

## CHAPTER II. SCENIC RESOURCES: INVENTORY

### A. INTRODUCTION

The purpose of this inventory is to provide useful, current and accessible information on the location and quality of scenic resources in and around the Portland’s South Reach of the Willamette River. The chapter includes descriptions, evaluations, photos and maps of views and viewpoints, view streets, scenic corridors, visual focal features and scenic sites.

This inventory is an update of scenic resource information for the South Reach. As discussed above, scenic resources have been protected through multiple plans over the last 30 years, including the 1987 *Willamette Greenway Plan* and the 1991 *Scenic Resources Protection Plan*. Those plans include scenic resources located in the South Reach as well as scenic resources located elsewhere in the city.

This chapter is organized into seven sections that provide the introduction and approach for the inventory, results and appendices. The following is a brief summary of the material contained in each section:

**Introduction.** A summary of the inventory purpose, inventory area, definitions, regulatory context and uses

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

**Methodology and Results.** 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. South Reach scenic resources include:

1. Scenic Views and Viewpoints
2. View Streets
3. Scenic Corridors
4. Visual Focal Features
5. Scenic Sites

When relevant, the discussion and results are divided by into east and west side resources.

The inventory is intended to inform and support a broad array of City and community activities related to the South Reach study area, 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. Relationship to Previous Scenic Resources Inventories

As discussed in Chapter 1, scenic resources in the South Reach study area have been included in a number of previous related scenic resources plans. The inventory portion of the SRSRPP builds on those previous efforts while also updating approaches and terminology to reduce confusion and improve consistency in scenic resources protection moving forward. This section reviews previous inventory approaches and identifies key guidance for completing the inventory.

### Scenic Resources Protection Plans (1989-1991)

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 (SRI) 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 1991 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 1991 SRPP. *Focal points* and *gateways* identified in the 1989 map are not mentioned in the 1989 inventory report nor are they protected through the 1991 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.

To address this issue, a more standardized nomenclature, including definitions of terms and criteria for inclusion, was used for this inventory update. The terminology used is consistent with that used as a part of the *Central Reach Scenic Resource Protection Plan*, adopted in 2018. This approach will also be utilized in future scenic resources protection efforts within other parts of the city.

Table 1-1 provides a cross-walk between the different plans and naming of the scenic resources.

<b>Table 1-1: Scenic Resources Nomenclature in City Plans</b>				
<b>1987 Willamette Greenway Plan</b>	<b>1989 Scenic Views, Sites and Drives Inventory</b>	<b>1989 Scenic Resource Inventory Map</b>	<b>1991 Scenic Resources Protection Plan</b>	<b>2020 South Reach Scenic Resources Inventory</b>
Views	Scenic Views	Views	View Corridors (w/ height restrictions) Scenic Viewpoints (no special height restrictions)	Views or view corridors
Viewpoints	N/A	Viewpoints	Scenic Viewpoints	Viewpoints
View Corridors	N/A	View Corridors	N/A	View Streets (which includes River Access Ways)
N/A	N/A	Gateways	N/A	View Streets
N/A	Scenic Drives (includes Willamette River)	Scenic Drives and Scenic Waterways	Scenic Corridors	Scenic Corridors
N/A	N/A	Focal Points	N/A	Visual Focal features
N/A	Scenic Sites	Scenic Sites	Scenic Sites	Scenic Sites

This inventory updates the South Reach 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 features or scenic sites that are located outside of the South Reach Scenic Resources Inventory resource sites.

Willamette Greenway Plan (1987)

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 associated parks 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*.

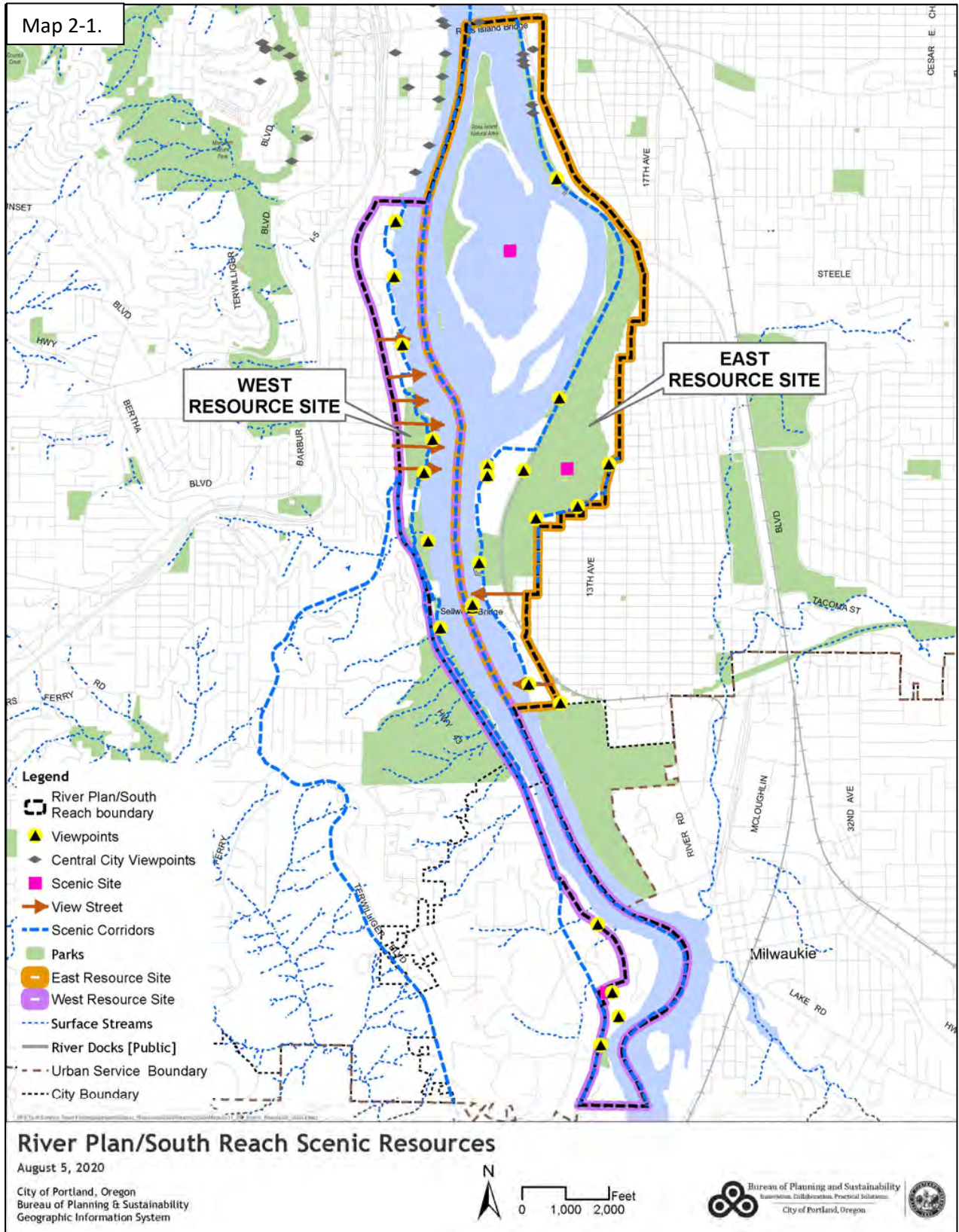
Scenic resources that are designated in other protection plans but not included in this inventory update remain protected through previous plans. This inventory does not remove views, viewpoints, view streets, view corridors, scenic corridors, visual focal features, or scenic sites from the other protection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

## 2. Resource Sites

There are two resource sites that are part of the SRSRPP inventory: West South Reach and East South Reach (see Map 2-1). A resource site, as defined by OAR 660-023-0010(10), is “a particular area where resources are located” and “may include areas consisting of two or more contiguous lots or parcels.” A resource site is the boundary within which the scenic resource features are inventoried. The scenic resources features are the views, viewpoints, view streets, scenic corridors, visual focal features and scenic sites.

This inventory includes the River Plan / South Reach study area as well as one view and five river access ways located outside the South Reach planning area where the visual focal features are located within the South Reach and provided the best vantage point for observing South Reach focal features. Specifically, a few of the existing and proposed river access ways originated outside of the South Reach planning area. The origination point of these river access ways provided perspective to view the relevant visual focal feature(s), which may include a public park, river, building or other objects. A proposed viewpoint at SE 9<sup>th</sup> Avenue and SE Ochoco Street is located just outside the River Plan / South Reach boundary but the Willamette River is its primary focal feature so it has been included in the inventory.





