chambers, City Hall, 1221 SW 4th Avenue.

Public Hearing #3: New Chinatown / Japantown Historic District Design Guidelines
September 14, 2017
2 p.m., time certain

Public Hearing #4: Scenic and environmental resources outside Central City
September 14, 2017
2:45 p.m., time certain

Those who signed up to testify but were not heard on September 7 will be called to testify on September 14 — as time allows — following hearings #3 and #4. Check the City Council calendar to confirm dates, times and details.

About the Central City 2035 Plan

The Central City 2035 Plan will provide goals, policies and tools designed to make the Central City more vibrant, innovative, sustainable and resilient than it is today. A place that every Portlander can be proud to call their own. The plan replaces the 1988 Central City Plan as the primary guiding policy document for the Central City Plan District. The Central City Plan will be the first amendment to the City's updated Comprehensive Plan, implementing the Portland Plan as it applies to the Central City.

www.portlandoregon.gov/bps/cc2035/

Questions? Call the Central City Helpline at 503-823-4286 or email us at cc2035@portlandoregon.gov.

About the Bureau of Planning and Sustainability

The Portland Bureau of Planning and Sustainability (BPS) develops creative and practical solutions to enhance Portland's livability, preserve distinctive places and plan for a resilient future.

www.portlandoregon.gov/bps

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1900 SW 4th Ave, 7th Floor
Portland, OR | 97201 US

This email was sent to mike.houck@portlandoregon.gov.
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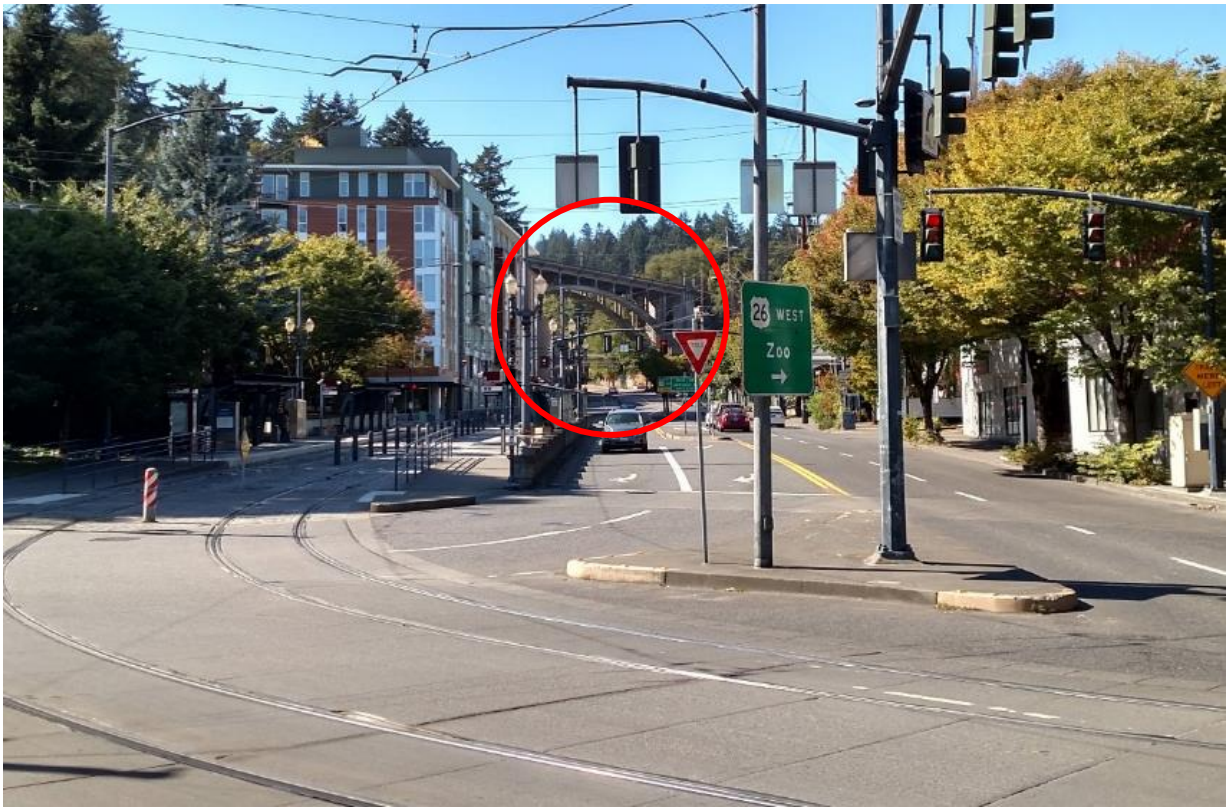
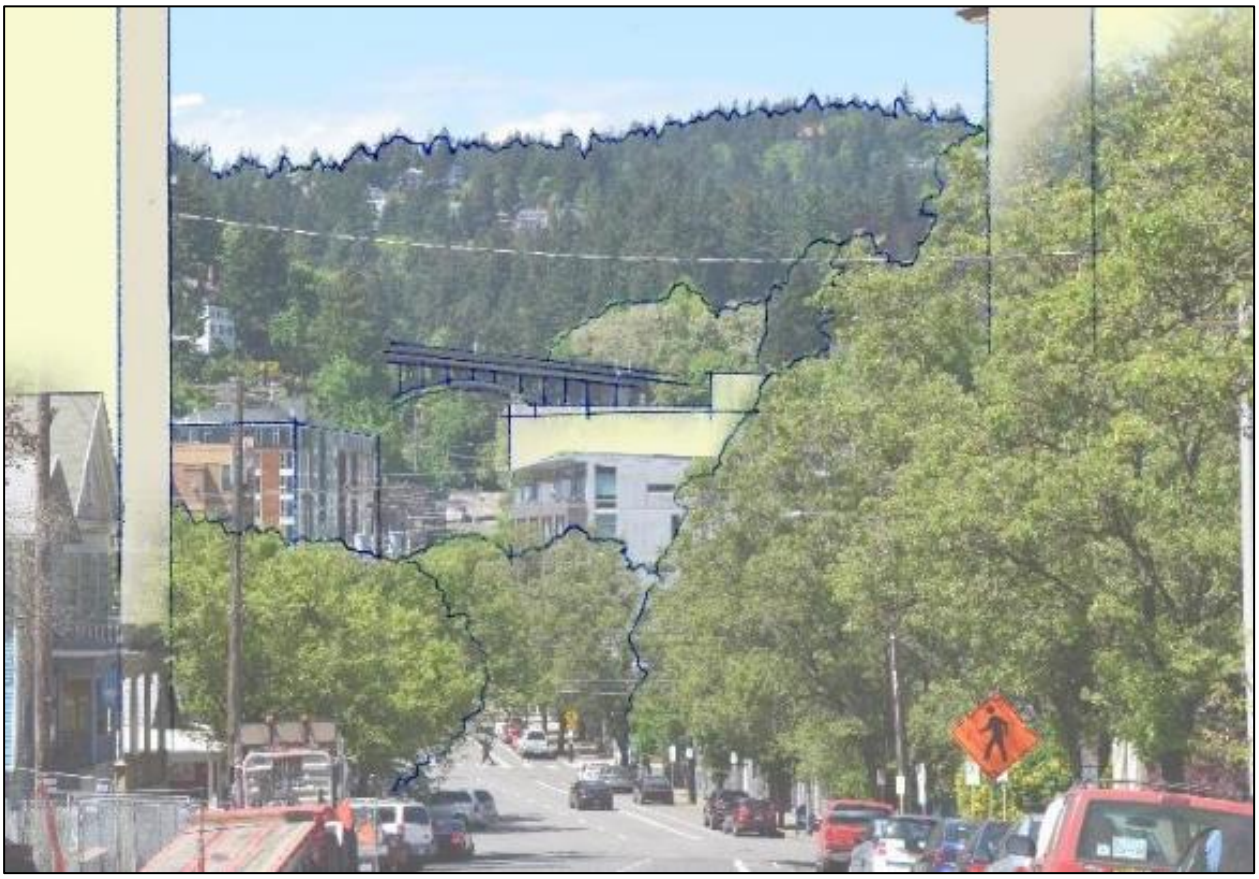
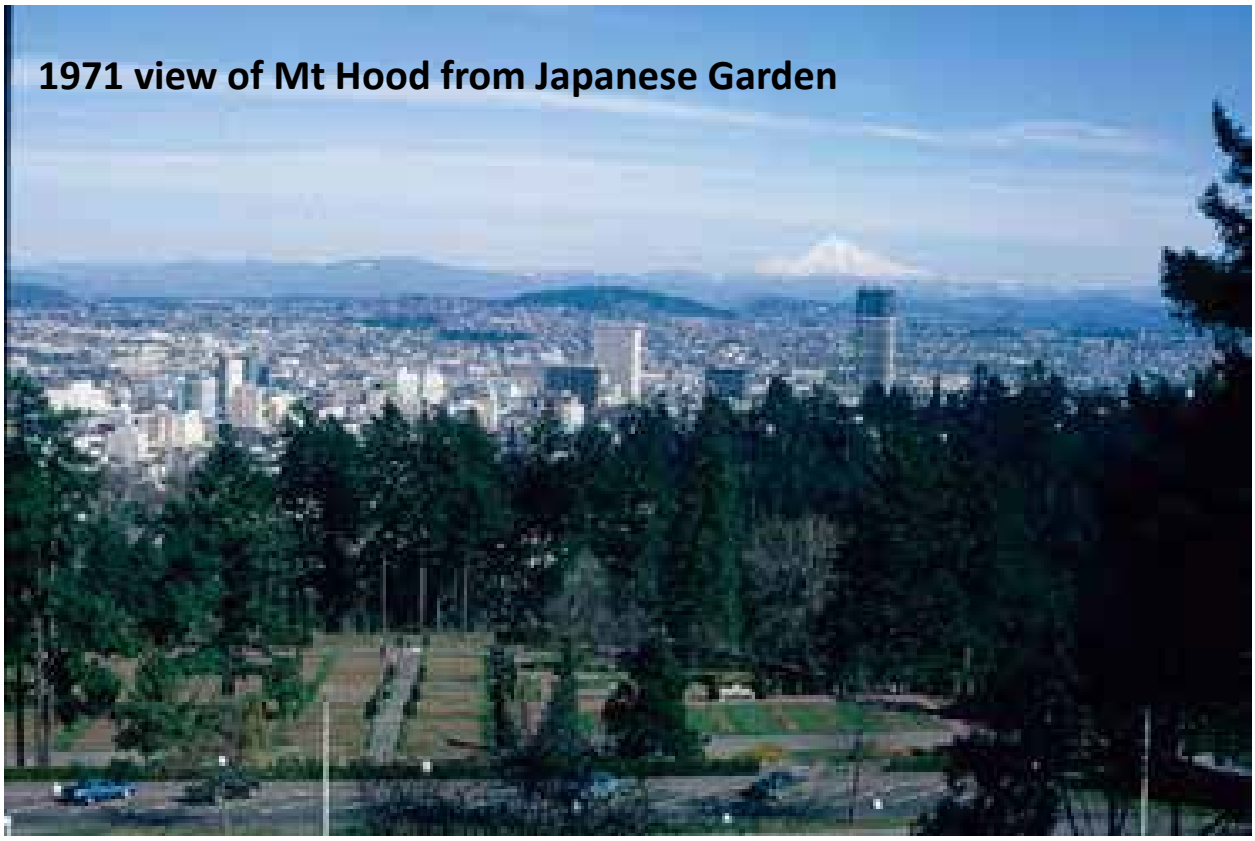
View of Vista Bridge I405

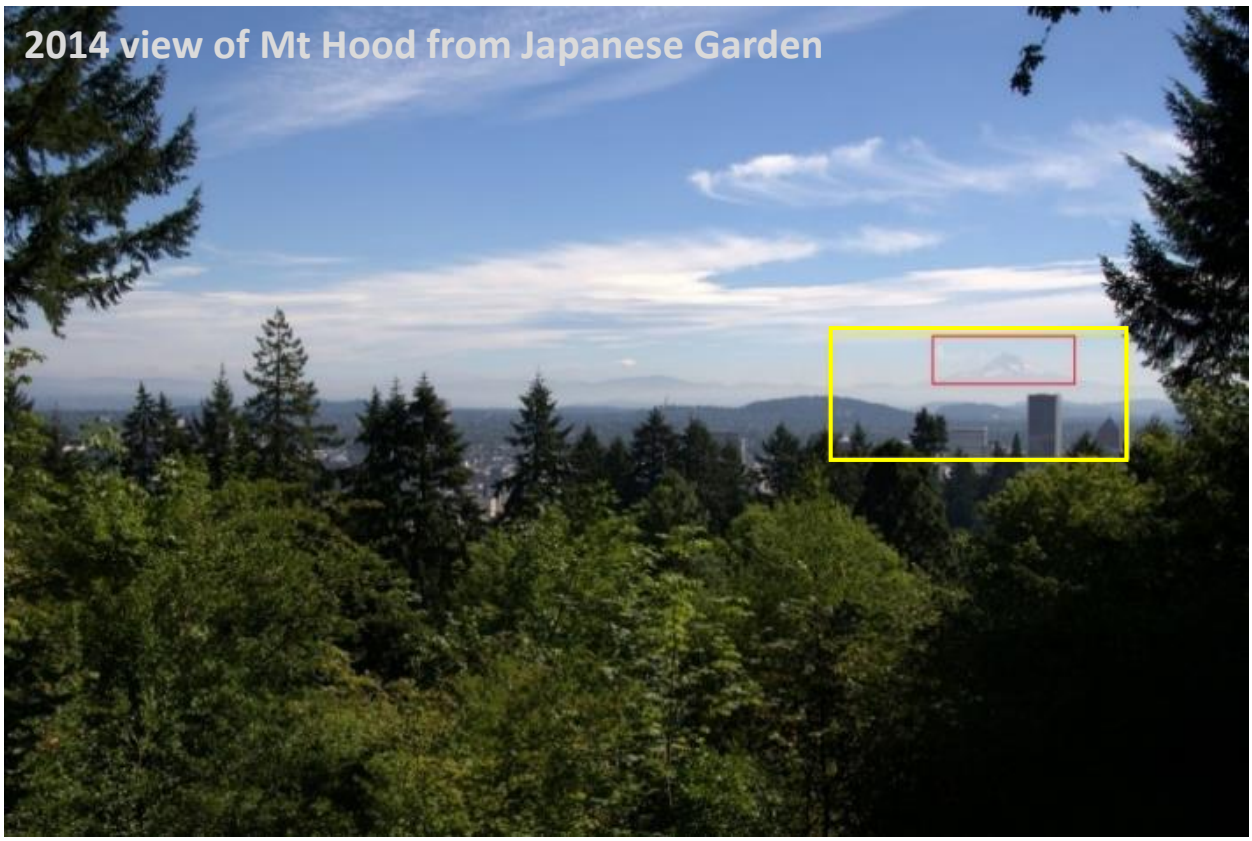


View of Vista Bridge from Collins Circle/Light rail Stop



View of Vista Bridge from I045 with Recommended heights – 75’


1971 view of Mt Hood from Japanese Garden


2014 view of Mt Hood from Japanese Garden

From:	Brooks, Mindy
To:	Michael Ellena
Subject:	RE: [Approved Sender] RE: Portland Japanese Garden view corridor
Date:	Tuesday, March 28, 2017 1:50:00 PM

I'm sorry to hear about your fall, but glad you are recovering. Here are some answers:

#1 was the CC-SW06 view corridor discussed in the February 28th work session and if yes can you share any details? Answer – No, it was not discussed again. At the September 27th Work Session the PSC agreed with the staff recommendation to add a new viewpoint at the Japanese Garden and keep the formal view corridor narrow and focused on Mt Hood and limited skyline. The PSC members did not bring it back for additional discussion in February.

#2 Do you have a release date for the Recommended Draft document? And the schedule as it applies to that document? Answer – The schedule is for PSC to do a final vote and make a recommendation on May 23. The Recommended Draft, all documents, is tentatively set to be released on June 12, but that depends on if there are any amendments from PSC on April 11 or May 23. City Council hearings would be in the summer, followed by work session and a vote hopefully in the winter.

I would be happy to meet with you again before City Council.

Thanks

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Mindy

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www.portlandoregon.gov/bps/71701

From: Michael Ellena [mailto:ellenagardens@frontier.com]
Sent: Tuesday, March 28, 2017 1:26 PM
To: Brooks, Mindy <Mindy.Brooks@portlandoregon.gov>
Subject: [Approved Sender] RE: Portland Japanese Garden view corridor

Greetings Mindy,

I have fallen out of the loop on the view corridor figuratively & literally, I am recovering from a fall off of my 16' pruning ladder and 7 broken bones in my foot. Just completed 8 weeks in a cast, I don't recommend the regimen.

If I could, I wanted to ask a couple questions prior to our Garden Resource Committee meeting on
~~~~~~~~~~

April 11th:

#1 was the CC-SW06 view corridor discussed in the February 28th work session and if yes can you share any details?

#2 Do you have a release date for the Recommended Draft document? And the schedule as it applies to that document?

I thank you very much for your assistance and the next time we have you up for a committee meeting it will be in the new Cultural Crossing Village, this week is the grand opening.

I offer you a tour of the new facilities whenever you're available.

Regards, Michael

Michael Ellena
Cell: 503-547-9925
ellenagardens@frontier.com

From: Brooks, Mindy [mailto:Mindy.Brooks@portlandoregon.gov]
Sent: Wednesday, February 22, 2017 2:20 PM
To: Michael Ellena
Subject: Views

Hi –

Regarding your voicemail, I have not heard back from Mike Houck. You can work with him directly regarding whether or not he would like to have the topic revisited at an upcoming PSC work session. If he decides he would like it discussed again, then Mike should send that request to me and Sallie Edmunds.

Thanks

Mindy Brooks
City of Portland
Bureau of Planning and Sustainability
503-823-7831
mindy.brooks@portlandoregon.gov

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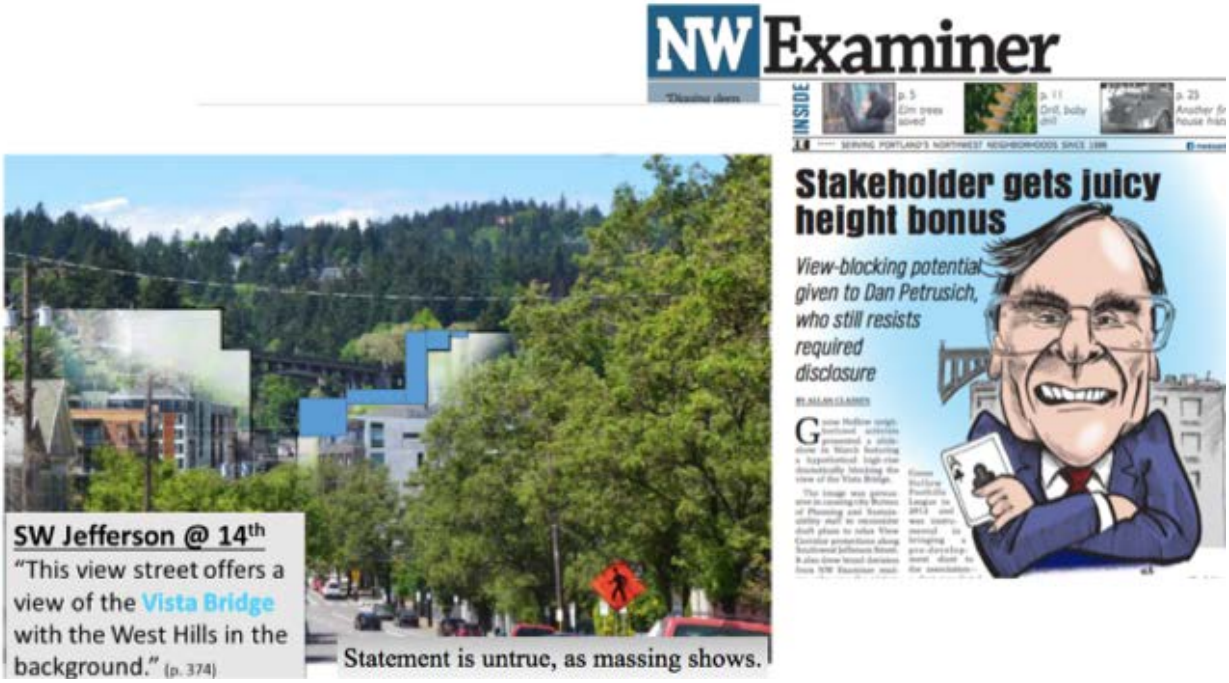
www.portlandoregon.gov/bps/71701

From:	Tracy
To:	Brooks, Mindy
Subject:	[User Approved] Re: View of Vista Bridge from Jefferson St
Date:	Wednesday, February 1, 2017 10:50:04 AM
Attachments:	View of Vista Bridge with currently proposed massing and NW Examiner article.png

Thanks Mindy,
I hope planning staff make it clear that the view to the Vista Bridge will be blocked in favor of one developer (cover of NW Examiner attached), who was named as having a conflict of interest on the West Quadrant SAC, who has never disclosed his conflicts as required by the ombudsman, and that increased height was given to him with no input from the neighborhood.

The Goose Hollow Foothills League advocates for the current view corridor to remain protected from I-405 to the bridge. This will suppress heights along SW Jefferson so that views of the bridge can be seen from many vantage points in the city. City Council has already committed to preserving the view corridor to the Vista Bridge when they adopted the West Quadrant Plan-- one of its five urban design policies committed to "elevate the presence, character and role of significant public view corridors (e.g. Vista Bridge, West Hills) which define the district." We will be pointing this out in our City Council testimony. We've already made our position clear to Mayor Wheeler who seems supportive of protecting these views.

Thanks for the heads up,
Tracy



On Jan 31, 2017, at 2:52 PM, Brooks, Mindy <Mindy.Brooks@portlandoregon.gov> wrote:

Hi –

I wanted to let you know that Commissioner Chris Smith has asked that we revisit the discussion of the view of Vista Bridge from Jefferson St at the Planning and Sustainability Commission on February 14, noon-4pm.

We will be posting materials, including the agenda for the Feb 14 meeting and background information, by this Friday (2/3). The materials will be available on our website https://www.portlandoregon.gov/bps/71631.

The meeting on February 14 is a work session. No public testimony is taken at a work session but the public is invited to come and listen to the discussion between Commissioners and staff. You can also watch the work session on youtube.

If you have any questions before the work session, feel free to give me a call.

Thanks

Mindy Brooks
City of Portland
Bureau of Planning and Sustainability
503-823-7831
mindy.brooks@portlandoregon.gov

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www.portlandoregon.gov/bps/71701

From:	Dan Petrusich
To:	Brooks, Mindy
Subject:	RE: View of Vista Bridge from Jefferson St
Date:	Tuesday, January 31, 2017 2:56:37 PM

Thanks.

From: Brooks, Mindy [mailto:Mindy.Brooks@portlandoregon.gov]
Sent: Tuesday, January 31, 2017 2:53 PM
To: Dan Petrusich <dpetrusich@mmdccompany.com>
Subject: View of Vista Bridge from Jefferson St

Hi –

I wanted to let you know that Commissioner Chris Smith has asked that we revisit the discussion of the view of Vista Bridge from Jefferson St at the Planning and Sustainability Commission on February 14, noon-4pm.

We will be posting materials, including the agenda for the Feb 14 meeting and background information, by this Friday (2/3). The materials will be available on our website https://www.portlandoregon.gov/bps/71631.

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If you have any questions before the work session, feel free to give me a call.

Thanks

Mindy Brooks
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From: Brooks, Mindy
To: jim.wierson@svn.com
Subject: Salmon Springs View Corridor
Date: Monday, September 26, 2016 2:35:00 PM

The PSC decision table and scenic resources memo is here. There is an amended draft map of the Salmon Springs view corridor on page 30 of the memo.

~~~~~~~~~~~~~~
Mindy Brooks
City of Portland
Bureau of Planning and Sustainability
503-823-7831
mindy.brooks@portlandoregon.gov

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~~~~~~~~~~~~~~

From:	Brooks, Mindy
To:	Todd DeNeffe
Subject:	RE: CC2035 eNews - September 2016 | PSC Work Sessions on CC2035 Proposed Draft
Date:	Monday, September 26, 2016 1:03:00 PM

The PSC decision table and scenic resources memo is here. There is an amended draft map of the Salmon Springs view corridor on page 30 of the memo.

~~~~~~~~~~
Mindy

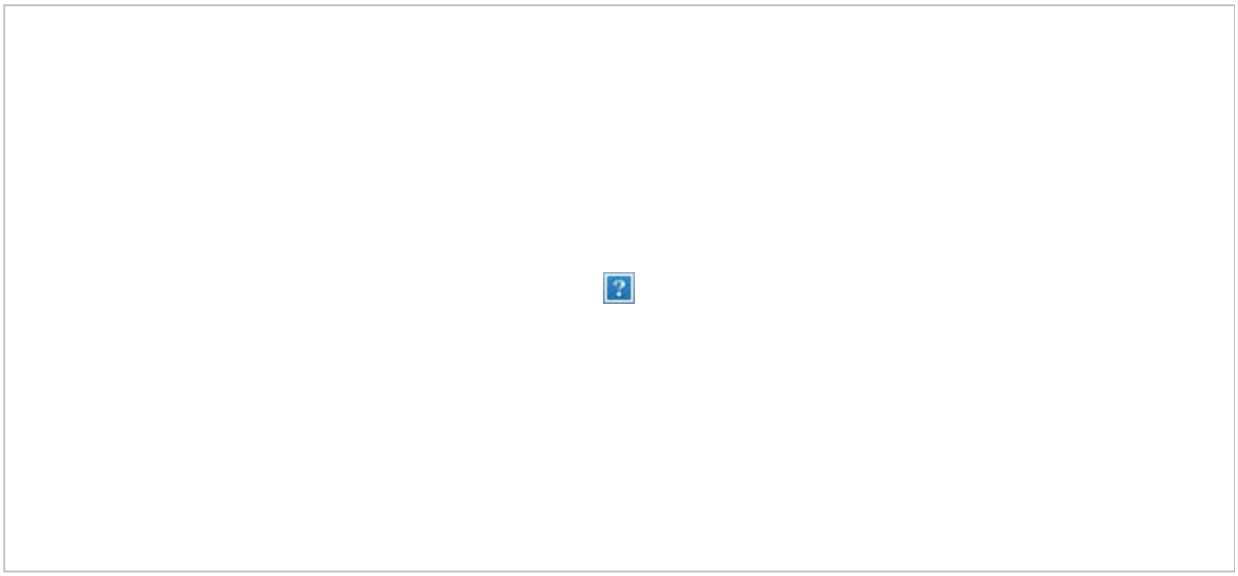
From: Todd DeNeffe [mailto:Cascadecommercial@integraonline.com]
Sent: Monday, September 26, 2016 9:15 AM
To: Brooks, Mindy <Mindy.Brooks@portlandoregon.gov>
Subject: RE: CC2035 eNews - September 2016 | PSC Work Sessions on CC2035 Proposed Draft

Thanks Mindy…without looking through the whole draft…and amended recommendations is there an attachment of the new map you can send as that is obviously the gist of what is of concern to property owners. Thanks Todd

From: Brooks, Mindy [mailto:Mindy.Brooks@portlandoregon.gov]
Sent: Monday, September 26, 2016 8:33 AM
To: Todd DeNeffe <Cascadecommercial@integraonline.com>
Subject: FW: CC2035 eNews - September 2016 | PSC Work Sessions on CC2035 Proposed Draft

Hi. You should have received an email last week. I'm sorry if you didn't. Here it is …

~~~~~~~~~~
Mindy
From: Bureau of Planning & Sustainability [mailto:bps@portlandoregon.gov]
Sent: Thursday, September 22, 2016 5:44 PM
To: Brooks, Mindy <Mindy.Brooks@portlandoregon.gov>
Subject: CC2035 eNews - September 2016 | PSC Work Sessions on CC2035 Proposed Draft



Central City 2035 Update - September 22, 2016



Planning and Sustainability Commission work sessions begin next week

Commissioners will discuss amendments to the CC2035 Plan Proposed Draft during work sessions before making a recommendation to City Council. Topics include building height, the river, transportation, new tools for historic preservation and more.

CC2035 Work Sessions
Tuesday, September 27, 5 p.m.
Wednesday, November 16, 4 p.m.
Tuesday, January 24, 5 p.m.
Tuesday, February 28, 5 p.m.



About the Central City 2035 Plan

The Central City 2035 Plan will provide goals, policies and tools designed to make the Central City more vibrant, innovative, sustainable and resilient than it is today. A place that every Portlander can be proud to call their own. The plan replaces the 1988 Central City Plan as the primary guiding policy document for the Central City Plan District. The Central City Plan will be the first amendment to the City's updated Comprehensive Plan, implementing the Portland Plan as it applies to the Central City.

www.portlandoregon.gov/bps/cc2035/

Questions? Call the Central City Helpline at 503-823-4286 or email us at cc2035@portlandoregon.gov.

About the Bureau of Planning and Sustainability

The Portland Bureau of Planning and Sustainability (BPS) develops creative and practical solutions to enhance Portland's livability, preserve distinctive places and plan for a resilient future.





www.portlandoregon.gov/bps

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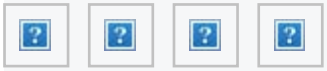

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Central City 2035
Important information for Property Owners

You are receiving this letter because you own property in a portion of Portland's Central Eastside Industrial District that is targeted for a change in the Bureau of Planning and Sustainability's recently released Central City 2035 Plan (CC2035) Proposed Draft. Specifically, the CC2035 plan includes a proposal to **reduce allowed building height on your property**, and others, to preserve a view of Mt Hood from the Salmon Springs fountain area in Governor Tom McCall Waterfront Park.

Background

Today there are five locations along the Greenway Trail on the west side of the Willamette River where it is possible to see Mt Hood. Many of those views exist because development in the Central Eastside has historically been under three to five stories. The City has been evaluating the possibility of preserving one of those views into the future, which would require reducing the allowed building heights.

Salmon Springs is located in Waterfront Park near a fountain and the dock where the Portland Spirit loads passengers. Each year, the area is visited by tens of thousands of people from the region and around the world. The site has a wide seating area, telescopes and informational signs.

In order to protect a view of Mt Hood from the river, heights for new and redeveloped buildings in the Central Eastside District would need to be reduced significantly from what is allowed today. Those reductions would have impacts on development potential and job capacity. Initially, in the CC2035 Discussion Draft released in February 2016, the proposal was to not restrict development and therefore not protect any of the five views of Mt Hood.

Staff received many comments from the public that the iconic view from Salmon Springs is important. Part of a chain of Cascadian volcanoes, the mountain represents some of the most dramatic geologic formations in the area. Preserving this view for future generations honors our past as well as the future of the city. So in the Proposed Draft of the CC2035 Plan, staff reconsidered protecting this view.

Proposal

The current proposal is to protect the view of Mt Hood from Salmon Springs at Waterfront Park. Of all the possible places in the park to view Mt Hood, Salmon Springs is the best situated and developed for the view. But protecting the view will require reducing allowed building heights significantly in two discrete areas. The enclosed map shows where the height changes are proposed.

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- Building heights along a narrow section of the Martin Luther King Jr Blvd and Grand Ave corridor today are allowed to reach 100 to 200 feet, or up to 175 to 275 feet with bonuses, depending on the site. The proposal would reduce those heights to 40 to 45 feet without an option for bonuses.
- Building heights between Interstate 5 and Martin Luther King Jr Blvd today are determined by the base zone, which is industrial. The types of development that are starting to occur in industrial areas like this are reaching roughly 90 feet tall. The proposal would reduce the allowed heights on a few blocks to 35 to 45 feet.

Please see the enclosed maps and handout for more information.

Questions? Feedback?
We recognize that you may have questions or concerns about this proposal, so staff are available by phone or email. Please contact Mindy Brooks at 503-823-7831 or mindy.brooks@portlandoregon.gov . Also, you can visit the CC2035 website at http://www.portlandoregon.gov/bps/cc2035 for more information.

How to testify
Official testimony on the CC2035 proposal should be submitted to the Portland Planning and Sustainability Commission. Testimony can be provided in writing or in person at two public hearings on July 26 and August 9. At the hearings, testimony can be provided on any aspect of the CC2035 plan including views and proposed building heights. For more information about how to testify, please visit http://www.portlandoregon.gov/bps/article/564554

OWNER1	OWNER2	OWNER3	OWNERADDR	OWNERCITY	OWNERSTATE	OWNERZIP	SITEADDR	SITECITY	SITE_STATE	SITEZIP	LEGAL_DESC	TAXCODE	PROP CODE
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1339 LLC	<Null>	<Null>	706 SE MAIN ST	PORTLAND	OR	97214-3422	1339 SE 8TH AVE	PORTLAND	OR	97214	HAWTHORNE PK, B	884	WG
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KAR PARTS SERVICE	<Null>	<Null>	PO BOX 22367	MILWAUKIE	OR	97269-2367	1327 SE GRAND AV	PORTLAND	OR	97214	EAST PORTLAND, B	884	SR
KAR PARTS SERVICE	<Null>	<Null>	PO BOX 22367	MILWAUKIE	OR	97269	1300 SE GRAND AV	PORTLAND	OR	97214	HAWTHORNE PK, B	884	SF
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KIDD,FRANK E & JO	KIDD,RICHARD A &	<Null>	PO BOX 22367	MILWAUKIE	OR	97269	1226 SE GRAND AV	PORTLAND	OR	97214	HAWTHORNE PK, B	884	WG
KNEZ REALTY GROU	<Null>	<Null>	PO BOX 1340	CLACKAMAS	OR	97015-1340	520-524 SE SALMO	PORTLAND	OR	97214	HAWTHORNE PK, B	884	MH
LARSON & KING LL	<Null>	<Null>	1001 SE HAWTHOR	PORTLAND	OR	97214	1001 SE HAWTHOR	PORTLAND	OR	97214	HAWTHORNE PK, B	884	MH
LEONG,MARILYN &	LEO,JOHNSON	<Null>	825 SE MADISON ST	PORTLAND	OR	97214	825 SE MADISON ST	PORTLAND	OR	97214	HAWTHORNE PK, B	884	MH
LTD HOLDINGS LLC	<Null>	<Null>	1300 SE GRAND AV	PORTLAND	OR	97214	1001-1015 SE MAIN	PORTLAND	OR	97214	HAWTHORNE PK, B	884	MH
M A K PROPERTIES	<Null>	ATTN: WEHRLEY,RO	835 SE HAWTHORN	PORTLAND	OR	97214	835 SE HAWTHORN	PORTLAND	OR	97214	HAWTHORNE PK, B	884	MH
MACADAM NASE LL	<Null>	<Null>	PO BOX 3032	SUNRIVER	OR	97707	1120 SE MAIN ST	PORTLAND	OR	97214	HAWTHORNE PK, B	884	OL
MADAVE LLC	<Null>	<Null>	1245 SE 55TH AVE	PORTLAND	OR	97215	1120 SE MADISON S	PORTLAND	OR	97214	HAWTHORNE PK, B	884	WG

MADISON ELEVEN L	ATTN: NASECO	<Null>	PO BOX 3032	SUNRIVER	OR	97707-0032	1031 SE MADISON S	PORTLAND	OR	97214	HAWTHORNE PK, B	884	IL
MAY,EDWARD A &	HONEYCUTT PROPE	<Null>	1205 SE GRAND AV	PORTLAND	OR	97214	1205 SE GRAND AV	PORTLAND	OR	97214	EAST PORTLAND, B	884	MF
MC MILLEN FAMILY	<Null>	<Null>	17693 S ANDERSON	OREGON CITY	OR	97045	710 SE MADISON ST	PORTLAND	OR	97214	HAWTHORNE PK, B	884	WF
MENASHE,R BARRY	<Null>	<Null>	621 SW ALDER ST #	PORTLAND	OR	97205	NWC/ 7TH & SE MA	PORTLAND	OR	97214	HAWTHORNE PK, B	884	A
MUNSON,LYNN K &	MUNSON,ANN	<Null>	1335 S WOODBINE	WEST LINN	OR	97068-9232	1225 SE GRAND AV	PORTLAND	OR	97214	EAST PORTLAND, B	884	SF
NASE MAIN STREET	ATTN: NASECO	<Null>	PO BOX 3032	SUNRIVER	OR	97707-0032	SWC/ 11TH & SE MA	PORTLAND	OR	97214	HAWTHORNE PK, B	884	IL
NORPAC MAIN LLC	<Null>	<Null>	1905 SE 10TH AVE	PORTLAND	OR	97214	65-75 SE MAIN ST	PORTLAND	OR	97214	EAST PORTLAND, B	884	WF
OREGON STATE OF(	OF TRANS	<Null>	4040 FAIRVIEW IND	SALEM	OR	97302-1142	1225 W/ SE WATER	PORTLAND	OR	97214	EAST PORTLAND, B	884	U
OREGON STATE OF(	PORTLAND CITY OF	DIVISION OF STATE	775 SUMMER ST NE	SALEM	OR	97310-1337	MC CALL'S WATERF	PORTLAND	OR	97201	SECTION 03 1S 1E,	1	YG
P & L WATER AVEN	<Null>	% MICHAEL A PRAT	1201 SE 3RD AVE	PORTLAND	OR	97214	1204-1216 SE WATE	PORTLAND	OR	97214	EAST PORTLAND, B	884	WD
PJM BLDG I LLC	% WYSE INVESTMEI	<Null>	810 SE BELMONT ST	PORTLAND	OR	97214	1234 SE M L KING B	PORTLAND	OR	97214	EAST PORTLAND, B	884	MH
PLAZA PROPERTIES	% BLUESTONE & HO	<Null>	9320 SW BARBUR B	PORTLAND	OR	97219-5405	923-935 SE HAWTH	PORTLAND	OR	97214	HAWTHORNE PK, B	884	WO
POCKET CREEK PRO	<Null>	<Null>	729 NE 194TH AVE	PORTLAND	OR	97230-7715	1239 SE 12TH AVE	PORTLAND	OR	97214	HAWTHORNE PK, B	884	MH
PRATT,MICHAEL &	LARSON,RETA	<Null>	1201 SE 3RD AVE	PORTLAND	OR	97214-3337	1201 SE 3RD AVE	PORTLAND	OR	97214	EAST PORTLAND, B	884	WD
RICKTON REALTY OI	<Null>	<Null>	PO BOX 17779	BEVERLY HILLS	CA	90209	1320-1330 SE 8TH A	PORTLAND	OR	97214	HAWTHORNE PK, B	884	WF
SMITH,GUY M	<Null>	<Null>	706 SE MAIN ST	PORTLAND	OR	97214-3422	1326 SE 7TH AVE	PORTLAND	OR	97214	HAWTHORNE PK, B	884	WG
SMITH,GUY M	<Null>	<Null>	706 SE MAIN ST	PORTLAND	OR	97214-3422	1310-1316 SE 7TH A	PORTLAND	OR	97214	HAWTHORNE PK, B	884	WG
STEINMETZ CONDO	OWNERS ASSOCIAT	<Null>	1405 SE 8TH AVE	PORTLAND	OR	97214	1405-1415 SE 8TH A	PORTLAND	OR	97214	STEINMETZ CONDC	884	IC
STONE DISTRICT 1 L	%NAI NORRIS BEGG	<Null>	121 SW MORRISON	PORTLAND	OR	97204	1315 SE 9TH AVE	PORTLAND	OR	97214	HAWTHORNE PK, B	884	WF
STOUDT FAMILY PR	<Null>	<Null>	PO BOX 14340	PORTLAND	OR	97293-0340	923 SE MADISON ST	PORTLAND	OR	97214	HAWTHORNE PK, B	884	IG
STOUDT FAMILY PR	<Null>	<Null>	PO BOX 14340	PORTLAND	OR	97293-0340	925 SE MAIN ST	PORTLAND	OR	97214	HAWTHORNE PK, B	884	IG
STOUDT FAMILY PR	<Null>	<Null>	PO BOX 14340	PORTLAND	OR	97293-0340	1240 SE 9TH AVE	PORTLAND	OR	97214	HAWTHORNE PK, B	884	IG
STOUDT FAMILY PR	<Null>	<Null>	PO BOX 14340	PORTLAND	OR	97293-0340	1306 SE 9TH AVE	PORTLAND	OR	97214	HAWTHORNE PK, B	884	IG
STUMPTOWN HOLD	<Null>	<Null>	915 SE HAWTHORN	PORTLAND	OR	97214-3545	901-917 SE HAWTH	PORTLAND	OR	97214	HAWTHORNE PK, B	884	SF
STUMPTOWN HOLD	<Null>	<Null>	915 SE HAWTHORN	PORTLAND	OR	97214-3545	SEC/ 9TH & SE MAD	PORTLAND	OR	97214	HAWTHORNE PK, B	884	U
THE HOLLAND INC	<Null>	<Null>	109 W 17TH ST	VANCOUVER	WA	98660-2932	1122 WI/ SE HAWT	PORTLAND	OR	97214	STEPHENS ADD, BL	884	JA
THE HOLLAND INC	<Null>	<Null>	109 W 17TH ST	VANCOUVER	WA	98660-2932	1122 SE HAWTHOR	PORTLAND	OR	97214	STEPHENS ADD, BL	884	JA
THE HOLLAND INC	<Null>	<Null>	109 W 17TH ST	VANCOUVER	WA	98660-2932	1122 WI/ SE HAWT	PORTLAND	OR	97214	STEPHENS ADD, BL	884	JA
WEATHERLY CREAM	<Null>	<Null>	2045 NE M L KING B	PORTLAND	OR	97212	SEC/ 6TH & SE MAI	PORTLAND	OR	97214	HAWTHORNE PK, B	884	IL
WEATHERLY CREAM	<Null>	<Null>	2045 NE M L KING B	PORTLAND	OR	97212	1311 SE 7TH AVE	PORTLAND	OR	97214	HAWTHORNE PK, B	884	WF
WHITE HORSE LLC	% HOLZMAN,LINDA	<Null>	3216 NE SKIDMORE	PORTLAND	OR	97211-7748	1305 SE 8TH AVE	PORTLAND	OR	97214	HAWTHORNE PK, B	884	JC
WHITFORD REAL ES	<Null>	<Null>	47555 MCKENZIE H	VIDA	OR	97488	521-535 SE MADISO	PORTLAND	OR	97214	HAWTHORNE PK, B	884	SF
WORKSHOPS PORTI	<Null>	<Null>	819 N 49TH ST #400	SEATTLE	WA	98103-6517	811-833 SE MAIN ST	PORTLAND	OR	97214	HAWTHORNE PK, B	884	WF
ZINK (HAWTHORNE	<Null>	<Null>	333 NW 9TH AVE #1	PORTLAND	OR	97209	1006 SE HAWTHOR	PORTLAND	OR	97214	STEPHENS ADD, BL	884	SF
ZORIN ENTERPRISES	<Null>	<Null>	1330 SE 6TH AVE	PORTLAND	OR	97214	1330-1338 SE 6TH A	PORTLAND	OR	97214	HAWTHORNE PK, B	884	WO