## B. SCENIC RESOURCES INVENTORY APPROACH

Below is a summary of the general steps the Bureau of Planning and Sustainability utilized to produce inventory component of the SRSRPP. The following chapters provide the detailed inventory methodology for views and viewpoints, view streets, scenic corridors, visual focal features and scenic sites.

The general inventory steps were:

1. Define the resource sites (described above)
2. Map existing inventoried scenic resources
3. Determine eligibility
3. Identify new scenic resources
4. Document scenic resources
5. Evaluate scenic resources
6. Produce a report

**Map existing inventoried scenic resources.** Staff began by mapping the scenic resources that were inventoried in the 1987 *Willamette Greenway Plan* and 1991 *Scenic Resources Protection Plan*. All existing scenic resources within the River Plan / South Reach study area were included.

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

- 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.
- Buildings or structures that are protected as a historic or other landmark may be included as a visual focal feature or scenic site. Additional designations, historic or landmark, provide some assurances that the resource is permanent. No such structures were included in the SRSRPP.

**Identify new scenic resources.** There were three mechanisms by which new scenic resources were added to the inventory:

1. River Plan / South Reach staff received recommendations for new scenic resources from community members during a number of public events and tabling sessions held between June and December of 2018. Scenic resources were specifically discussed as a part of number of workshops focused on recreation in the area. Additionally, staff received recommendations directly via the project email account.
2. The project's collaborative inter-bureau project team identified planned scenic resources to be constructed as a part of other projects and recommended potential new resources, based on their work in and knowledge of the area.

3. 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 proposed scenic resources. Staff recorded a standard set of feature information and took a standard set of photographs for every existing and proposed scenic resource. Chapters 3 through 7 include additional details about the information documented for each scenic resource.

**Evaluate scenic resources.** All existing and potential scenic resources were evaluated using established approaches and criteria. A slightly different methodology was used to evaluate each type of scenic resource. Below is a brief summary of each methodology. Sections C. through G. below provide detailed explanations of the methodologies and the results for each type of scenic resource.

Scenic Views and Viewpoints – A South Reach scenic resources review team was assembled to evaluate existing and proposed views and viewpoints. Members of the team have experience in landscape architecture, urban design, and natural resources. The team was asked to score all existing and proposed views based on a number of factors, such as universal scenic quality, existence of identifiable landmarks and primary focal elements. Staff then compiled and evaluated team members’ rankings and input for each of the views. Quantitative and qualitative characterizations were then prepared for each view. Staff also compiled information related to the existing characteristics, obstructions and amenities of each viewpoint during site visits.

View Streets – Staff reviewed existing and proposed 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 a number of streets that did not meet the criteria for inclusion; those streets are included in Appendix C, Retired and Retired Viewpoints.

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 features, 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. No potential scenic corridors met the evaluation criteria.

Visual Focal Features– During the review team’s evaluation of views and viewpoints, members 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 features for inclusion in the inventory. The visual focal feature must be publicly owned or on public land and can be seen from another scenic resource, such as a viewpoint or view street, and from a distance of at least two blocks. All visual focal features that met the criteria are included in the inventory.

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

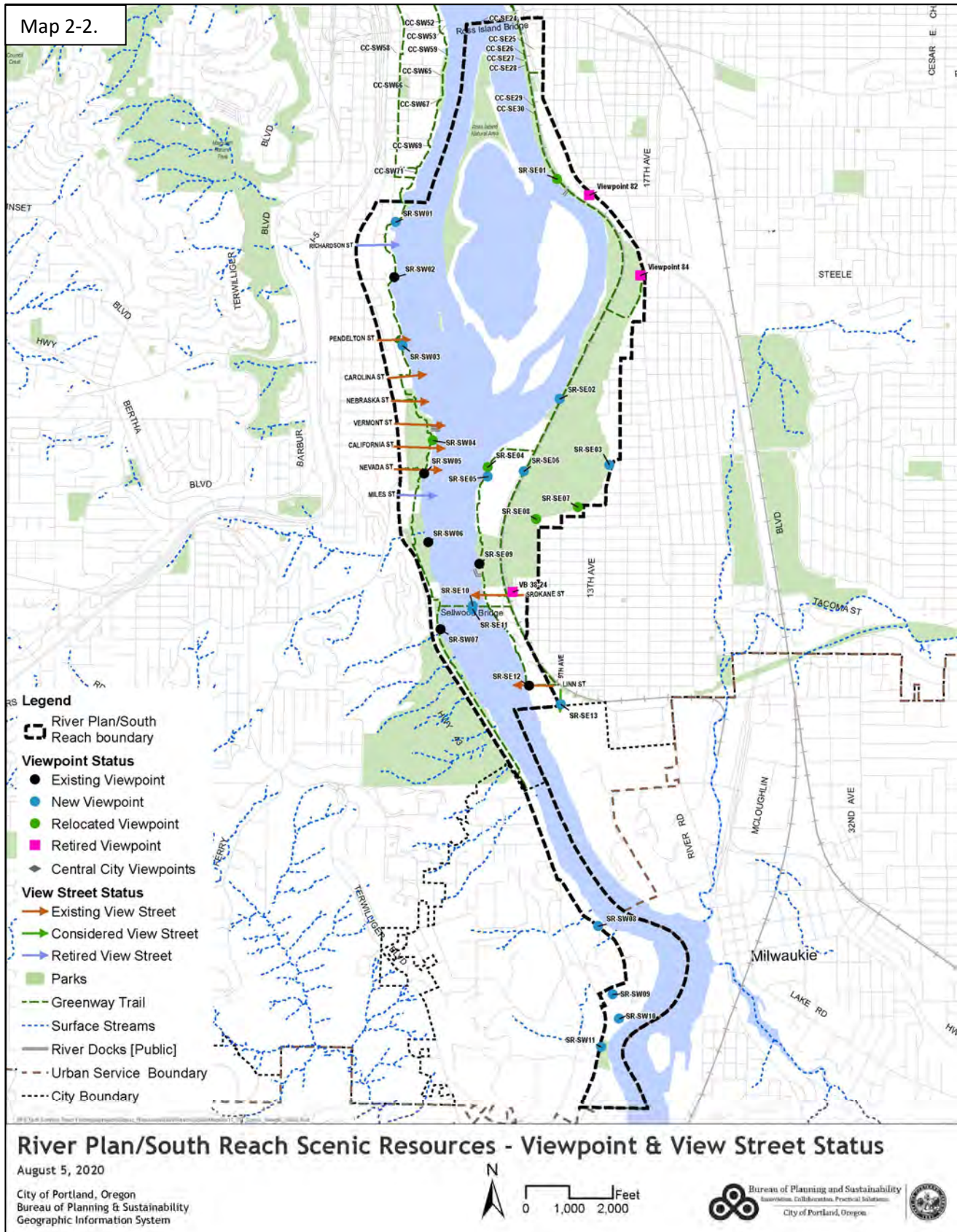
**Produce the inventory.** Finally, all of the results were compiled into this inventory that includes location maps, photos, and descriptions of all scenic resources as well as scores/ranks for views and viewpoints that were rated.

## C. Scenic Resources Results Status – Summary

Map 2-2 on the next page depicts the viewpoints and river access ways (a subset of view streets) that were considered as a part of the SRSRPP and includes whether the viewpoint or view street was determined to be meet minimum criteria for consideration and subsequently evaluated as a part of the ESEE process. As demonstrated in the map, a large majority of the existing and proposed viewpoints were considered for significance and, if relevant, evaluated via the ESEE process. Only three of the 27 new and proposed viewpoints (11 percent) were not considered. Given their characteristics, which did not meet established criteria for consideration, these three viewpoints are proposed to be retired. Of the ten existing river access ways, two did not meet the criteria for significance and were therefore retired. An additional river access way, located along SE 9<sup>th</sup> Avenue, was proposed for consideration but also did not meet the criteria for significance. The remaining six river access ways were determined to be significant and are recommended for protection.

Additional detail on the methodology used for each scenic resource type can be found in the specific section addressing those resources, starting with Section C below. Descriptions of viewpoints and river accessways proposed to be retired and the reasons for retiring them can be found in Appendix C, Relocated and Retired Viewpoints, and Appendix D, Retired View Corridors and Gateways.