PRPCD DESC	LANDUSE	YEARBUILT	BLDGSQFT	FLOORS	UNITS	MKTVALYR3	LANDVAL3	BLDGVAL3	TOTALVAL3	A_T_SQFT	PROPERTYID	SHAPE Area	Historic District
WHSE FLEX 5000-20000 SF	CVCL	1965	9400	<Null>	<Null>	9/27/2015	143410	590310	733720	4750	R276103	4749.9627	
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WHSE DISTRIBUTION	IND	1925	40000	<Null>	<Null>	9/27/2015	519590	1744470	2264060	20000	R149965	20000.487	
WHSE GENERAL/MISC	IND	1942	10000	<Null>	<Null>	9/27/2015	310260	862730	1172990	10000	R176841	10000.137	
WHSE DISTRIBUTION	IND	1928	40000	<Null>	<Null>	9/27/2015	519590	2052330	2571920	20000	R149961	19999.691	
WHSE OFFICE	IND	1939	4560	<Null>	<Null>	9/27/2015	334360	410240	744600	10000	R149877	10000.069	
STOREFRONT	IND	1924	9500	<Null>	<Null>	9/27/2015	315910	997570	1313480	9500	R176848	9500.0131	
WHSE GENERAL/MISC	IND	1956	7000	<Null>	<Null>	9/27/2015	334360	463150	797510	10000	R176875	10000.018	
WHSE FLEX 5000-20000 SF	IND	1942	10000	<Null>	<Null>	9/27/2015	300150	560730	860880	10000	R576845	9999.9365	
WHSE FLEX 5000-20000 SF	IND	1941	5000	<Null>	<Null>	9/27/2015	346630	365710	712340	10000	R176847	9999.8889	
WHSE FLEX 5000-20000 SF	CVCL	1996	22331	<Null>	<Null>	9/27/2015	1205740	3027750	4233490	36000	R150068	36000.292	
STORE STRIP/CONVENIENCE CENTER	CVCL	1921	10000	<Null>	<Null>	9/27/2015	695010	1594580	2289590	16000	R176836	15999.931	Y
WHSE FLEX 5000-20000 SF	IND	1919	9500	<Null>	<Null>	9/27/2015	294850	841220	1136070	9500	R176845	9499.8247	
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WHSE GENERAL/MISC	CVCL	1928	10000	<Null>	<Null>	9/27/2015	288240	415470	703710	10000	R149944	10000.066	
INDUSTRIAL GENERAL USE	IND	<Null>	<Null>	<Null>	<Null>	9/27/2015	173680	88890	262570	10000	R176872	9999.9765	
INDUSTRIAL SPECIAL PURPOSE	IND	<Null>	<Null>	<Null>	<Null>	9/27/2015	173680	1470	175150	10000	R176885	10000.033	
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VACANT LAND	IND	<Null>	<Null>	<Null>	<Null>	9/27/2015	274480	0	274480	8785	R149848	8785.3711	
VACANT LAND	IND	<Null>	<Null>	<Null>	<Null>	2015	<Null>	<Null>	<Null>	20005	R673527	19999.945	
VACANT LAND	REC	<Null>	<Null>	<Null>	<Null>	9/27/2015	173710	310	174020	16166	R149849	16156.503	
VACANT LAND	IND	<Null>	<Null>	<Null>	<Null>	2015	<Null>	<Null>	<Null>	20033	R673490	19999.904	
VACANT LAND	IND	<Null>	<Null>	<Null>	<Null>	9/27/2015	2555040	0	2555040	18800	R149850	60544.382	
VACANT LAND	IND	<Null>	<Null>	<Null>	<Null>	9/27/2015	1377110	2090	1379200	29500	R605931	29241.206	
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WHSE MULTI/LOFT	IND	1923	72000	<Null>	<Null>	9/27/2015	1836000	3672000	5508000	36000	R150069	36000.505	
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GENERIC SHOP/GARAGE USE	IND	<Null>	<Null>	<Null>	<Null>	9/27/2015	358240	503620	861860	10000	R176814	10000.088	
WHSE FLEX 5000-20000 SF	IND	1938	5000	<Null>	<Null>	9/27/2015	175090	342510	517600	5000	R176815	5000.0408	
WHSE GENERAL/MISC	IND	1945	3200	<Null>	<Null>	9/27/2015	346630	84610	431240	10000	R176850	9999.9735	
AUTO SERVICE CENTER	COM	1942	6292	<Null>	<Null>	9/27/2015	340440	569420	909860	9500	R176880	9500.0841	
STORE W/APT OR OFFICE OVER	COM	1924	18000	<Null>	<Null>	9/27/2015	553340	2582790	3136130	9000	R176807	9000.1119	Y
WHSE MINI STORAGE	IND	1943	70694	<Null>	<Null>	9/27/2015	1291860	2066190	3358050	40000	R176829	39999.714	
OFFICE LOW RISE	IND	1947	18225	<Null>	<Null>	9/27/2015	517440	1292040	1809480	20000	R176837	19999.94	
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WHSE MULTI/LOFT	IND	1969	37144	<Null>	<Null>	9/27/2015	1427180	3321760	4748940	40000	R149946	40000.247	
STOREFRONT	COM	1926	9000	<Null>	<Null>	9/27/2015	596320	708270	1304590	9000	R176812	9000.1585	
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GENERIC SHOP/GARAGE USE	CVCL	1923	4500	<Null>	<Null>	9/27/2015	212860	345480	558340	4500	R150077	4499.8942	
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OFFICE LOW RISE	COM	1934	34600	<Null>	<Null>	9/27/2015	981450	1819450	2800900	40000	R176909	40000.831	
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IMPROVED LAND AS VACANT	IND	<Null>	<Null>	<Null>	<Null>	9/27/2015	420550	14460	435010	10000	R176883	10000.052	
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VACANT LAND	CVCL	<Null>	<Null>	<Null>	<Null>	9/27/2015	367940	14580	382520	10000	R176826	10000.018	
STOREFRONT	COM	1925	9000	<Null>	<Null>	9/27/2015	394210	1386650	1780860	9000	R150081	9000.0777	
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MISC IMPROVEMENTS	CVCL	<Null>	<Null>	<Null>	<Null>	9/27/2015	154400	19270	173670	24700	R149852	24699.806	
PARK	REC	<Null>	<Null>	<Null>	<Null>	9/27/2015	13400	0	13400	4032	R326762	3994.5695	
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WHSE FLEX	IND	1989	16000	<Null>	<Null>	9/27/2015	602730	1819750	2422480	20000	R176851	20000.203	
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STOREFRONT	IND	1924	9200	<Null>	<Null>	9/27/2015	424740	823930	1248670	9500	R176877	9499.9344	
MISC IMPROVEMENTS	CVCL	1981	2400	<Null>	<Null>	9/27/2015	358240	90650	448890	10000	R176874	10000.072	
RESTAURANT FAST FOOD	CVCL	<Null>	<Null>	<Null>	<Null>	9/27/2015	367810	0	367810	9500	R276109	9499.881	
RESTAURANT FAST FOOD	CVCL	1990	4602	<Null>	<Null>	9/27/2015	754970	2291530	3046500	19500	R276112	19499.928	
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IMPROVED LAND AS VACANT	IND	2015	2020	<Null>	<Null>	9/27/2015	400000	25950	425950	10000	R176824	10000.055	
WHSE FLEX	IND	1920	10000	<Null>	<Null>	9/27/2015	450000	675000	1125000	10000	R176828	9999.9407	
RESTAURANT GENERAL	IND	1970	3280	<Null>	<Null>	9/27/2015	300150	379230	679380	10000	R176842	10000.066	
STOREFRONT	IND	1923	5000	<Null>	<Null>	9/27/2015	241050	550270	791320	5000	R176813	5000.206	
WHSE FLEX	IND	2003	29957	<Null>	<Null>	9/27/2015	1205740	4589170	5794910	40000	R176854	40000.247	
STOREFRONT	IND	<Null>	<Null>	<Null>	<Null>	9/27/2015	158410	377620	536030	4750	R276101	4750.0564	
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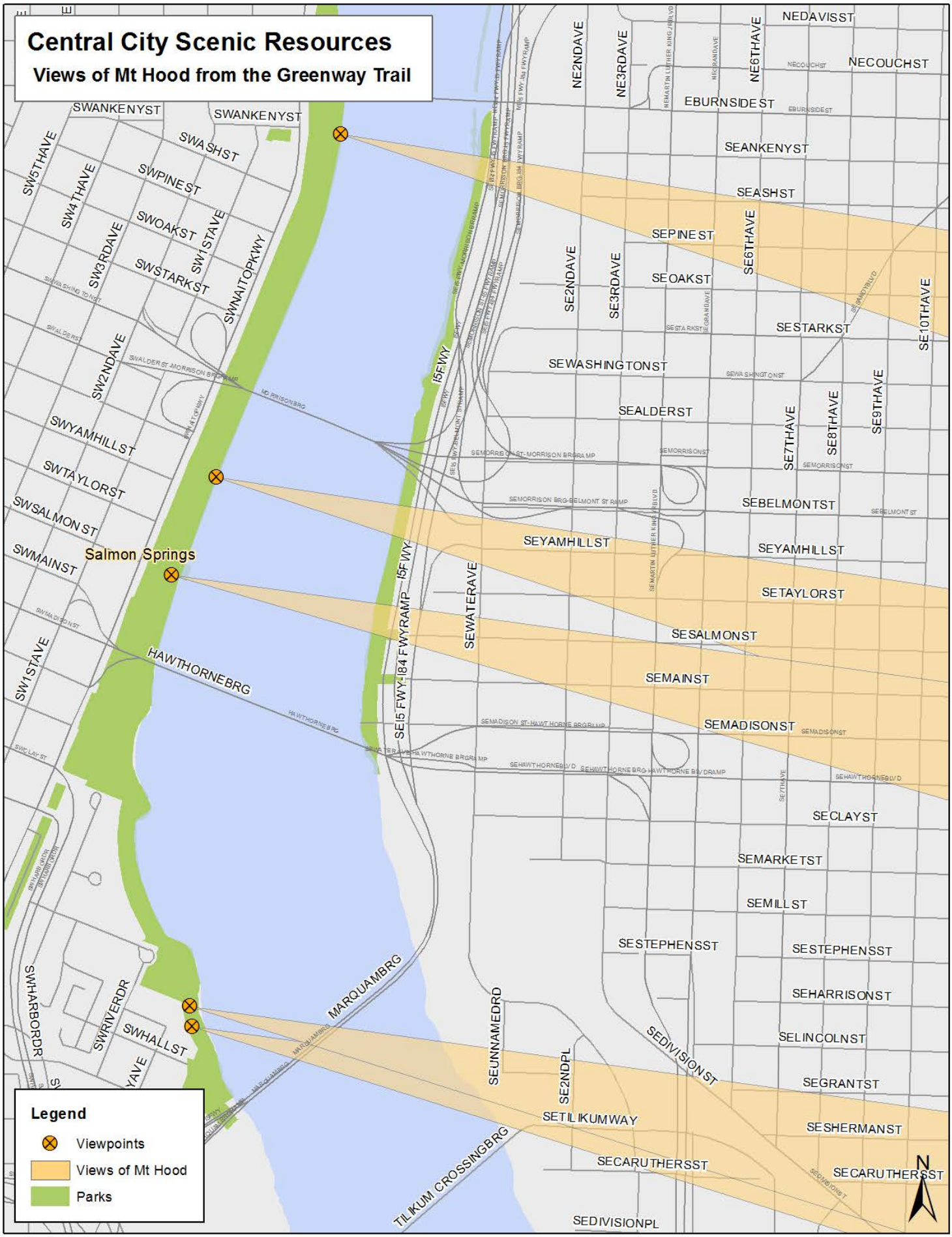
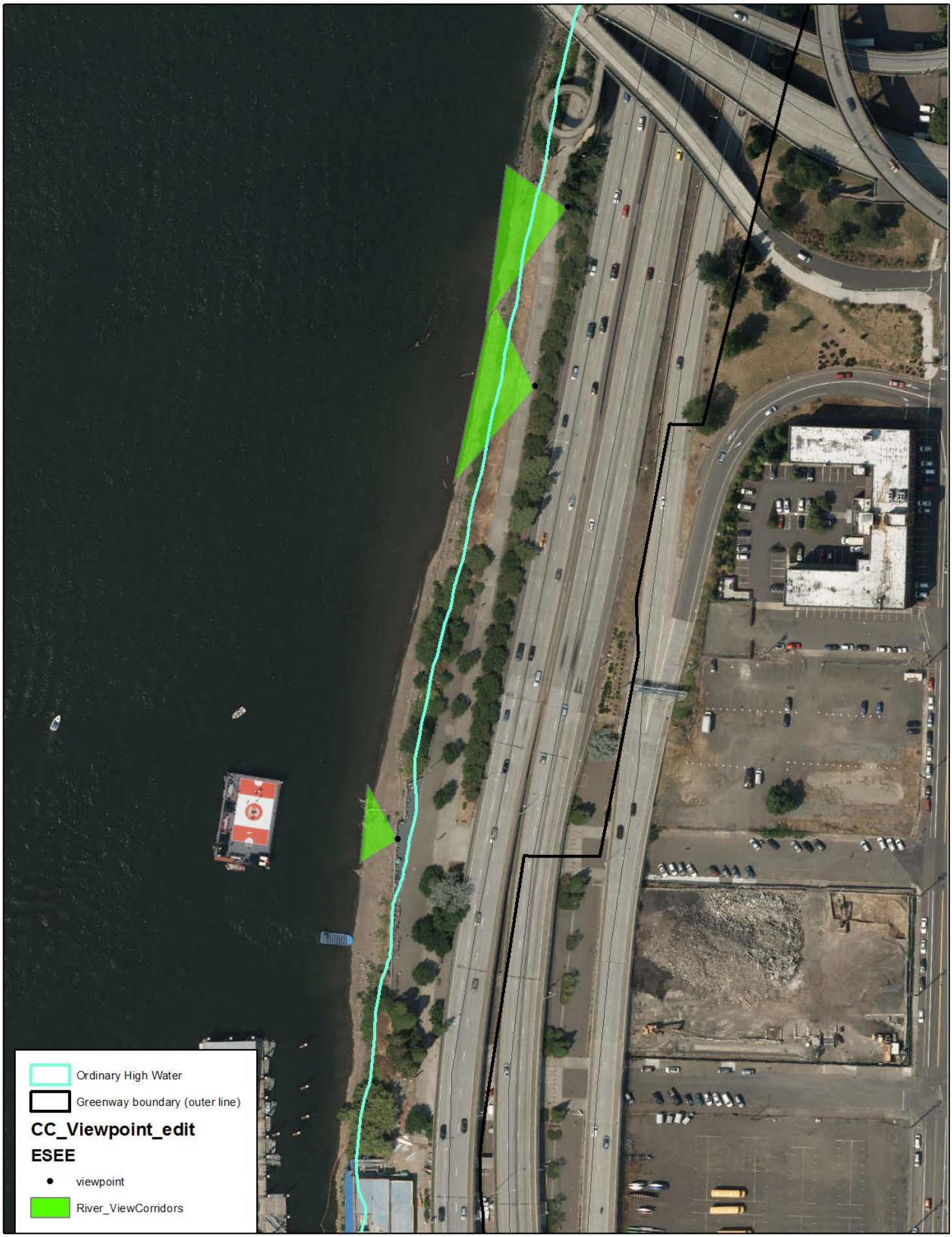
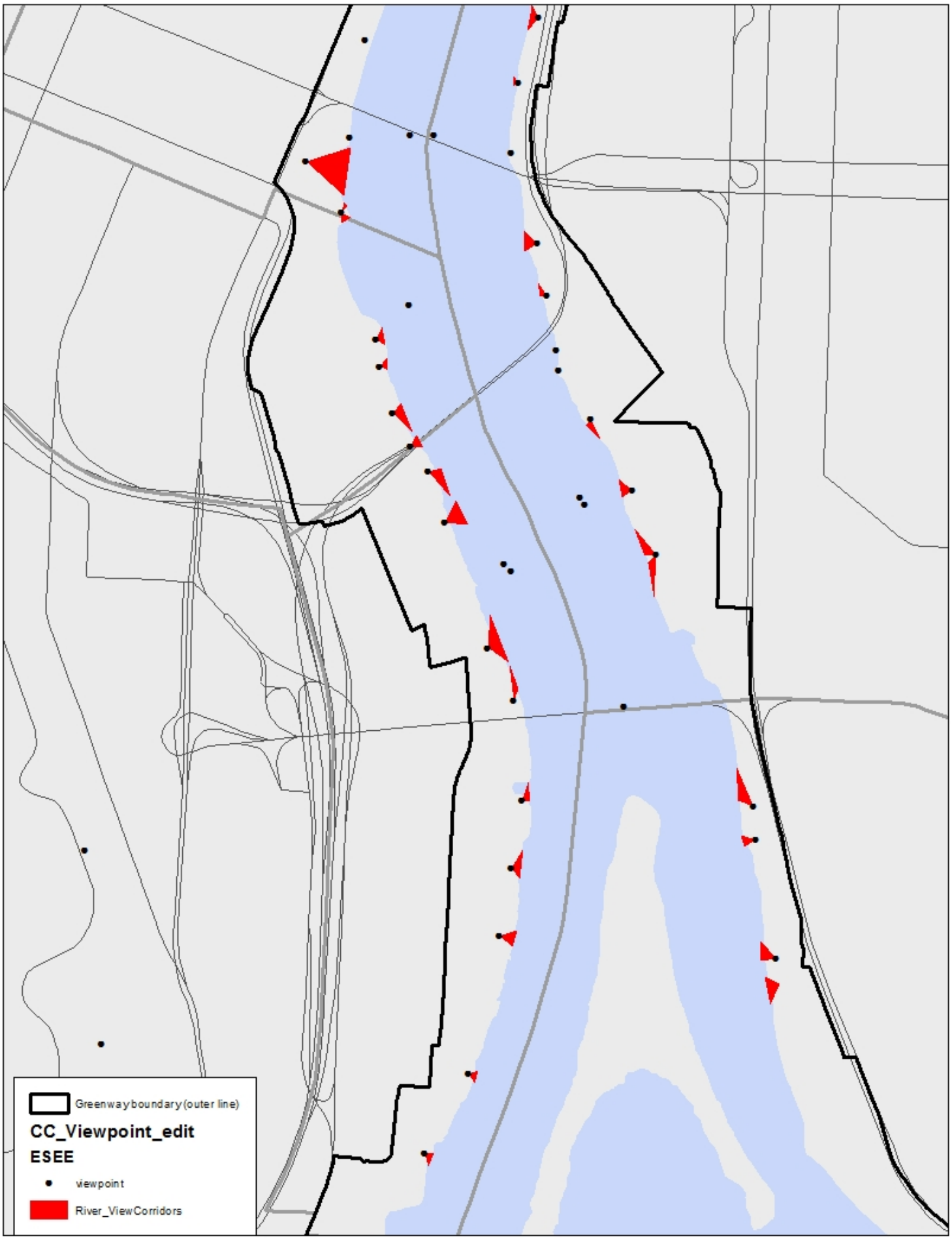
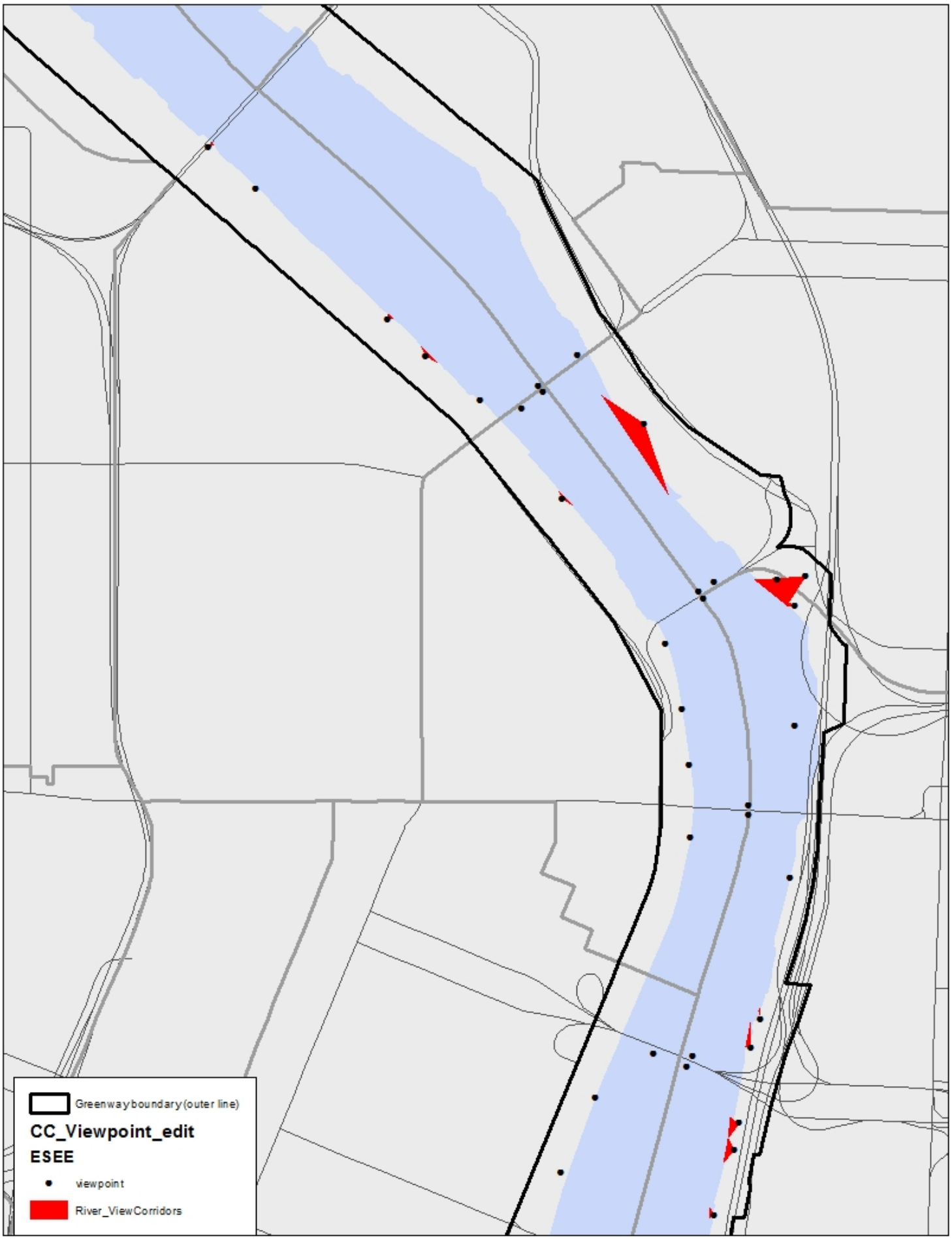

Central City Scenic Resources
Views of Mt Hood from the Greenway Trail
Salmon Springs
HAWTHORNEBRG
MARQUAMBRG
TILIKUM CROSSINGBRG
I5FWY
I84 FWYRAMP
SWANKENYST
SWASHST
SWPINEST
SWOAKST
SWSTARKST
SWNAITOPKWY
SW5THAVE
SW4THAVE
SW3RDAVE
SW2NDAVE
SW1STAVE
SWYAMHILLST
SWTAYLORST
SWSALMONST
SWMAINST
SWRIVERDR
SWHARBORDR
SWHALLST
NEDAVISST
NECOUCHST
EBURNSIDEST
SEANKENYST
SEASHST
SEPINEST
SEOAKST
SESTARKST
SEWASHINGTONST
SEALDERST
SEMORRISONST
SEBELMONTST
SEYAMHILLST
SETAYLORST
SESALMONST
SEMAINST
SEMADISONST
SECLAYST
SEMARKETST
SEMILLST
SESTEPHENSST
SEHARRISONST
SELINCOLNST
SEGRANTST
SESHERMANST
SECARUTHERSST
SEDIVISIONPL
SEDIVISIONST
SETILIKUMWAY
SEWATERAVE
SEUNNAMEDRD
SE2NDPL
NE2NDAVE
NE3RDAVE
NE6THAVE
SE2NDAVE
SE3RDAVE
SE6THAVE
SE7THAVE
SE8THAVE
SE9THAVE
SE10THAVE
Legend
Viewpoints
Views of Mt Hood
Parks
N


Ordinary High Water
Greenway boundary (outer line)
CC_Viewpoint_edit
ESEE
viewpoint
River_ViewCorridors


Ordinary High Water
Greenway boundary (outer line)
CC_Viewpoint_edit
ESEE
viewpoint
River_ViewCorridors


Greenway boundary (outer line)
CC_Viewpoint_edit
ESEE
viewpoint
River_ViewCorridors


Greenway boundary (outer line)
CC_Viewpoint_edit
ESEE
viewpoint
River_ViewCorridors

From: Sadafumi Uchiyama
To: "Mike Houck"
Cc: Brooks, Mindy; Michael Ellena
Subject: [Approved Sender] RE: Portland Japanese Garden view corridor
Date: Tuesday, February 14, 2017 8:49:13 AM
Importance: High

Yes, I am so happy if you can visit the garden and meet us.
Sat works best for me. Please pick your convenient time on Sat.
I will give you a call at 9:00 anyway and just to confirm your visit.

Thank you
Sada

From: Mike Houck [mailto:mikehouck@urbangreenspaces.org]
Sent: Tuesday, February 14, 2017 7:10 AM
To: Sadafumi Uchiyama <suchiyama@japanesegarden.com>
Cc: Brooks, Mindy <Mindy.Brooks@portlandoregon.gov>
Subject: Re: Portland Japanese Garden view corridor

Site visit. Sada, I think it would be more productive/instructive for me to visit the Garden with you to take a look at your proposal than to discuss it on the phone. I could come up around 9 am today or tomorrow after 3 pm or Thursday or anytime on Saturday

Houck

cc Mindy Brooks

On 2/13/2017 2:42 PM, Sadafumi Uchiyama wrote:

> Thank you, Mike and I will talk to you tomorrow morning.
> Sada
>
> **From:** Mike Houck [mailto:mikehouck@urbangreenspaces.org]
> **Sent:** Monday, February 13, 2017 1:34 PM
> **To:** Sadafumi Uchiyama <suchiyama@japanesegarden.com>
> **Cc:** Brooks, Mindy <Mindy.Brooks@portlandoregon.gov>
> **Subject:** Re: Portland Japanese Garden view corridor
>
> Sada,
>
> I will discuss this with you BUT I am personally not inclined to want to increase the view Corridor, as I am concerned about loss of tree canopy expressed that sentiment during our hearings. That said, I am willing to discuss it with you. There may be other commissioners who might be more open to increasing view corridor than I am you might want to talk with.

My number is 503-319-7155

Houck

cc Mindy Brooks

On 2/13/2017 1:24 PM, Brooks, Mindy wrote:

> Hi –
>
> Since we already had a work session on Japanese Garden and PSC agreed with the staff recommendations, we were not planning on bringing it back to you.
>
> However, if you or one of the other Commissioners would like to bring this back for additional discussion we can do that. If that is how you'd like to proceed, I think you can just email me and cc Sallie that you would like to bring back Japanese Garden for discussion and outline why or what information you need.
>
> Thanks
>
> ~~~~~~~~~~
> ***Mindy***
>
> The Bureau of Planning and Sustainability is committed to providing meaningful access. For accommodations, modifications, translation, interpretation or other services, please call 503-823-7700 or use City TTY 503-823-6868, or Oregon Relay Service 711. 503-823-7700: Traducción o interpretación | Chuyển Ngữ hoặc Phiên Dịch | 翻译或传译 | Письменный или устный перевод | Traducere sau Interpretare | Письмовий або усний переклад | 翻訳または通訳 | Turjumida ama Fasiraadda | ການແປພາສາ ຫຼື ການອະທິບາຍ | الترجمة التحريرية أو الشفهية |
> www.portlandoregon.gov/bps/71701
>
> **From:** Mike Houck [mailto:mikehouck@urbangreenspaces.org]
> **Sent:** Monday, February 13, 2017 1:17 PM
> **To:** Sadafumi Uchiyama <suchiyama@japanesegarden.com>
> **Cc:** Brooks, Mindy <Mindy.Brooks@portlandoregon.gov>
> **Subject:** Re: Portland Japanese Garden view corridor
>
> Sada,
>
> Given that testimony is closed, and has been for some time, I think the best avenue for your getting your concerns/suggestions to the PSC for the work session is through city staff. It's not that I am unwilling to talk with you but given our process I think the most effective avenue is through staff. I am ccing Mindy Brooks on my

response to get her take on best strategy

Houck

cc Mindy Brooks

On 2/13/2017 11:39 AM, Sadafumi Uchiyama wrote:

> Mike,
>
> I am planning to give you a phone call today or tomorrow to talk about the view corridor issue that the Japanese garden has been working for over the last year and half.
> I am sending this e-mail, however, now as I just found that Planning and Sustainability Commission meeting is scheduled for tomorrow (I thought it is on 2/28).
>
> I was and still am hoping to ask you for a brief meeting to revisit the view corridor issue. We feel our objectives and goals were not made clear through the last hearing process.
> We have also become aware of additional options for the garden's view corridor with the help of Mindy Brook's explanations in our committee meetings.
>
> Our goal at this point is to ask the Planning and Sustainability Commission to allow us to express our position better and clear and the commission would revisit the issue before the commission makes final recommendations (2/28?)
>
> I wish, at least, I can talk to you before the PSC meeting tomorrow if I have your phone number.
>
> Thank you
>
> **Sadafumi (*Sada*) Uchiyama**
> 内山貞文
> Garden Curator
> Portland Japanese Garden
> (503) 542-0283 work
> (503) 789-2360 cell
> www.japanesegarden.com

--

URBAN Greenspaces INSTITUTE Mike Houck, Director
Urban Greenspaces Institute
PO Box 6903
Portland, OR 97228-6903
503.319.7155
mikehouck@urbangreenspaces.org
www.urbangreenspaces.org

Endless Pressure, Endlessly Applied

In Livable Cities is Preservation of the Wild

--

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2035
Scenic Resources
Japanese Garden Presentation
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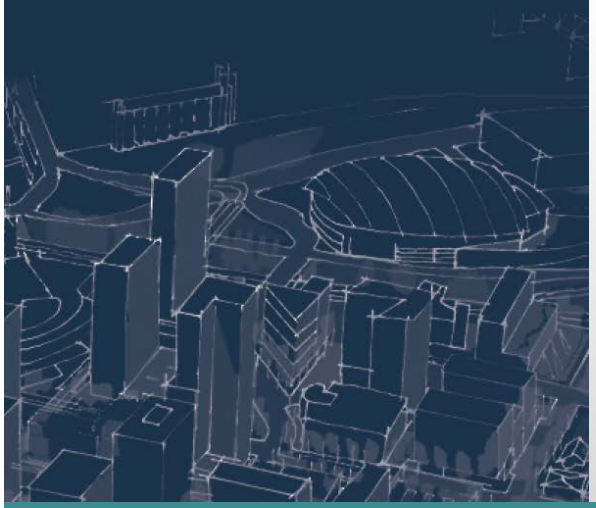
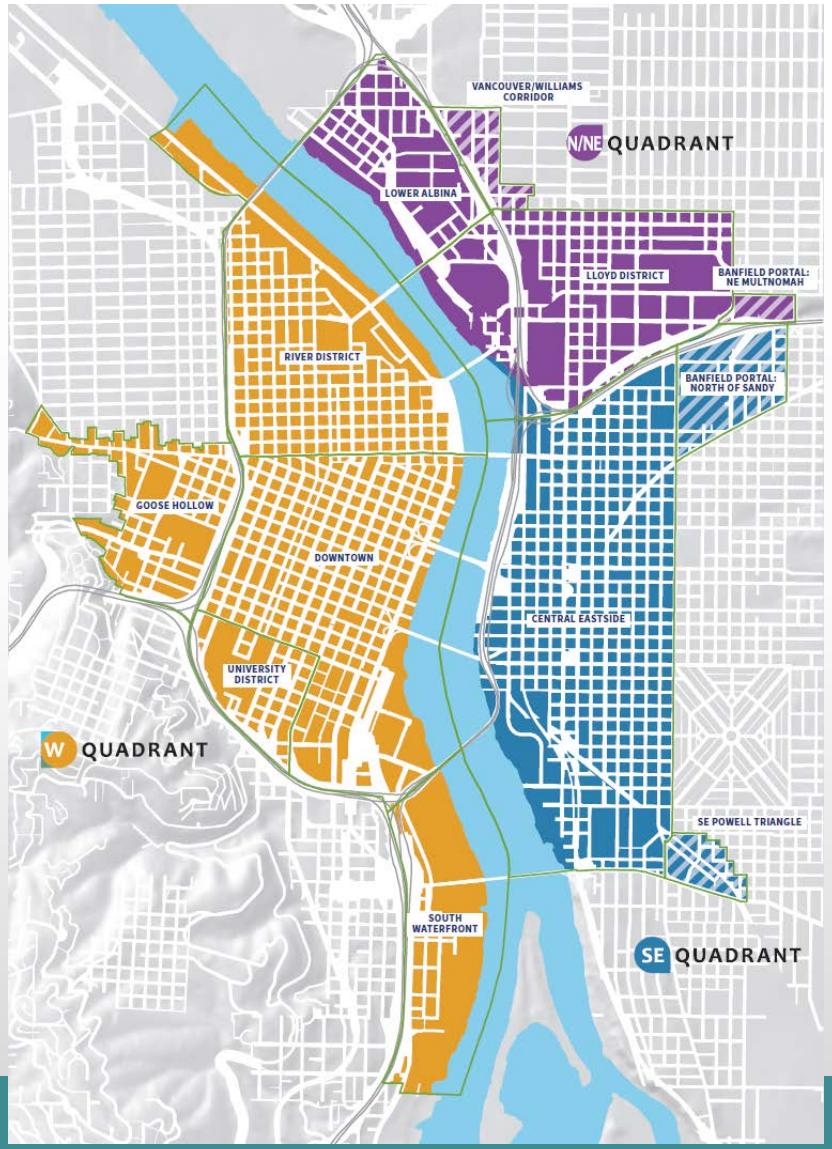
Scenic Resources



CC2035





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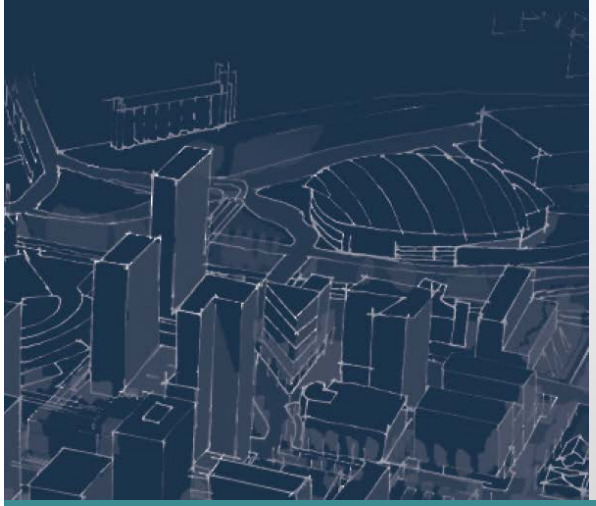
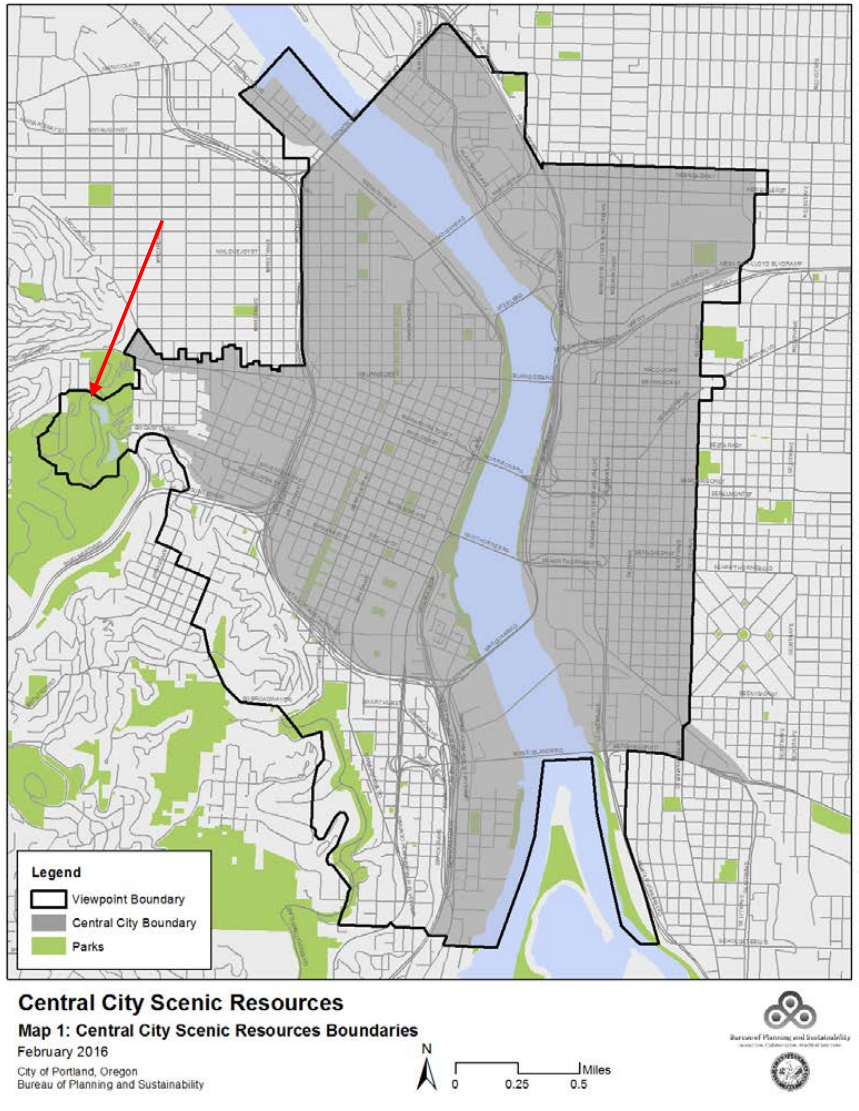
CC2035 and Scenic Resources





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Scenic Resources

Inventory

↓

ESEE

↓

Zoning Code

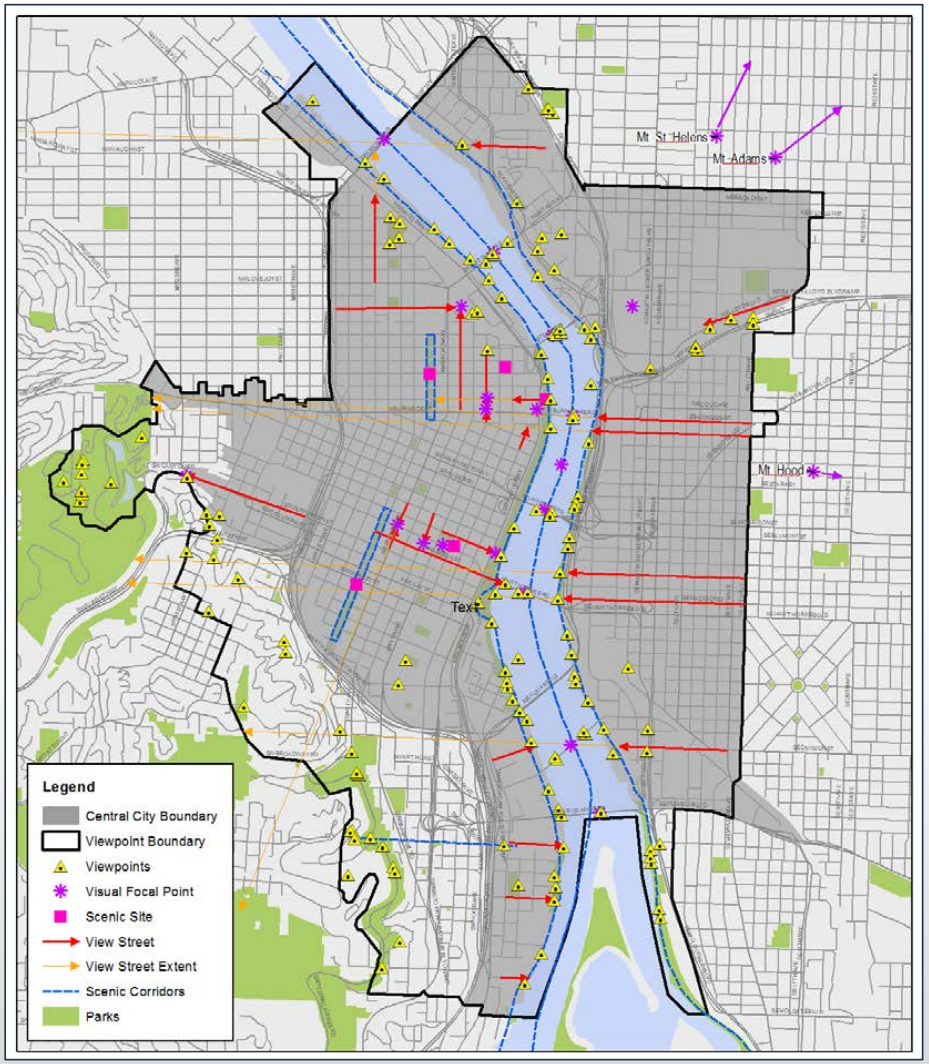


Scenic Resources

Inventory

ESEE

Zoning Code



Scenic Resources

Inventory

ESEE

Zoning Code



Scenic Resources

Inventory

ESEE

Zoning Code

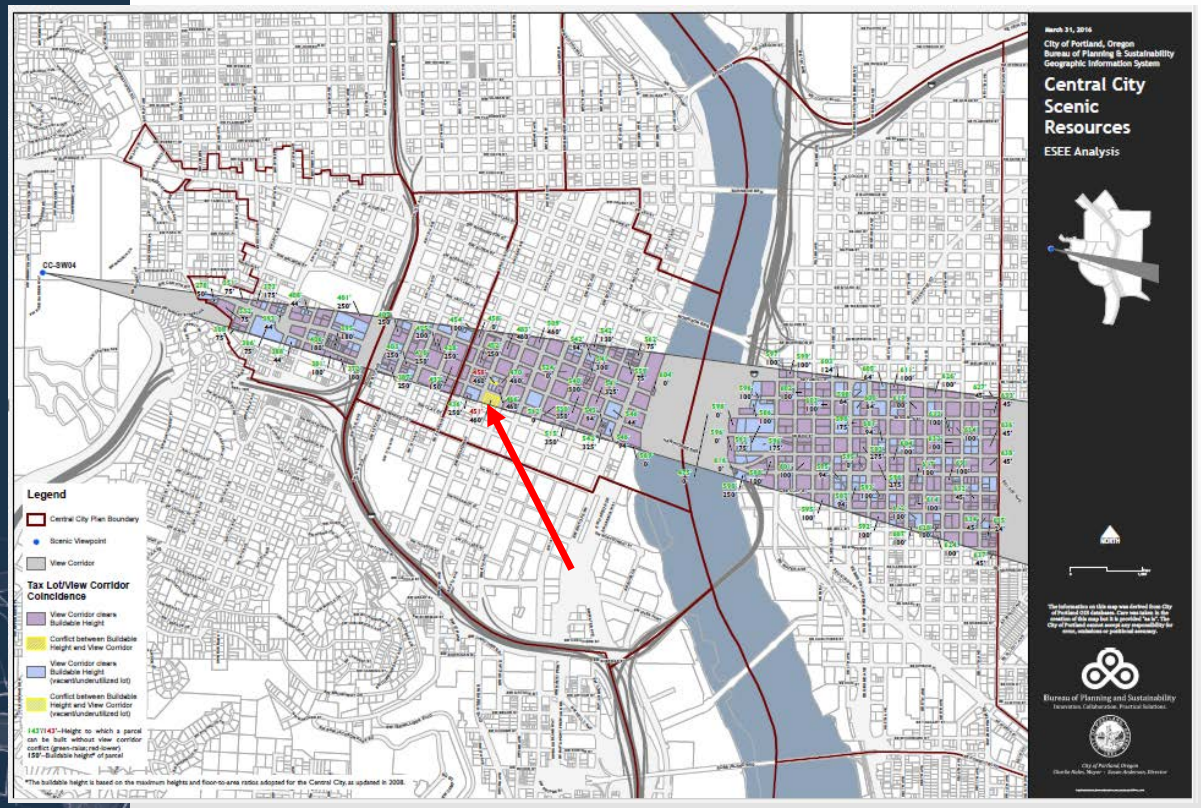


Scenic Resources

Inventory

ESEE

Height Maps



Scenic Resources

Inventory

ESEE

Height Maps



Spring 1971



Summer 2015

Scenic Resources

Inventory

ESEE

Height Maps

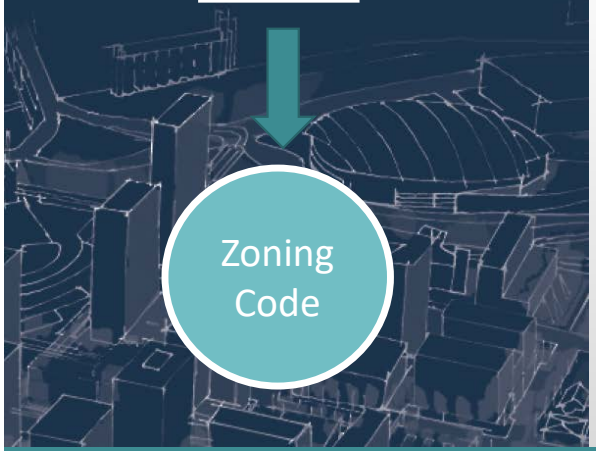


Scenic Resources

Inventory

ESEE

Zoning Code

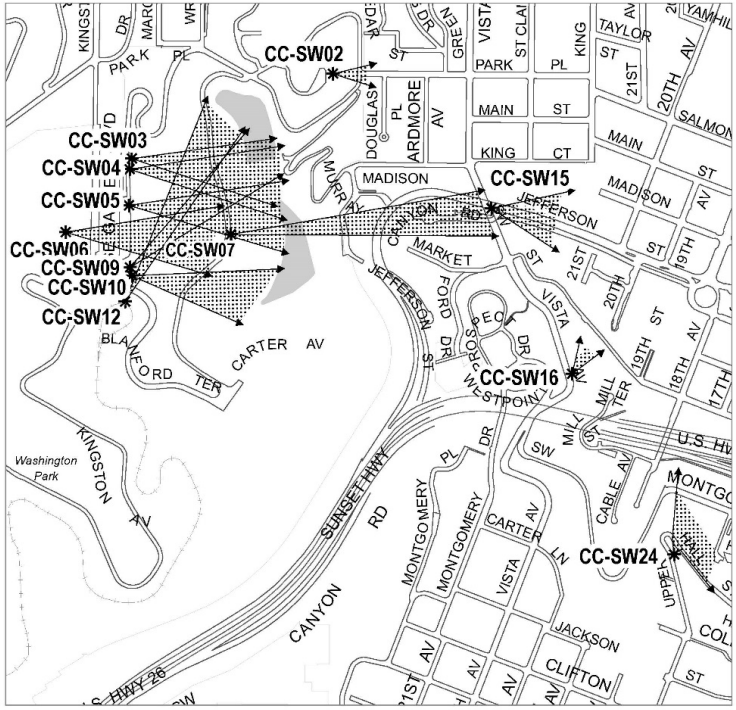


Proposed Scenic Resources Protection Plan
View Corridors without Special Height Restrictions

Map 480-1

Map 7 of 31

Map Revised Xxxxx X, 201X



Legend

------ City Boundary

Viewpoint

View corridors without special height restrictions

NORTH

0 500 1,000

Scale in Feet

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Portland, Oregon

Scenic Resources

Inventory

ESEE

Zoning Code

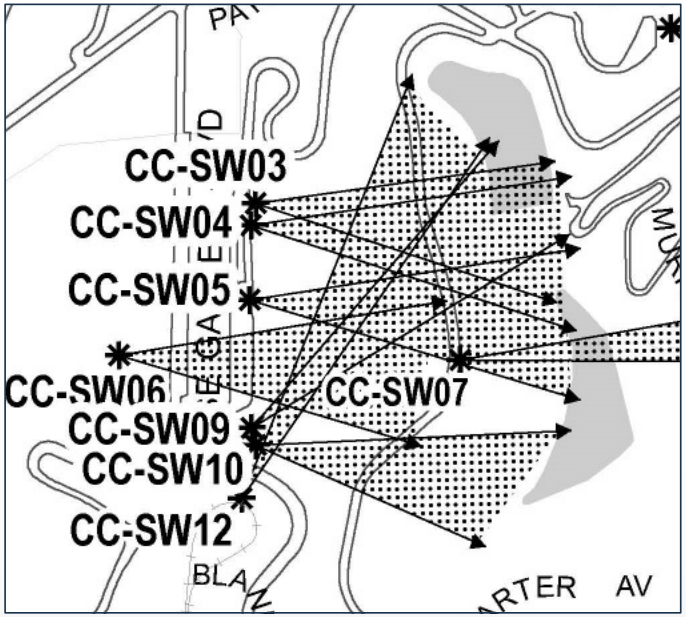


Table 430-3
Tree Replacement in Environmental Overlay Zone

Size of tree to be removed (inches in diameter)	Option A (no. of native trees to be planted)	Option B (combination of native trees and shrubs)
At least 6 and up to 12	2	not applicable
More than 12 and up to 20	3	1 tree and 3 shrubs
More than 20 and up to 25	5	3 trees and 6 shrubs
More than 25 and up to 30	7	5 trees and 9 shrubs
More than 30	10	7 trees and 12 shrubs

Scenic Resources

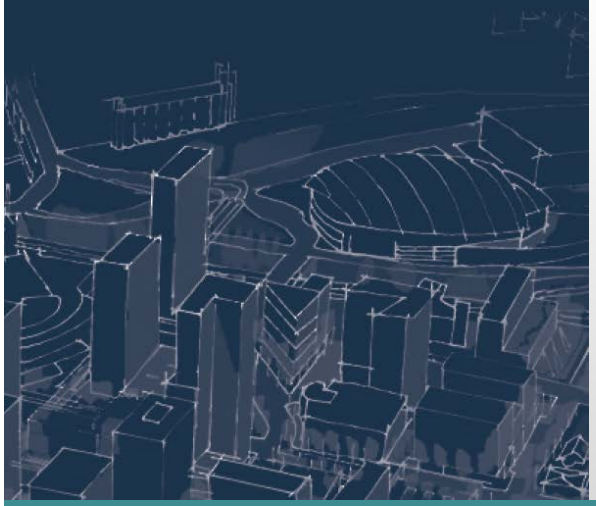
Inventory

ESEE

Zoning Code



Scenic Resources



Schedule

June 20 – Proposed Draft releases

June 24 – M56 Notice

July 26 – PSC Hearing 1

August 9 – PSC Hearing 2

Spring 2017 – City Council Hearings

2018 – Effective Date

Contact:
Mindy Brooks
Mindy.brooks@portlandoregon.gov
503-823-7831



37503


CENTRALCITY
2035
Height
Goose Hollow Discussion Session
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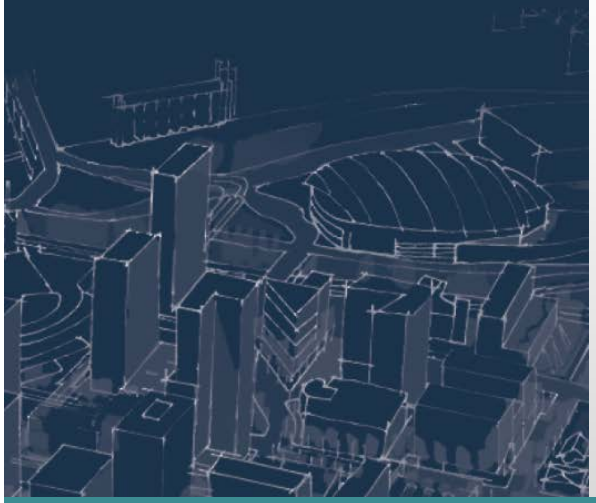
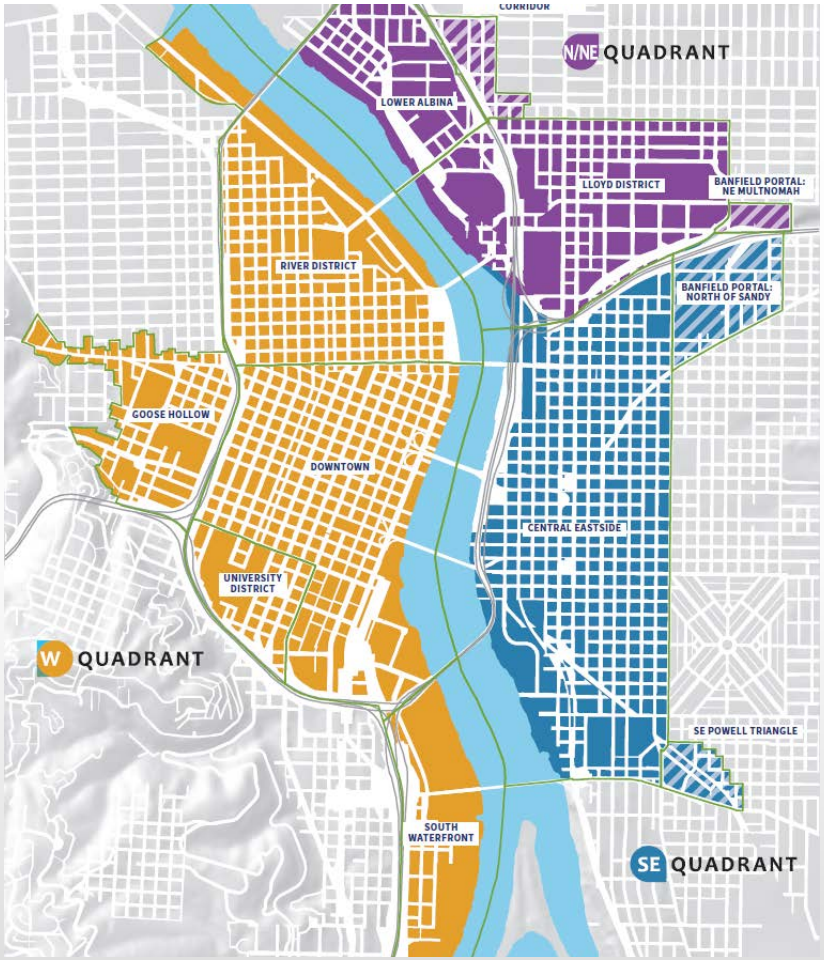
Height



CC2035 Process

Concept Plan
N/NE Quadrant
West Quadrant
SE Quadrant

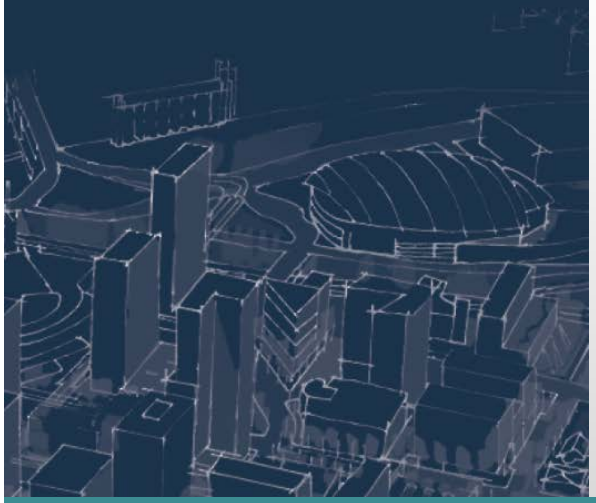


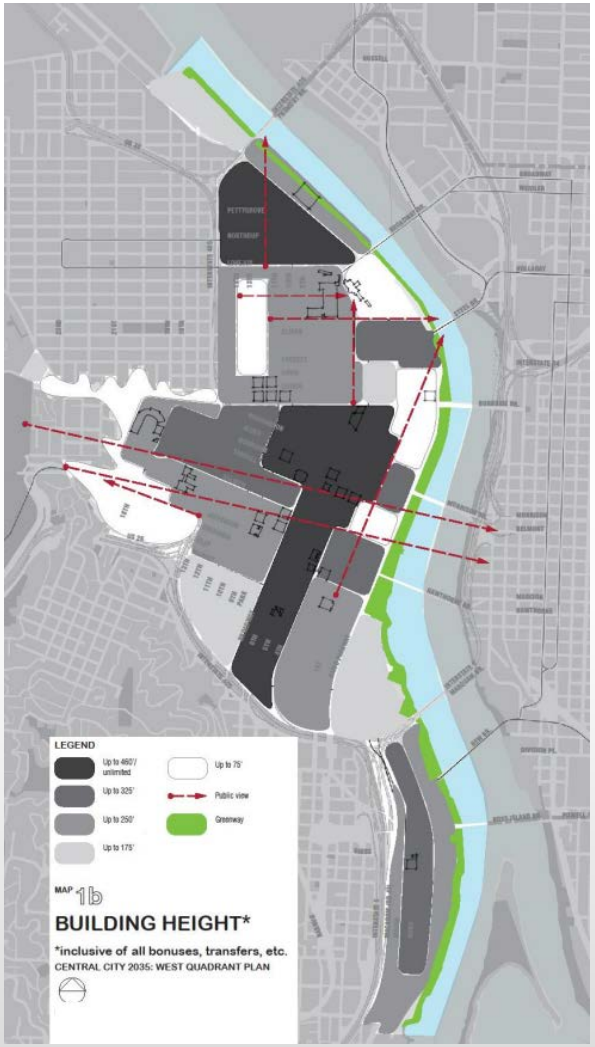


Height

West Quadrant Plan

Height Concept





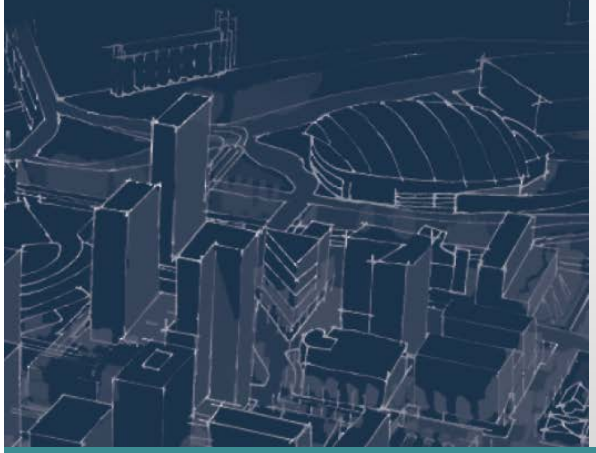
Height

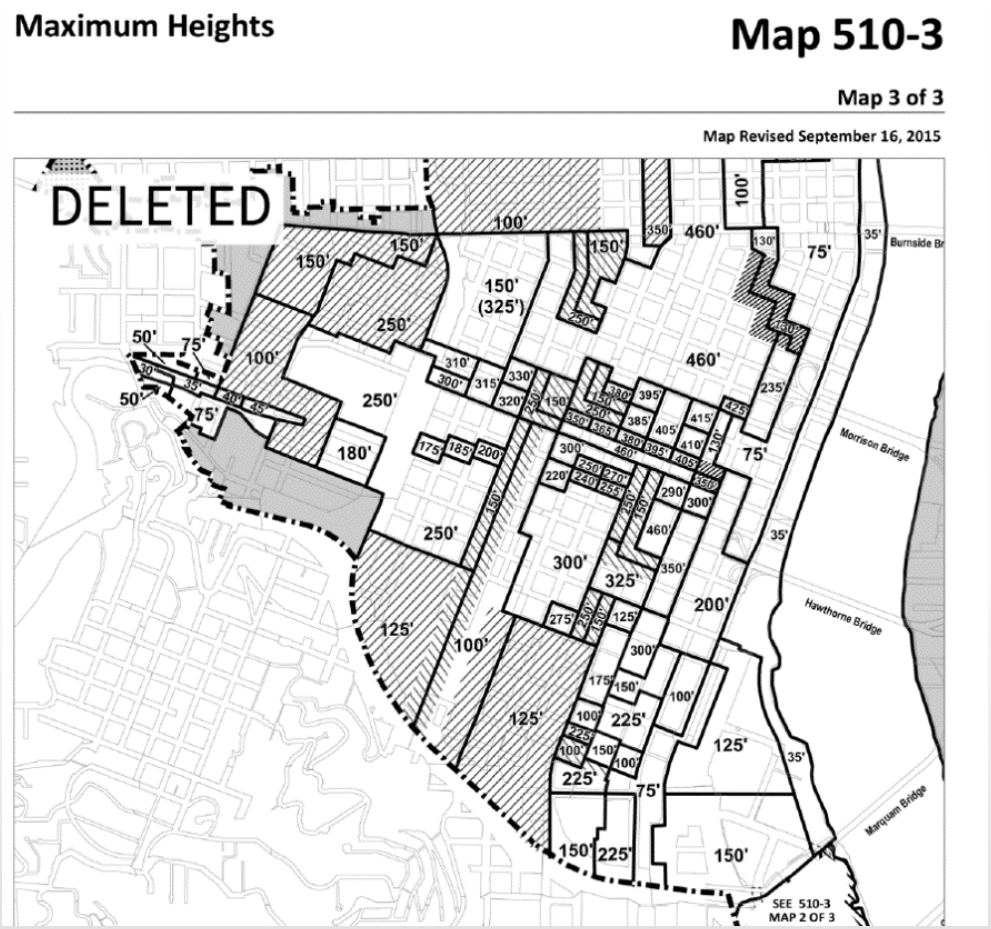



LEGEND
MAP 1b
BUILDING HEIGHT*
*inclusive of all bonuses, transfers, etc.
CENTRAL CITY 2035: WEST QUADRANT PLAN

Height

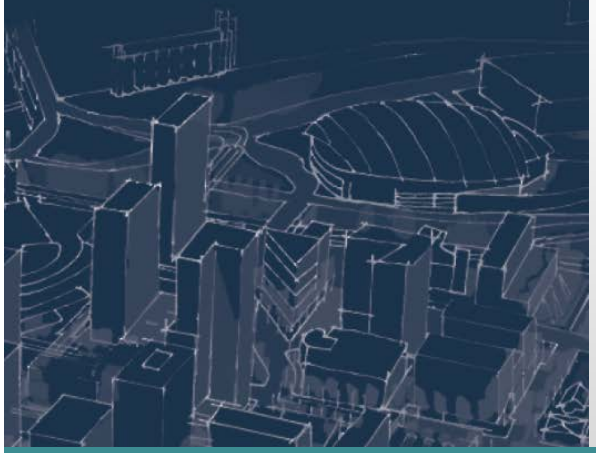
Zoning Map *Existing* 510-3 Maximum Building Height