## D. VIEWS, VIEW CORRIDORS AND VIEWPOINTS

### 1. Methodology

A view is an aesthetically pleasing landscape or scene comprised of one or more focal features; the focal 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 publicly-accessible point from which one can take in a view. A view corridor is the specific view shed that extends from the viewer at a viewpoint to one or more identified focal features within the view. A view corridor is frequently more narrowly defined than the full view. For example, the view may be of a skyline with a mountain and foothills in the background and the view corridor is defined as the view shed that extends from the viewpoint to the mountain. The view corridor may be partially block by vegetation, structures or other discordant features, either at the viewpoint or between the viewpoint and the focal feature(s).

In order to inventory scenic views, view corridors and viewpoints, the following approach was followed:

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

#### Map Existing Inventoried Views, View Corridors and Viewpoints

Viewpoints and their associated views and view corridors were identified through past planning efforts including the *Willamette Greenway Plan* (1987) and *Scenic Resources Protection Plan* (1991). Each plan of these plans has a different methodology for identifying and documenting scenic resources.

Existing viewpoints were digitized and arrayed using GIS. Because of the varying methodologies and technologies used as a part of the original mapping efforts of the *Willamette Greenway Plan* and *Scenic Resources Protection Plan*, some assumptions were made during the viewpoint digitizing process. To account for the lack of precision in earlier efforts, the exact locations of some viewpoints were adjusted to reflect on-the-ground conditions. Staff used the guidance and viewpoint descriptions from the original plans (when included) 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.

#### Identify New Views, View Corridors and Viewpoints

Potential new views, view corridors and viewpoints were identified in three primary ways.

- a. River Plan / South Reach staff received recommendations for new scenic resources from community members at a variety of public events and tabling sessions held during the summer and fall of 2018. Scenic resources were specifically discussed as a part of number of workshops focused on recreation in the area. Public workshops or events where scenic resources were addressed include the following:
  - Public “strolls” held on the east and west sides of the river (summer of 2018)
  - River Plan / South Reach Visioning Event (June 9 2018)

- Fall workshops: River Recreation (Sep 13 2018), Westside Discussion (Oct 25 2018), Eastside Discussion (Nov 8 2018)
- River Plan / South Reach Open House (Dec 1 2018)

Additionally, staff received recommendations directly via the project's email account.

- The project's collaborative inter-bureau project team identified planned viewpoints to be constructed as a part of their bureau's work and recommended potential new scenic resources based on their previous work in and/or knowledge of the area. The project team included staff from Bureau of Planning and Sustainability, Portland Parks and Recreation, Bureau of Environmental Services, Bureau of Development Services and Bureau of Transportation. A representative of Multnomah County's Land Use Planning department was also on the project team.
- During the field visits to existing viewpoints, staff occasionally identified a nearby point that could provide a better view of the same visual focal features or a new view of a different visual focal feature. 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.

To determine if a proposed new viewpoint and view should be included in this inventory the following criteria were used:

- The viewpoint must be located within one of the two resource sites. If a new viewpoint was nominated that was immediately outside of the resource site boundary and the view met the criteria below for inclusion, then the resource site boundary was adjusted.
- A view corridor from the viewpoint must cross the River Plan/South Reach study area and land use decisions within the River Plan/South Reach project area could have an impact on the view corridor.
- One or more of the primary focal features of the view must be a natural feature (e.g., Willamette River, Mount Hood, a park), the skyline or portion of the skyline in general, or a built feature that is in public ownership (e.g., Sellwood Bridge, Ross Island Bridge).
- Views of wholly privately-owned features (e.g., buildings, statues) are not eligible for inclusion as a scenic resource; however, these features may be included as a primary focal feature of a view when in combination with other focal features such as mountains, hills or bridges.
- Public access and safety are key considerations. The viewpoint should be safely accessible from a public 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 publicly-owned park or natural area, on a trail or street, in a publicly-held easement or on land owned by a park or natural area trust or non-profit organization.



If these criteria were met, proposed views, view corridors and viewpoints are documented in this inventory.

#### Document Information about Views View Corridors and Viewpoints

All existing and potential new views, view corridors and viewpoints that met the scenic resources inventory criteria for inclusion received one or more field visits. The first round of field visits occurred between July and October 2018, during the “leaf-on” season. Staff performed additional site visits to locations where vegetation was substantially blocking the view in the first round of visits during the “leaf-off” season, when perennial trees have lost their leaves during the winter. Leaf-off site visits were conducted in March 2019.

#### **Data Collection**

In order to systematically document views, view corridors and viewpoints, a field assessment guide was developed. The guide included a list of elements to be documented for each existing and potential new view, view corridor 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 the methodology used in the *Central City Scenic Resources Inventory* (2018). The *Central City Scenic Resources Inventory* included an extensive range of elements that were compiled as a part of field visits. Based on lessons learned from that process, the SRSRPP includes a narrower list of elements. The elements included in the SRSRPP are those determined to be most effective in evaluating the character of a view, while also minimizing potential bias in the review team evaluations.

Field assessment elements that were documented as a part of the SRSRPP included:

1. Background information
  - **Date:** The date the field visit was performed.
  - **Type of Viewpoint:** Whether the viewpoint is existing or new. In cases where existing viewpoints were relocated for greater accuracy based on the description in previous plans, the relocation was noted as well.
2. Characteristics of the Viewpoint
  - **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 Accessibility:** The level of accessibility to the viewpoint, characterized as high, moderate or low accessibility. A viewpoint may be accessed by automobile, bicycle, walking, or a combination of the three. If a viewpoint could be accessed by all three modes, it was characterized as having high accessibility. Viewpoints accessible by two of the three modes were categorized as moderate. When a viewpoint was not easily accessible by any of the three modes it was categorized as having low



accessibility. When a viewpoint was completely inaccessible due to high traffic volumes, lack of sidewalks, etc., it was categorized as having low accessibility and a note was entered into the database.

- **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 specifically take in the view, rather than other nearby activities or sites? Amount of use as a viewpoint was estimated based on staff experience during field visits and general knowledge of the likelihood of use of the viewpoint. Amount of use as a viewpoint was recorded as high, medium, or low. High usage was determined when the majority of visitors (i.e., approximately more than 60 percent) came to the viewpoint for the view. When most of the visitors came for the view (i.e., approximately between 30 and 60 percent) it was categorized as medium usage. When only some of the visitors (i.e., less than 30 percent) visited for the view, it was categorized as low usage.

### 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 in the field using a digital angle finder. A single viewpoint may have one or more viewing angles.
- **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
- **Visual Focal Features of the View:** The focal features 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 features 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.
- **Field Observations:** Any important notes about the viewpoint and/or view were documented.

### Photographs

At each view, view corridor 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 or view corridor were taken on a tripod set with the center of the lens at 5 feet 6 inches 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 to blend images together, with 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 features 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 features. For panoramic views, multiple pictures were taken to capture the entire view and then stitched together in Photoshop.
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, tables, platform, etc.) were included in the picture.
3. Discordant elements (optional). 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.

### **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 C. 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. When existing information on the focal feature of the viewpoint was limited and the specific focal feature was unclear, the 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. 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.
3. The viewpoint is on inaccessible private property. If the viewpoint was on private property not open to the general public, or if the only way to access a viewpoint was via private property, the viewpoint was retired with the following exception: any Willamette Greenway Plan (1987)-designated viewpoints located on private property and not currently publicly-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. No viewpoints on inaccessible private property were present in the South Reach.

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.

### Evaluate Views, View Corridors and Viewpoints

The evaluation of views to determine the quality and importance of focal features of the view was primarily performed by a scenic resources review team. The evaluation of viewpoints to determine their degree of development, accessibility and use was performed by staff. This methodology generally followed the methodology used as a part of the *Central City Scenic Resources Protection Plan*, though some modifications were made. Below is a summary of the methodology.

### **View Evaluation Methodology**

The evaluation methodology is 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.
3. Define view corridors within the full extent of the view.