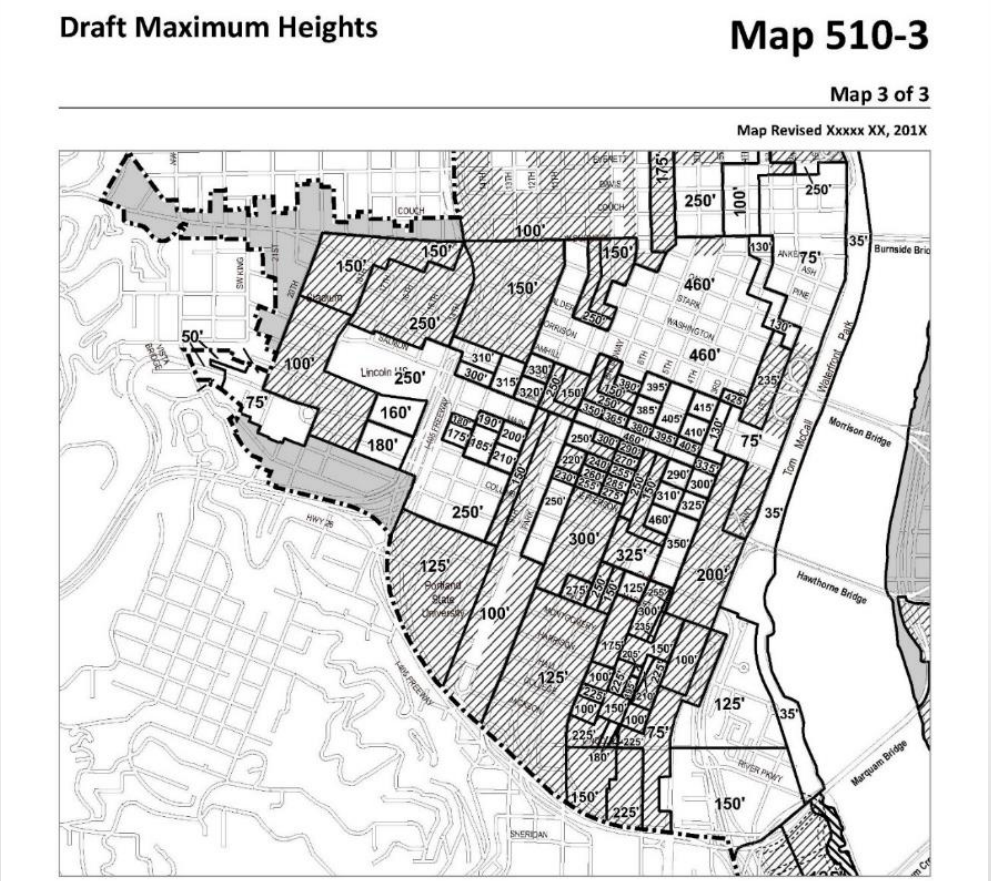




Height

Zoning Map 510-3 Maximum Building Height





Height

Zoning Map 510-4 Maximum Building Height w/ Bonuses and Transfers

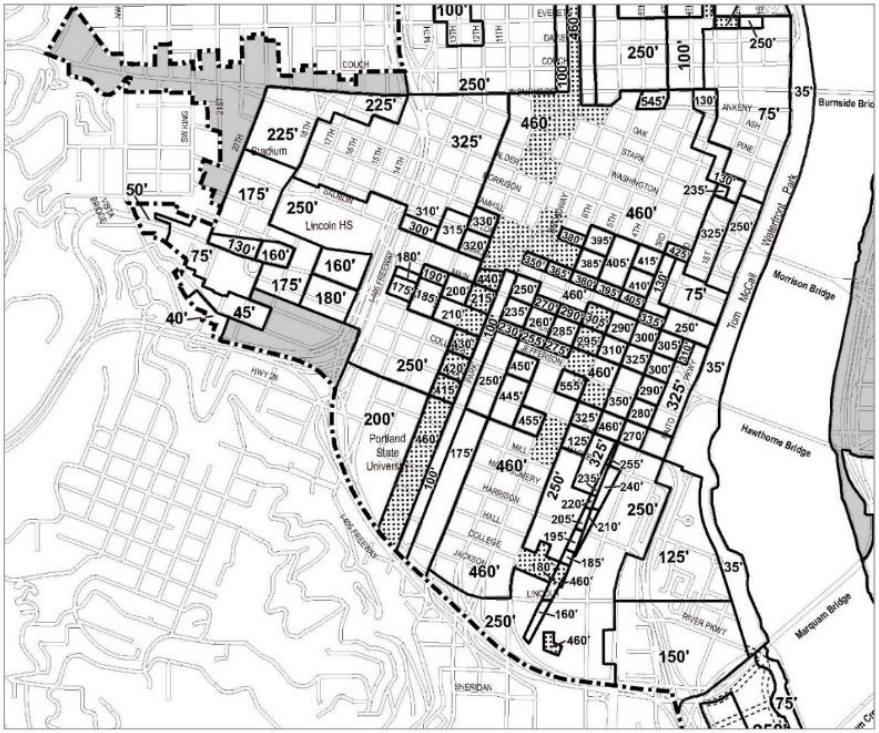


Draft Maximum Heights including Eligible Height Increases

Map 510-4

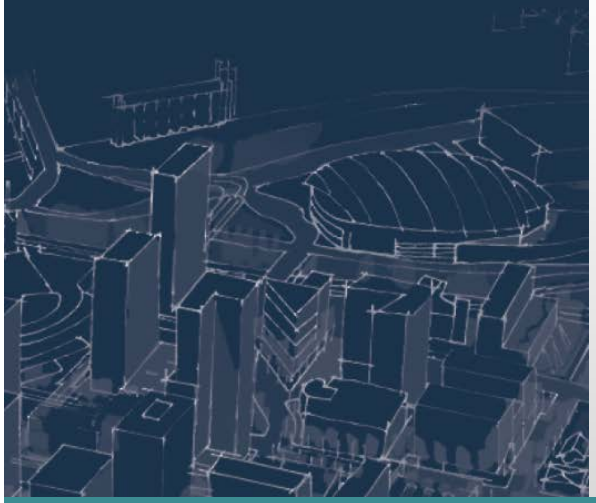
Map 3 of 3

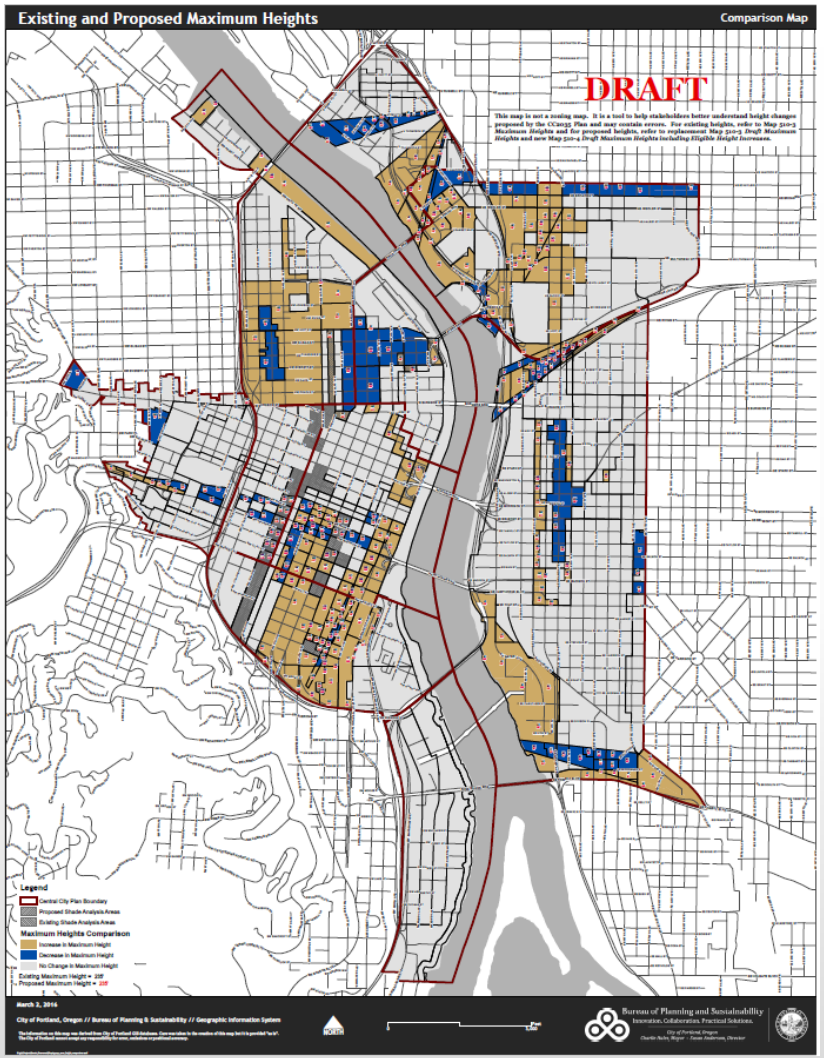
Map Revised Xxxxx XX, 201X



Height

Where Height Changed

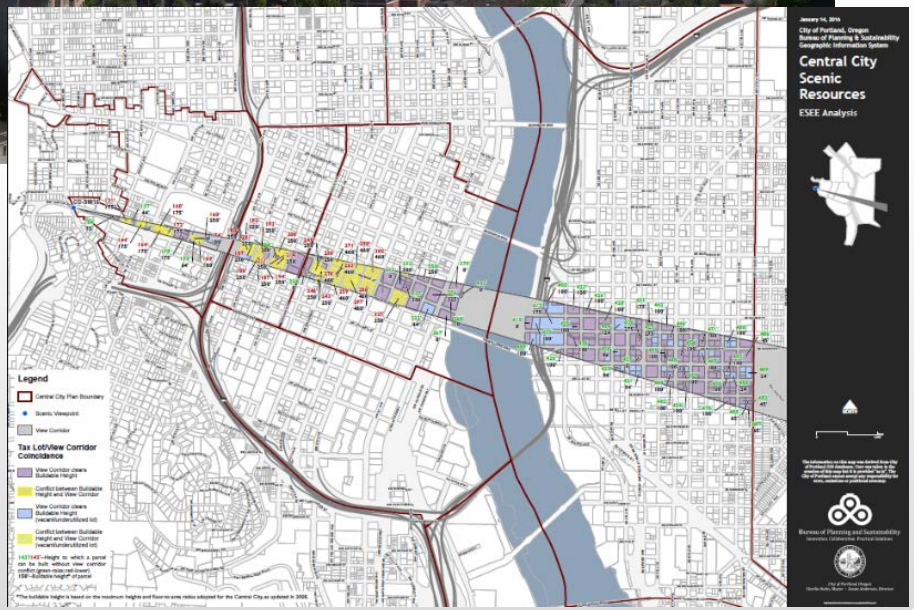




Height

Scenic Resources





Scenic Resources

Inventory

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ESEE

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Height Maps

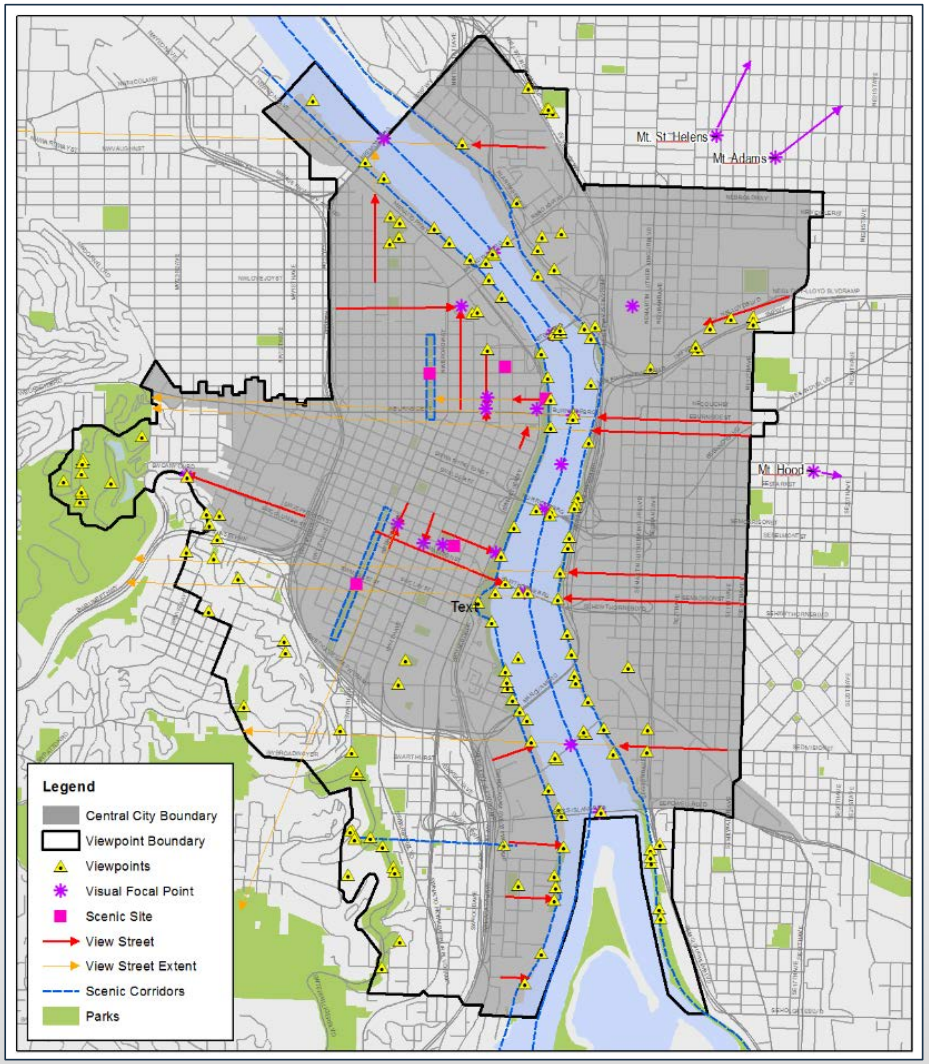


Scenic Resources

Inventory

ESEE

Height Maps



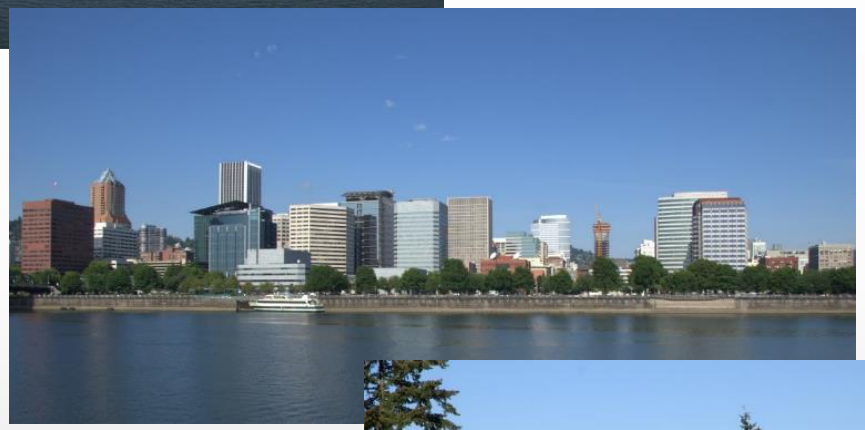
Scenic Resources

Inventory

ESEE

Height Maps







Scenic Resources

Inventory

ESEE

Height Maps



Scenic Resources

Inventory

ESEE

Height Maps



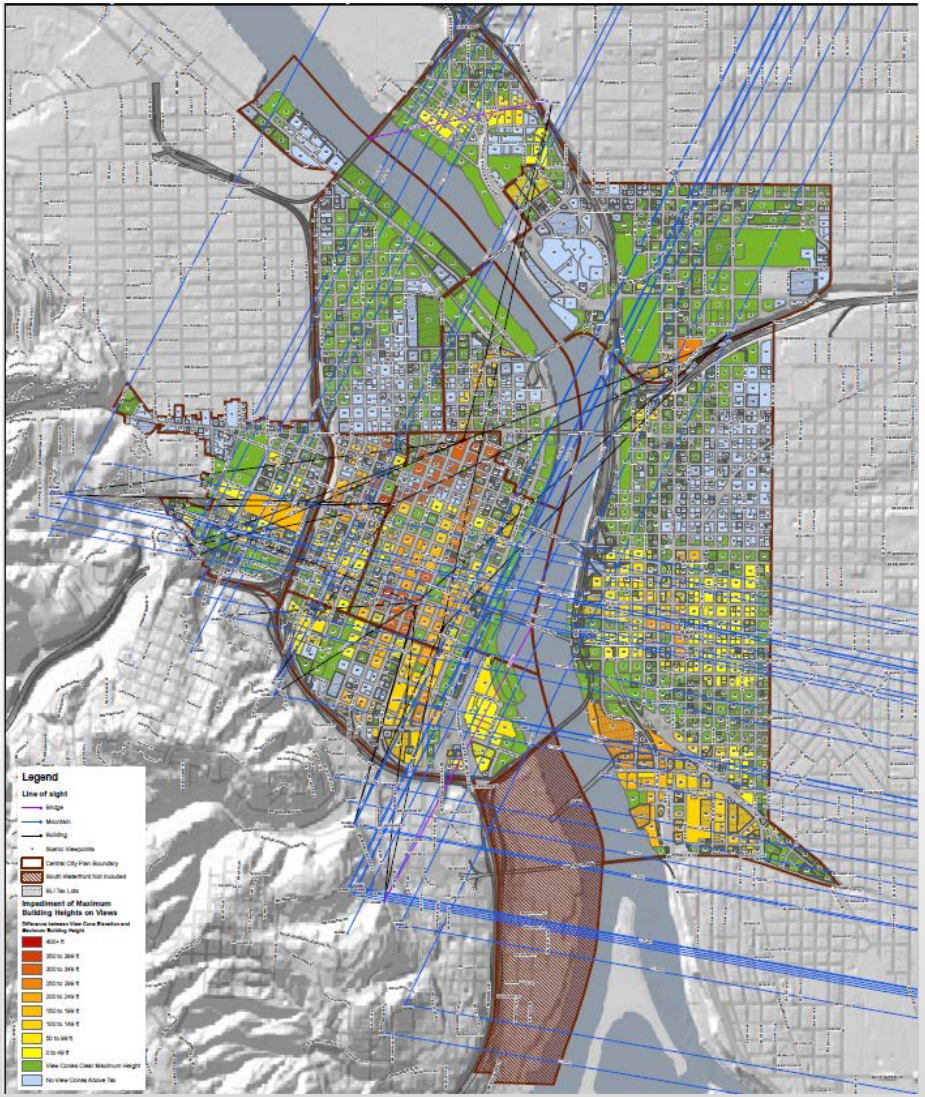


Scenic Resources

Inventory

ESEE

Height Maps

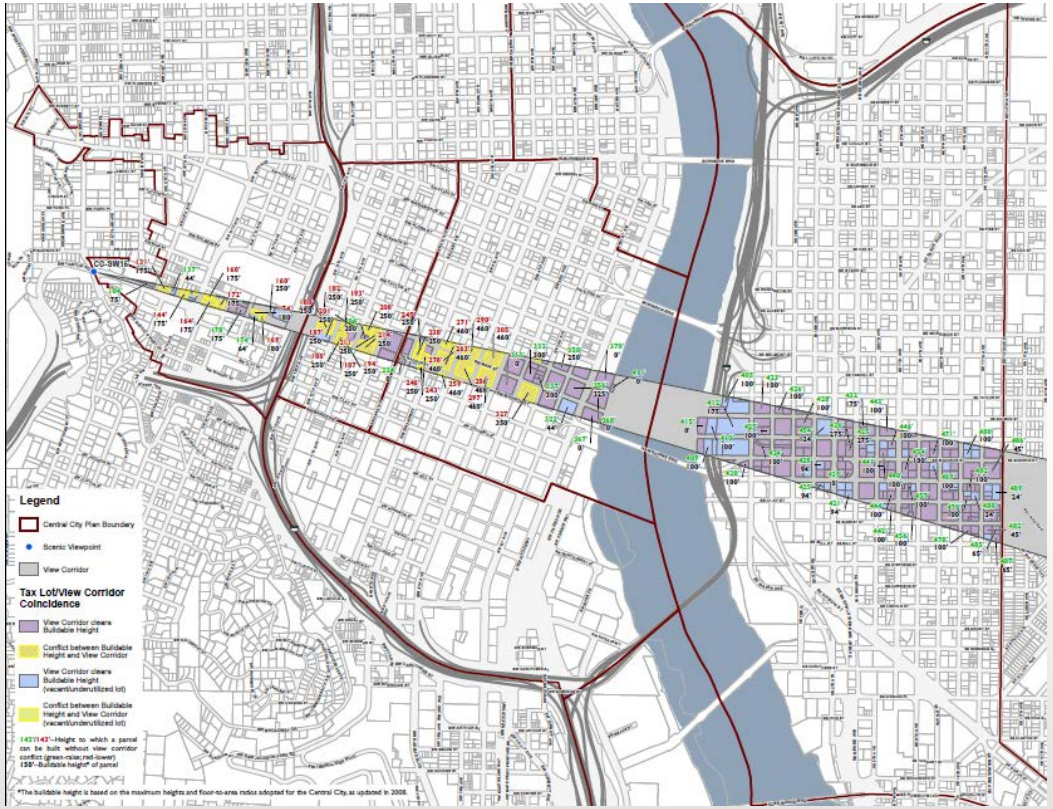


Scenic Resources

Inventory

ESEE

Height Maps

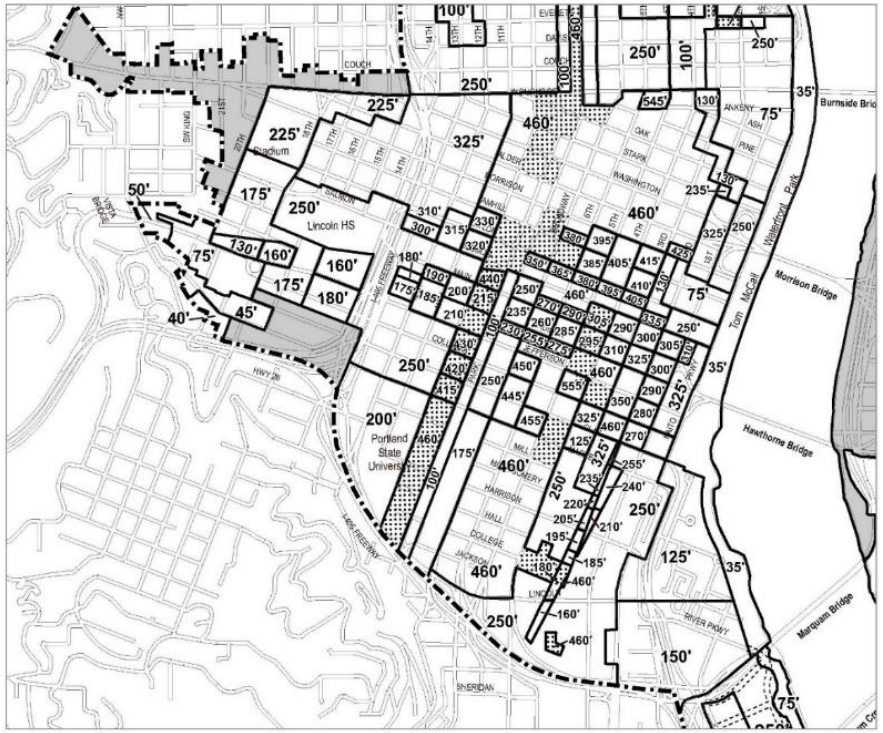


Scenic Resources

Inventory

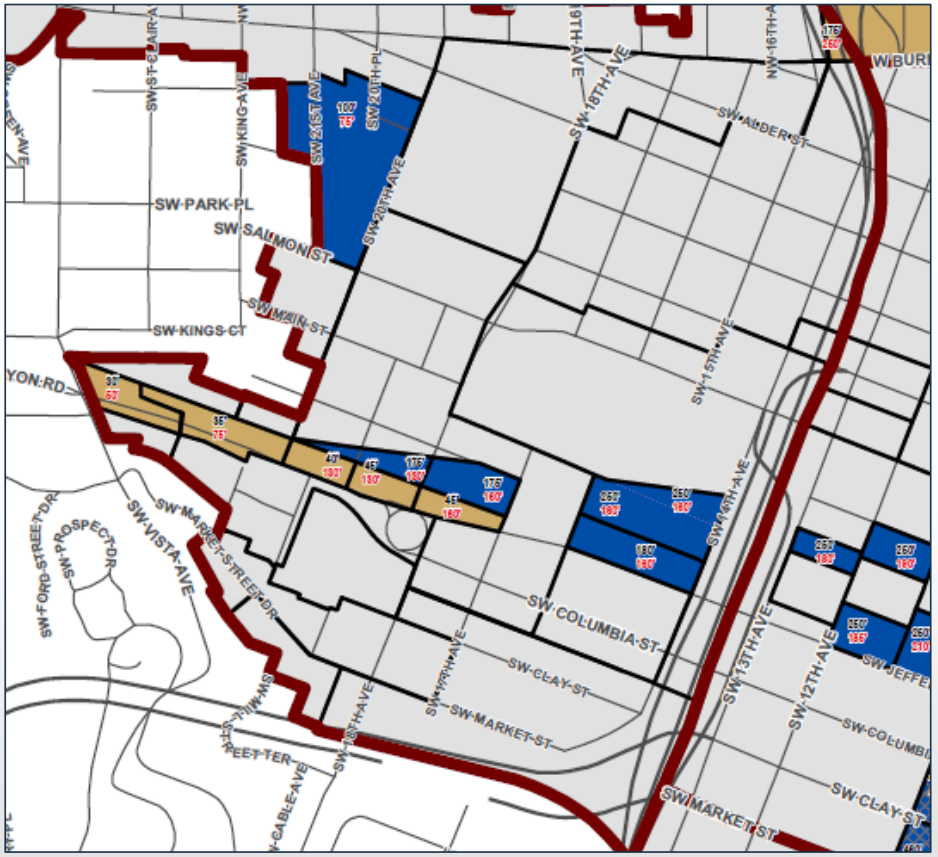
ESEE

Height Maps



Height

Where Height Changed in Goose Hollow

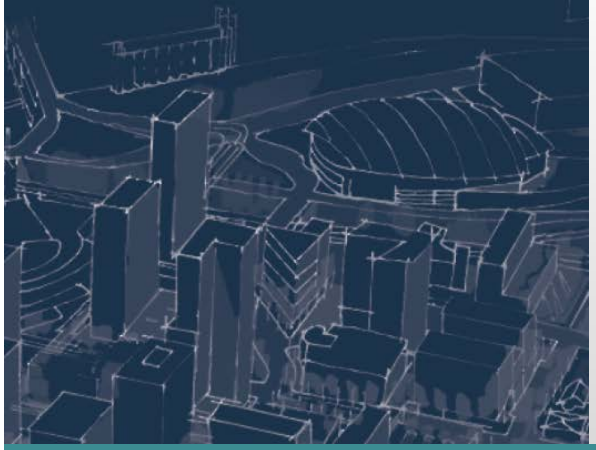


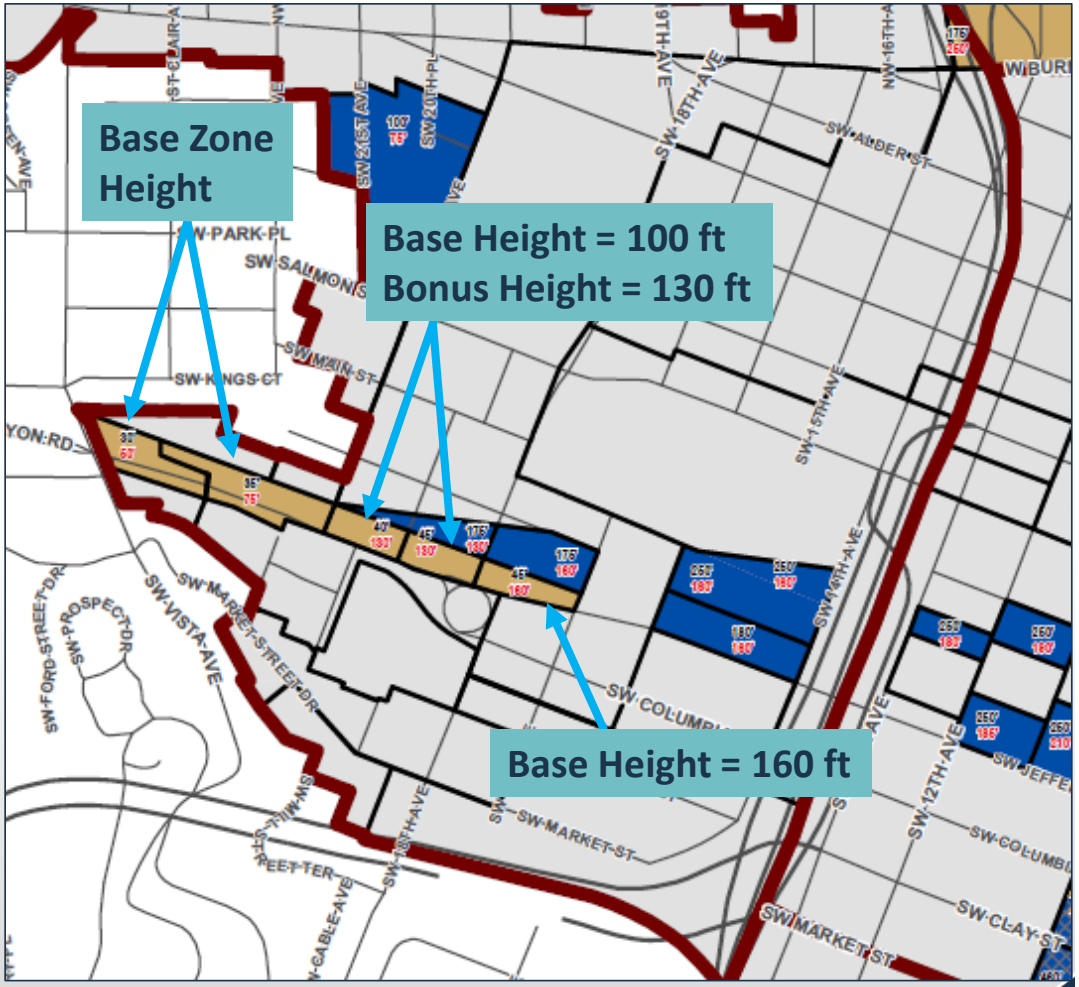


View of Vista Bridge from the Jefferson Street/I405 Overpass

Height

Height Increases Based on Reclassifying Jefferson Street to a View Street







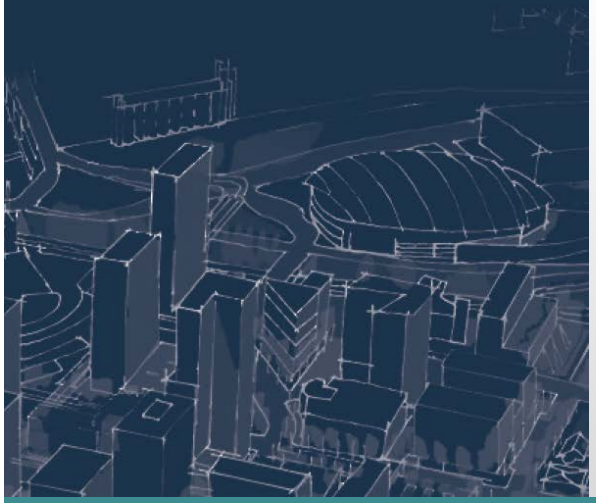

CENTRALCITY
2035
Height
Open House Discussion Session
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

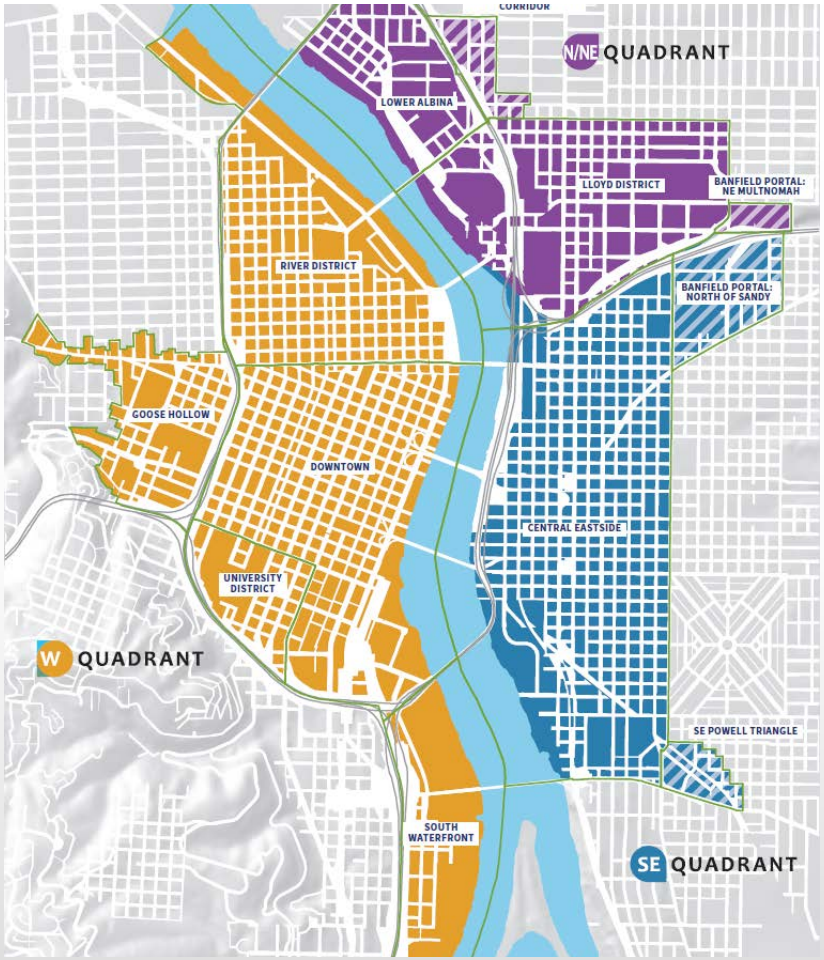
Height



CC2035 Process

Concept Plan
N/NE Quadrant
West Quadrant
SE Quadrant

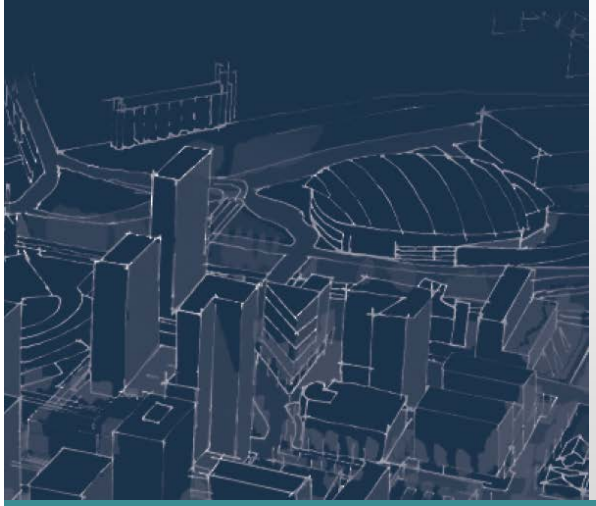


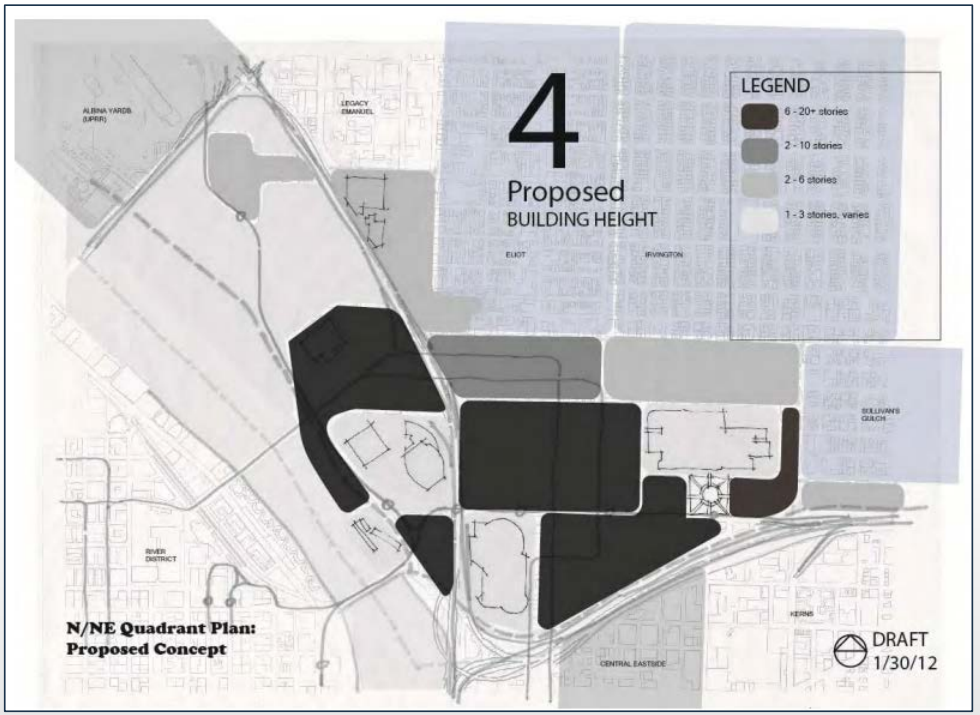


Height

North/Northeast Quadrant Plan

Height Concept

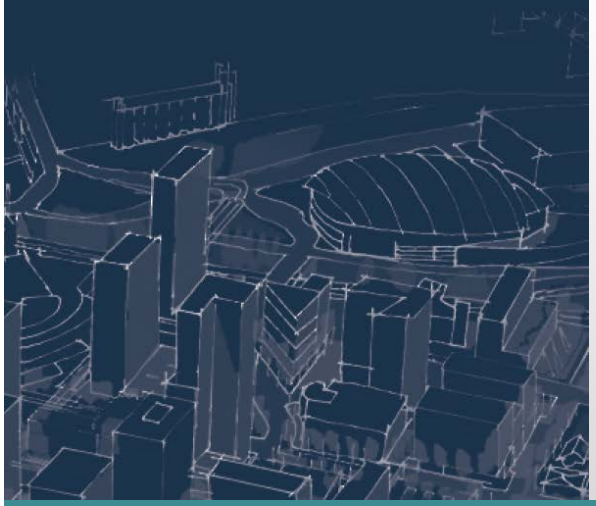


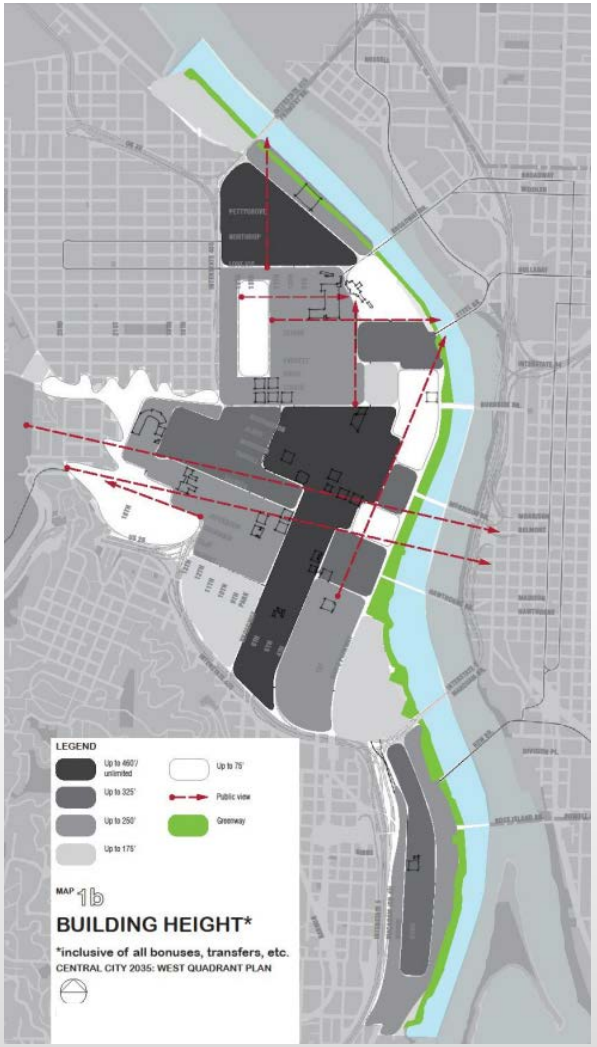


Height

West Quadrant Plan

Height Concept





Height



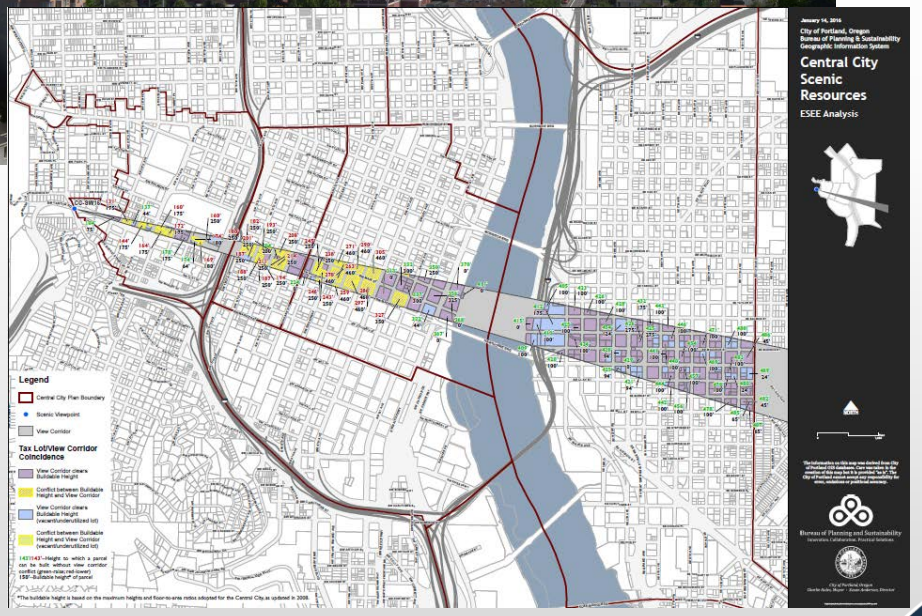


37531

Height

Scenic Resources

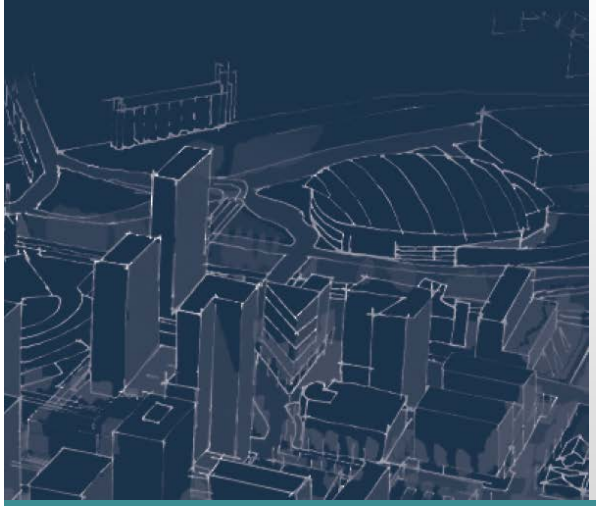




Height

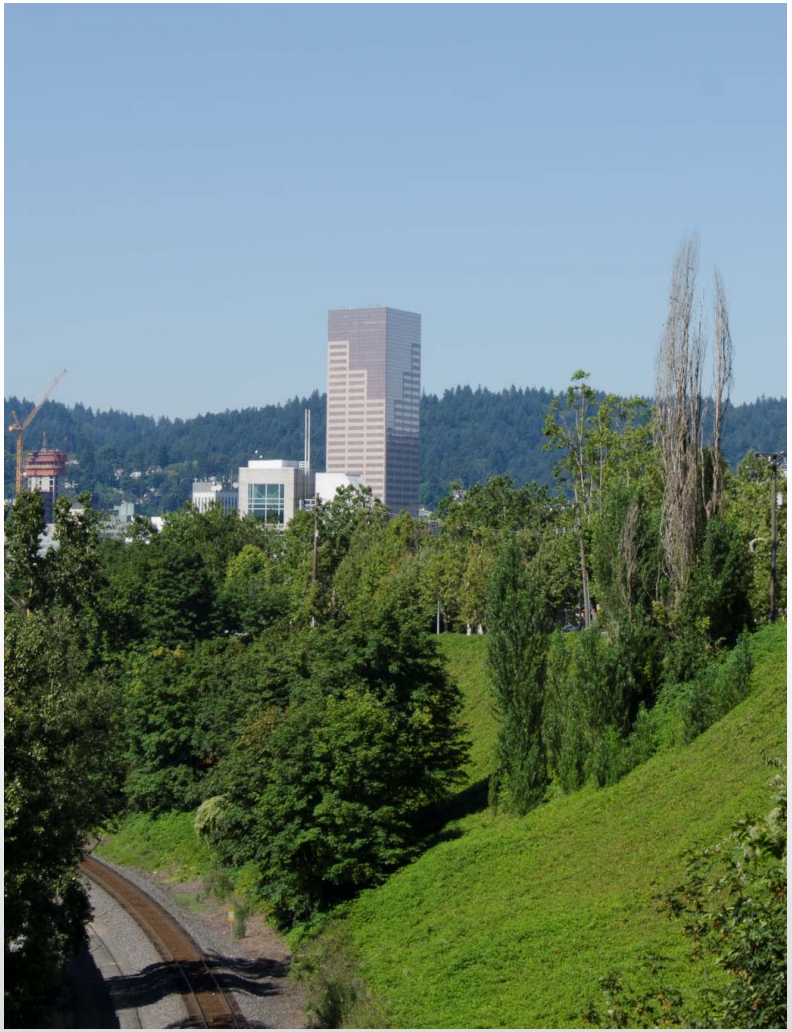
Shade Analysis





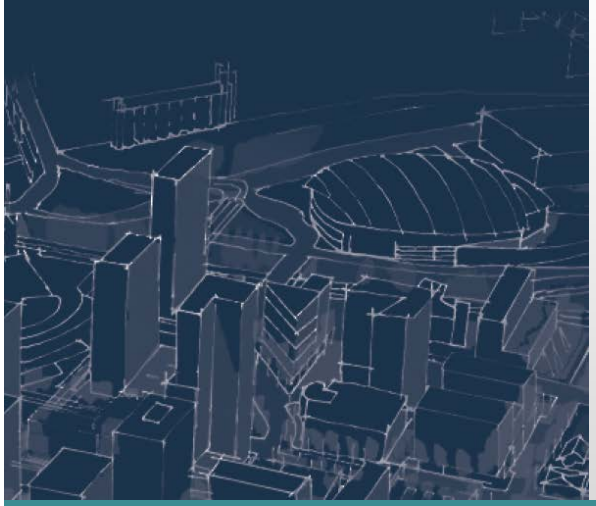
Height

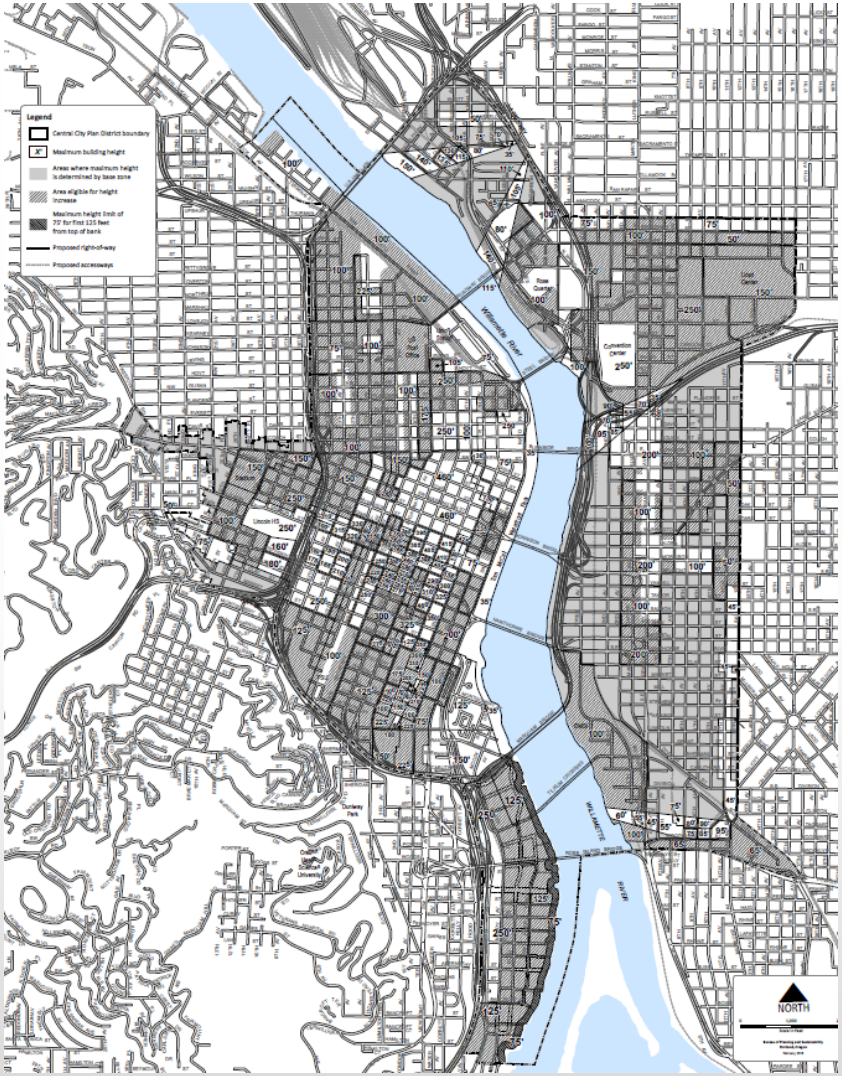
Existing Tall Buildings



Height

Zoning Map 510-3 Maximum Building Height

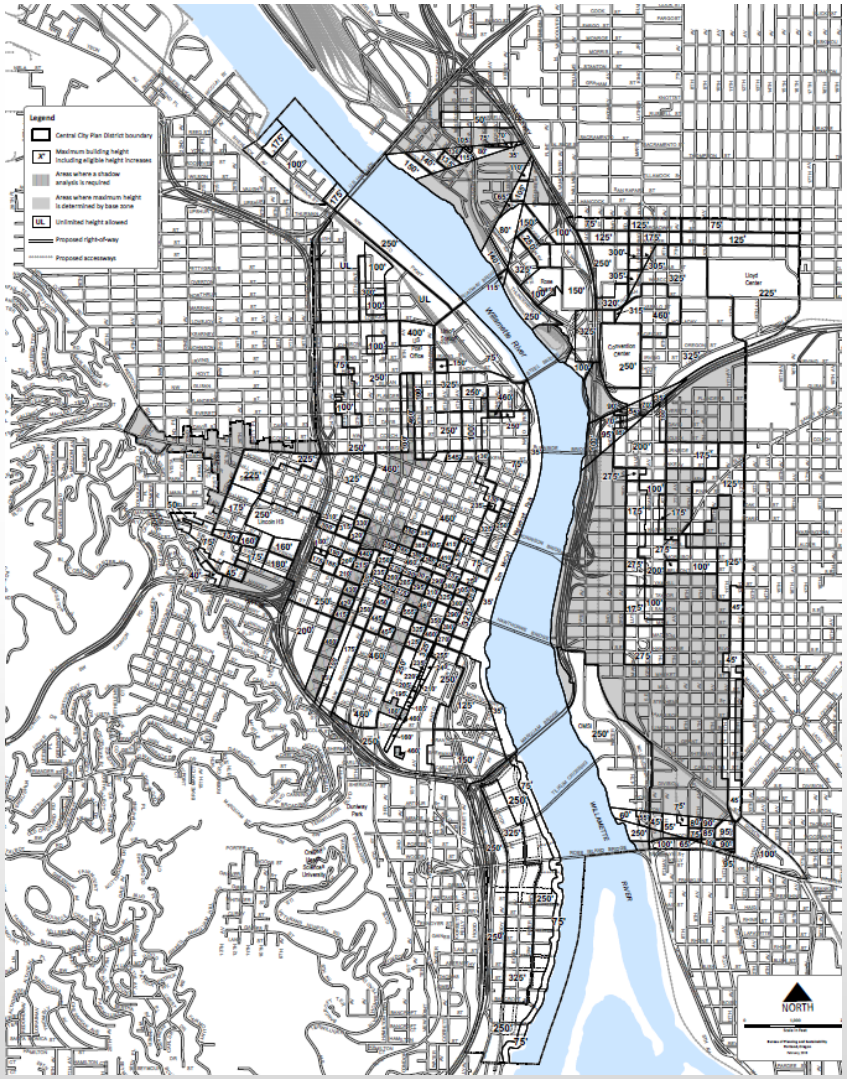




Height

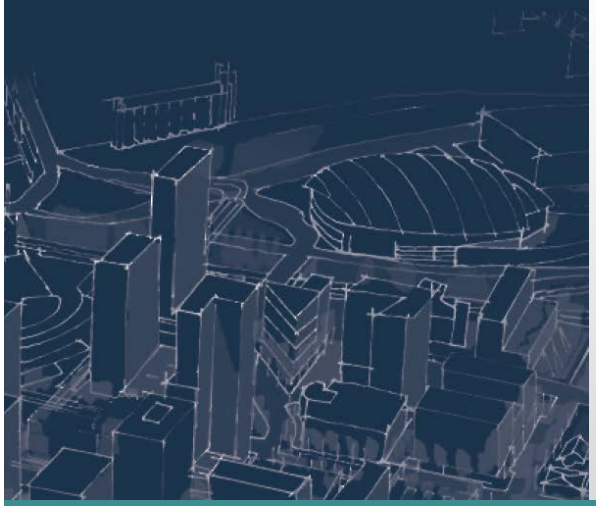
Zoning Map 510-4 Maximum Building Height w/ Bonuses and Transfers

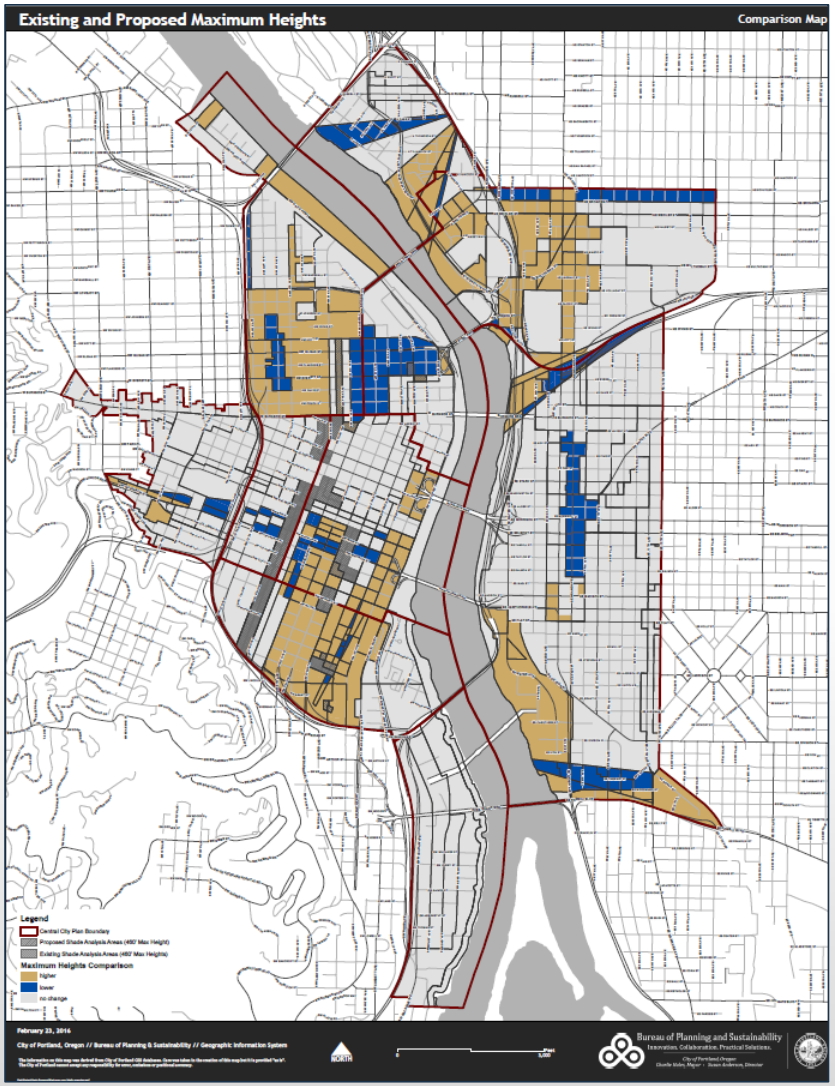




Height

Where Height Changed





Scenic Resources

Inventory

↓

ESEE

↓

Height Maps

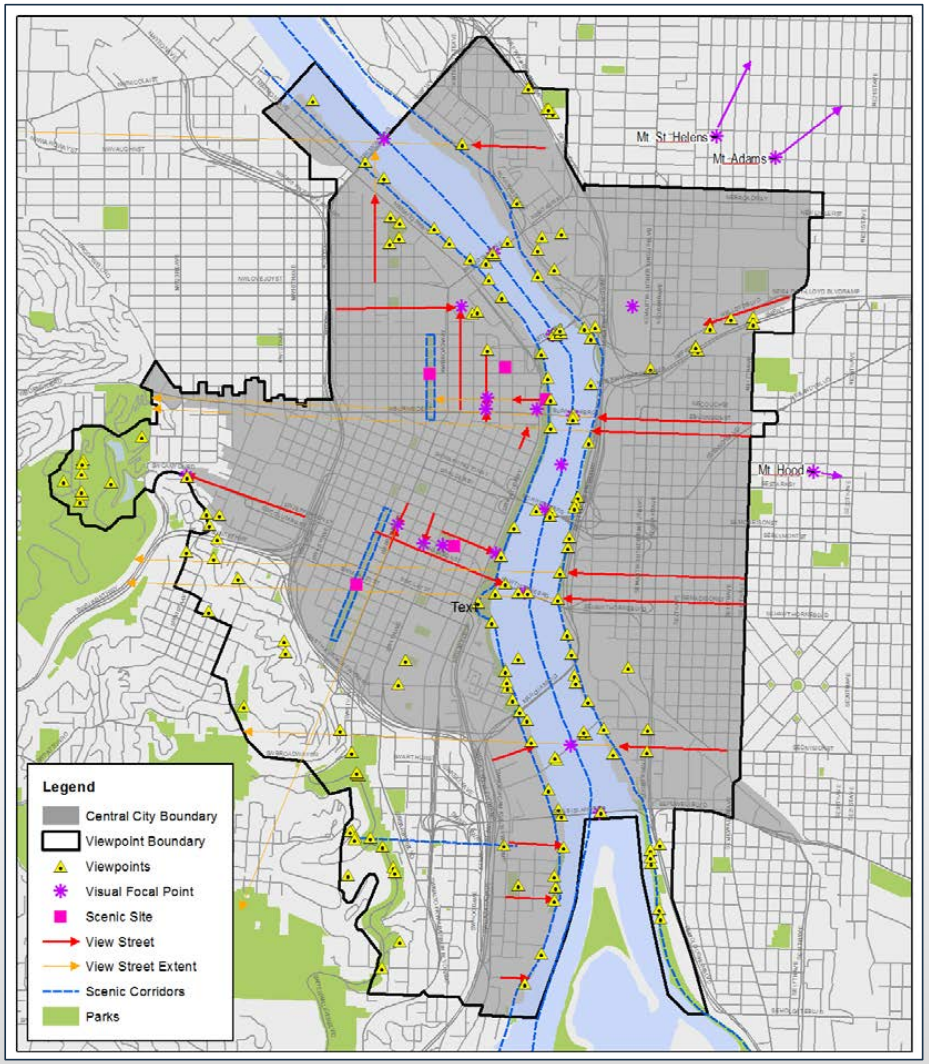


Scenic Resources

Inventory

ESEE

Height Maps

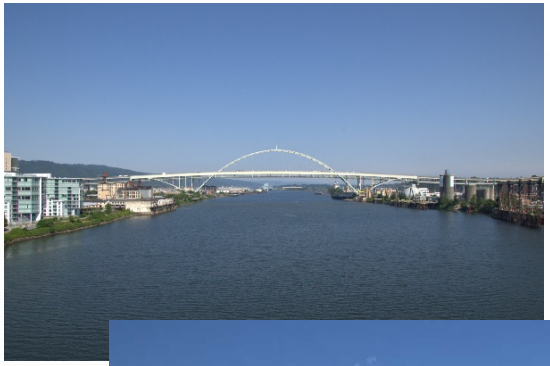


Scenic Resources

Inventory

ESEE

Height Maps







Scenic Resources

Inventory

ESEE

Height Maps



Scenic Resources

Inventory

ESEE

Height Maps



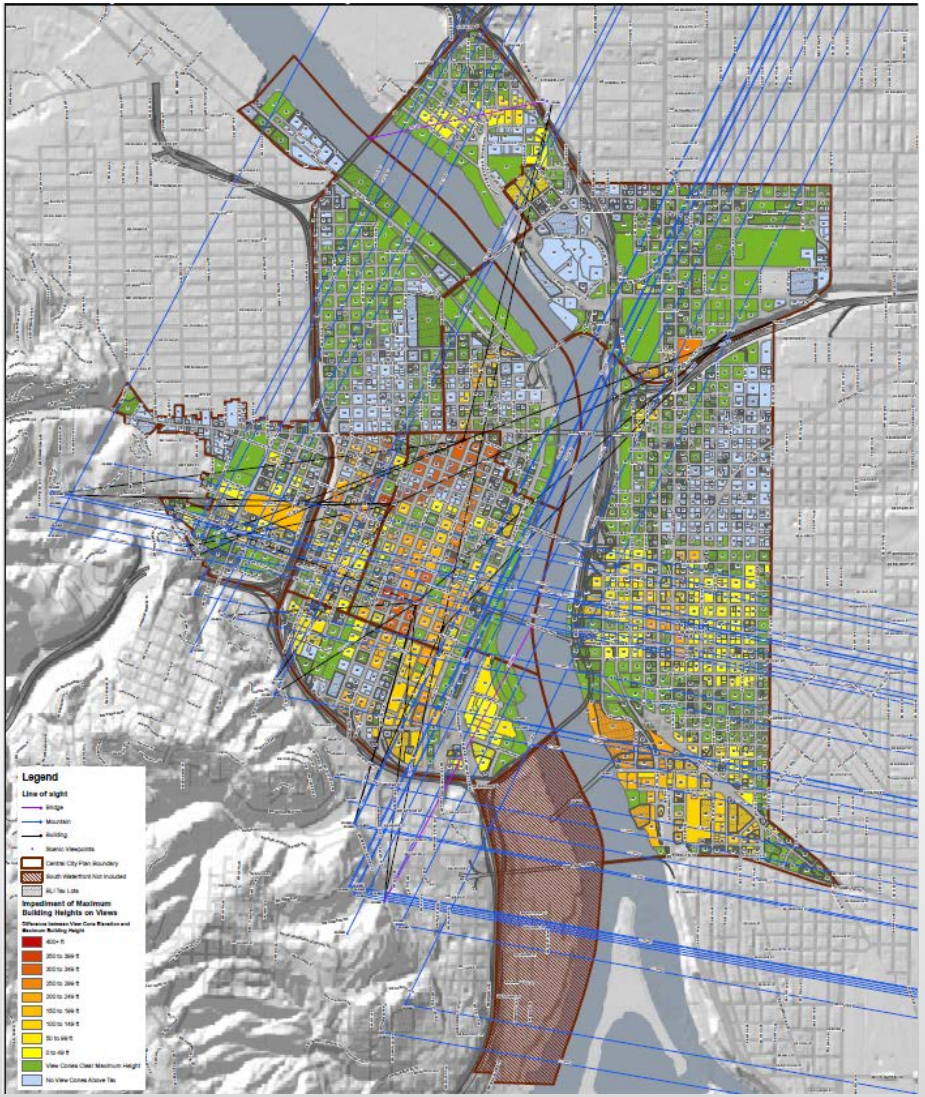


Scenic Resources

Inventory

ESEE

Height Maps

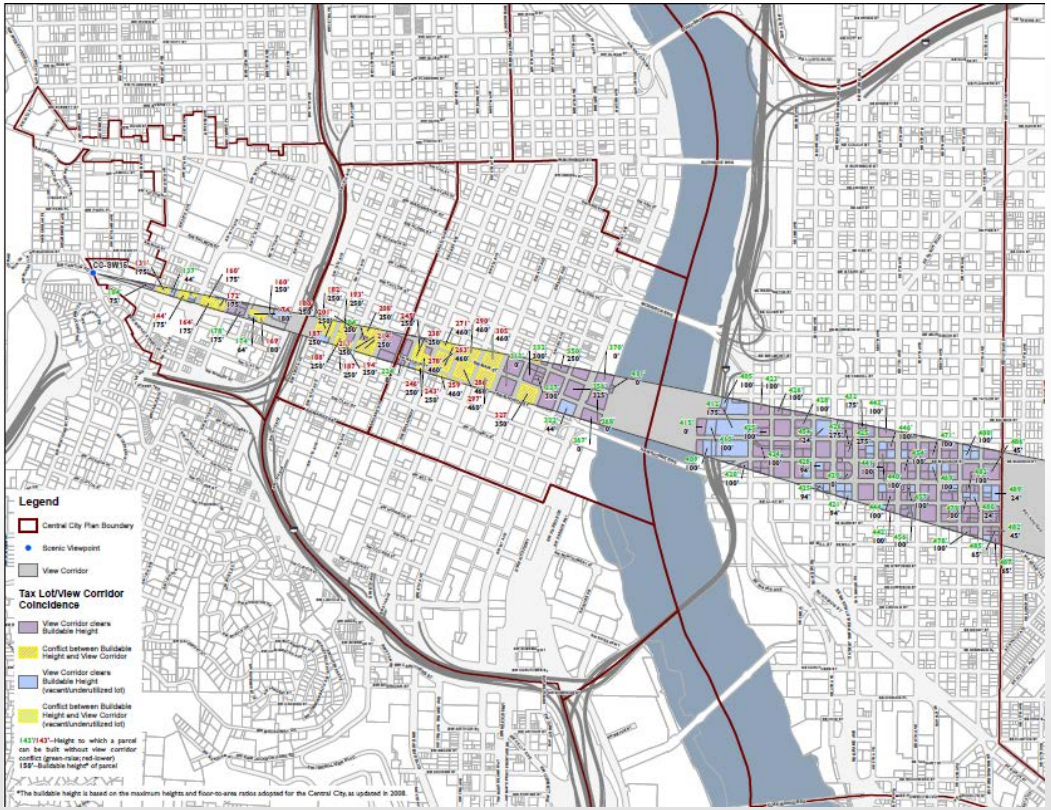


Scenic Resources

Inventory

ESEE

Height Maps



Scenic Resources

Inventory

ESEE

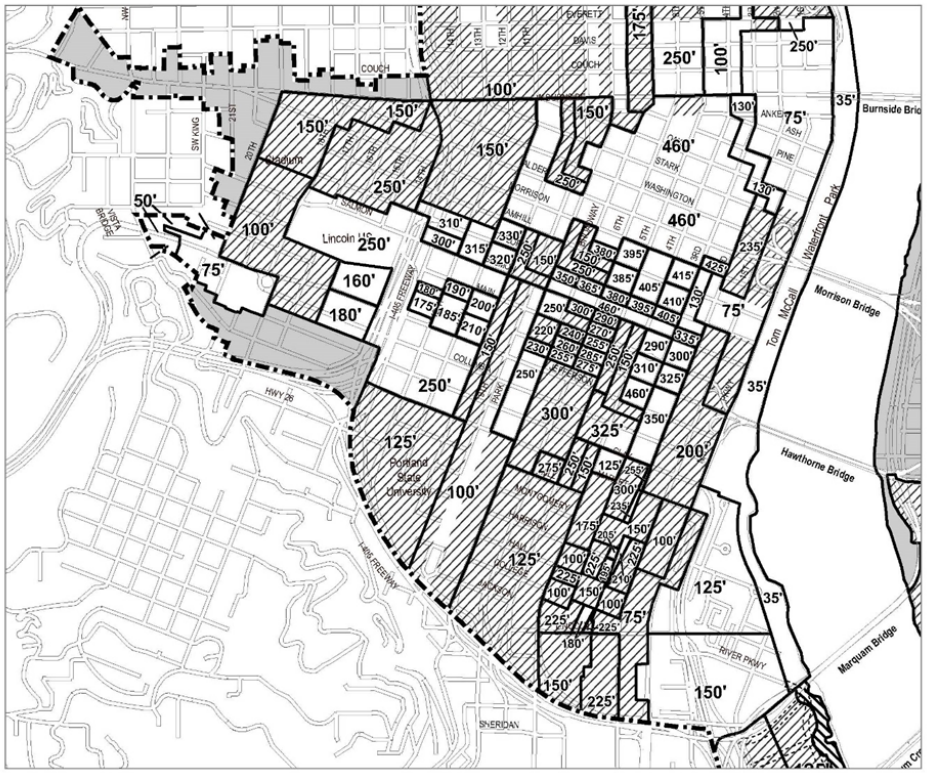
Height Maps

Draft Maximum Heights

Map 510-3

Map 3 of 3

Map Revised Xxxxx XX, 201X



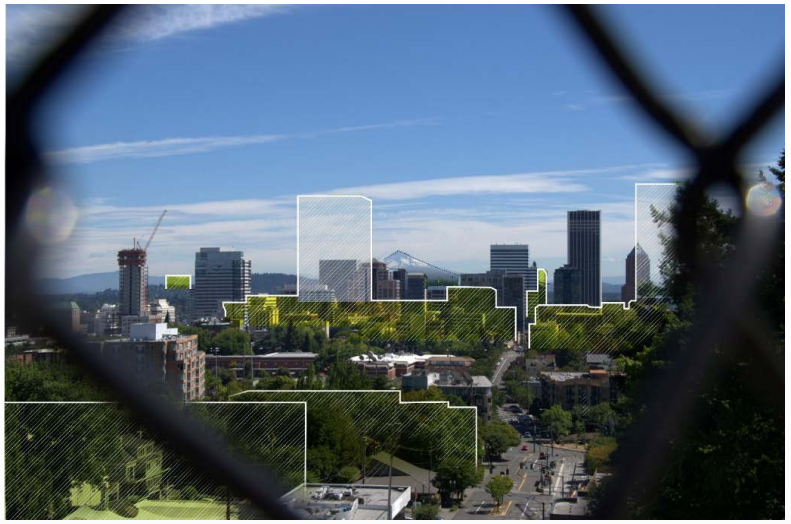


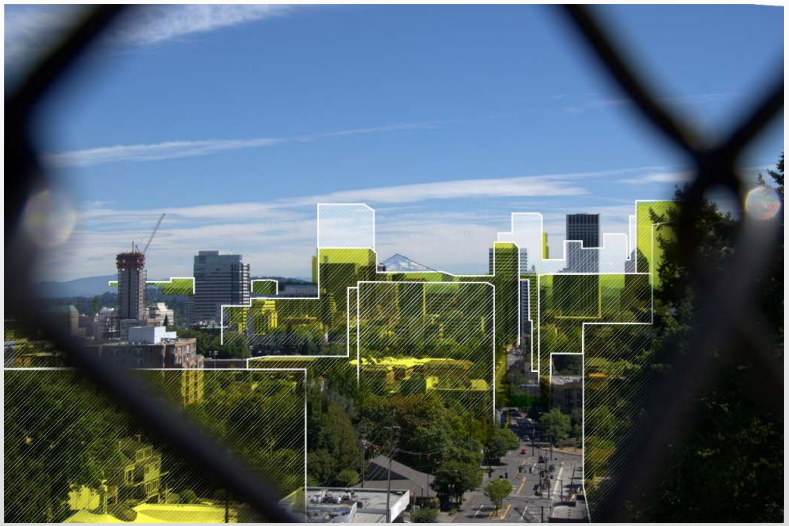
Scenic Resources

Inventory

ESEE

Height Maps



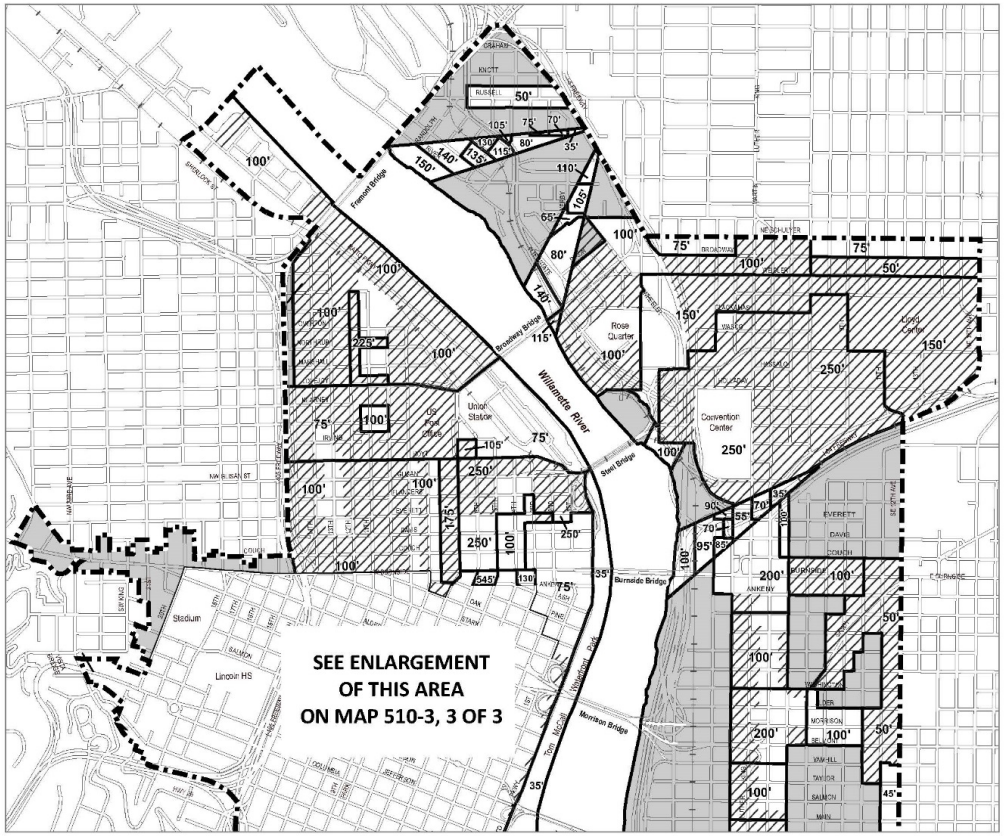


Draft Maximum Heights

Map 510-3

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

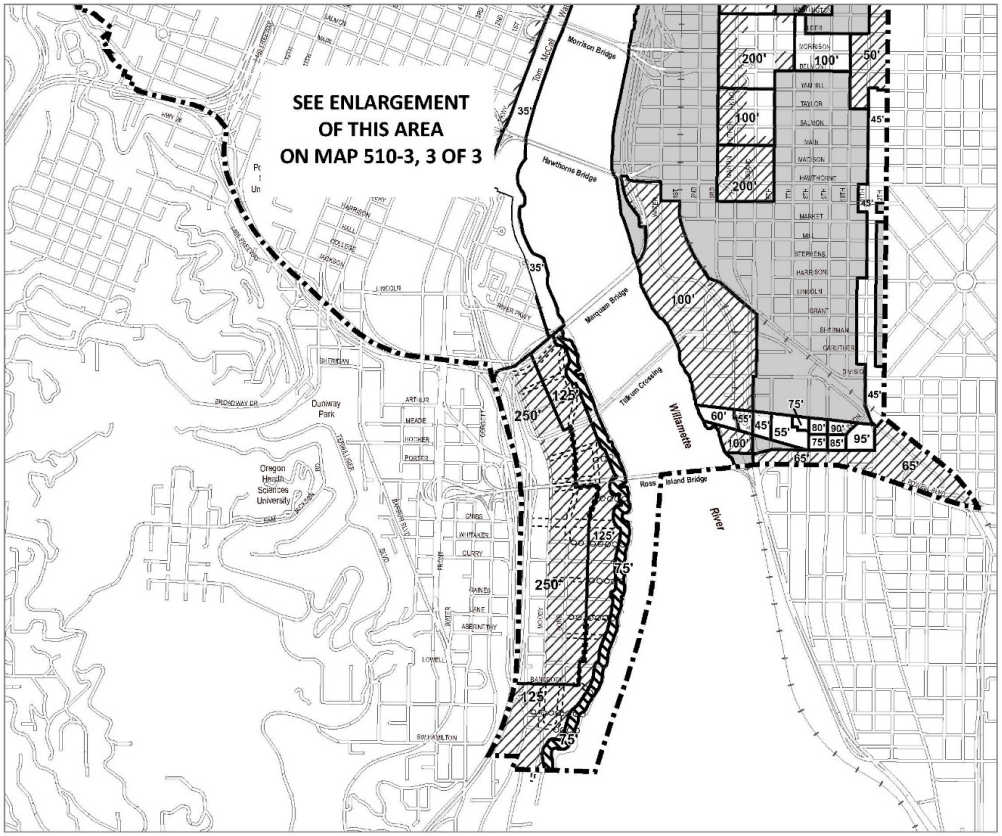
- Central City Plan District boundary
- X' — Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights

Map 510-3

Map 2 of 3

Map Revised Xxxxx XX, 201X



Legend

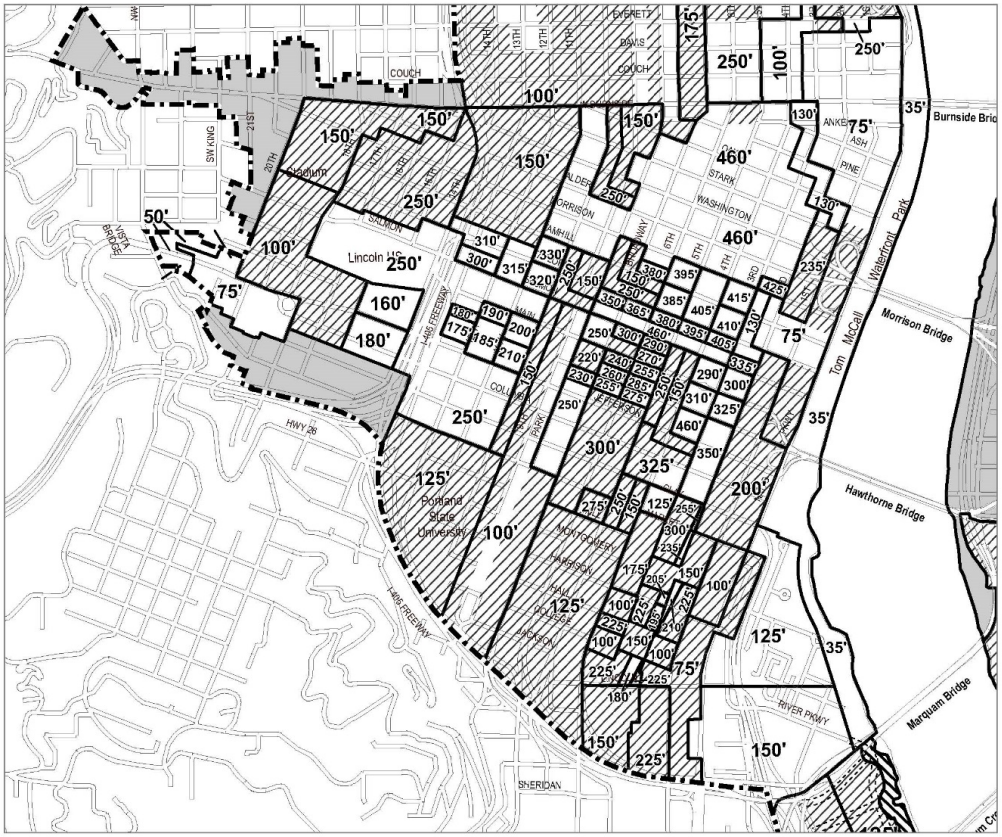
- Central City Plan District boundary
- X' — Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights

Map 510-3

Map 3 of 3

Map Revised Xxxxx XX, 201X



Legend

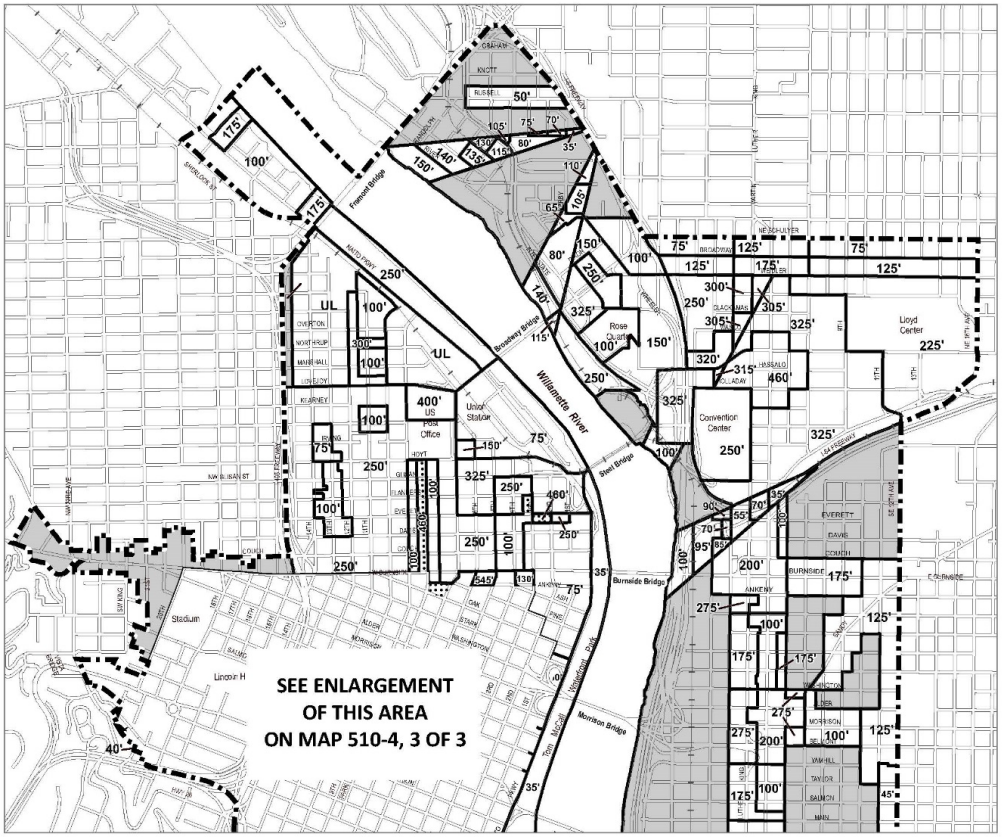
- Central City Plan District boundary
- X' — Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

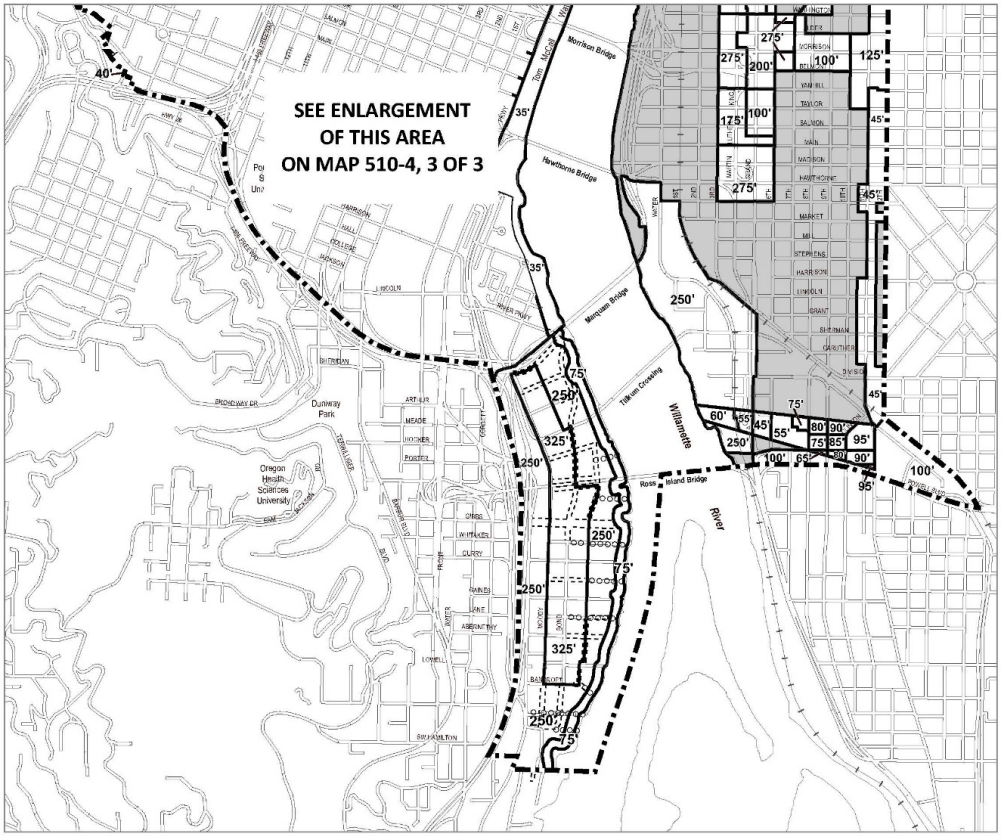
- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 2 of 3

Map Revised Xxxxx XX, 201X



Legend

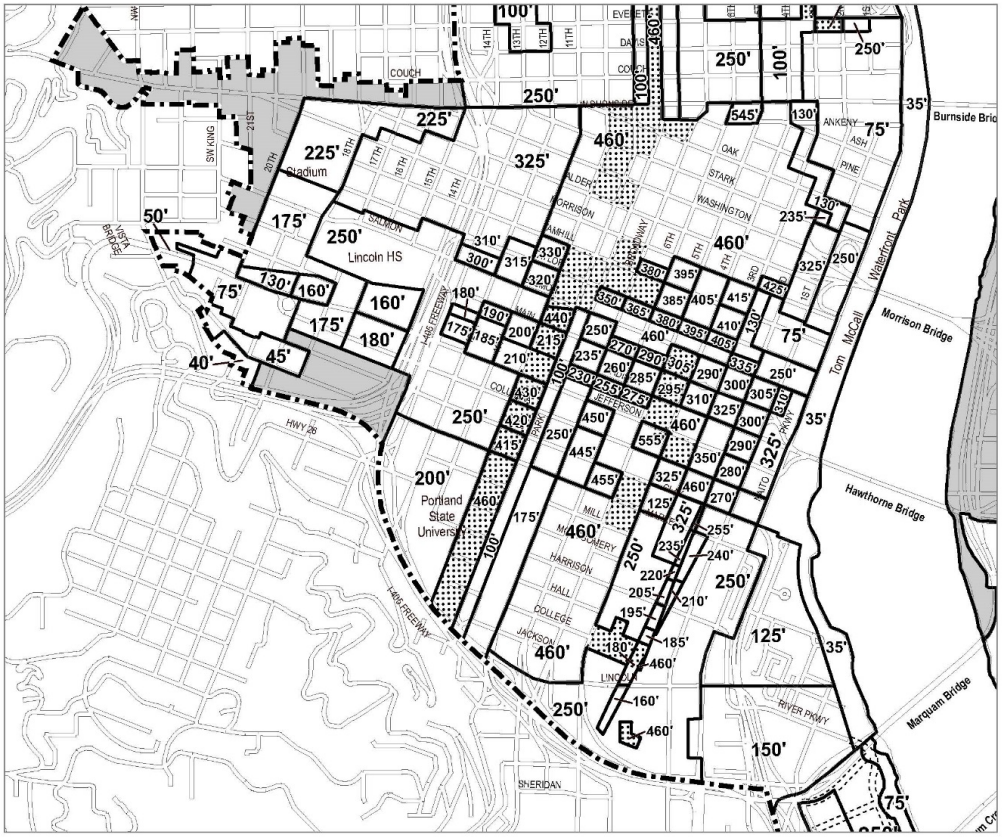
- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 3 of 3

Map Revised Xxxxx XX, 201X


Stadium
Lincoln HS
Portland State University
Burnside Bridge
Morrison Bridge
Hawthorne Bridge
Marquam Bridge
Tom McCall Waterfront Park
HWY 26
I-405 FREEWAY
I-5 FREEWAY
SW KING
COUCH
DAVIS
EVERETT
ALDER
MORRISON
YAMHILL
TAYLOR
SALMON
MAIN
MILL
MONTGOMERY
HARRISON
HALL
COLLEGE
JACKSON
LINCOLN
SHERIDAN
OAK
STARK
WASHINGTON
ANKENY
ASH
PINE
RIVER PKWY
MARQUAM
VISTA BRIDGE
100'
250'
225'
325'
460'
545'
130'
35'
75'
50'
175'
310'
315'
330'
320'
300'
180'
190'
185'
200'
215'
210'
440'
395'
380'
385'
405'
415'
410'
425'
430'
350'
365'
270'
290'
305'
285'
295'
310'
325'
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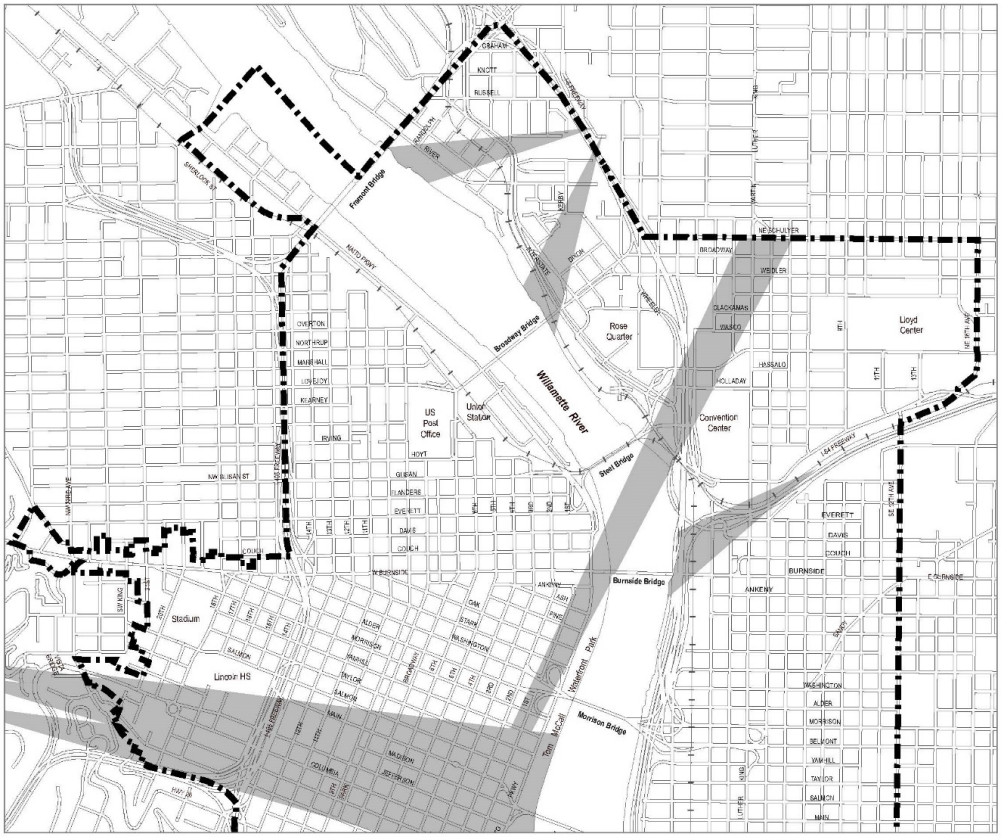
335'
260'
235'
230'
255'
275'
420'
415'
450'
445'
555'
455'
125'
240'
220'
205'
210'
195'
185'
180'
160'
150'
130'
160'
45'
40'
200'
175'
100'
250'
460'
460'
460

Draft View Corridor Areas

Map 510-20

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

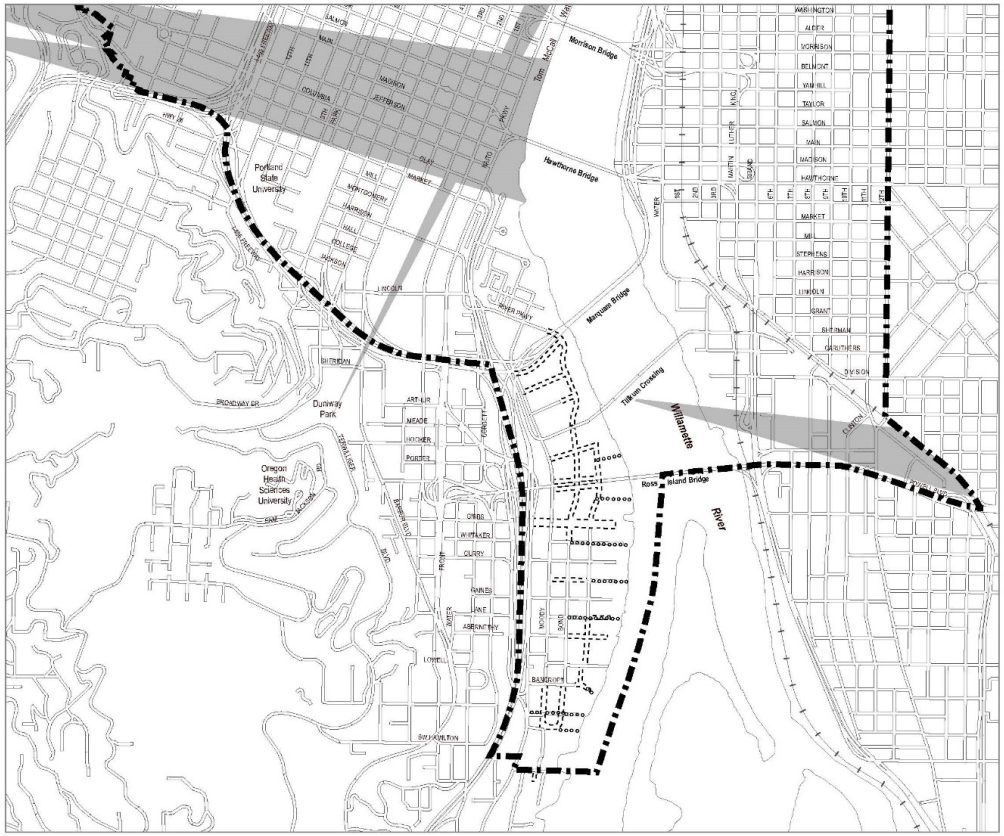
- Central City Plan District boundary
- Areas within Scenic View Corridors
- Proposed right-of-way
- Proposed accessway

Draft View Corridor Areas

Map 510-20

Map 2 of 2

Map Revised Xxxxx X, 201X



Legend

- Central City Plan District boundary
- Areas within Scenic View Corridors
- Proposed right-of-way
- Proposed accessway

HEIGHT





HEIGHT







AMENDMENT NUMBER 3

CONTRACT NUMBER 30003942

FOR

Central City 2035 Scenic Views Project

This Contract was made and entered by and between Moore Iacofano Goltsman, Inc., hereinafter called Contractor, and the City of Portland, a municipal corporation of the State of Oregon, by and through its duly authorized representatives, hereinafter called City.

1. This contract is hereby extended through June 30, 2017.

All other terms and conditions shall remain unchanged and in full force and effect.

CONTRACTOR SIGNATURE

This contract amendment may be signed in two (2) or more counterparts, each of which shall be deemed an original, and which, when taken together, shall constitute one and the same contract amendment.

The parties agree the City and Contractor may conduct this transaction by electronic means, including the use of electronic signatures.

Contractor Name: Moore Iacofano Goltsman, Inc.,

Address: 815 SW 2nd Ave Suite 200

Portland OR 97204

Signature: Lauren Schmitt Date: May 4, 2016

Name: Lauren Schmitt

Title: Principal

Contract Number: 30003942 **Amendment Number:** 3

Contract Title: Central City 2035 Scenic Views Project

CITY OF PORTLAND SIGNATURES

By: _____ Date: 5-20-2016
Chief Procurement Officer

Approved as to Form: APPROVED AS TO FORM

By: _____ Date: 5/13/16
Office of City Attorney CITY ATTORNEY

Decision Points and To-Do List

1. The online survey is underway. We agreed to have typed answer to the questions of focal, secondary and discordant elements. We will also have stickers for those questions. **Will Emily and I have a chance to test the online survey before we have the experts start**? L - YES. ONCE IT IS PROGRAMMED, WE WILL SEND YOU A LINK TO TEST IT OUT. YOUR FEEDBACK AND FRESH EYES WILL BE IMPORTANT. MB – Perfect!
2. There are four other questions with stickers (urban skyline, water, distant veg and horizon/ridge tops. EM - I'm leaning towards ½" diameter dots (I like the ¼" ones but they're pretty small and I can see that being annoying for people; 3/4" seem really big). There are only 4 colors available in the ½" diameter size: orange, red, blue, and green (http://www.staples.com/avery+1+2+color+coding+label/directory_avery+1%252F2%22+color+coding+label?). Will it be an issue to change the color codes for urban skyline and horizon/ridge to red and orange? MB – I prefer the ½" to the ¾". If we need more colors, we may want to switch to pens. There could be an advantage to pens because it won't block the items being indicated.
3. Emily is getting the dots to correspond with the suggested colors in Rob's original email.
4. Mindy and Emily are coding the phones with R1 – R# for river and U1 – U# for upland. They will send an excel spread sheet to the group with the codes and the corresponding older #'s and location addresses. L - WE'LL NEED THIS FOR THE ONLINE INTERFACE. MB – We'll have it done this week. Will send you a spread sheet.
5. Emily is creating two blocks – one for river and one for upland. Each picture will have only the R1 – R# or U1 – U# code; no location descriptor. The photos that have been enhanced to bring out the mountain will have a footnote. L - WE CAN INCLUDE THE PICTURES AS A THUMBNAIL IN THE ONLINE INTERFACE. WE'LL NEED LOW RESOLUTION VERSIONS FOR FAST LOADING - NO MORE THAN 600 PIXELS IN WIDTH. PLEASE SAVE EACH ONE WITH NUMBER CODE. EM - I'm assuming a low res JPEG file type (at 600 pixel width) will work for the thumbnail.
6. We are printing the two books with a comb binding.
7. Emily is taking care of organizing the mailing. We will need some instructions about who gets which book when. Each will get a cover letter, book, stickers and return envelope. EM - Lauren, can you send me the names and addresses of our experts?

Issues

1. We aren't able to get the retakes. The weather is not cooperating at all. If we get a couple of hours of sun, we will jump on it. However, we may have to go with what we got.
2. We photoshopped what we could but a few pictures Emily wasn't able to get the mountains to pop out without distorting other things too much. We want to retake those, but the weather …. So Emily is drawing in a line and labelling as Mt. Hood or Mt. St. Helens.

I think that's it, but if I missed something please let me know.

AMENDMENT NUMBER 2

CONTRACT NUMBER 30003942

FOR

Central City 2035 Scenic Views Project

This Contract was made and entered by and between Moore Iacofano Goltsman, Inc., dba: MIG, hereinafter called Contractor, and the City of Portland, a municipal corporation of the State of Oregon, by and through its duly authorized representatives, hereinafter called City.

1. Additional work is necessary, therefore the Scope of Work is amended as follows: MIG will assemble a panel of no more than eight (8) experts in the fields of scenic resources, landscape architecture and/or urban design to perform an evaluation of the scenic views. MIG will provide a stipend to the expert panel members to perform the evaluation. MIG will develop an online interface, for the expert panel to use. The online interface will be delivered to BPS to be potentially used with the public; BPS would manage the public evaluation portion of the evaluation.

2. Additional compensation is necessary to provide stipends for the expert panel; this shall not exceed $5,000.

3. Additional personnel to be added:
   Nicole Lewis, Writing and editing
   Rachel Edmonds, Writing, graphics production and editing
   Mathangi Murthy, Writing, graphics production and editing
   Ryan Mottau, Technology

All other terms and conditions shall remain unchanged and in full force and effect.
CONTRACTOR SIGNATURE

This contract amendment may be signed in two (2) or more counterparts, each of which shall be deemed an original, and which, when taken together, shall constitute one and the same contract amendment.

The parties agree the City and Contract may conduct this transaction by electronic means, including the use of electronic signatures.