To evaluate the views, a scenic resources review team was convened. The team was comprised of five people with training in landscape architecture or urban design and/or familiar with Portland and Portland culture. The review team included external specialists and City staff. Review team members included:

- **Ethan Seltzer** (external specialist) – Ethan is an Emeritus Professor in the Toulan School of Urban Studies and Planning at Portland State University. In addition to his career at Portland State, he served as the Land Use Supervisor for Metro, an assistant to Portland City Commissioner Mike Lindberg, as the Assistant Coordinator for the Southeast Uplift Neighborhood Program and was the director of the drinking water program for the Oregon Environmental Council. He also served as the President of the City of Portland Planning Commission and Board Chair for the Portland Institute of Contemporary Art. He has been a resident of the Portland region since 1980.
- **Dean Apostol** (external specialist) – Dean has over 40 years of experience with broad expertise in ecological restoration, natural resource planning, urban wildfire planning, forest management, scenic resource conservation, and environmental impact assessment. His experience includes 11 years as landscape architect for Mt Hood National Forest, 3 years for the Army Corps of Engineers and Bureau of Reclamation, and over 25 years in private practice, including 10 with MIG. Mr. Apostol's career has focused on applying landscape ecology and design to multiple landscape and environmental issues at many scales.
- **Emily Meharg** (external specialist) – Emily is currently an associate planner for the City of Sandy and worked on the *Central City 2035 Scenic Resources Protection Plan*, adopted in 2018. Emily holds a Master's degree in landscape architecture from the University of Oregon and a Master's degree in community and regional development from University of California, Davis.
- **Mindy Brooks** (City staff) – Mindy has worked for the City of Portland for 20 years on natural resource policy and management. With the Bureau of Planning and Sustainability, she has managed environmental components of large comprehensive plans, including Airport Futures and *Central City 2035 Plan*. As part of *Central City 2035 Plan*, she developed a new approach to inventorying and evaluating scenic resources in Portland.

- **Troy Doss** (City staff) – Troy is a Senior Planner with the Portland Bureau of Planning & Sustainability’s Central City Team and lead the development of the SE Quadrant Plan, Central City 2035 Concept Plan, North Pearl District Plan, as well as implementation efforts in Portland’s Central Eastside and South Waterfront Districts. Troy’s prior experience includes time with the California Coastal Commission, Columbia River Gorge Commission and as a landscape architect/urban designer with consulting firms in Washington and California.

The review team received a packet of photos that included all photos for viewpoints with river and upland views. The upland view photos contain scenes where the Willamette River is not a primary focal feature. River view photos contain scenes where the Willamette River is a primary focal feature. A total of 24 viewpoints were included in the packet. Of those, three were upland views with the remainder being river views. In the packet, 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) and/or lack of access (e.g., photos from the existing viewpoint at SE McLoughlin Boulevard and SE Holgate Boulevard were not accessible due to high traffic volumes and no sidewalk in the location). Any views that were not evaluated by the review team – or required a “leaf-off” evaluation – were assigned a rank by City staff by extrapolating the review team evaluation results for similar views (see “Extrapolating Rankings” section below).

Before starting to evaluate the views, the review team was 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 review team was asked to provide feedback on the quality and characteristics of each image. The components of the review team input are described below.

### **Overall Criteria**

The review team ranked each view according to four overall criteria. In these responses, the review team was asked to rank the view on a five-step scale of Low to High for each criterion. The rating options included “Low”, “Moderately Low”, “Moderate”, “Moderately High”, and “High”. During the compilation of review team responses, a numerical value of 1 (Low) to 5 (High) was assigned for each response related to the criteria identified below. This translation of responses to numerical values allowed for the overall ranking and comparison of the value of all South Reach views. Clear definitions of what was to be captured by each of these criteria were provided to each review team member to avoid confusion and improve consistency in responses all of the review team members. Overall criteria included the following:

1. **Overall 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.
2. **Iconic to Portland** – This criterion refers to the extent to which the reviewer knew or believed that the scene, or similar ones, are regularly employed in media about Portland, such as in websites, magazines, advertisements, television shows, movies, post cards, posters, etc. There was an “I don’t know” option for rating this quality.

3. **Distinctive Essence of Portland** – This criterion 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. This criterion could also require some general and easily learned and appreciated knowledge about the city’s history, culture or character to identify its distinctiveness.
4. **Historical Importance** – This criterion referred to whether a particular view contains elements that express or represent events or places that are historically significant or important, either for the City of Portland or within the broader context.

### **Additional Characteristics**

Feedback on a number of other characteristics of the view in each photo were asked of the review team. These questions helped staff to delve deeper into the specific attributes that make a view unique and valuable. The following view characteristics were also investigated:

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. Respondents were asked if the scene includes one or more strong single landmarks or features, which could be natural or human-made. Focal features could include the river, streams, wetlands, vegetation, mountains, hills, bridges, buildings/skyline, culturally significant sites, and/or others.
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. **Presence of Water** – The extent to which evident water features enhance a view’s quality.
4. **Discordance Features** – Identification of elements that detract from the view’s scenic appeal. Discordance may be created by vegetation, power lines, existing structures, or others. Some reviewers may view certain elements as discordant while others may see them as contributing to the scenic quality of the view.
5. **Clear Pathways** – Identification of elements, such as streets, railroads, rivers or trails, that “lead” into the view. These elements draw the viewer in and invite vicarious travel or exploration into the landscape.

Reviewers were also given the chance to write in any other important features of each view that were not covered by the previous criteria. Reviewers were not asked to identify specific view corridors within the extent of the view. Rather the identification of primary focal features of the view was documented to aide staff in defining the view corridors.

To further investigate these items, it was requested that the review team place color-coded dots on the photographs to identify specific high-value areas components, including the following:

- Primary and, if applicable, secondary focal features of the view.
- Contributing elements, including skyline, water, vegetation or horizon/ridge tops. In some cases, additional elements were identified in the view.
- Highly discordant elements.

### Viewpoint Evaluation

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

1. Developed viewpoint – This was documented during field visits. A location may be developed in general, but if it is not developed specifically as a viewpoint it did not receive points under this criterion. A developed viewpoint would include at least one of the following improvements: pedestrian refuge or bump-out, automobile pull-out, bench, viewing telescopes, informative signs. A developed viewpoint indicates public investment in that location as a viewpoint.
  - Developed as a viewpoint = 5 points
  - 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 a quarter-mile 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 = 2.5 points; 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 = 5 points; 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, the Greenway Trail has very high usage, however not all of the viewpoints along the trail are frequently used *as a viewpoint*. To receive a score of 5, the viewpoint must be a destination for taking in a view. For example, people travel to the viewpoints along SE Sellwood Boulevard for the view of the city and Oaks Bottom Wildlife Refuge. However, people using the Springwater Corridor Trail 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., Peter Kerr Property)
  - Moderate use as a viewpoint = 2.5 points (e.g., Powers Marine Park)
  - High use as a viewpoint = 5 points (e.g., Sellwood Boulevard)



### Score, Rank and Group Views, View Corridors and Viewpoints

Prior case study research and evaluation of the *Central City Scenic Resources Inventory* expert panel responses demonstrated that, in general, views where the Willamette River was the primary focal feature, river views, tend 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. In the *Central City Scenic Resources Inventory* distinct methodologies was used to rank views depending on whether it was a river view or upland view.

In the South Reach the river views were not determined to result in substantively different evaluations than upland views. This was likely due to the small number of upland views (only four views were upland) and the distinctive characteristics of those upland views. Additionally, two of the upland views were evaluated by staff rather than the review team because one required a leaf-off evaluation and a second view was added after the review team evaluations had been completed. This further minimized the difference in evaluation between the two view types.

As a result of this limited difference between the two view types, one methodology was used for all SRSRPP views. The methodology is described below. Note – Individual view corridors within the fuller extent of the view were not scored or ranked. The full extent of the view was ranked as one scenic resource.

### **Scoring Methodology**

In the *Central City Scenic Resources Inventory*, it was determined that “universal scenic quality” (addressed as “overall scenic quality” in the South Reach) represented the most accurate criterion for evaluating a view’s quality. Therefore, this criterion was viewed as key indicator for evaluating South Reach views. Evaluation of the South Reach review team responses related to a view’s iconic or “essence of Portland” character also demonstrated trends that were determined to assist in the overall evaluation of each view. Responses to these two questions (iconic and Portland essence), however, did not substantially vary and were generally consistent. Therefore, the average responses of these two criteria were used in conjunction with *overall scenic quality* to rank each view. Based on review team responses, the review team did not feel comfortable making determinations related to the historic significance or importance of a view. Therefore, that criterion was not used in the ranking.

The total score (using the 1 to 5 scoring described above) for *overall scenic quality* plus the average score for the *iconic* and *Portland essence* criteria were added to the three viewpoint evaluation scores (developed viewpoint, viewpoint accessibility and amount of use as a viewpoint) to determine a final score for each viewpoint. Each viewpoint could receive a maximum total score of 65 points; up to 25 points each for overall scenic quality and the average of the *iconic* and *Portland essence* criteria, as well as up to 15 points viewpoint characteristics.