Contractor Name: Moore Iacofano Goltsman, Inc

Address: 815 SW 2ND Ave Suite 200
Portland OR 97204

Signature: Lauren Schmitt Date: 9/8/14

Name: Lauren Schmitt

Title: Principal

CITY OF PORTLAND, OREGON

Contract No. 30003942 Amendment/Change Order No. 2

Contract Description: CENTRAL CITY 2035 SCENIC VIEWS PROJECT

CITY OF PORTLAND SIGNATURES:

By: N/A Date:

Bureau Director

By: Christine Moody Date: 09/17/2014

Purchasing Agent

By: N/A Date:

Elected Official

Approved:

By: D. Billy Date: 09/18/2014

Office of the City Auditor

Approved as to Form:

By: Date: 09/11/2014

Office of City Attorney

AMENDMENT NUMBER 1

CONTRACT NUMBER 30003942

FOR

CENTRAL CITY 2035 SCENIC WORK PROJECT

This Contract was made and entered by and between MOORE IACOFANO GOLTSMAN, INC., dba: MIG, hereinafter called Contractor, and the City of Portland, a municipal corporation of the State of Oregon, by and through its duly authorized representatives, hereinafter called City.

1. Add Exhibit A, CC2035 Scenic Views Project – Schedule and Deliverables (attached) to the contact.

All other terms and conditions shall remain unchanged and in full force and effect.

CONTRACTOR SIGNATURE:

This contract amendment may be signed in two (2) or more counterparts, each of which shall be deemed an original, and which, when taken together, shall constitute one and the same contract amendment.

The parties agree the City and Contractor may conduct this transaction by electronic means, including the use of electronic signatures.

MIG

By: Timothy A. Gilbert Date: 6/24/13

Name: Timothy Gilbert

Title: Principal

Address: 800 Hearst Ave, Berkeley, CA 94710

Telephone: 510-845-7549

CITY OF PORTLAND, OREGON

Contract No. 30003942 Amendment/Change Order No. 1

Contract Description: CENTRALCITY 2035 SCENIC VIEWS PROJECT

CITY OF PORTLAND SIGNATURES:

By: N/A Date:

Bureau Director

By: Christine Moody Date: 06/27/2014

Purchasing Agent

By: N/A Date:

Elected Official

Approved:

By: L Anderson Date: 06/27/2014

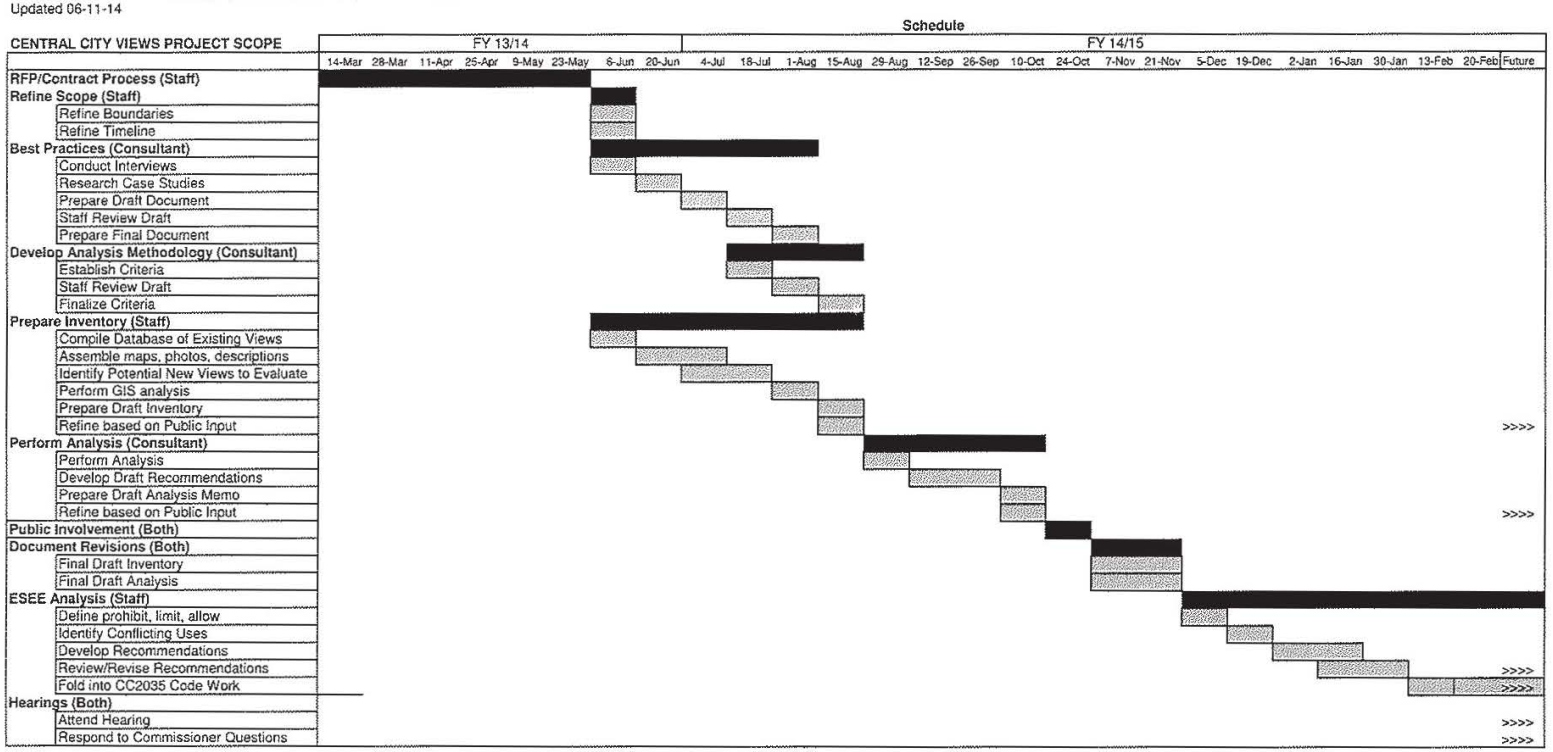
Office of the City Auditor

Approved as to Form:

By: Date: 06/25/2014

Office of City Attorney

Exhibit A: CC2035 Scenic Views Porject - Schedule and Deliverables
Updated 06-11-14



Deliverables	Schedule
Refined Scope of Work	June 20, 2014
Scenic Views Best Practices Memo	Draft July 18, 2014; Final August 15, 2014
Memo to Staff: Evaluation Criteria	Draft August 1, 2014; Final August 29, 2014
Final Report	Draft October 24, 2014; Final December 4, 2014
Refinments to Final Report	Late 2015 - Mid 2016

Exhibit A: CC2035 Scenic Views Porject - Schedule and Deliverables

Updated 06-11-14

Schedule

CENTRAL CITY VIEWS PROJECT SCOPE	FY 13/14								FY 14/15																	
	14-Mar	28-Mar	11-Apr	25-Apr	9-May	23-May	6-Jun	20-Jun	4-Jul	18-Jul	1-Aug	15-Aug	29-Aug	12-Sep	26-Sep	10-Oct	24-Oct	7-Nov	21-Nov	5-Dec	19-Dec	2-Jan	16-Jan	30-Jan	13-Feb	20-Feb	Future
RFP/Contract Process (Staff)																										
Refine Scope (Staff)																										
Refine Boundaries																										
Refine Timeline																										
Best Practices (Consultant)																										
Conduct Interviews																										
Research Case Studies																										
Prepare Draft Document																										
Staff Review Draft																										
Prepare Final Document																										
Develop Analysis Methodology (Consultant)																										
Establish Criteria																										
Staff Review Draft																										
Finalize Criteria																										
Prepare Inventory (Staff)																										
Compile Database of Existing Views																										
Assemble maps, photos, descriptions																										
Identify Potential New Views to Evaluate																										
Perform GIS analysis																										
Prepare Draft Inventory																										
Refine based on Public Input																										>>>>
Perform Analysis (Consultant)																										
Perform Analysis																										
Develop Draft Recommendations																										
Prepare Draft Analysis Memo																										
Refine based on Public Input																										>>>>
Public Involvement (Both)																										
Document Revisions (Both)																										
Final Draft Inventory																										
Final Draft Analysis																										
ESEE Analysis (Staff)																										
Define prohibit, limit, allow																										
Identify Conflicting Uses																										
Develop Recommendations																										
Review/Revise Recommendations																										>>>>
Fold into CC2035 Code Work																										>>>>
Hearings (Both)																										
Attend Hearing																										>>>>
Respond to Commissioner Questions																										>>>>

Deliverables	Schedule
Refined Scope of Work	June 20, 2014
Scenic Views Best Practices Memo	Draft July 18, 2014; Final August 15, 2014
Memo to Staff: Evaluation Criteria	Draft August 1, 2014; Final August 29, 2014
Final Report	Draft October 24, 2014; Final December 4, 2014
Refinments to Final Report	Late 2015 - Mid 2016

CITY OF PORTLAND
AGREEMENT FOR PROFESSIONAL, TECHNICAL, OR EXPERT SERVICES

CONTRACT NUMBER 30003942

TITLE OF WORK PROJECT
Central City 2035 Scenic Views Project

This contract is between the City of Portland ("City," or "Bureau") and Moore Iacofano Goltsman, Inc., dba: MIG, hereafter called Consultant. The City's Project Manager for this contract is Mindy Brooks.

Effective Date and Duration
This contract shall become effective on June 6, 2014. This contract shall expire, unless otherwise terminated or extended, on June 30, 2016.

Consideration
(a) City agrees to pay Consultant a sum not to exceed $35,000 for accomplishment of the work.
(b) Interim payments shall be made to Consultant according to the schedule identified in the STATEMENT OF THE WORK AND PAYMENT SCHEDULE.

==========

CONSULTANT DATA AND CERTIFICATION

Name (print full legal name): Moore Iacofano Goltsman, Inc, dba: MIG

Address: 815 SW 2nd Ave Suite 200 Portland, OR 97204

Employer Identification Number (EIN): 94-3116998
[INDEPENDENT CONTRACTORS: DO NOT PROVIDE SOCIAL SECURITY NUMBER (SSN) – LEAVE BLANK IF NO EIN]

City of Portland Business Tax Registration Number: 429804

Citizenship: Nonresident alien	☐ Yes	■ No			
Business Designation (check one):	☐ Individual	☐ Sole Proprietorship	☐ Partnership	■ Corporation	
☐ Limited Liability Co (LLC)	☐ Estate/Trust	☐ Public Service Corp.	☐ Government/Nonprofit		

Payment information will be reported to the IRS under the name and taxpayer I.D. number provided above. Information must be provided prior to contract approval.

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TERMS AND CONDITIONS

1. Standard of Care
Consultant shall perform all services under this contract using that care, skill, and diligence that would ordinarily be used by similar professionals in this community in similar circumstances.

2. Effect of Expiration
Passage of the contract expiration date shall not extinguish, prejudice, or limit either party's right to enforce this Contract with respect to any default or defect in performance that has not been corrected.

3. Order of Precedence
This contract consists of these Terms and Conditions, the Statement of Work and Payment Schedule, and any exhibits that are attached. Any apparent or alleged conflict between these items will be resolved by using the following order of precedence: a) these Terms and Conditions; b) Statement of Work and Payment Schedule; and c) any exhibits attached to the contract.

4. Early Termination of Contract
(a) The City may terminate this Contract for convenience at any time for any reason deemed appropriate in its sole discretion. Termination is effective immediately upon notice of termination given by the City.
(b) Either party may terminate this Contract in the event of a material breach by the other party that is not cured. Before termination is permitted, the party seeking termination shall give the other party written notice of the breach, its intent to

terminate, and fifteen (15) calendar days to cure the breach. If the breach is not cured within 15 days, the party seeking termination may terminate immediately by giving written notice that the Contract is terminated.

5. Remedies and Payment on Early Termination

(a) If the City terminates pursuant to 4(a) above, the City shall pay the Consultant for work performed in accordance with the Contract prior to the termination date. No other costs or loss of anticipated profits shall be paid.

(b) If the City terminates pursuant to 4(b) above, the City is entitled all remedies available at law or equity. In addition, Consultant shall pay the City all damages, costs, and sums incurred by the City as a result of the breach.

(c) If the Consultant justifiably terminates the contract pursuant to subsection 4(b), the Consultant's only remedy is payment for work prior to the termination. No other costs or loss of anticipated profits shall be paid.

(d) If the City's termination under Section 4(b) was wrongful, the termination shall be automatically converted to one for convenience and the Consultant shall be paid as if the Contract was terminated under Section 4(a).

(e) In the event of early termination the Consultant's work product before the date of termination becomes property of the City.

6. Assignment

Consultant shall not subcontract, assign, or transfer any of the work scheduled under this agreement, without the prior written consent of the City. Notwithstanding City approval of a subconsultant, the Consultant shall remain obligated for full performance hereunder, and the City shall incur no obligation other than its obligations to the Consultant hereunder. The Consultant agrees that if subconsultants are employed in the performance of this Agreement, the Consultant and its subconsultants are subject to the requirements and sanctions of ORS Chapter 656, Workers' Compensation.

7. Compliance with Applicable Law

Consultant shall comply with all applicable federal, state, and local laws and regulations. Consultant agrees it currently is in compliance with all tax laws. Consultant shall comply with Title VI of the Civil Rights Act of 1964 and its corresponding regulations as further described at: http://www.portlandoregon.gov/bibs/article/446806. In connection with its activities under this Contract, the Contractor shall comply with all applicable Grant Terms and conditions. This includes all terms and conditions contained in this contract and, for a contract involving a grant, the Grant Terms and Conditions as further described at: http://www.portlandoregon.gov/bibs/article/455735.

8. Indemnification for Property Damage and Personal Injury

Consultant shall indemnify, defend, and hold harmless the City, its officers, agents, and employees, from all claims, losses, damages, and costs (including reasonable attorney fees) for personal injury and property damage arising out of the intentional or negligent acts or omissions of the Consultant, its Subconsultants, suppliers, employees or agents in the performance of its services. Nothing in this paragraph requires the Consultant or its insurer to indemnify the City for claims of personal injury or property damage caused by the negligence of the City. This duty shall survive the expiration or termination of this contract.

9. Insurance

Consultant shall obtain and maintain in full force at Consultant expense, throughout the duration of the Contract and any warranty or extension periods, the required insurance identified below. The City reserves the right to require additional insurance coverage as required by statutory or legal changes to the maximum liability that may be imposed on Oregon cities during the term of the Contract.

(a) Workers' compensation insurance as required by ORS Chapter 656 and as it may be amended. Unless exempt under ORS Chapter 656, the Consultant and all subconsultants shall maintain coverage for all subject workers.

■ Required and attached // ☐ Proof of exemption (i.e., completion of Workers' Compensation Insurance Statement)

(b) General commercial liability (CGL) insurance covering bodily injury, personal injury, property damage, including coverage for independent contractor's protection (required if any work will be subcontracted), premises/operations, contractual liability, products and completed operations, in per occurrence limit of not less than $1,000,000, and aggregate limit of not less than $2,000,000.

■ Required and attached // ☐ Waived by Bureau Director or designee // ☐ Reduce by Bureau Director or designee

(c) Automobile liability insurance with coverage of not less than $1,000,000 each accident, and an umbrella or excess liability coverage of $2,000,000. The insurance shall include coverage for any auto or all owned, scheduled, hired and non-owned auto. This coverage may be combined with the commercial general liability insurance policy.

■ Required and attached // ☐ Waived by Bureau Director or designee // ☐ Reduce by Bureau Director or designee

(d) Professional Liability and/or Errors & Omissions insurance to cover damages caused by negligent acts, errors or omissions related to the professional services, and performance of duties and responsibilities of the Consultant under this contract in an amount with a combined single limit of not less than $1,000,000 per occurrence and aggregate of $3,000,000 for all claims per occurrence. In lieu of an occurrence based policy, Consultant may have claims-made policy in an amount not less than $1,000,000 per claim and $3,000,000 annual aggregate, if the Consultant obtains an extended reporting period or tail coverage for not less than three (3) years following the termination or expiration of the Contract.

☐ Required and attached // ■ Waived by Bureau Director or designee // ☐ Reduce by Bureau Director or designee

Continuous Coverage; Notice of Cancellation: The Consultant agrees to maintain continuous, uninterrupted coverage for the duration of the Contract. There shall be no termination, cancellation, material change, potential exhaustion of aggregate limits or non renewal of coverage without thirty (30) days written notice from Consultant to the City. If the insurance is canceled or terminated prior to completion of the Contract, Consultant shall immediately notify the City and provide a new policy with the same terms. Any failure to comply with this clause shall constitute a material breach of Contract and shall be grounds for immediate termination of this Contract.

Additional Insured: The liability insurance coverages, except Professional Liability, Errors and Omissions, or Workers' Compensation, shall be without prejudice to coverage otherwise existing, and shall name the City of Portland and its bureaus/divisions, officers, agents and employees as Additional Insureds, with respect to the Consultant's activities to be performed, or products or services to be provided. Coverage shall be primary and non-contributory with any other insurance and self-insurance. Notwithstanding the naming of additional insureds, the insurance shall protect each additional insured in the same manner as though a separate policy had been issued to each, but nothing herein shall operate to increase the insurer's liability as set forth elsewhere in the policy beyond the amount or amounts for which the insurer would have been liable if only one person or interest had been named as insured.

Certificate(s) of Insurance: Consultant shall provide proof of insurance through acceptable certificate(s) of insurance, including additional insured endorsement form(s) and all other relevant endorsements, to the City prior to the award of the Contract if required by the procurement documents (e.g., request for proposal), or at execution of Contract and prior to any commencement of work or delivery of goods or services under the Contract. The Certificate(s) will specify all of the parties who are endorsed on the policy as Additional Insureds (or Loss Payees). Insurance coverages required under this Contract shall be obtained from insurance companies acceptable to the City of Portland. The Consultant shall pay for all deductibles and premium. The City reserves the right to require, at any time, complete, certified copies of required insurance policies, including endorsements evidencing the coverage the required.

Subconsultant(s): Consultant shall provide evidence that any subconsultant, if any, performing work or providing goods or service under the Contract has the same types and amounts of coverages as required herein or that the subconsultant is included under Consultant's policy.

10. Ownership of Work Product
All work product produced by the Consultant under this contract is the exclusive property of the City. "Work Product" includes, but is not limited to: research, reports, computer programs, manuals, drawings, recordings, photographs, artwork and any data or information in any form. The Consultant and the City intend that such Work Product shall be deemed "work made for hire" of which the City shall be deemed the author. If for any reason a Work Product is deemed not to be a "work made for hire," the Consultant hereby irrevocably assigns and transfers to the City all right, title and interest in such work product, whether arising from copyright, patent, trademark, trade secret, or any other state or federal intellectual property law or doctrines. Consultant shall obtain such interests and execute all documents necessary to fully vest such rights in the City. Consultant waives all rights relating to work product, including any rights arising under 17 USC 106A, or any other rights of authorship, identification or approval, restriction or limitation on use or subsequent modifications. If the Consultant is an architect, the Work Product is the property of the Consultant-Architect, and by execution of this contract, the Consultant-Architect grants the City an exclusive and irrevocable license to use that Work Product.

Notwithstanding the above, all pre-existing trademarks, services marks, patents, copyrights, trade secrets, and other proprietary rights of Consultant are and will remain the exclusive property of Consultant.

11. EEO Certification
In the event Consultant provides in excess of $2,500.00 for services to the City in any fiscal year, Consultant shall obtain EEO certification from the City.

12. Equal Benefits
Consultant must comply with the City's Equal Benefits program as prescribed by Chapter 3.100 of the Code of the City of Portland. The required documentation must be filed with Procurement Services, City of Portland, prior to contract execution.

13. Successors in Interest
The provisions of this contract shall be binding upon and shall inure to the benefit of the parties hereto, and their respective successors and approved assigns.

14. Severability
The parties agree that if any term or provision of this contract is declared by a court of competent jurisdiction to be illegal or in conflict with any law, the validity of the remaining terms and provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the contract did not contain the particular term or provision held to be invalid.

15. Waiver

The failure of the City to enforce any provision of this contract shall not constitute a waiver by the City of that or any other provision.

16. Errors
The Consultant shall promptly perform such additional services as may be necessary to correct errors in the services required by this contract without undue delays and without additional cost.

17. Governing Law/Venue
The provisions of this contract shall be interpreted, construed and enforced in accordance with, and governed by, the laws of the State of Oregon without reference to its conflict of laws provisions that might otherwise require the application of the law of any other jurisdiction. Any action or suits involving any question arising under this contract must be brought in the appropriate court in Multnomah County Oregon.

18. Amendments
All changes to this contract, including changes to the scope of work and contract amount, must be made by written amendment and approved by the Chief Procurement Officer to be valid. Any amendment that increases the original contract amount by more than 25% must be approved by the City Council to be valid.

19. Business Tax Registration
The Consultant shall obtain a City of Portland business tax registration number as required by PCC 7.02 prior to beginning work under this Contract.

20. Prohibited Conduct
The Consultant shall not hire any City employee who evaluated the proposals or authorized the award of this Contract for two years after the date the contract was authorized without the express written permission of the City and provided the hiring is permitted by state law.

21. Payment to Vendors and Subconsultants
The Consultant shall timely pay all subconsultants and suppliers providing services or goods for this Contract.

22. Access to Records
The Consultant shall maintain all records relating to this Contract for three (3) years after final payment. The City may examine, audit and copy the Consultant's books, documents, papers, and records relating to this contract at any time during this period upon reasonable notice. Copies of these records shall be made available upon request. Payment for the reasonable cost of requested copies shall be made by the City.

23. Audits
(a) The City may conduct financial and performance audits of the billings and services specified in this agreement at any time in the course of the agreement and during the three (3) year period established by paragraph 22. Audits will be conducted in accordance with generally accepted auditing standards as promulgated in Government Auditing Standards by the Comptroller General of the United States Government Accountability Office.
(b) If an audit discloses that payments to the Consultant exceed the amount to which the Consultant was entitled, the Consultant shall repay the amount of the excess to the City.

24. Electronic Signatures
The City and Consultant may conduct this transaction, including any contract amendments, by electronic means, including the use of electronic signatures.

25. Merger Clause
This Contract encompasses the entire agreement of the parties, and supersedes all previous understandings and agreements between the parties, whether verbal or written.

26. Dispute Resolution/Work Regardless of Disputes
The parties shall participate in mediation to resolve disputes before conducting litigation. The mediation shall occur at a reasonable time after the conclusion of the Contract with a mediator jointly selected by the parties. Notwithstanding any dispute under this Contract, the Consultant shall continue to perform its work pending resolution of a dispute, and the City shall make payments as required by the Contract for undisputed portions of the work. In the event of litigation no attorney fees are recoverable. No different dispute resolution paragraph(s) in this contract or any attachment hereto shall supersede or take precedence over this provision.

27. Progress Reports: /■/ Applicable /☐/ Not Applicable
If applicable, the Consultant shall provide monthly progress reports to the Project Manager as described in the Statement of the Work and Payment Schedule.

28. Consultant's Personnel: /☐/ Applicable /■ Not Applicable
If applicable, the Consultant shall assign the personnel listed in the Statement of the Work and Payment Schedule for the work required by the Contract and shall not change personnel without the prior written consent of the City, which shall not be unreasonably withheld.

29. Subconsultants
The Consultant shall use the subconsultants identified in its proposals. The Consultant shall not change subconsultant assignments without the prior written consent of the Chief Procurement Officer. The City will enforce all social equity contracting and Minority, Women and Emerging Small Business (M/W/ESB) subcontracting commitments submitted by the Consultant in its proposals. Failure to use the identified M/W/ESB subconsultants without prior written consent is a material breach of contract.
For contracts valued $50,000 or more, the Consultant shall submit a Monthly Subconsultant Payment and Utilization Report (MUR), made part of this contract by reference, reporting ALL subconsultants employed in the performance of this agreement. An electronic copy of the MUR may be obtained at: http://www.portlandoregon.gov/bibs/45475.

30. Third Party Beneficiaries
There are no third party beneficiaries to this contract. Enforcement of this contract is reserved to the parties.

31. Conflict of Interest
Contractor hereby certifies that, if applicable, its contract proposal is made in good faith without fraud, collusion or connection of any kind with any other proposer of the same request for proposals or other City procurement solicitation(s), that the Contractor as a proposer has competed solely on its own behalf without connection or obligation to, any undisclosed person or firm. Contractor certifies that it is not a City official/employee or a business with which a City official/employee is associated, and that to the best of its knowledge, Contractor, its employee(s), its officer(s) or its director(s) is not a City official/employee or a relative of any City official/employee who: i) has responsibility in making decisions or ability to influence decision-making on the contract or project to which this contract pertains; ii) has or will participate in evaluation or management of the contract; or iii) has or will have financial benefits in the contract. Contractor understands that should it elect to employ any former City official/employee during the term of the contract then that the former City official/Contractor employee must comply with applicable government ethics and conflicts of interest provisions in ORS Chapter 244, including but not limited to ORS 244.040(5) and ORS 244.047, and the City's Charter, Codes and administrative rules, including lobbying prohibitions under Portland City Code Section 2.12.080.

STATEMENT OF THE WORK
AND PAYMENT SCHEDULE

SCOPE OF WORK

Introduction

Over the years several City policy documents have identified dozens of scenic view points and corridors around the Central City. These views are inconsistently mapped and regulated. Some views are associated with building height restrictions intended to ensure their preservation. As CC2035 will update the regulatory tools that implement height limits, including some changes to maximum heights, it is important to revisit the existing views and decide whether they should continue to be protected, consider protecting some new views, and make sure they are all accurately mapped and adequately protected through development regulations.

There are a wide variety of scenic views in the Central City. There are views of natural features like Mt. Hood or the Willamette River and there are views of iconic places and structures including some of the bridges and historic buildings. In some situations there are multiple views of the same feature or structure.

Objective

To evaluate existing and potential new scenic views within the Central City by scoring or ranking views and recommending significant views through a transparent, public process.

Consultant Responsibilities

The consultant will be responsible for elements of the overall CC2035 Scenic Views project including:

1. **Refining the Scope of Work** – City staff will propose physical boundaries for the project and criteria for culling the kinds of views that will be evaluated by the consultant. MIG will help refine both the boundaries and the culling criteria.

2. **Scenic Views Inventory** - City staff will conduct the inventory of scenic views and provide all documentation to the consultant for evaluation. MIG will work with staff to refine the scenic view documentation protocol and site visit form. MIG will accompany city staff on one of the first field days to observe work and offer suggestions.

3. **Research Best Practices** – MIG will draw on previous knowledge and experience, research case studies and interview staff from other jurisdictions who have performed scenic view inventories and ranked those views to determine which would be protected with regulatory tools. Best practices will be documented and used to evaluate the inventoried views. City staff will review a draft memo and provide comments to MIG. *Deliverable: Memo to Staff*

4. **Establishing Evaluation Criteria** – Based on the results of research, MIG will propose criteria that will be used to score or rank the inventoried views to determine if a view is significant and merits potential protection. City staff will work with MIG to refine the criteria. *Deliverable: Memo to Staff*

5. **Performing Analysis** – MIG will use the evaluation criteria to analyze all of the views inventoried by city staff. MIG will make draft recommendations to staff regarding which views are significant and merit potential protection. Staff anticipate that there to be levels of significance. MIG and city staff will determine the best approach for obtaining expert opinion on the draft recommendations. Draft recommendations will be presented at a public event. City staff will work with the consultant to refine the recommendations. MIG will update the recommendations based on input from city staff and stakeholders. *Deliverable: Report that incorporates best practices, methodology/evaluation criteria and recommendations*

6. **Public Involvement** – Public involvement will be organized by the city and conducted along with the overall CC2035 project. MIG will attend up to three events or meetings to present the draft results of the analysis and gather input from the public.

7. **ESEE Analysis** – City staff will perform an Economic, Social, Environmental and Energy Analysis (ESEE) to meet the requirements of Oregon State Land Use Goal 5. MIG is not expected to participate in this process.

8. **Public Hearings** – The Scenic Views Project will be packaged with the entire CC2035 plan and taken through the city's legislative process. The consultant is expected to attend up to two public hearings. The consultant may be asked to present and/or answer commissioner questions.

9. **Document Revisions** – After public input, city staff and MIG will collaborate on revising and finalizing a documentation of the analysis and recommendations. As a result of the public hearings, the consultant may be asked to evaluate one or more potential scenic views and refine the report to incorporate the results of the analysis. *Deliverable: Final Draft Report; Final Report*

CONSULTANT PERSONNEL

The Consultant shall assign the following personnel to do the work in the capacities designated:

NAME	ROLE ON PROJECT
Lauren Schmitt	Principal-in-Charge
Dean Apostol	Project Manager
Jay Renkens	Sr. Urban Designer
Dr. Robert Ribe	Scenic Analysis Expert
Project Associate	Support
Project Assistant	Support

SUBCONSULTANTS

The Consultant shall assign the following subconsultants to perform work in the capacities designated:

NAME	ROLE ON PROJECT	SUBCONTRACT AMOUNT
NONE		$

The City will enforce all social equity contracting and Minority, Women and Emerging Small Business (M/W/ESB) subcontracting commitments submitted by the Consultant in its Proposal. For contracts valued $50,000 or more, the Consultant shall submit a Monthly Subconsultant Payment and Utilization Report (MUR), made part of this contract by reference, reporting ALL subconsultants employed in the performance of this agreement. An electronic copy of the MUR may be obtained at: http://www.portlandoregon.gov/bibs/45475.

COMPENSATION

The maximum that the Consultant can be paid on this contract is $35,000 (hereafter the "not to exceed" amount.). The "not to exceed" amount includes all payments to be made pursuant to this contract, including reimbursable expenses, if any. Nothing in this contract requires the City to pay for work that does not meet the Standard of Care or other requirements of the Contract. The actual amount to be paid Consultant may be less than that amount.

The Consultant is entitled to receive progress payments for its work pursuant to the Contract as provided in more detail below. The City will pay Consultant based on these invoices for acceptable work performed and approved until the "not to exceed" amount is reached. Thereafter, Consultant must complete work based on the Contract without additional compensation unless there is a change to the scope of work.

Any estimate of the hours necessary to perform the work is not binding on the City. The Consultant remains responsible if the estimate proves to be incorrect. Exceeding the number of estimated hours of work does not impose any liability on the City for additional payment.

If work is completed before the "not to exceed" amount is reached, the Consultant's compensation will be based on the Consultant's bills previously submitted for acceptable work performed and approved.

PAYMENT TERMS: Net 30 Days

Hourly Rates

The billing rates shall not exceed those set forth below:

$165.00 per hour

Adjustment of Labor Rates Due to Inflation

Annual adjustment of hourly rates will be considered upon written request from the Consultant. Approval of a request for rate increases is solely within the City's discretion and under no circumstances is the City obligated to approve such a request.

Rate increases are subject to the following limitations:

- No increases will be granted before the one-year anniversary of the contract;
- No more than one increase shall be granted per contract year;
- Rate increases may not exceed the then-current average inflation rate for the Portland Metropolitan Area (as determined from the US Department of Labor statistics);
- Rate increases shall not be retroactive.

Other than the impact of inflation as described above, hourly rates may not be increased.

Progress Payments
On or before the 15th of each month, the Consultant shall submit to the City's Project Manager an invoice for work performed by the Consultant during the preceding month. The invoice shall contain the City's Contract Number, Purchase Order Number and set out all items for payment including, but not limited to: the name of the individual, direct labor rate, hours worked during the period, and tasks performed. Prior to initial billing, the Consultant shall develop a billing format for approval by the City.

The City shall pay all amounts to which no dispute exists within 30 days of receipt of the invoice. Payment of any bill, however, does not preclude the City from later determining that an error in payment was made and from withholding the disputed sum from the next progress payment until the dispute is resolved.

The Consultant shall make full payment to its subconsultants within 10 business days following receipt of any payment made by the City to Consultant.

ACH Payments

It is the City's policy to pay its Consultant invoices via electronic funds transfers through the automated clearing house (ACH) network. To initiate payment of invoices, Consultants shall execute the City's standard ACH Vendor Payment Authorization Agreement which is available on the City's website at: http://www.portlandoregon.gov/bfs/article/409834.

Upon verification of the data provided, the Payment Authorization Agreement will authorize the City to deposit payment for services rendered directly into Consultant accounts with financial institutions. All payments shall be in United States currency.

WORKERS' COMPENSATION INSURANCE STATEMENT

IF YOUR FIRM HAS CURRENT WORKERS' COMPENSATION INSURANCE, CONTRACTOR MUST SIGN HERE:

I, undersigned, am authorized to act on behalf of entity designated below, and I hereby certify that this entity has current Workers' Compensation Insurance.

Contractor Signature: Adele L Town Date: 5/2/14 Entity: MIG

IF YOUR FIRM DOES NOT HAVE CURRENT WORKERS' COMPENSATION INSURANCE, CONTRACTOR MUST COMPLETE THE FOLLOWING INDEPENDENT CONTRACTOR CERTIFICATION STATEMENT:

As an independent contractor, I certify that I meet the following standards:

1. The individual or business entity providing labor or services is registered under ORS Chapter 701, if the individual or business entity provides labor or services for which such registration is required;

2. Federal and state income tax returns in the name of the business or a business Schedule C or form Schedule F as part of the personal income tax return were filed for the previous year if the individual or business entity performed labor or services as an independent contractor in the previous year; and

3. The individual or business entity represents to the public that the labor or services are to be provided by an independently established business. Except when an individual or business entity files a Schedule F as part of the personal income tax returns and the individual or business entity performs farm labor or services that are reportable on Schedule C, an individual or business entity is considered to be engaged in an independently established business when four or more of the following circumstances exist. Contractor: check four or more of the following:

_____ A. The labor or services are primarily carried out at a location that is separate from the residence of an individual who performs the labor or services, or are primarily carried out in a specific portion of the residence, which portion is set aside as the location of the business;

_____ B. Commercial advertising or business cards as is customary in operating similar businesses are purchased for the business, or the individual or business entity has a trade association membership;

_____ C. Telephone listing and service are used for the business that is separate from the personal residence listing and service used by an individual who performs the labor or services;

_____ D. Labor or services are performed only pursuant to written contracts;

_____ E. Labor or services are performed for two or more different persons within a period of one year; or

_____ F. The individual or business entity assumes financial responsibility for defective workmanship or for service not provided as evidenced by the ownership of performance bonds, warranties, errors and omission insurance or liability insurance relating to the labor or services to be provided.

_____ _____

Contractor Signature Date

FOR CITY USE ONLY

PROJECT MANANGER-COMPLETE ONLY IF CONTRACTOR DOES NOT HAVE WORKER'S COMPENSATION INSURANCE
ORS 670.600 Independent contractor standards. As used in various provisions of ORS Chapters 316, 656, 657, and 701, an individual or business entity that performs labor or services for remuneration shall be considered to perform the labor or services as an "independent contractor" if the standards of this section are met. The contracted work meets the following standards:

1. The individual or business entity providing the labor or services is free from direction and control over the means and manner of providing the labor or services, subject only to the right of the person for whom the labor or services are provided to specify the desired results;

2. The individual or business entity providing labor or services is responsible for obtaining all assumed business registrations or professional occupation licenses required by state law or local government ordinances for the individual or business entity to conduct the business;

3. The individual or business entity providing labor or services furnishes the tools or equipment necessary for performance of the contracted labor or services;

4. The individual or business entity providing labor or services has the authority to hire and fire employees to perform the labor or services;

5. Payment for the labor or services is made upon completion of the performance of specific portions of the project or is made on the basis of an annual or periodic retainer.

_____ _____

City Project Manager Signature Date

CONSULTANT SIGNATURE:

This contract may be signed in two (2) or more counterparts, each of which shall be deemed an original, and which, when taken together, shall constitute one and the same Agreement.

The parties agree the City and Consultant may conduct this transaction, including any contract amendments, by electronic means, including the use of electronic signatures.

I, the undersigned, agree to perform work outlined in this contract in accordance to the STANDARD CONTRACT PROVISIONS, the terms and conditions, made part of this contract by reference, and the STATEMENT OF THE WORK made part of this contract by reference; hereby certify under penalty of perjury that I/my business am not/is not in violation of any Oregon tax laws; hereby certify that my business is certified as an Equal Employment Opportunity Affirmative Action Employer and is in compliance with the Equal Benefits Program as prescribed by Chapter 3.100 of Code of the City of Portland; and hereby certify I am an independent contractor as defined in ORS 670.600.

Moore Iacofano Goltsman, Inc, dba: MIG

BY: Carolyn M Verheyen Date: 5-21-14

Name: CAROLYN M. VERHEYEN

Title: PRINCIPAL, COO

CITY OF PORTLAND, OREGON

Contract No. 30003942 Amendment/Change Order No. 0

Contract Description: CENTRALCITY 2035 SCENIC VIEWS PROJECT

CITY OF PORTLAND SIGNATURES:

By: N/A Date:

Bureau Director

By: Christine Moody Date: 05/30/2014

Purchasing Agent

By: N/A Date:

Elected Official

Approved:

By: D. Bilby Date: 06/02/2014

Office of the City Auditor

Approved as to Form:

By: Date: 05/22/2014

Office of City Attorney

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

ADDENDUM NUMBER 2

REQUEST FOR PROPOSAL NUMBER 116708

Central City 2035 Scenic Views Project

Proposals Due: May 2, 2014 by 4:00 p.m.

To all Prospective Proposers:

This addendum is issued to clarify, add, delete, correct, and/or change the proposal documents to the extent indicated and is hereby made a part of the above noted RFP documents on which the contract will be based. Any modifications/changes made by this addendum affect only the portions or paragraphs specifically identified herein; all remaining portions of the Request for Proposal to remain in force. It is the responsibility of all Proposers to conform to this addendum.

ITEM	LOCATION	CHANGE
1.1	Proposer's Capabilities Section, pg 9	The description of similar projects performed in the last 10 years, as requested in the Proposer's Capabilities section on page 9 of the RFP, may also serve as the list of projects requested in the Supporting Information section on page 11 of the RFP, provided that the description includes at least three projects.

Central City 2035 Scenic Views Project
Pre-submittal Meeting – Questions and Answers
4-22-2014

Attendees

Bureau of Planning and Sustainability (BPS):
Sallie Edmunds, Central City, River and Environmental Planning Manager
Karl Lisle, CC2035 West Quad Project Manager
Mindy Brooks, CC2035 Scenic Views Project Manager

Consultants:

Name	**Company**
Mary Wagner	Sanctuary Video Production
Peter Meijs	Peter Meijs Architects
Kate Kearney	Peter Meijs Architects
Ben Botolette	OTAK
Brian Cavanaugh	Architect Building Culture
Mathew Crampton	Walker Macy
Dean Apostol	MIG

Background
BPS staff provided a short summary of how the Scenic Views Project fits with the Central City 2035 (CC2035) Project. Scenic resource have been identified in a number of plans between 1988 and 1991. As part of CC2035, BPS will be looking at scenic resources and how those may impact issues like building height.

Questions and Answers

Q: When was the last inventory completed?
A: There have been a few inventories: Terwilliger Parkway Corridor Study 1983, Willamette Greenway Plan 1988 and Scenic Resources Protection Plan 1989-91 identified scenic resources in the Central City.

Q: Generally, the consultant would be working with the existing inventory?
A: Yes, but cleaned up.

Q: Will the consultant or BPS staff be doing the inventory work identifying the views, taking pictures, etc?
A: BPS staff will be producing the inventory. We will be using the existing information and considering some new views. We will use field forms, pictures and GPS to document the views. This information will be given to the consultant to evaluate the views for significance. Staff will check in with the consultant to be sure that the information that we provide is adequate to do the evaluation.

Q: How many views are we talking about?
A: About 130 views. This includes points and corridors identified in the various plans, but there is overlap among the plans. Not all views have height restrictions and overlay zones. Some are viewpoints with benches along the Willamette Greenway Trail.

Q: Are there electronic copies of the existing inventories?
A: The plans are available online. The links are provided below. The actual inventories are not electronic. We have put a "library copy" of each inventory at the front desk at 1900 SW 4th Ave, Suite 7100, Portland Oregon, 97201. You can view the report at our office, but the copies should not be taken off-site.

Central City 2035 Scenic Views Project
Pre-submittal Meeting – Questions and Answers
4-22-2014

http://www.portlandoregon.gov/bps/article/89965 Scenic Resource Protection Plan
http://www.portlandoregon.gov/bps/article/59067 Willamette Greenway Plan
http://www.portlandoregon.gov/bps/article/89960 Terwilliger Parkway Corridor Plan

Q: Will BPS do the GIS work in-house? Is the data already in GIS?
A: BPS will be doing all of the GIS work in-house. We have the GIS data for many of the views but it needs cleaning up.

Q: Will the consultant be expected to do modeling work like massing?
A: No. BPS will be doing the height and massing modeling. However, if there are best practices used by other cities for protection of views, the consultant could document those tools.

Q: Has BPS done any 3D modeling of the Central City? Will you be using that to look at views?
A: Yes, BPS has built a 3D model of the Central City and we will be using that to inform the views project. It was used in South Waterfront.

Q: Has staff done any case studies?
A: No.

Q: What expertise does BPS staff have with scenic resources?
A: BPS has staff with expertise in landscape architecture and urban design. And staff that have worked with implementation of the existing scenic resources zoning code. We also have expertise in State Land use Goal 5.

Q: Why isn't BPS doing all this work in-house?
A: We are interested in having a third-party conduct the evaluation. We think the project will benefit from a consultant with different experience than staff.

Q: What skills are you looking for in the consultant?
A: We are looking for consultants that have done work systematically ranking resources, whether it is scenic or environmental or cultural. Landscape architecture and urban design are two additional skills that would be useful. Understanding how the inventory and evaluation will be implemented through zoning code and other tools is useful. Part of the contract is looking at best practices which could include tools other cities are using to protect or manage views.

Public involvement is not needed – BPS will be leading the public involvement. However, we do expect the consultant to attend a few meetings to hear the public feedback.

Q: Who will be identifying new views?
A: Through CC2035 public involvement several new views have been suggested. BPS staff will be inventorying those and working with existing and future CC2035 outreach and advisory groups to identify any other views that should be considered.

Q: What if a potential view is brought up after the initial inventory and evaluation is complete?
A: We anticipate that someone will suggest a view that was not evaluated during the initial work. This is one reason the contact extends through the hearings process, so BPS and the consultant can add a view or two and evaluate those.

Q: Will this work inform discussions about building heights?

A: Yes. As part of CC2035, BPS will be considering changes to height restrictions. It will be important that any changes to height be protective of important views. We will also look at new views and determine thought the process if new height restrictions should be put in place to protect the view.

Q: What are the boundaries of the project?
A: All public views within the Central City, traversing the Central City, and nearby views of the Central City, or landmarks within the Central City.

Q: What about natural areas like Powell Butte, Ross Island or Mt Tabor that have views of downtown? Are those areas included?
A: Probably not. Powell Butte or Mt Tabor and there aren't views from Ross Island to downtown (there are views of Ross Island from the Greenway Trail). BPS is only looking at changing heights or other rules within the CC2035 boundary itself. We do want to include views from outside the CC2035 boundary that are specifically of the Central City, like views from Washington Park. We also want to consider views across downtown of Mt. Hood or Mt. St. Helens from prominent public locations.

Q: Are there on-street views?
A: Yes there are some. For example, from Jefferson Street up to Vista Bridge. The view cone and rules might need to be tailored a bit. Also from the Vista Bridge down to the city. Another example is views from Johnson Street of the Union Station Clock Tower. This is a new view identified by the public through the CC2035 West Quadrant and other planning processes.

Q: Are you interested in how street trees and other vegetation may impact a view? And similarly conflicts with environmental overlays and views?
A: Yes. The consultant should be evaluating significance of the views and what is impacting the view. The consultant should also provide recommendations about best practices other cities use to address views and vegetation and/or views and conflicting regulations like environmental overlays.

Q: Will other bureau partners be involved?
A: Yes, Parks and Recreation will be involved.

Q: When you use the term "significance," do you mean State Land Use Goal 5 significance?
A: Yes, we mean Goal 5 significance. However, within that there can be variations. For example, in the natural resources inventory work BPS identifies low, medium and high ranked resources. All the ranked resources are significant however, the tools we use to address low vs. high may be different.

Q: Submittal questions – The proposal should not be bound? And are resumes part of the 12 page proposal limit?
A: The proposal should not be bound. Resumes are separate from the proposal. There is no page limit on the resumes.

IRFP NUMBER 116708

PROFESSIONAL, TECHNICAL AND EXPERT SERVICES

City of Portland, Oregon
April 14, 2014

INTERMEDIATE REQUEST FOR PROPOSALS

for

Central City 2035 Scenic Views Project

PROPOSALS DUE: May 2, 2014 by 4:00 p.m.

Envelope(s) shall be sealed and marked with RFP # and Project Title.

SUBMITTAL INFORMATION: Refer to PART II, SECTION B.3 (PROPOSAL SUBMISSION)

Submit the Proposal to:
City of Portland
Trisha Schultz
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201

Refer questions to:
Mindy Brooks
Email: Mindy.Brooks@portlandoregon.gov

A NON-MANDATORY PRE-SUBMITTAL MEETING has been scheduled for April 22, 2014 at 10:00 a.m., at 1900 SW 4th, 7th Floor, Room 7A, Portland, OR 97201.

GENERAL INSTRUCTIONS AND CONDITIONS

CORPORATE RESPONSIBILITY AND SOCIAL EQUITY CONTRACTING – The City of Portland seeks to extend contracting opportunities to Minority Business Enterprises, Women Business Enterprises, and Emerging Small Businesses (M/W/ESBs) in order to promote their economic growth and to provide additional competition for City contracts. Therefore, the City has established an overall 20% utilization goal in awarding PTE contracts to M/W/ESBs on all City PTE contracts.

CITY SUSTAINABILITY OBJECTIVES – The City has a history of striving to be more sustainable in its operations and planning. Starting with the City's Sustainable City Principles (1994) the City has established a variety of policies to guide its work on sustainability, including: the Sustainable Procurement Policy, Green Building Policy, Climate Action Plan, and the Stormwater Management Manual (to view these and related policies, go to: http://www.portlandonline.com/auditor/index.cfm?c=26818). As applicable to City procurement, these policies guide the City to buy products and services that reduce the City's negative environmental and social impacts, while maintaining fiscal health in the short and long term. As such, the City seeks to do business with firms that will actively contribute to the City's sustainability objectives.

ENVIRONMENTAL CLAIMS – Upon request, the vendor must provide and make publicly available verifiable evidence supporting every environmental claim made about the products or services provided to the City. Environmental claims for which verifiable evidence must be provided include any claim provided on products, product packaging, product or service sales literature and websites, and information provided to respond to this solicitation.

INVESTIGATION – The Proposer shall make all investigations necessary to be informed regarding the service(s) to be performed under this request for proposal.

SPECIAL CONDITIONS – Where special conditions are written in the Request for Proposal, these special conditions shall take precedence over any conditions listed under the Professional, Technical, and Expert Service "General Instructions and Conditions".

CLARIFICATION OF REQUEST FOR PROPOSAL – Proposers who request a clarification of the RFP requirements must submit questions in writing to the person(s) shown in the REFER QUESTIONS TO section on the cover of this RFP, or present them verbally at a scheduled pre-submittal meeting, if one has been scheduled. The City must receive written questions no later than the date stated herein. The City will issue a response in the form of an addendum to the RFP if a substantive clarification is in order.

Oral instructions or information concerning the Request for Proposal given out by City bureaus, employees, or agents to prospective Proposers shall not bind the City.

ADDENDUM – Any change to this RFP shall be made by written addendum issued no later than 72 hours prior to the proposal due date. The City is not responsible for any explanation, clarification, or approval made or given in any manner except by addendum.

COST OF PROPOSAL – This Request for Proposal does not commit the City to pay any costs incurred by any Proposer in the submission of a proposal or in making necessary studies or designs for the preparation thereof, or for procuring or contracting for the services to be furnished under the Request for Proposal.

CANCELLATION – The City reserves the right to modify, revise, or cancel this RFP. Receipt and evaluation of proposals or the completion of interviews do not obligate the City to award a contract.

LATE PROPOSALS – Proposals received after the scheduled closing time for filing will be rejected as non-responsive and returned to the Proposer unopened.

REJECTION OF PROPOSALS – The City reserves the right to reject any or all proposals to the Request for Proposal if found in the City's best interest to do so. In the City's discretion, litigation between the City and a Proposer may be cause for proposal rejection, regardless of when that litigation comes to the City's attention and regardless how the Proposer's proposal may have been scored. Proposals may also be rejected if they use subcontractors or subconsultants who are involved in litigation with the City. Proposers who are concerned about possible rejection on this basis should contact the City before submission of a proposal for a preliminary determination of whether its proposal will be rejected.

CITY OF PORTLAND BUSINESS TAX – Successful Proposer shall obtain a current City of Portland Business Tax registration prior to initiation of contract and commencement of the work.

WORKERS' COMPENSATION INSURANCE – Successful Proposer shall be covered by Workers' Compensation Insurance or shall provide evidence that State law does not require such coverage.

CERTIFICATION AS AN EEO AFFIRMATIVE ACTION EMPLOYER – Successful Proposers must be certified as Equal Employment Opportunity Affirmative Action Employers as prescribed by Chapter 3.100 of the Code of the City of Portland. The required documentation must be filed with Procurement Services, City of Portland, prior to contract execution.

EQUAL BENEFITS PROGRAM – Successful Proposers must provide benefits to their employees with domestic partners equivalent to those provided to employees with spouses as prescribed by Chapter 3.100 of the Code of the City of Portland. The required documentation must be filed with Procurement Services, City of Portland, prior to contract execution.

LOCAL CONTRACTING – If the final evaluation scores are otherwise equal, the City prefers goods or services that have been manufactured or produced by a Local Business. The City desires to employ local businesses in the purchase, lease, or sale of any personal property, public improvements, or services. The City wants the residents of the State of Oregon and SW Washington to benefit from optimizing local commerce and services, and the local employment opportunities they generate. [City of Portland Resolution #36260]

CONFLICT OF INTEREST – A Proposer filing a proposal hereby certifies that the proposal is made in good faith without fraud, collusion or connection of any kind with any other Proposer of the same request for proposals, that the Proposer is competing solely on its own behalf without connection or obligation to, any undisclosed person or firm, that Proposer is not a City official/employee or a business with which a City official/employee is associated, and that to the best of its knowledge, Proposer, its employee(s), its officer(s) or its director(s) is not a City official/employee or a relative of any City official/employee who: i) has responsibility in making decisions or ability to influence decision-making on the contract or project to which this proposal pertains; ii) has or will participate in evaluation, award or management of the contract related to this proposal; or iii) has or will have financial benefits in the contract to which this proposal pertains. Proposer understands that should it elect to employ any former City official/employee during the solicitation period or the term of the contract then that the former City official/Contractor employee must comply with applicable government ethics and conflicts of interest provisions in ORS Chapter 244, including but not limited to ORS 244.040(5) and/or ORS 244.047, and the City's Charter, Codes and administrative rules, including but not limited to lobbying prohibitions under Portland City Code Section 2.12.080.

PUBLIC RECORDS – Any information provided to the City pursuant to this RFP shall be public record and subject to public disclosure pursuant to Oregon public records laws (ORS 192.410 to 192.505). Any portion of a proposal that the proposer claims as exempt from disclosure must meet the requirements of ORS 192.501(2) and ORS 192.502(4) and/or ORS 646.461 et seq. The fact that a proposer marks and segregates certain information as exempt from disclosure does not mean that the information is necessarily exempt. The City will make an independent determination regarding exemptions applicable to information that has been properly marked and redacted. Information that has not been properly marked and redacted may be disclosed in response to a public records request. When exempt information is mixed with nonexempt information, the nonexempt information must be disclosed.

If the City refuses to release the records, the proposer agrees to provide information sufficient to sustain its position to the District Attorney of Multnomah County, who currently considers such appeals. If the District Attorney orders that the records be disclosed, the City will notify the proposer in order for the proposer to take all appropriate legal action. The proposer further agrees to hold harmless, defend, and indemnify the city for all costs, expenses, and attorney fees that may be imposed on the City as a result of appealing any decision regarding the proposer's records.

The Chief Procurement Officer has the authority to waive minor irregularities and discrepancies that will not affect the competitiveness or fairness of the solicitation and selection process.

These Professional, Technical and Expert Services Request for Proposal "General Instructions and Conditions" are not to be construed as exclusive remedies or as a limitation upon rights or remedies that may be or may become available under ORS Chapter 279.

PART I SOLICITATION REQUIREMENTS

SECTION A GENERAL INFORMATION

1. SCOPE OF WORK

The City of Portland, Bureau of Planning and Sustainability is seeking proposals from individuals, firms, teams or consultants, hereafter called "Proposer(s)," with demonstrated experience in identifying and evaluating scenic views in an urban context, and proposes to engage the successful Proposer for the following services: researching best practices, establishing evaluation criteria, and performing an analysis to recommend "significant" scenic views.

2. PROJECT FUNDING

The anticipated cost for the services described herein is $ 35,000. The Proposer's proposal shall include the Proposer's true estimated cost to perform the work irrespective of the City's budgeted funds for this work.

3. TIMELINE FOR SELECTION

The following dates are proposed as a timeline for this project:

Non-Mandatory Pre-submittal meeting at 10:00 a.m.	April 22, 2014
Written proposals due at 4:00 p.m.	May 2 , 2014
Announcement of short list Proposers	Week of May 12, 2014
Interviews, if deemed necessary	Week of May 19
Notice to proceed – work begins	June 9, 2014

The City reserves the right to make adjustments to the above noted schedule as necessary.

SECTION B WORK REQUIREMENTS

1. TECHNICAL OR REQUIRED SERVICES

Professional services required are likely to include: technical research and analysis, report writing, participation in public meetings and limited project management.

The successful Proposer shall perform the tasks listed below for this project, and shall be expected to work closely with designated City personnel to accomplish these goals:

1. **Refining the Scope of Work** – Staff will propose physical boundaries for the project and criteria for culling the kinds of views that will be evaluated by the consultant. The consultant will help refine both the boundaries and the culling criteria.
2. **Research Best Practices** – The consultant will research case studies and interview staff from other jurisdictions who have performed scenic view inventories and ranked those views to determine which would be protected with regulatory tools. *Deliverable: Scenic Views Best Practice Memo*

3. **Establishing Evaluation Criteria** – The consultant will propose criteria that will be used to score or rank the inventory views to determine if a view is significant and merits potential protection. The criteria will utilized best practices identified in step 2. City staff will work with the consultant to refine the criteria. *Deliverable: Memo to Staff*

4. **Performing Analysis** – The consultant will use the evaluation criteria to analyze all of the views inventoried by city staff. The consultant will make draft recommendations to staff regarding which views are significant and merit potential protection. City staff will work with the consultant to refine the recommendations. *Deliverable: Report that incorporates best practices, methodology/evaluation criteria and recommendations*

5. **Public Involvement** – Public involvement will be conducted along with the overall CC2035 project. The consultant is not responsible to organizing a public involvement event. The consultant will attend one event or meeting organized by city staff to present the draft results of the analysis and gather input from the public.

6. **Public Hearings** – The Scenic Views Project will be packaged with the entire CC2035 plan and taking through the city's legislative process. The consultant is expected to attend up to two public hearings. The consultant may be asked to present and/or answer commissioner questions. As a result of the public hearings, the consultant may be asked to evaluate one or more potential scenic views and refine the report to incorporate the results of the analysis.

2. WORK PERFORMED BY THE CITY / OTHERS

The City has assigned a project manager to oversee the successful Proposer's work and provide support as needed. Specific duties the City will perform include:

1. **Refining the Scope of Work** – Staff will propose physical boundaries for the project and criteria for culling the kinds of views that will be evaluated.

2. **Preparing the Inventory of Scenic Views** – Staff will inventory all existing and potential scenic views and provide the inventory to the consultant for evaluation. The inventory is anticipated to be completed by August 29, 2014.

3. **ESEE Analysis** –Staff will be responsible for completing the Economic, Social, Environmental and Energy (ESEE) Analysis as required by Oregon State Land Use Goal 5. Staff evaluate the consequences of allowing, limiting or prohibiting conflicting uses and making final recommendations.

4. **Public Involvement** – Staff is responsible for preparing and implementing the public involvement plan. Staff will identify the two public meetings that the consultants are expected to attend. Staff will work with the consultants to prepare presentations for the meetings. The two public meetings will be set by June 29, 2014.

5. **Public Hearings** – The Scenic Views Project is part of the larger Central City 2035 planning project. The entire planning project will be taken to the Planning and Sustainability Commission and City Council for adoption. Staff is responsible for the hearing schedule.

3. PROJECT REVIEWS

On a day-to-day basis, the progress of the work will be managed by the City's Project Manager. In order to provide timely resolution of conflicts, the project also has an Executive Oversight Committee made up of Mindy Brooks, Karl Lisle, Troy Doss, Shannon Buono and Sallie Edmunds.

The Project Manager will review all draft deliverables and provide written comments within two weeks of the deliverable submission. If necessary the Project Manager will coordinate reviews by other city bureaus including but not limited to Portland Parks and Recreation, Bureau of Transportation and Portland Development Commission. Any coordinated reviews will occur within the two week review schedule.

4. DELIVERABLES AND SCHEDULE

Deliverables shall be considered those tangible resulting work products that are to be delivered to the City such as reports, draft documents, data, interim findings, drawings, schematics, training, meeting presentations, final drawings, and reports. The successful Proposer is encouraged to provide any deliverables in accordance with the City's Sustainable Paper Use Policy. The policy can be viewed at: http://www.portlandoregon.gov/bibs/37732.

Deliverables and anticipated schedule for this project shall include:

1. Refined Scope of Work: June 20, 2014
2. Scenic Views Best Practice Memo: Draft July 18, 2014; Final August 15, 2014
3. Memo to Staff re: Evaluation Criteria: Draft August 1, 2014; Final August 29, 2014
4. Report that incorporates best practices, methodology/evaluation criteria and recommendations: Draft October 24, 2014; Final December 5, 2014
5. Refinements to the report to incorporate input from the CC2035 hearings process may be required. (Late 2015 – Mid 2016)

On all contracts over $50,000, the successful Proposer shall submit a Monthly Subconsultant Payment and Utilization Report by the 15th of each month with invoice (reference Part II, Section C.5 of the RFP).

All deliverables and resulting work products from this contract will become the property of the City of Portland. As such, the Contractor and any Subcontractors grant the City the right to copy and distribute (in any and all media and formats) project deliverables for regulatory, project certification/recognition, program development, public education, and/or for any purposes at the sole discretion of the City of Portland.

5. PLACE OF PERFORMANCE

Contract performance will take place primarily at the successful Proposer's facility. On occasion and as appropriate, work will be performed at City facilities, a third-party location, or any combination thereof.

6. PERIOD OF PERFORMANCE

The City anticipates having the successful Proposer begin work immediately upon contract execution with submittal of final deliverables to the City occurring by June 30, 2016.

Proposals containing earlier completion of the deliverables are acceptable and encouraged.

7. ACH PAYMENTS

It is the City's policy to pay its vendor invoices via electronic funds transfers through the automated clearing house (ACH) network. To initiate payment of invoices, vendors shall execute the City's standard ACH Vendor Payment Authorization Agreement which is available on the City's website at: http://www.portlandoregon.gov/bfs/article/409834.

Upon verification of the data provided, the Payment Authorization Agreement will authorize the City to deposit payment for services rendered directly into vendor accounts with financial institutions. All payments shall be in United States currency.

8. PUBLIC SAFETY

Public safety may require limiting access to public work sites, public facilities, and public offices, sometimes without advance notice. The Proposer shall anticipate delays in such places and include the cost of delay in the proposed cost. The successful Proposer's employees and agents shall carry sufficient identification to show by whom they are employed and display it upon request to security personnel. City project managers have discretion to require the successful Proposer's employees and agents to be escorted to and from any public office, facility, or work site if national or local security appears to require it.

9. BUSINESS COMPLIANCE

The successful Proposer(s) must be in compliance with the laws regarding conducting business in the City of Portland before an award may be made. The Proposer shall be responsible for the following:

Certification as an EEO Affirmative Action Employer
The successful Proposer(s) must be certified as Equal Employment Opportunity Employers as prescribed by Chapter 3.100 of the Code of the City of Portland prior to contract award.

Details of certification requirements are available from Procurement Services, 1120 SW Fifth Avenue, Room 750, Portland, Oregon 97204, (503) 823-5047, website: http://www.portlandonline.com. To apply for certification go to our website at: www.ebidexchange.com/cityofportland.

Non-Discrimination in Employee Benefits (Equal Benefits)
The successful Proposer(s) must be in compliance with the City's Equal Benefits Program as prescribed by Chapter 3.100 of the Code of the City of Portland prior to contract award. Details of compliance requirements are available from Procurement Services, 1120 SW Fifth Avenue, Room 750, Portland, Oregon 97204, (503) 823-5047, website: www.portlandonline.com. To apply for certification go to our website at: www.ebidexchange.com/cityofportland.

Business Tax Registration
The successful Proposer(s) must be in compliance with the City of Portland Business Tax registration requirements as prescribed by Chapter 7.02 of the Code of the City of Portland prior to contract award. Details of compliance requirements are available from the Revenue Bureau Tax Division, 111 SW Columbia Street, Suite 600, Portland, Oregon 97201, (503) 823-5157, website: http://www.portlandoregon.gov/revenue/29320.

10. INSURANCE

The successful Proposer(s) shall obtain and maintain in full force, and at its own expense, throughout the duration of the contract and any warranty or extension periods, the required insurances identified below. The City reserves the right to require additional insurance coverage as required by statutory or legal changes to the maximum liability that may be imposed on Oregon cities during the term of the contract. Successful Proposer shall be able to provide evidence that any or all subcontractors performing work or providing goods or services under the contract have the same types and amounts of insurance coverage as required herein or that the subcontractor is included under the Successful Proposers policy

Workers' Compensation Insurance: Successful Proposer shall comply with the workers' compensation law, ORS Chapter 656 and as it may be amended. Unless exempt under ORS Chapter 656, The Successful Proposer and any/all subcontractors shall maintain coverage for all subject workers for the entire term of the contract including any contract extensions.

Commercial General Liability Insurance: Successful Proposer shall have Commercial General Liability (CGL) insurance covering bodily injury, personal injury, property damage, including coverage for independent successful Proposer's protection (required if any work will be subcontracted), premises/operations, contractual liability, products and completed operations, in per occurrence limit of not less than $1,000,000, and aggregate limit of not less than $2,000,000.

Automobile Liability Insurance: Successful Proposer shall have automobile liability insurance with coverage of not less than $1,000,000 each accident, and an umbrella or excess liability coverage of $2,000,000. The insurance shall include coverage for any auto or all owned, scheduled, hired and non-owned auto. This coverage may be combined with the commercial general liability insurance policy.

Additional Insurance: As required by Federal Law, State Statute, or City Code; such as Bailees Insurance, Maritime Coverage, or other coverage(s).

Additional Insured: The liability insurance coverage, except Professional Liability, Errors and Omissions, or Workers' Compensation, shall be without prejudice to coverage otherwise existing, and shall name the City of Portland and its bureaus/divisions, officers, agents and employees as Additional Insureds, with respect to the Successful Proposer's activities to be performed, or products or services to be provided. Coverage shall be primary and non-contributory with any other insurance and self-insurance. Notwithstanding the naming of additional insureds, the insurance shall protect each additional insured in the same manner as though a separate policy had been issued to each, but nothing herein shall operate to increase the insurer's liability as set forth elsewhere in the policy beyond

the amount or amounts for which the insurer would have been liable if only one person or interest had been named as insured.

Continuous Coverage; Notice of Cancellation: The Successful Proposer agrees to maintain continuous, uninterrupted coverage for the duration of the Contract. There shall be no termination, cancellation, material change, potential exhaustion of aggregate limits or non renewal of coverage without thirty (30) days written notice from Successful Proposer to the City. If the insurance is canceled or terminated prior to completion of the Contract, Successful Proposer shall immediately notify the City and provide a new policy with the same terms. Any failure to comply with this clause shall constitute a material breach of Contract and shall be grounds for immediate termination of this Contract.

Certificate(s) of Insurance: **Successful Proposer shall provide proof of insurance through acceptable certificate(s) of insurance and additional insured endorsement forms(s) to the City prior to the award of the Contract if required by the procurement documents (e.g., request for proposal), or at execution of Contract and prior to any commencement of work or delivery of goods or services under the Contract.** The Certificate(s) will specify all of the parties who are endorsed on the policy as Additional Insureds (or Loss Payees). The insurance coverage required under this Contract shall be obtained from insurance companies acceptable to the City of Portland. The Successful Proposer shall pay for all deductibles and premium. The City reserves the right to require, at any time, complete, certified copies of required insurance policies, including endorsements evidencing the coverage required.

SECTION C ADDITIONAL INFORMATION

1. SAMPLE CONTRACT

The Professional, Technical, and Expert Services Contract is the City's standard contract and will be used as a result of this selection process. A sample contract can be viewed at: http://www.portlandonline.com/shared/cfm/image.cfm?id=27067.

2. PROJECT DATA

Background information on the Central City 2035 project can be found at https://www.portlandoregon.gov/bps/47907.

3. INDEX

Exhibit A	PTE Participation Disclosure Form 1
Exhibit B	Project Schedule

PART II PROPOSAL PREPARATION AND SUBMITTAL

SECTION A PRE-SUBMITTAL MEETING/CLARIFICATION

1. PRE-SUBMITTAL MEETING

A pre-submittal meeting is scheduled for this Request for Proposal on April 22, 2014 at 10:00 AM at 1900 SW 4th Avenue, 7th Floor, Room 7A, Portland, Oregon 97201.

This is a **non-mandatory** meeting; therefore proposal submission will not be contingent upon attendance at this meeting.

2. IRFP CLARIFICATION

Questions and requests for clarification regarding this Request for Proposal must be directed in writing or via email, to the person listed below. **The deadline for submitting such questions/clarifications is 7 days prior to the proposal due date**. An addendum will be issued no later than 72 hours prior to the proposal due date to all recorded holders of the RFP if a substantive clarification is in order.

Mindy Brooks
Email: Mindy.Brooks@portlandoregon.gov

SECTION B PROPOSAL SUBMISSION

1. PROPOSALS DUE

Proposals must be received no later than the date and time, and at the location, specified on the cover of this solicitation. Proposals shall plainly identify the subject of the proposal, the RFP number, and the name and address of the Proposer. It is the Proposer's responsibility to ensure that proposals are received prior to the specified closing date and time, and at the location specified. Proposals received after the specified closing date and/or time shall not be considered and will be returned to the Proposer unopened. The City shall not be responsible for the proper identification and handling of any proposals submitted to an incorrect location.

2. PROPOSAL

Proposals must be clear, succinct and **not exceed twelve (12) pages**. Section dividers, title page, table of contents, the PTE Participation Disclosure Form 1, resume and the cover letter do not count in the overall page count of the proposal. Proposers who submit more than the pages indicated may not have the additional pages of the proposal read or considered.

For purposes of review and in the interest of the City's Sustainable Paper Use Policy and sustainable business practices in general, the City requests the use of submittal materials (i.e. paper, envelopes, etc.) that contain post-consumer recycled content and are readily recyclable. Submittals shall NOT include 3-ring binders or any plastic binding, folders, or indexing materials. Reusable binding posts, clips or rings and recycled content paper envelopes or folders are examples of acceptable bindings. Submittals shall be printed on both sides of a single sheet of paper wherever applicable; if sheets are printed on both sides, it is considered to be two pages. Color is acceptable, but content should not be lost by black-and-white printing or copying.

All submittals will be evaluated on the completeness and quality of the content. Only those Proposers providing complete information as required will be considered for evaluation. The ability to follow these instructions demonstrates attention to detail.

3. PROPOSAL SUBMISSION

For purposes of this proposal submission, the Proposer shall submit: **one (1) original printed copy and four (4) additional printed copies.**

If the proposer requests redactions please submit one (1) Redacted Copy. If no redactions are requested in a proposal, please state that clearly in the Cover Letter portion of your submittal. **The entire proposal submittal must be received at the place and on or before the time and date specified on the cover page of this RFP document.**

REDACTION FOR PUBLIC RECORDS: Any portion of a proposal that the proposer claims as exempt from disclosure must meet the requirements of ORS 192.501(2), ORS 192.502(4), and/or ORS 646.461 et seq. **Proposers are required to submit a redacted copy of their proposal and all attachments**. "Redaction" means the careful editing of a document to obscure confidential references; a revised or edited document thereby obscuring the exempt information but otherwise leaving the formatted document fully intact. **The redacted copy must be a complete copy of the submitted proposal, in which all information the Proposer deems to be exempt from public disclosure has been identified.**

When preparing a redaction of your proposal submission, a proposer must plainly mark the redactions by obscuring the specific areas your firm asserts are exempt from public disclosure. In addition, a summary page identifying the pages where redactions occur shall be included with the proposal submission (summary is not included in page limitations). **If a proposer fails to submit a redacted copy of their proposal as required, the City may release the proposer's original proposal without redaction.** If the entire proposal is marked as constituting a "trade secret" or being "confidential", at the City's sole discretion, such a proposal may be rejected as non-responsive.

Unless expressly provided otherwise in this RFP or in a separate written communication, the City does not agree to withhold from public disclosure any information submitted in confidence by a proposer unless the information is otherwise exempt under Oregon law. The City agrees not to disclose proposals until the City has completed its evaluation of all proposals and publicly announces the results.

Please refer to the GENERAL INSTRUCTIONS AND CONDITIONS for more information about confidential information within public records.

4. COST OF RESPONDING

All costs incurred by the Proposer in preparation of proposals to this solicitation, including presentations to the City and/or for participation in an interview shall be borne solely by the Proposer; the City shall not be liable for any of these costs. At no time will the City provide reimbursement for submission of a proposal unless so stated herein.

5. ORGANIZATION OF PROPOSAL

For evaluation purposes, Proposers must provide all information as requested in this Request for Proposal (RFP). Proposals must follow the format outlined in this RFP. Additional materials in other formats or pages beyond the stated page limit(s) may not be considered. The City may reject as non-responsive, at its sole discretion, any proposal or any part thereof, which is incomplete, inadequate in its response, or departs in any substantive way from the required format. Proposals shall be organized in the following manner:

1. Cover Letter
2. Project Team
3. Proposer's Capabilities
4. Project Approach and Understanding
5. Corporate Responsibility
6. Proposed Cost
7. Supporting Information
8. PTE Participation Disclosure Form 1

SECTION C EVALUATION CRITERIA

1. COVER LETTER

By submitting a proposal, the Proposer is accepting the General Instructions and Conditions of this Request for Proposal (reference second page of the RFP) and the Standard Contract Provisions of the Professional, Technical, and Expert Services contract.

The Cover Letter must include the following:

- RFP number and project title
- full legal name of proposing business entity

- structure or type of business entity
- name(s) of the person(s) authorized to represent the Proposer in any negotiations
- name(s) of the person(s) authorized to sign any contract that may result
- contact person's name, mailing or street addresses, phone and fax numbers and email address
- statement that no redactions are requested, if applicable

A legal representative of the Proposer, authorized to bind the Proposer in contractual matters must sign the Cover Letter.

If your firm currently has a business tax registration, is in compliance with the Equal Benefits Program, and is EEO certified, include in the Cover Letter your firm's City of Portland Business Tax number, a statement that your firms Equal Benefits Application has been approved as well as your Equal Employment Opportunity (EEO) expiration date.

2. PROJECT TEAM

Please provide the following:

- Approximate number of people to be assigned to the project.
- Extent of company's principal member's involvement.
- Names of key personnel who will be performing the work on this project, and:
  - their roles and responsibilities on this project
  - current assignments and location
  - directly relevant experience on similar or related projects
  - unique qualifications
  - demonstrated performance record of key personnel
  - percentage of their time that will be devoted to the project

Proposals must identify a proposed project manager who would be responsible for the day-to-day management of project tasks and would be the primary point of contact with your firm. Describe the project manager's experience with similar projects and with managing and leading interdisciplinary teams. List other projects the proposed project manager is currently assigned to.

- Team qualifications and experience on similar or related projects:
  - qualifications and relevant experience of prime consultant
  - qualifications and relevant experience of sub-consultants, if any

3. PROPOSER'S CAPABILITIES

Please provide the following:

- Your firm's areas of expertise, length of time in business, number of employees, and other information that would be helpful in characterizing the firm.
- The address of the firm's home office and the address of the office that will manage the project, if applicable.
- Description of similar projects performed within the last ten (10) years, which best characterize firm's capabilities, work quality and cost control.
- For each project mentioned, include the name, address and phone number of a person who can be contacted regarding your performance on the project. When submitting projects for which your firm worked in an auxiliary capacity or in a joint venture or partnership, include the name of the lead firm.
- Describe firm's resources available to perform the work for the duration of the project and other on-going projects.
- Describe firm's internal procedures and/or policies associated or related to work quality and cost control.
- Describe firm's management and organizational capabilities.

4. PROJECT APPROACH AND UNDERSTANDING

For each phase of work, the project approach should:

- Describe the proposed work tasks and activities, and provide a narrative description of how the firm proposes to execute the tasks during each phase of the project.
- Identify the team member(s) who will work on each task.

- Describe the proposed work products that will result from each task or activity.
- Identify points of input and review with City staff.
- Based on your firm's expertise and experience with similar projects, demonstrate how your firm will effectively complete the proposed project.
- Identify the time frame estimated to complete each task.
- If applicable, discuss any unique aspects of the project, alternative approaches the City might wish to consider or special considerations related to programmatic/funding requirements.

5. CORPORATE RESPONSIBILITY

Through the adoption of The Portland Plan, the Social Equity Contracting Strategy, and Sustainable Procurement Policy, the Portland City Council has shown its commitment to contracting with socially and environmentally responsible businesses. The City values and supports diversity and is dedicated to advancing equity in public contracting by increasing opportunities for State of Oregon certified Minority, Women and Emerging Small Business enterprises ("M/W/ESB").

The Social Equity Contracting Strategy promotes M/W/ESB economic growth and encourages partnering and mentoring between large and small M/W/ESB firms on City PTE contracts. Therefore, the City has established an overall aspirational goal of 20% in awarding PTE prime consultant and sub-consultant contracts to State of Oregon certified M/W/ESB firms. Proposing firms are encouraged to use the State's OMWESB website (http://www4.cbs.state.or.us/ex/dir/omwesb/) for identifying potential M/W/ESB subconsultants.

All Proposers shall address the following in their proposals:

a. **Oregon State Certification**
Please indicate in your response if your firm is currently certified in the State of Oregon as an MBE, WBE, or an ESB.

b. **Minority, Women, and Emerging Small Business Contracting**
- If your firm is acting as the prime consultant or utilizing subconsultants on this project, please list the total project contract amount including scopes of work on Form 1(PTE Participation Disclosure Form).
- Points will be awarded based upon the maximum dollars contracted with State of Oregon certified M/W/ESB prime and/or subconsultants.

***Note: Failure to submit Form 1 with your proposal may result in the proposal being found non-responsive and may be rejected.**

c. **Workforce Diversity and Community Involvement**
- Describe your firm's workforce demographics and any measurable steps taken to ensure a diverse internal workforce (e.g., women and people of color).
- How do you approach internal on the job training, mentoring, technical training, and/or professional development opportunities for women and people of color?
- Describe your firm's employee compensation structure, (e.g., living wages, healthcare coverage, employee leaves, dependent care, etc.).
- Describe your firm's commitment to community service, (e.g., charitable programs, scholarships, economic development, etc.)

d. **Sustainable Business Practices**
- List the top five actions/ongoing practices your firm has implemented to reduce the environmental impacts of your operations (e.g., energy efficiency, use of recycled content or non-toxic products, use of public transit or alternative fuel vehicles, waste prevention and recycling, water conservation, green building practices, etc.).
- Regarding your top five actions, please reference implementation dates, timelines, and any performance metrics or third-party awards/recognition (such as Sustainability at Work).
- Does your firm participate in any third-party sustainability related organizations,

networks, or committees? If so, list up to five examples and how long your firm has been an active participant in each.

The City expects thoughtful consideration of all of the above Corporate Responsibility criteria in the preparation of proposals. The City will enforce all M/W/ESB commitments submitted by the successful Proposer, and for all contracts exceeding $50,000, the successful Proposer will be required to submit a completed Monthly Subconsultant Payment and Utilization Report ("MUR") to ensure that subconsultants are utilized to the extent originally proposed and submitted in its proposal. The successful Proposer will not be permitted at any time to substitute, delete, or add a subconsultant without the prior written approval of the Chief Procurement Officer. For reference, a copy of this MUR form may be obtained at: http://www.portlandoregon.gov/bibs/45475.

6. PROPOSED COST

This statement shall specify the number of hours each staff member will work on each task. The proposal shall include the Proposer's true estimated cost to perform the work irrespective of the City's anticipated cost.

7. SUPPORTING INFORMATION

Supporting material must include a minimum of three (3) project references and may include other information pertinent to the project or work to be performed. References must include the contact person's name, agency, address, phone number, their role in the project (e.g., project manager, etc.), name of the project, and when the work was done.

PART III PROPOSAL EVALUATION

SECTION A PROPOSAL REVIEW AND SELECTION

1. EVALUATION CRITERIA

A Selection Review Committee (Committee) will be appointed to evaluate the proposals received. For the purpose of scoring proposals, each Committee member will evaluate each proposal in accordance with the criteria listed in Part II, Section C. The Committee may seek the assistance of outside expertise, including, but not limited to, technical advisors. The Committee will require a minimum of ten (10) working days to evaluate and score the proposals

The choice of how to proceed, decisions to begin or terminate negotiations, determination of a reasonable time, decisions to open negotiations with a lower scoring Proposer, and any decision that a solicitation should be cancelled are all within the sole discretion of the City.

The proposal evaluation process consists of a series of Evaluation Levels that will lead to the identification of a Successful Proposer. Each proposal will be evaluated in accordance with the following evaluation criteria:

Evaluation Level #1 – Written Scoring: Proposals meeting the mandatory and responsiveness requirements will be further evaluated as part of Evaluation Level #1. One hundred possible points are available at Level #1. This step consists of a detailed review of the proposals as follows:

Level #1 Evaluation Criteria		
Criteria	**Maximum Level #1 Score**	**Point Distribution by Subsection**
1. COVER LETTER		REQUIRED
2. PROJECT TEAM	**20**	
3. PROPOSER'S CAPABILITIES	**25**	
4. PROJECT APPROACH	**20**	
5. CORPORATE RESPONSIBILITY	**20**	
OR State Certification		**4**
MWESB Contracting		**8**
Workforce Diversity & Community Involvement		**3**
Sustainable Business Practices		**5**
6. PROPOSED COST	**15**	
TOTAL:	**100**	

Evaluation Level #2 – Oral Scoring: If oral interviews or presentations are determined to be necessary, this next step will consist of oral presentations and further clarification of the Proposer's proposal. The number of proposals on the "short list" depends on whether the Committee believes such proposals have a reasonable chance of leading to the award of a contract. Proposers invited to participate in Evaluation Level #2 will be given additional information regarding the City's desired content a reasonable time before the scheduled Evaluation Level #2 oral interviews/presentations are held. The scoring of the Level #2 will be as follows:

Level #2 Evaluation Criteria	
Criteria	**Maximum Level #2 Score**
2. PROJECT TEAM	**30**
3. PROPOSER'S CAPABILITIES	**30**
4. PROJECT APPROACH	**25**
6. PROPOSED COST	**15**
TOTAL:	**100**

All communications shall be through the contact(s) referenced in Part II, Section A.2 of the RFP. At the City's sole discretion, communications with members of the evaluation committee, other City staff, or elected City officials for the purpose of unfairly influencing the outcome of this RFP may be cause for the Proposer's proposal to be rejected and disqualified from further consideration.

The City has the right to reject any or all proposals for good cause in the public interest, and the Chief Procurement Officer may waive any evaluation irregularities that have no material effect on upholding a fair and impartial evaluation selection process.

NOTE: In the City's discretion, litigation between the City and a Proposer may be cause for proposal rejection, regardless of when that litigation comes to the City's attention and regardless how the Proposer's proposal may have been scored. Proposals may also be rejected if they use subcontractors or subconsultants who are involved in litigation with the City. Proposers who are concerned about possible rejection on this basis should contact the City before submission of a proposal for a preliminary determination of whether its proposal will be rejected.

2. SCORING PROCESS

For Evaluation Level #1, the sum of all points earned by a Proposer from all proposal evaluators will be the Total Score for Level #1. The Evaluation Committee may then choose to focus on only a limited number of proposals by developing a "short list" to move on to Evaluation Level #2 based on the scores from the written proposals; or they may choose to proceed directly to contract negotiation and award.

If Proposers move to Evaluation Level #2, then the proposal scores from Level #1 will not be used during the oral interview/presentation process. The Level #2 evaluations will be scored based on the Level #2 criteria alone. Following completion of the Evaluation Level #2 scoring, each Proposer's Evaluation Level #2 score will be added to their Evaluation Level #1 score to determine their Total Overall Score. The highest scoring proposal, based on their Total Overall Score, may be identified as the Successful Proposer.

3. CLARIFYING PROPOSAL DURING EVALUATION

At any point during the evaluation process, the City is permitted, but is not required, to seek clarification of a proposal. However, a request for clarification does not permit changes to a proposal.

SECTION B CONTRACT AWARD

1. CONSULTANT SELECTION

Following the Evaluation Committee's final determination of the highest scored Proposer, the City will issue a Notice of Intent to Negotiate and Award and begin contract negotiations. The City will attempt to reach a final agreement with the highest scoring Proposer. However, the City may, in its sole discretion, terminate negotiations and reject the proposal if it appears agreement cannot be reached. The City may then attempt to reach a final agreement with the second highest scoring Proposer and may continue on, in the same manner, with remaining proposers until an agreement is reached. A consultant selection process will be carried out under Portland City Code Chapter 5.68.

The selection of the Finalist shall be based on negotiated costs and conformance to the

City's terms and conditions. Negotiations will follow with the Finalist, and if successful, the contractor and City will enter into a service contract for the work. If the contract with the Finalist cannot be reached within a time period deemed reasonable to the City, the City may elevate any of the proposers that were identified on the short list.

2. CONTRACT DEVELOPMENT

The proposal and all responses provided by the successful Proposer may become a part of the final contract. Any information included as part of this contract shall be a public record and not exempt from disclosure, including items redacted from the proposal. The form of contract shall be the City's Contract for PTE Services.

For contracts over $100,000, the evaluation committee's recommendation for contract award will be submitted to the Portland City Council for approval.