The additional criteria were not used to provide an overall score for the upland views but did inform the assessment of the views and definition of view corridors. Though not directly incorporated into the view scoring, this information is still included on the result page for each view to provide further documentation of why a view received a higher or lower score.

**Ranking Assignments**

Overall, the ranking of views is a way to organize the data to identify 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 view a rank, the total scores were divided into three tiers based on percentiles, with the following:

- High-ranked: scores at or above the 50<sup>th</sup> percentile, includes scores between 36.0 to the maximum received score of 53.5. (n = 12)
- Medium-ranked scores between the 33<sup>rd</sup> and 50<sup>th</sup> percentiles, includes scores between 33.8 to the 36.0. (n = 6)
- Low-ranked: below the 33<sup>rd</sup> percentile, includes scores less than 33.8. (n = 6)

Although a separate methodology was not used for the different view types, the assigning of ranks did differentiate between upland and river views to be consistent with the ranking used in the Central City. Upland and river view rankings are as follows.

View Type	Rank Category	High	Medium	Low
River	Group	A	B	C
Upland	Tier	I	II	III

**Extrapolating Rankings**

There were certain situations where it was necessary to extrapolate view rankings to address issues with documenting South Reach viewpoints. Some views from specific viewpoints were not sent to the review team for evaluation due to challenges to obtaining the necessary documentation. This included two new viewpoints to be built as a part of the Oaks Bottom Habitat Restoration Project. Construction of one of these viewpoints was completed in late 2018 and a second will be completed in late 2019. Staff completed documentation of the first viewpoint in early 2019. Based on location input received from City of Portland Parks, the general characteristics of the second view and expected viewpoint characteristics were documented. Photos were taken at the proposed site and expected viewpoint details were obtained from Parks. Additionally, the leaf-on documentation of a small number of viewpoints did not adequately represent the view. Staff prepared leaf-off documentation to fully evaluate the characteristics of the view and determine its significance. In these cases, the leaf-off documentation was paired with the initial review team evaluations to best characterize the view at different times of the year.

Staff utilized a process to extrapolate ranking based on review team responses on other South Reach viewpoints and the process used as a part of the *Central City Scenic Resources Inventory*. In the *Central City Scenic Resources Inventory*, the highest and lowest ranked/grouped views for both upland and river views were evaluated to find common focal features as well as features or characteristics that likely caused the review team to score the view high or low. Strong commonalities among high and low scored views for both river and upland were determined to be a good predictive framework for ranking/grouping additional views. These conclusions were consistent with the review team results received in the South Reach. Therefore, these criteria were utilized to extrapolate a small number of South Reach views.



The conclusions of the *Central City Scenic Resources Inventory* evaluation are summarized below.

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 feature (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, staff referred to the original instructions sent to the review team. The review team was asked to:

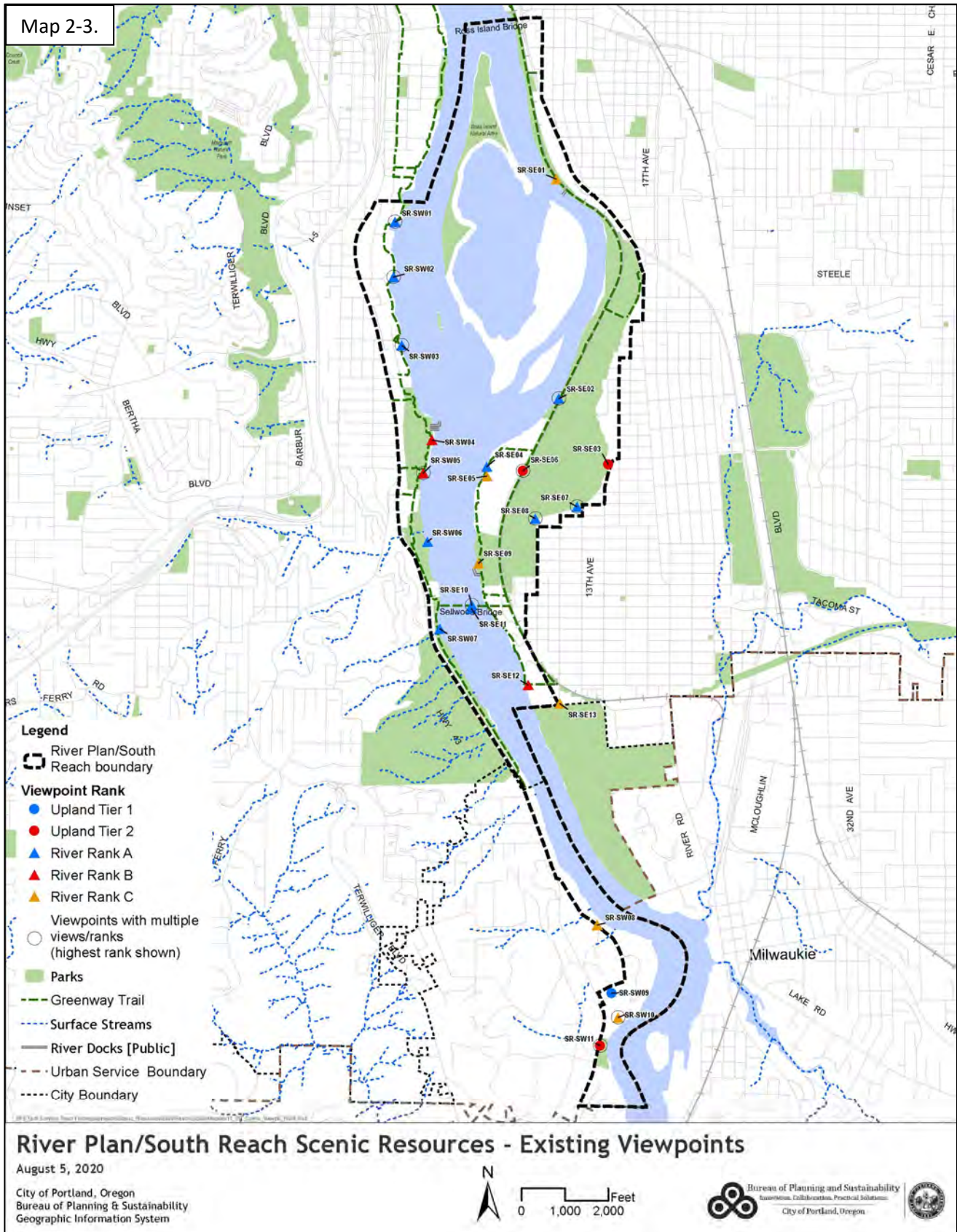
- ‘Complete’ the vertical extent of the images in their mind’s eye when scoring each view.
- Ignore construction fencing in the picture and focus on the elements of the view beyond the fencing.
- Rate the views accounting for the extent to which the average viewer would focus beyond discordant features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

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.

## **2. Views, View Corridors and Viewpoints Results**

There are a total of 24 viewpoints included in the South Reach Scenic Resources Inventory. As depicted in Map 2-3 below, the viewpoints are spread throughout the River Plan / South Reach study area and provide neighbors and visitors ample opportunity to experience the scenic beauty of the South Reach. As stated above, the majority of these viewpoints include river views but there are a few upland views that highlight Mount Hood, Oaks Bottom Wildlife Refuge and other unique regional assets.

For clarity and to differentiate the viewpoints based on their numbering, the descriptions address westside and eastside viewpoints separately.

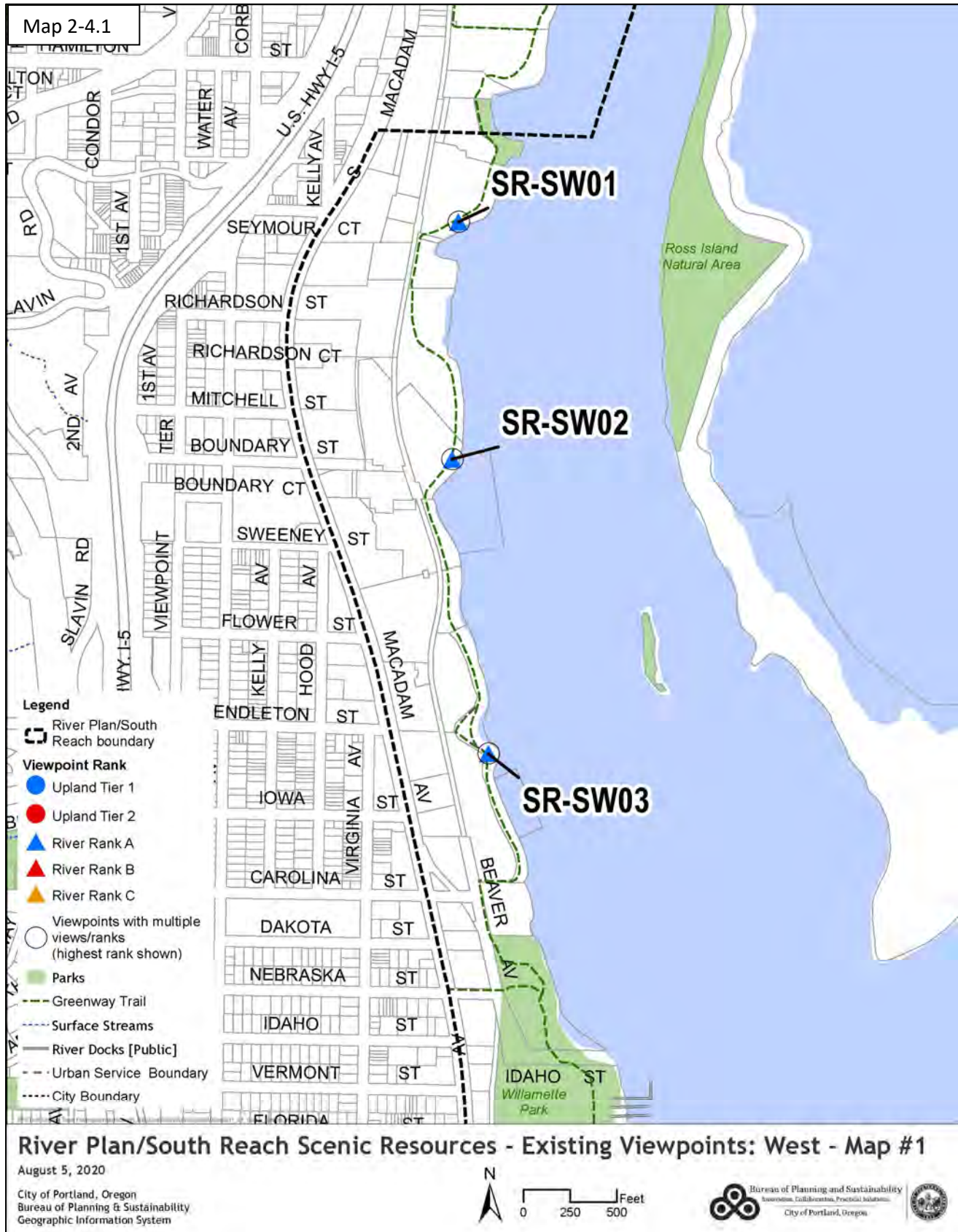


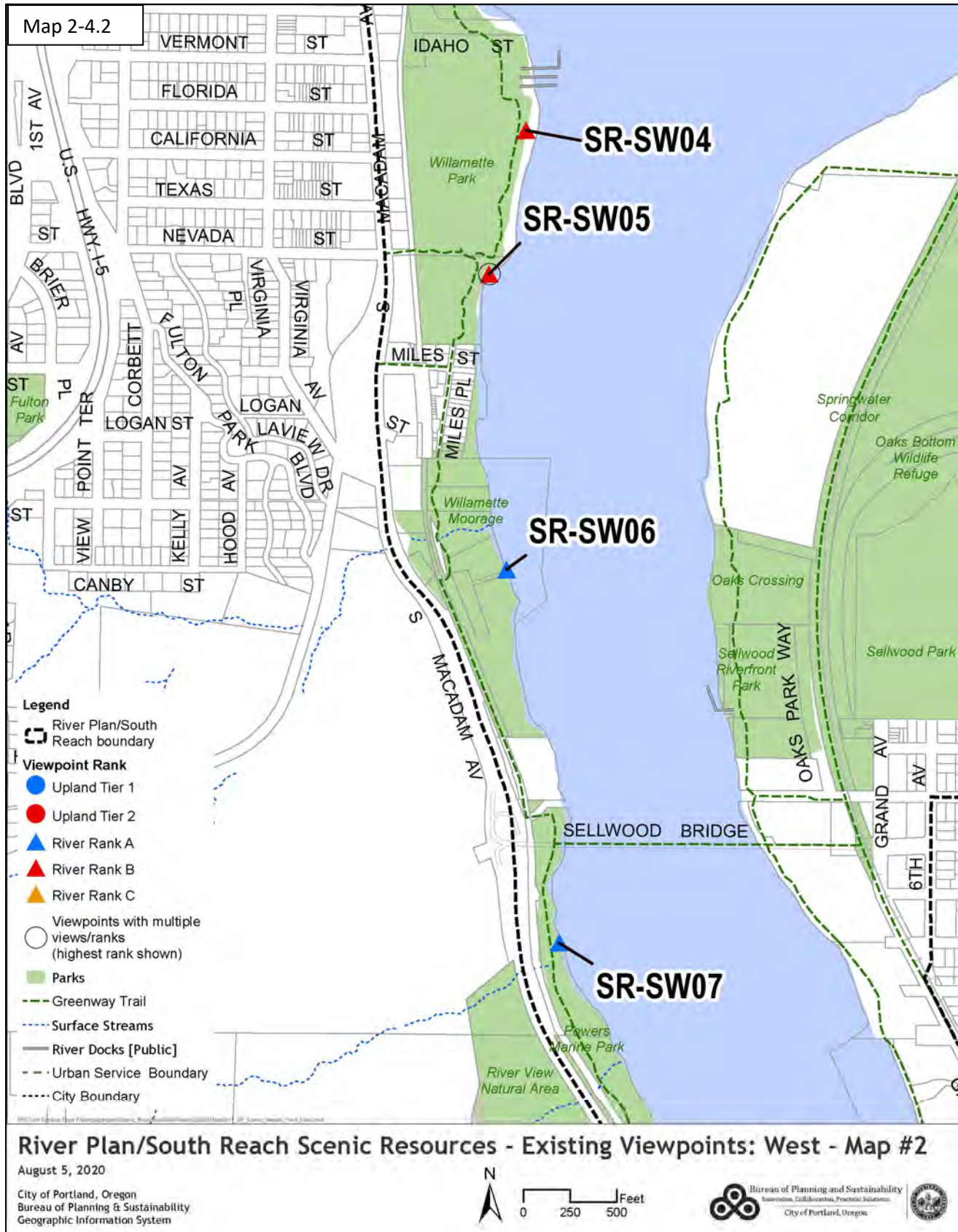
## **Results for West South Reach Resource Sites**

There are 11 viewpoints on the west side of the river. None of these views are extrapolated. The viewpoints are numbered from north to south and from west to east when viewpoints are in similar locations north to south.