3. REVIEW

REVIEW:
Following the Notice of Intent to Negotiate and Award, the public may view proposal documents. However, any proprietary information so designated by the Proposer as a trade secret or confidential and meeting the requirements of ORS 192.501, 192.502 and/or ORS 646.461 et seq., will not be disclosed unless the Multnomah County District Attorney determines that disclosure is required. At this time, Proposers not awarded the contract may seek additional clarification or debriefing, request time to review the selection procedures or discuss the scoring methods utilized by the evaluation committee.

4. KICK-OFF MEETING

If requested by the City, the successful Proposer shall begin work by attending an orientation meeting to take place within five (5) business days following execution of the contract. The successful Proposer shall then develop and maintain a comprehensive schedule for all elements of the project.

EXHIBIT A
CITY OF PORTLAND
PROFESSIONAL TECHNICAL & EXPERT (PTE) SERVICES
PARTICIPATION DISCLOSURE FORM 1

CITY PTE DISCLOSURE REQUIREMENTS

The City's disclosure program was adopted to document the utilization of Oregon certified Minority, Women and Emerging Small Businesses (M/W/ESBs) on City projects.

This Request for Proposal (RFP) requires submission by the Proposer of the PTE Participation Disclosure Form 1. The Proposer must disclose the following information:

1) Contact information and Employer Identification Number (EIN or FED ID#) for all contract participants
2) State of Oregon M/W/ESB designation
   (Verify current certification status with the Office of Minority, Women, and Emerging Small Business at http://www4.cbs.state.or.us/ex/dir/omwesb/)
3) The proposed scope or category of work that the Proposer and any subconsultants will be performing
4) The dollar amount of the Proposer's self-performing work and of all subconsultants' contract(s)
5) Percentage of total contract amount allocated to Oregon certified M/W/ESB participation

Report all amounts in United States Dollars (USD). The use of 'TBD', 'N/A', or similar symbols is not acceptable. All requested information must be provided.

If the Proposer will not be using any subconsultants, the Proposer is still required to enter its own information in the appropriate section and to indicate **"NONE"** in the subconsultant section of the accompanying form and submit the form with its proposal.

FAILURE TO SUBMIT THE PTE PARTICIPATION DISCLOSURE FORM 1 WITH THE PROPOSAL MAY RESULT INTHE PROPOSAL BEING FOUND NON-RESPONSIVE AND REJECTED FROM CONSIDERATION

CITY OF PORTLAND
PTE PARTICIPATION DISCLOSURE FORM 1

This Request for Proposal requires submission by the Proposer of this PTE Participation Disclosure Form 1. Proposers must disclose the following information:

Please print all information clearly.

Proposer Name: _____ **Proposer's Total Cost: $**_____

Project Name: _____ **RFP Number:** _____

Contact Name: _____ **Phone:** _____ **Email:** _____

Percentage of total contract amount allocated to Oregon certified M/W/ESB participation	**(Proposer & subconsultants added together)**		**%**
PROPOSER INFORMATION (Please Print)	**M/W/ESB**	**SCOPE / TYPE OF WORK**	**SELF-PERFORMING AMOUNT**
Firm Legal Name: Email: Phone #: Fax#: **FED ID OR EIN # (No SS#):**			$
SUBCONSULTANT INFORMATION (Please Print)	**M/W/ESB**	**SCOPE / TYPE OF WORK**	**SUBCONTRACT AMOUNT**
Firm Legal Name: Email: Phone #: Fax#: **FED ID OR EIN # (No SS#):**			$
Firm Legal Name: Email: Phone #: Fax#: **FED ID OR EIN # (No SS#):**			$
Firm Legal Name: Email: Phone #: Fax#: **FED ID OR EIN # (No SS#):**			$

NOTE:

1) **Report all amounts in US Dollars (USD); using 'TBD', 'N/A', or similar symbols is not acceptable.**
2) **The Proposer and all subconsultants must be listed on this form. Leave M/W/ESB column blank if firm is not confirmed as currently certified through the State of Oregon Office of Minority, Women, and Emerging Small Business: http://www4.cbs.state.or.us/ex/dir/omwesb/.**
3) **If the Proposer will not be using any subconsultants, the Proposer is required to indicate "NONE" in the Subconsultant Information section of this form and submit this form with its proposal.**
4) **Do not enter Social Security numbers on this form.**

Failure to submit this form with the proposal may result in the proposal being found non-responsive and rejected.

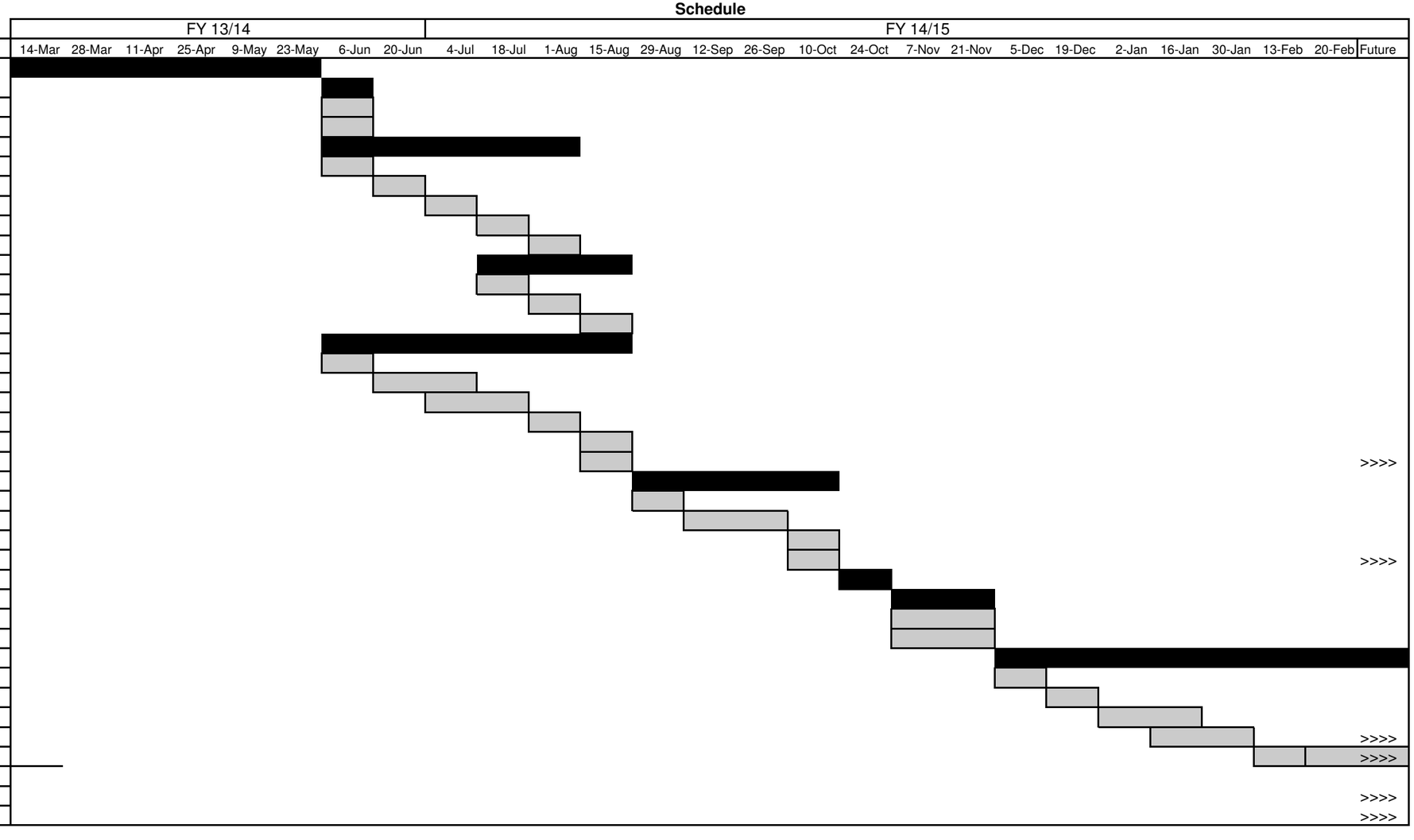
Exhibit B: CC2035 Scenic Views Porject - Schedule and Scope
Updated 03-26-14

BACKGROUND
Over the years several City policy documents have identified dozens of scenic view points and corridors around the Central City. These views are inconsistently mapped and regulated. Some views are associated with building height restrictions intended to ensure their preservation. As CC2035 will update the regulatory tools that implement height limits, including some changes to maximum heights, it is important to revisit the existing views and decide whether they should continue to be protected, consider establishing some new ones, and make sure they are all accurately mapped and adequately protected through development regulations.

OBJECTIVE
To evaluate existing and limited potential new scenic views within the Central City and recommend regulatory implementation measures through a transparent, public ESEE process. To feed recommendations into CC2035 Implementation Effort.

DRAFT OCTOBER 14, 2013
CENTRAL CITY VIEWS PROJECT SCOPE

Schedule



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

April 30, 2015

Dear Judy Bluehorse-Skelton,

Thank you for participating in the evaluation of scenic views for the City of Portland. As you already know, we recently released the public review draft of the *Central City Scenic Resources Inventory* (CCSRI). Your scores of the views were combined with the scores of the other experts and resulted in the scores listed for the various views.

The CCSRI will update the Central City portion of the 1989 *Scenic Resource Inventory* and is the first step in a process to update tools that protect and maintain significant scenic resources in and around the Central City. 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. Both the CCSRI and the subsequent trade-off analysis will inform the Central City 2035 Plan, which will make recommendations to protect only the most significant Central City scenic resources.

We expect to have all of this work completed in early 2016. We hope that you will stay connected with the project as it moves forward and will take a look at the final products to see how your evaluation of the views and viewpoints informs the plan.

For more information about the draft Central City Scenic Resources Inventory, visit the project website at: https://www.portlandoregon.gov/bps/65309.

If you have any questions, please don't hesitate to contact me by phone (503-823-7831) or email (Mindy.Brooks@portlandoregon.gov).

Again, thank you so much for your participation in the evaluation of scenic views for the City of Portland.

Sincerely,

Mindy Brooks
City of Portland
Bureau of Planning and Sustainability

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

April 30, 2015

Dear Brad Cownover,

Thank you for participating in the evaluation of scenic views for the City of Portland. As you already know, we recently released the public review draft of the *Central City Scenic Resources Inventory* (CCSRI). Your scores of the views were combined with the scores of the other experts and resulted in the scores listed for the various views.

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Sincerely,

Mindy Brooks
City of Portland
Bureau of Planning and Sustainability

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April 30, 2015

Dear Jurgen Hess,

Thank you for participating in the evaluation of scenic views for the City of Portland. As you already know, we recently released the public review draft of the *Central City Scenic Resources Inventory* (CCSRI). Your scores of the views were combined with the scores of the other experts and resulted in the scores listed for the various views.

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Sincerely,

Mindy Brooks
City of Portland
Bureau of Planning and Sustainability

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April 30, 2015

Dear Lloyd Lindley,

Thank you for participating in the evaluation of scenic views for the City of Portland. As you already know, we recently released the public review draft of the *Central City Scenic Resources Inventory* (CCSRI). Your scores of the views were combined with the scores of the other experts and resulted in the scores listed for the various views.

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Sincerely,

Mindy Brooks
City of Portland
Bureau of Planning and Sustainability

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April 30, 2015

Dear Paul Morris,

Thank you for participating in the evaluation of scenic views for the City of Portland. As you already know, we recently released the public review draft of the *Central City Scenic Resources Inventory* (CCSRI). Your scores of the views were combined with the scores of the other experts and resulted in the scores listed for the various views.

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For more information about the draft Central City Scenic Resources Inventory, visit the project website at: https://www.portlandoregon.gov/bps/65309.

If you have any questions, please don't hesitate to contact me by phone (503-823-7831) or email (Mindy.Brooks@portlandoregon.gov).

Again, thank you so much for your participation in the evaluation of scenic views for the City of Portland.

Sincerely,

Mindy Brooks
City of Portland
Bureau of Planning and Sustainability

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

April 30, 2015

Dear Kate Schwarzler,

Thank you for participating in the evaluation of scenic views for the City of Portland. As you already know, we recently released the public review draft of the *Central City Scenic Resources Inventory* (CCSRI). Your scores of the views were combined with the scores of the other experts and resulted in the scores listed for the various views.

The CCSRI will update the Central City portion of the 1989 *Scenic Resource Inventory* and is the first step in a process to update tools that protect and maintain significant scenic resources in and around the Central City. 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. Both the CCSRI and the subsequent trade-off analysis will inform the Central City 2035 Plan, which will make recommendations to protect only the most significant Central City scenic resources.

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Sincerely,

Mindy Brooks
City of Portland
Bureau of Planning and Sustainability

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

April 30, 2015

Dear Ethan Seltzer,

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Again, thank you so much for your participation in the evaluation of scenic views for the City of Portland.

Sincerely,

Mindy Brooks
City of Portland
Bureau of Planning and Sustainability

10/XX/2014

ADDRESS
ADDRESS

RE: Portland Central City Scenic Views Expert Panel

Dear XXXXXXXXX:

This packet contains the book of river view images for your evaluation. You will follow the same procedure as for the upland views, but there is a second online interface for this set of views.

The results of your evaluations will be grouped with those of other experts to create an overall score for each view, and included in a report that will be available in early 2015. In this report, we will identify you by name as a contributing expert with a few sentences about your qualifications for inclusion on the panel. However, we will not identify your individual ratings of views. We will be developing this text in early November, and will give you a chance to review text about your background and qualifications. If you prefer to write this statement, please send it to the attention of Dean Apostol (deana@migcom.com) or Lauren Schmitt (laurens@migcom.com).

You may access the river views online interface at this address:
(PASTE ADDRESS HERE)

As noted in the cover letter with the upland views, we are requesting that you complete your evaluations by October 27, sending back your books using the provided envelope.

Sincerely,

Dean Apostol

Dr. Robert Ribe

10/15/2014

Judy Bluehorse-Skelton
1935 SE Harold St.
Portland, OR 97202

RE: Portland Central City Scenic Views Expert Panel

Dear Ms. Bluehorse-Skelton:

This packet contains the book of river view images for your evaluation. You will follow the same procedure as for the upland views, but there is a second online interface for this set of views.

The results of your evaluations will be grouped with those of other experts to create an overall score for each view, and included in a report that will be available in early 2015. In this report, we will identify you by name as a contributing expert with a few sentences about your qualifications for inclusion on the panel. However, we will not identify your individual ratings of views. We will be developing this text in early November, and will give you a chance to review text about your background and qualifications. If you prefer to write this statement, please send it to the attention of Dean Apostol (deana@migcom.com) or Lauren Schmitt (laurens@migcom.com).

You may access the river views online interface at this address:
http://limesurvey.migwebtech.com/index.php/survey/index/sid/188651/token/BLUEHORSESKELTON
Should you need technical support, please call MIG's Portland office at 503-297-1005 and ask to speak to Ryan Mottau or Steve Leathers.

As noted in the cover letter with the upland views, we are requesting that you complete your evaluations by October 27, sending back your books using the provided envelope.

Sincerely,

Dean Apostol

Dr. Robert Ribe

10/15/2014

Brad Cownover
6108 SE 36th Avenue
Portland, OR 97202

RE: Portland Central City Scenic Views Expert Panel

Dear Mr. Cownover:

This packet contains the book of river view images for your evaluation. You will follow the same procedure as for the upland views, but there is a second online interface for this set of views.

The results of your evaluations will be grouped with those of other experts to create an overall score for each view, and included in a report that will be available in early 2015. In this report, we will identify you by name as a contributing expert with a few sentences about your qualifications for inclusion on the panel. However, we will not identify your individual ratings of views. We will be developing this text in early November, and will give you a chance to review text about your background and qualifications. If you prefer to write this statement, please send it to the attention of Dean Apostol (deana@migcom.com) or Lauren Schmitt (laurens@migcom.com).

You may access the river views online interface at this address:
http://limesurvey.migwebtech.com/index.php/survey/index/sid/188651/token/COWNOVER
Should you need technical support, please call MIG's Portland office at 503-297-1005 and ask to speak to Ryan Mottau or Steve Leathers.

As noted in the cover letter with the upland views, we are requesting that you complete your evaluations by October 27, sending back your books using the provided envelope.

Sincerely,

Dean Apostol

Dr. Robert Ribe

10/15/2014

Jurgen A. Hess
412 24th Street
Hood River, OR 97031

RE: Portland Central City Scenic Views Expert Panel

Dear Mr. Hess:

This packet contains the book of river view images for your evaluation. You will follow the same procedure as for the upland views, but there is a second online interface for this set of views.

The results of your evaluations will be grouped with those of other experts to create an overall score for each view, and included in a report that will be available in early 2015. In this report, we will identify you by name as a contributing expert with a few sentences about your qualifications for inclusion on the panel. However, we will not identify your individual ratings of views. We will be developing this text in early November, and will give you a chance to review text about your background and qualifications. If you prefer to write this statement, please send it to the attention of Dean Apostol (deana@migcom.com) or Lauren Schmitt (laurens@migcom.com).

You may access the river views online interface at this address:
http://limesurvey.migwebtech.com/index.php/survey/index/sid/188651/token/HESS
Should you need technical support, please call MIG's Portland office at 503-297-1005 and ask to speak to Ryan Mottau or Steve Leathers.

As noted in the cover letter with the upland views, we are requesting that you complete your evaluations by October 27, sending back your books using the provided envelope.

Sincerely,

Dean Apostol

Dr. Robert Ribe

10/15/2014

Lloyd Lindley
3005 NE 16th Avenue
Portland, OR 97212

RE: Portland Central City Scenic Views Expert Panel

Dear Mr. Lindley:

This packet contains the book of river view images for your evaluation. You will follow the same procedure as for the upland views, but there is a second online interface for this set of views.

The results of your evaluations will be grouped with those of other experts to create an overall score for each view, and included in a report that will be available in early 2015. In this report, we will identify you by name as a contributing expert with a few sentences about your qualifications for inclusion on the panel. However, we will not identify your individual ratings of views. We will be developing this text in early November, and will give you a chance to review text about your background and qualifications. If you prefer to write this statement, please send it to the attention of Dean Apostol (deana@migcom.com) or Lauren Schmitt (laurens@migcom.com).

You may access the river views online interface at this address:
http://limesurvey.migwebtech.com/index.php/survey/index/sid/188651/token/LINDLEY
Should you need technical support, please call MIG's Portland office at 503-297-1005 and ask to speak to Ryan Mottau or Steve Leathers.

As noted in the cover letter with the upland views, we are requesting that you complete your evaluations by October 27, sending back your books using the provided envelope.

Sincerely,

Dean Apostol

Dr. Robert Ribe

10/15/2014

Paul Morris
86 Pryor Street SW
Atlanta, GA 30303

RE: Portland Central City Scenic Views Expert Panel

Dear Mr. Morris:

This packet contains the book of river view images for your evaluation. You will follow the same procedure as for the upland views, but there is a second online interface for this set of views.

The results of your evaluations will be grouped with those of other experts to create an overall score for each view, and included in a report that will be available in early 2015. In this report, we will identify you by name as a contributing expert with a few sentences about your qualifications for inclusion on the panel. However, we will not identify your individual ratings of views. We will be developing this text in early November, and will give you a chance to review text about your background and qualifications. If you prefer to write this statement, please send it to the attention of Dean Apostol (deana@migcom.com) or Lauren Schmitt (laurens@migcom.com).

You may access the river views online interface at this address:
http://limesurvey.migwebtech.com/index.php/survey/index/sid/188651/token/MORRIS
Should you need technical support, please call MIG's Portland office at 503-297-1005 and ask to speak to Ryan Mottau or Steve Leathers.

As noted in the cover letter with the upland views, we are requesting that you complete your evaluations by October 27, sending back your books using the provided envelope.

Sincerely,

Dean Apostol

Dr. Robert Ribe

PLANNING | DESIGN | COMMUNICATIONS | MANAGEMENT | TECHNOLOGY
815 SW 2nd Avenue, Suite 200 | Portland, OR 97204 | Phone 503.297.1005 | Fax 503.297.3195 | www.migcom.com
Offices in: Berkeley, Davis, Fullerton, Kenwood, Pasadena, Riverside & San Diego, CA | Eugene & Portland, OR
Boulder, CO | New York, NY | Raleigh, N.C. | San Antonio, TX

10/15/2014

Kate Schwarzler
1821 Blake Street, Suite 3B
Denver, CO 80202

RE: Portland Central City Scenic Views Expert Panel

Dear Ms. Schwarzler:

This packet contains the book of river view images for your evaluation. You will follow the same procedure as for the upland views, but there is a second online interface for this set of views.

The results of your evaluations will be grouped with those of other experts to create an overall score for each view, and included in a report that will be available in early 2015. In this report, we will identify you by name as a contributing expert with a few sentences about your qualifications for inclusion on the panel. However, we will not identify your individual ratings of views. We will be developing this text in early November, and will give you a chance to review text about your background and qualifications. If you prefer to write this statement, please send it to the attention of Dean Apostol (deana@migcom.com) or Lauren Schmitt (laurens@migcom.com).

You may access the river views online interface at this address:
http://limesurvey.migwebtech.com/index.php/survey/index/sid/188651/token/SCHWARZLER
Should you need technical support, please call MIG's Portland office at 503-297-1005 and ask to speak to Ryan Mottau or Steve Leathers.

As noted in the cover letter with the upland views, we are requesting that you complete your evaluations by October 27, sending back your books using the provided envelope.

Sincerely,

Dean Apostol

Dr. Robert Ribe

10/15/2014

Ethan Seltzer
3082 NE Regents Drive
Portland, OR 97212

RE: Portland Central City Scenic Views Expert Panel

Dear Mr. Seltzer:

This packet contains the book of river view images for your evaluation. You will follow the same procedure as for the upland views, but there is a second online interface for this set of views.

The results of your evaluations will be grouped with those of other experts to create an overall score for each view, and included in a report that will be available in early 2015. In this report, we will identify you by name as a contributing expert with a few sentences about your qualifications for inclusion on the panel. However, we will not identify your individual ratings of views. We will be developing this text in early November, and will give you a chance to review text about your background and qualifications. If you prefer to write this statement, please send it to the attention of Dean Apostol (deana@migcom.com) or Lauren Schmitt (laurens@migcom.com).

You may access the river views online interface at this address:
http://limesurvey.migwebtech.com/index.php/survey/index/sid/188651/token/SELTZER
Should you need technical support, please call MIG's Portland office at 503-297-1005 and ask to speak to Ryan Mottau or Steve Leathers.

As noted in the cover letter with the upland views, we are requesting that you complete your evaluations by October 27, sending back your books using the provided envelope.

Sincerely,

Dean Apostol

Dr. Robert Ribe

CENTRAL CITY SCENIC RESOURCES INVENTORY UPDATE

EXPERT PANEL REVIEW DRAFT - OCTOBER 2014

RIVER VIEWS







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

R-1



R-2



R-3



37619

R-4



R-5



37621

R-6



R-7



R-8



R-9



R-10



R-12A



R-12B



R-13



37629

R-14



R-15



R-16A



37632

R-16B - Photoshopped to enhance Mt. Hood

37633



R-17



R-18 - Photoshopped to enhance Mt. Hood



37635

R-19



R-20



R-22



R-23



37639

R-24



37640

R-25 - Photoshopped to enhance Mt. Hood and Tilikum Crossing



R-26



37642

R-27



R-28



R-29



R-33



R-34- Unable to access viewpoint due to construction



37647

R-35



R-36



37649

R-37



37650

R-38



37651

R-39



37652

R-41



37653

R-42



37654

R-43



37655

R-44



R-45



37657

R-46



R-47



R-48





37661

R-50



R-51



R-52



37664

R-53



37665

R-54



R-55



R-56



37669



R-58



37670

R-59A - Photoshopped to enhance Mt. Hood



37671

R-59B



37672

R-60 - Photoshopped to enhance Mt. Hood and Tilikum Crossing



37673

R-63



R-64



R-65



R-66



R-67



37678

R-68



37679

R-69



37680

R-70



R-71



R-72



R-73



R-74



R-75 - Unable to access viewpoint due to construction



37686

R-76 - Unable to access viewpoint due to construction



37687

CENTRAL CITY SCENIC RESOURCES INVENTORY UPDATE

EXPERT PANEL REVIEW DRAFT - OCTOBER 2014

UPLAND VIEWS







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

U-1



37689



37690

U-3



37691

U-4



U-5



37693

U-6

37694



U-7 - Photoshopped to enhance Mt. Hood



37695



37696



37697



37698

U-13 - Photoshopped to enhance Mt. Hood



37699

U-15





37701

U-17

37702





37703

37704



37705



U-21



37706

U-22



U-23

37708



U-24





37710

37711


CHART HOUSE
A Taste of the Good Life
5700 SW TERWILLIGER
083102

U-27A



37712

U-27B



37713



37714



37715

U-30A



U-30B





37718

U-32



U-33



37720

37721





37722

U-36





37724



37725

U-39



37726



37727

U-41 - Photoshopped to enhance Mt. Hood



37728

U-42





37730

U-44

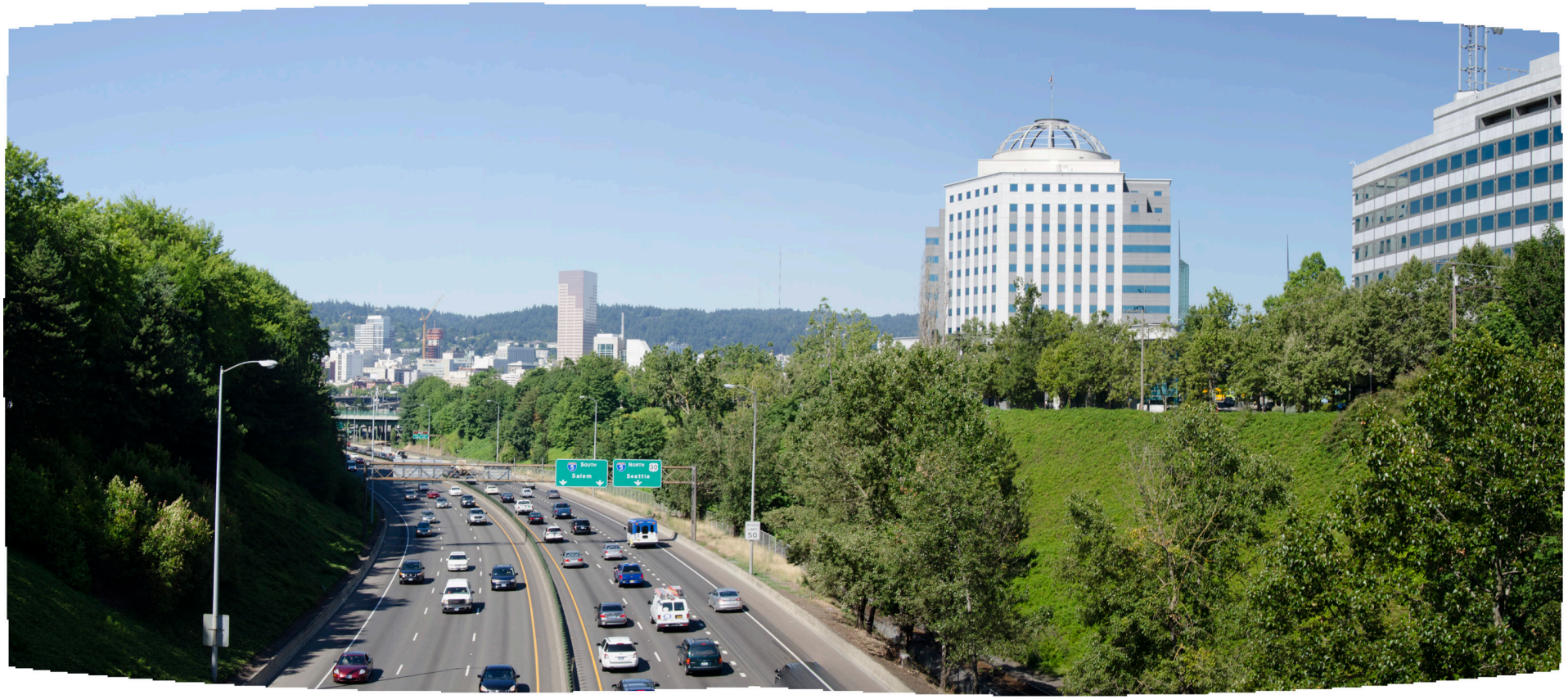


U-45



U-46

37733





37734



37735

U-49

37736





37737



37738


PARK
$8.25 in before 10:30
$5.75 in after 10:30
Eves / Wknds
PAY TO PARK ALL HOURS
UNION STATION
PARK
$5.75
ALL DAY
ONLY
ONLY

37739

U-53



U-54A

37741


PACIFIC EXPOSITION DECORATING COMPANY
T.P. PRODUCE, Inc.
Fresh Fruit & Vegetables
STOP
STOP

U-54B

37742



37743



U-56A



37744

U-56B



37745

U-56C



37746

U-56D



37747



37748



37749



37750

U-60 - Photoshopped to enhance Mt. Hood



37751



37752

37753



U-63



37754



37755

U-65

37756





37757



37758

Your personalized survey link is:
http://lime.migwebtech.com/index.php/survey/index/sid/899998/token/XXX

GENERAL INSTRUCTIONS FOR RATING ALL VIEWS:

The purpose of your ratings is two-fold: (1) help Portland prioritize views of greater scenic quality for potential protection; and (2) help identify selected attributes of certain scenes that are important to retain in views.

The important attributes you identify may be in any distance zone.

Please make your ratings only with regard to the quality of the views depicted in the photographs. As noted, a separate process is assessing the value of the viewpoints themselves with regard to such things as view facilitation, visitor numbers or their sensitivity, etc.

Please judge all your ratings based upon your primary first impression of the qualities you see in each scene. On average, each scene's ratings should take no more than one minute. We are assessing scenic values that can be readily appreciated by the general public. 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 view photographs are presented for rating in a random order. Some photos were not taken due to construction at the viewpoint site (e.g., photos from Tilikum Crossing were not accessible) and/or weather constraints. Therefore there are missing numbers; specifically U9, U11 and U14 were skipped.

The photographs have been made to document the full horizontal scope of each view that a viewer would likely attend to between features that block or end distant viewing.

The full vertical scope of some foreground features in the scenes, such as bridges, may not be fully depicted within the photograph. We ask you to 'complete' these in your mind's eye in rating such scenes. Some photos were enhanced to make the mountains more visible or the mountains were drawn in.

The photographs were taken at representative photographic positions that offer interesting views with depth and scope that are most safely available to higher numbers of pedestrians or drivers. Nearly all of the viewpoints were designated in a previous inventory. When possible, the photograph was taken from the original viewpoint. Some of these available viewpoints therefore include a street, parking lot or vacant lot, or vegetation that has grown up in the immediate foreground. Please rate these scenes seeking to account for the extent to which the average viewer would focus beyond the immediate foreground but might still be aesthetically affected by it.

Some photos were taken through construction or other fencing (e.g., safety fencing on a bridge). Please try to ignore fencing in the picture and focus on the elements of the view.

Definitions of the qualities to be rated are provided below. Please read the definitions carefully and do your best to follow them to help enhance the inter-expert reliability of your ratings.

Please endeavor to employ a wide range of rating values for each quality across all the scenes to fully discriminate levels of each quality among the scenes.

Accordingly, before starting to rate the views, please quickly flip through all the photos and briefly scan them to gain a sense of the diversity of views and help frame your intuitive standards for rating all the qualities.

Please rate the qualities in the standard order presented for each view in the online survey; beginning with the overall qualities of the scene followed by more detailed attributes.

USING DOT STICKERS

Note that there are instructions to place colored stickers on each photograph. Place them upon or near the corresponding features. Please do this sparingly, using stickers only for photos with an online rating of seven or better. Only indicate the most important features of the scene or the most discordant elements. You may well judge that many scenes do not merit any, or very few, stickers.

Use the following guide (there are also reminders in the survey) to label features in the images with stickers:

- Primary focal feature: orange sticker
- Secondary focal feature(s): blue sticker(s)
- Highly discordant feature(s): salmon sticker(s)
- Contributing features: green sticker(s) with the following notations written as appropriate:
    - Urban skyline: label green sticker with “S”
    - Water: label green sticker with “W”
    - Distant vegetation: label green sticker with “V”
    - Horizon or ridge tops: label green sticker with “HR”

DEFINITION OF THE QUALITIES TO BE RATED:

Below are definitions of the qualities to be rated for each view photograph. Before beginning to rate the photos, please master the differences between the qualities we are asking you to rate. They are meant to be distinct and not necessarily correlated across all the views. An example would be that a view might have high "universal scenic quality" but low "essence of Portland."

QUALITIES OF THE WHOLE SCENE:
Universal Scenic Quality: Refers to the scenic beauty of the scene 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 an important other person).

Essence/Iconic of Portland: Refers to the degree to which a scene includes or expresses distinctive and unique content specific to Portland and how it sits in its regional landscape setting. This local expression may be simple and intuitively noticed just from visual cues in the scene so that it will very likely be appreciated by outside visitors. Or appreciation of the essence of Portland in a scene 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.

Portland Imageability: (We have in mind the kind of urban imageability defined by Kevin Lynch and Donald Appleyard.) This quality tends to combine both of the above qualities, with the added dimension of strong place identification. An imageable view helps orient the viewer and help them understand where they are in relation to a commonly shared mental map of Portland. Imageability refers, in part, to the degree that a scene 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.)

QUALITY OF FEATURES WITHIN SCENES:
Focal Features: Elements of the scene that draw the eye by virtue of scale, distinction, iconic attraction, and/or how the composition of the scene leads the eye to them.

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 affectively draws the eye into the view.

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.

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.

Water: The extent to which evident water features enhance a view's quality.

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.

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.

Other Features: At your option, you may write in a feature of a view that is important and not covered by the above qualities formally included in the survey.

10/09/2014

ADDRESS
ADDRESS

RE: Portland Central City Scenic Views Expert Panel

Dear XXXXXXXXX:

Thank you for agreeing to participate in this evaluation of scenic views for the City of Portland. Your participation can make a real difference in how Portland's scenic vistas are managed in the future. This project is part of a larger update of Portland's Central City Plan. The scenic view component includes a much improved State Land Use Goal 5 inventory and prioritization of views for protection by regulatory means (i.e. building height/massing limits). Scenic view conservation has been identified as an important public concern, and was a major issue in the South Waterfront plan. The Central City and surrounding areas are steadily gaining taller and bulkier buildings that can block views and/or substantially alter the city's scenic setting.

The survey you are about to take is designed to help accomplish two main objectives:

- Help identify and rank views in and around the Central City area that may be worthy of conservation; and
- Provide assessments of key attributes that contribute to these views.

Note that once your work is complete and blended with the opinions of other experts participating in this survey, Portland will undertake an Economic, Social, Environmental, and Energy (ESEE) analysis to determine which views, if any, will ultimately be considered for conservation or enhancement. Ultimately, view conservation may be incorporated into the City Comprehensive Land Use Plan, with conservation achieved through some combination of zoning, height restrictions, design review, or other methods.

A separate assessment is being done by others regarding the importance of each viewpoint as a view platform irrespective of the view seen. Thus you do not need to know or speculate about the identity, nature or quality of the viewpoint. You can focus all of your attention and expertise on the scene being viewed.

You will receive two separate packets of photos, along with sheets of colored stickers: this first packet, and then in a week or so the second packet. One set includes all river views, and the other includes all upland views. Photos were taken with varying camera lens focal length and each will be sized to its page, so they may not be to scale with respect to size of objects and viewing distance. Our goal was to provide the best representative full-horizontal-cone view from the viewpoint that we could for evaluation purposes. The photos are numbered so that you can correlate them to your online survey. Please make sure you match the hard copy photo to the same number on the survey form. A thumbnail image is provided on the survey form for reference purpose.

PLANNING | DESIGN | COMMUNICATIONS | MANAGEMENT | TECHNOLOGY
815 SW 2nd Avenue, Suite 200 | Portland, OR 97204 | Phone 503.297.1005 | Fax 503.297.3195 | www.migcom.com
Offices in: Berkeley, Davis, Fullerton, Kenwood, Pasadena, Riverside & San Diego, CA | Eugene & Portland, OR
Boulder, CO | New York, NY | Raleigh, N.C. | San Antonio, TX

As mentioned in a previous letter, this is an open planning process and we cannot assure you that your own ratings and evaluations will remain confidential. Your role is that of an expert project sub-consultant. If the results of the view protection plan and rules become subject to legal contest, Dr. Robert Ribe (University of Oregon) and Dean Apostol of MIG will be responsible for expert testimony on the city's behalf and may rely, in part, upon the collective judgments of all the experts.

Please complete your surveys online and return the books of pictures with colored dot stickers using the provided postage paid envelope by October 27. A more detailed set of instructions and explanation of qualities to be rated is included at the beginning of the online survey interface.

Your personalized survey link is: http://lime.migwebtech.com/index.php/survey/index/sid/899998/token/XXX. Should you need technical support, please call MIG's Portland office at 503-297-1005 and ask to speak to Ryan Mottau or Steve Leathers.

Sincerely,

Dean Apostol

Dr. Robert Ribe

10/09/2014

Judy Bluehorse-Skelton
1935 SE Harold St.
Portland, OR 97202

RE: Portland Central City Scenic Views Expert Panel

Dear Ms. Bluehorse-Skelton:

Thank you for agreeing to participate in this evaluation of scenic views for the City of Portland. Your participation can make a real difference in how Portland's scenic vistas are managed in the future. This project is part of a larger update of Portland's Central City Plan. The scenic view component includes a much improved State Land Use Goal 5 inventory and prioritization of views for protection by regulatory means (i.e. building height/massing limits). Scenic view conservation has been identified as an important public concern, and was a major issue in the South Waterfront plan. The Central City and surrounding areas are steadily gaining taller and bulkier buildings that can block views and/or substantially alter the city's scenic setting.

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http://lime.migwebtech.com/index.php/survey/index/sid/899998/token/BLUEHORSESKELTON
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Sincerely,



Dean Apostol



Dr. Robert Ribe

10/09/2014

Brad Cownover
6108 SE 36th Avenue
Portland, OR 97202

RE: Portland Central City Scenic Views Expert Panel

Dear Mr. Cownover:

Thank you for agreeing to participate in this evaluation of scenic views for the City of Portland. Your participation can make a real difference in how Portland's scenic vistas are managed in the future. This project is part of a larger update of Portland's Central City Plan. The scenic view component includes a much improved State Land Use Goal 5 inventory and prioritization of views for protection by regulatory means (i.e. building height/massing limits). Scenic view conservation has been identified as an important public concern, and was a major issue in the South Waterfront plan. The Central City and surrounding areas are steadily gaining taller and bulkier buildings that can block views and/or substantially alter the city's scenic setting.

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Sincerely,



Dean Apostol



Dr. Robert Ribe

09/XX/2014

ADDRESS
ADDRESS

RE: Portland Central City Scenic Views Expert Panel

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Sincerely,

Dean Apostol

Dr. Robert Ribe

10/09/2014

Jurgen A. Hess
412 24th Street
Hood River, OR 97031

RE: Portland Central City Scenic Views Expert Panel

Dear Mr. Hess:

Thank you for agreeing to participate in this evaluation of scenic views for the City of Portland. Your participation can make a real difference in how Portland's scenic vistas are managed in the future. This project is part of a larger update of Portland's Central City Plan. The scenic view component includes a much improved State Land Use Goal 5 inventory and prioritization of views for protection by regulatory means (i.e. building height/massing limits). Scenic view conservation has been identified as an important public concern, and was a major issue in the South Waterfront plan. The Central City and surrounding areas are steadily gaining taller and bulkier buildings that can block views and/or substantially alter the city's scenic setting.

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http://lime.migwebtech.com/index.php/survey/index/sid/899998/token/HESS
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Sincerely,



Dean Apostol



Dr. Robert Ribe

10/09/2014

Lloyd Lindley
3005 NE 16th Avenue
Portland, OR 97212

RE: Portland Central City Scenic Views Expert Panel

Dear Mr. Lindley:

Thank you for agreeing to participate in this evaluation of scenic views for the City of Portland. Your participation can make a real difference in how Portland's scenic vistas are managed in the future. This project is part of a larger update of Portland's Central City Plan. The scenic view component includes a much improved State Land Use Goal 5 inventory and prioritization of views for protection by regulatory means (i.e. building height/massing limits). Scenic view conservation has been identified as an important public concern, and was a major issue in the South Waterfront plan. The Central City and surrounding areas are steadily gaining taller and bulkier buildings that can block views and/or substantially alter the city's scenic setting.

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http://lime.migwebtech.com/index.php/survey/index/sid/899998/token/LINDLEY
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Sincerely,



Dean Apostol



Dr. Robert Ribe

10/09/2014

Paul Morris
86 Pryor Street SW
Atlanta, GA 30303

RE: Portland Central City Scenic Views Expert Panel

Dear Mr. Morris:

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Sincerely,



Dean Apostol



Dr. Robert Ribe

10/09/2014

Kate Schwarzler
1821 Blake Street, Suite 3B
Denver, CO 80202

RE: Portland Central City Scenic Views Expert Panel

Dear Ms. Schwarzler:

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Sincerely,



Dean Apostol



Dr. Robert Ribe

10/09/2014

Ethan Seltzer
3082 NE Regents Drive
Portland, OR 97212

RE: Portland Central City Scenic Views Expert Panel

Dear Mr. Seltzer:

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Sincerely,



Dean Apostol



Dr. Robert Ribe