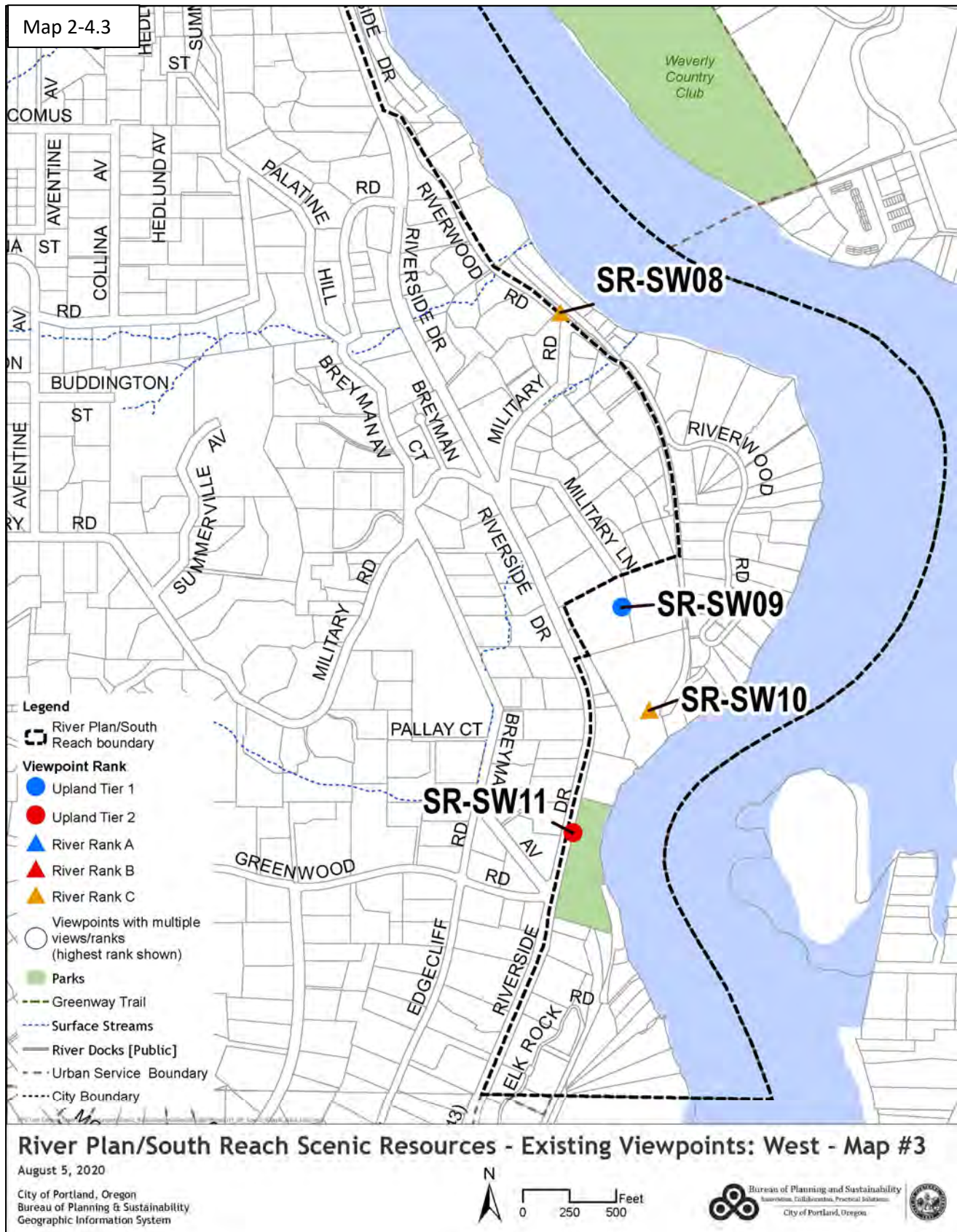
Maps 2-4.1, 2-4.2 and 2-4.3 show the ranking for each of the west side viewpoints.











## WESTSIDE RESOURCE SITE INVENTORY PAGES





# SCENIC RESOURCES INVENTORY | RIVER VIEW

## SRSW01: GREENWAY TRAIL – WILLAMETTE WHARF BUILDING

**Group:** A

**Description:** This viewpoint is located along the Greenway Trail at the north end of the study area. The viewpoint is located within an opening in the tree canopy present along the riverbank. The viewpoint includes a southerly view with the Willamette River in the direct foreground and extends southward to the Sellwood Bridge. Ross Island is prominent to the east (in the left portion of the view). The view is framed by surrounding vegetation. Direct access to the viewpoint is achieved only via the Greenway Trail. Pedestrians can access the Greenway Trail to the north at SW Hamilton Court or from the walkways within private development along SW Landing Drive. The viewpoint is not currently developed and space for improvements is limited.

**Primary Focal Feature(s):** Willamette River

**Secondary Focal Feature(s):** Ross Island

### Rankings:

Overall Scenic Quality: 22      Developed as Viewpoint: 0

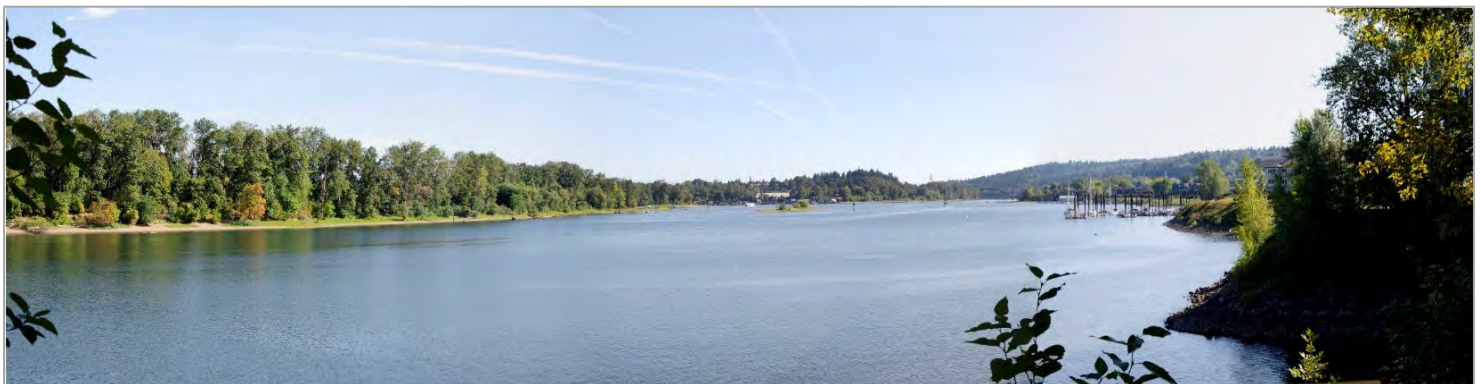
Iconic: 14      Access to Viewpoint: 2.5

Portland Essence: 14      Use as a viewpoint: 2.5

### Contributing factors:

Skyline: N      Water: Y

Vegetation: Y      Horizon/Ridgeline: Y



*View from Greenway Trail adjacent to Willamette Wharf Building.*



Viewpoint along the Greenway Trail framed by tree canopy.



View of The Landing Boat Club marina along the western shore.

### Viewpoint Amenities

- None

### Access

- Formal trail/bike lane
- Transit stop within ¼ mile
- Private parking nearby

### Management Considerations

- Bike traffic volumes can be high in this corridor, especially during commute periods, creating a potential for conflicts.
- Vegetation management will be needed to ensure the view is maintained as existing trees on both sides of the viewpoint grow.
- Additional amenities, such as a bench, signage or other marker, would increase recognition and enhance the viewer experience.
- The sizable amount of private property between this viewpoint and SW Macadam Blvd make it somewhat difficult to navigate to it. Public parking options are very limited nearby.

Old WGP ID: N/A

Old SRI ID: N/A



# SCENIC RESOURCES INVENTORY | RIVER VIEW

**SRSW02:** GREENWAY TRAIL – THE LANDING BOAT CLUB

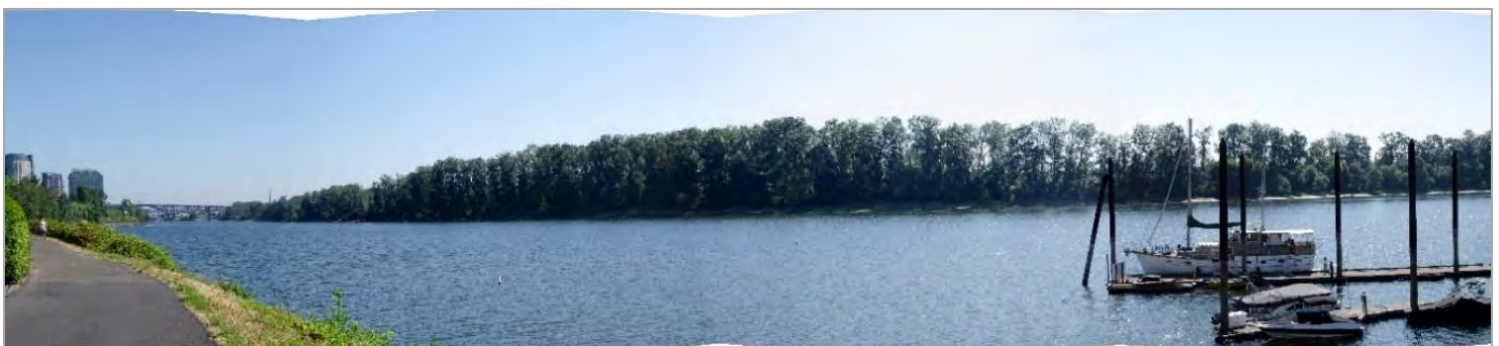
**Group:** A

**Description:** This viewpoint is located along the Greenway Trail at the northern end of the study area. The Willamette River is a key focal feature of the view, along with The Landing Boat Club marina in the foreground to the south. The downtown skyline is visible to the north and is juxtaposed for the viewer with the natural environment of Ross Island to the east. Direct access to the viewpoint is achieved only via the Greenway Trail. Pedestrians can access the Greenway Trail via SW Landing Square from SW Macadam Avenue. The viewpoint is not currently developed and space for improvements is somewhat limited.

**Primary Focal Feature(s):** Willamette River, marina

**Secondary Focal Feature(s):** Central City skyline

Rankings:		Contributing factors:	
Overall Scenic Quality: <u>18</u>	Developed as Viewpoint: <u>0</u>	Skyline: <u>Y</u>	Water: <u>Y</u>
Iconic: <u>13</u>	Access to Viewpoint: <u>2.5</u>	Vegetation: <u>N</u>	Horizon/Ridgeline: <u>N</u>
Portland Essence: <u>13</u>	Use as a viewpoint: <u>2.5</u>		



*View from Greenway Trail adjacent to The Landing condominiums.*





View of The Landing Boat Club marina.



View of downtown Portland.

### Viewpoint Amenities

- None

### Management Considerations

- Additional amenities, such as a bench, signage or other marker, would increase recognition and use of this view. Space is limited but may accommodate limited improvements.
- Bike traffic volumes can be high in this corridor, especially during commute periods, creating a potential for conflicts.

### Access

- Formal trail/bike lane
- Transit stop within ¼ mile
- Private parking nearby; public parking is limited

Old WGP ID: 83  
 Old SRI ID: N/A



# SCENIC RESOURCES INVENTORY | RIVER VIEW

## SRSW03: GREENWAY TRAIL – PENDLETON STREET

**Group:** A

**Description:** This viewpoint is located just east of the Greenway Trail on an established grass-covered platform. The panoramic view is defined by the Willamette River, Ross Island and the South Waterfront skyline to the north. An existing bench provides the opportunity to get off the trail and take in the expansive view. A number of other smaller components contribute to the view, including two marinas, Ross Island Bridge and a limited view of the Central City skyline. There is ample space for additional amenities to be added to the viewpoint.

**Primary Focal Feature(s):** Willamette River

**Secondary Focal Feature(s):** Central City skyline, Ross Island

### Rankings:

Overall Scenic Quality: 19

Developed as Viewpoint: 5

Iconic: 14

Access to Viewpoint: 5

Portland Essence: 15

Use as a viewpoint: 5

### Contributing factors:

Skyline: Y

Water: Y

Vegetation: N

Horizon/Ridgeline: N



*View from bench at the end of SW Pendleton St.*





View of existing bench at viewpoint.



View of beach, South Waterfront and the Ross Island Bridge.

### Viewpoint Amenities

- Bench

### Management Considerations

- Additional amenities, such as an educational sign or other markers, would increase recognition of this viewpoint.
- Bike traffic volumes can be high in this corridor, especially during commute periods. The bench is located away from the trail, reducing potential for conflicts.

### Access

- Formal trail/bike lane
- Transit stop within ¼ mile
- Private parking nearby; public parking is limited

Old WGP ID: N/A

Old SRI ID: N/A



# SCENIC RESOURCES INVENTORY | RIVER VIEW

**SRSW04:** WILLAMETTE PARK – BOAT LAUNCH

**Group:** B

**Description:** This viewpoint is located within Willamette Park on a grass-covered area just south of the boat launch. The view is east and south facing, with the Sellwood Bridge and vegetation around Oaks Bottom Wildlife Refuge and on the Sellwood bluff prominent. Existing vegetation along the bank of the park hinders the view of Sellwood Bridge. The viewpoint can be accessed through a variety of modes, including automobile, bicycle or walking. The Greenway Trail runs north and south just to the west of the viewpoint. Numerous auto parking spaces are provided in the nearby parking lot. A picnic table is located near the viewpoint.

**Primary Focal Feature(s):** Willamette River

**Secondary Focal Feature(s):** Sellwood Bridge

Rankings:		Contributing factors:	
Overall Scenic Quality: <u>12</u>	Developed as Viewpoint: <u>5</u>	Skyline: <u>N</u>	Water: <u>Y</u>
Iconic: <u>7</u>	Access to Viewpoint: <u>5</u>	Vegetation: <u>Y</u>	Horizon/Ridgeline: <u>N</u>
Portland Essence: <u>10</u>	Use as a viewpoint: <u>2.5</u>		



*Southerly view from just south of Willamette Park boat launch.*





Viewpoint includes a picnic table nearby.



View of Sellwood Bridge partially obscured by vegetation.

### Viewpoint Amenities

- Picnic table
- Lighting

### Management Considerations

- Additional amenities, such as an educational sign or other marker, would increase recognition and use of this viewpoint.
- Pruning of existing vegetation would improve the view of Sellwood Bridge from this location.
- Lighting located along the Greenway Trail provides some lighting for this viewpoint.

### Access

- Formal trail/bike lane
- No transit stop within ¼ mile
- Off-street automobile parking provided

Old WGP ID: 85  
 Old SRI ID: N/A





# SCENIC RESOURCES INVENTORY | RIVER VIEW

**SRSW05:** WILLAMETTE PARK – SOUTHERN BEACH

**Group:** B

**Description:** This viewpoint is located within Willamette Park on the beach accessible at the southern end of the park. The panoramic view includes the Sellwood Bridge to the south, Oaks Crossing tree canopy and Oaks Amusement Park to the east and the Oregon Yacht Club floating home community to the north. The natural environment is a key attribute of the view, with mudflats and unique rock formations in the foreground and dense tree canopy common on both sides of the river. This viewpoint is not well marked and difficult to access. In many winter months the trail that leads down to the viewpoint is inundated with water. When the stairs are not under water, vegetation surrounding the stairs can be overgrown and the stairs are uneven, making accessing the location precarious. The Greenway Trail runs north and south just to the west of the viewpoint. Auto parking spaces are provided in the southern parking lot within the park.

**Primary Focal Feature(s):** Willamette River

**Secondary Focal Feature(s):** Sellwood Bridge

Rankings:		Contributing factors:	
Overall Scenic Quality: <u>19</u>	Developed as Viewpoint: <u>0</u>	Skyline: <u>N</u>	Water: <u>Y</u>
Iconic: <u>12</u>	Access to Viewpoint: <u>0</u>	Vegetation: <u>Y</u>	Horizon/Ridgeline: <u>N</u>
Portland Essence: <u>13</u>	Use as a viewpoint: <u>2.5</u>		



*View from beach at southern end of Willamette Park.*



Viewpoint is located on the beach at south end of the park.



Viewpoint is accessed by stairs surrounded by vegetation.

## Viewpoint Amenities

- None

## Access

- Formal trail/bike lane
- No transit stop within ¼ mile
- Limited automobile parking

## Management Considerations

- Improvements to the existing stairs and the addition of better signage along the Greenway Trail would raise awareness of this viewpoint.
- Given its rustic nature and unique environmental character, the addition of amenities at the viewpoint is not recommended.
- Viewpoint is frequently not accessible during winter months.

Old WGP ID: N/A

Old SRI ID: VB38-25





# SCENIC RESOURCES INVENTORY | RIVER VIEW

**SRSW06:**           MACADAM BAY MOORAGE

**Group:**            A

**Description:** This viewpoint is located on the dock ramp of the Macadam Bay Moorage floating home community. The panoramic view provides views of the Willamette River to the north and the south. The Sellwood Bridge is a secondary focal feature to the south. Generally, the floating homes located in this moorage create discordance within the view. These structures are present in most of the view. The viewpoint can be accessed through a variety of modes, including automobile, bicycle or walking. The Greenway Trail runs north and south just to the west of the Macadam Bay Moorage parking lot. The viewpoint is accessible throughout the day but the gate to the moorage is locked at night. A small number of public auto parking spaces are provided in the lot and available during designated hours. A bench is located within the viewpoint area.

**Primary Focal Feature(s):**     Willamette River

**Secondary Focal Feature(s):**   Sellwood Bridge

Rankings:		Contributing factors:	
Overall Scenic Quality: <u>15</u>	Developed as Viewpoint: <u>5</u>	Skyline: <u>N</u>	Water: <u>Y</u>
Iconic: <u>11</u>	Access to Viewpoint: <u>5</u>	Vegetation: <u>N</u>	Horizon/Ridgeline: <u>N</u>
Portland Essence: <u>11</u>	Use as a viewpoint: <u>0</u>		



*View from platform between stairs at Macadam Bay Moorage.*



Viewpoint is located on a platform between two sets of stairs.



Example of the discordance created by the moorage's floating homes.

### Viewpoint Amenities

- Bench

### Management Considerations

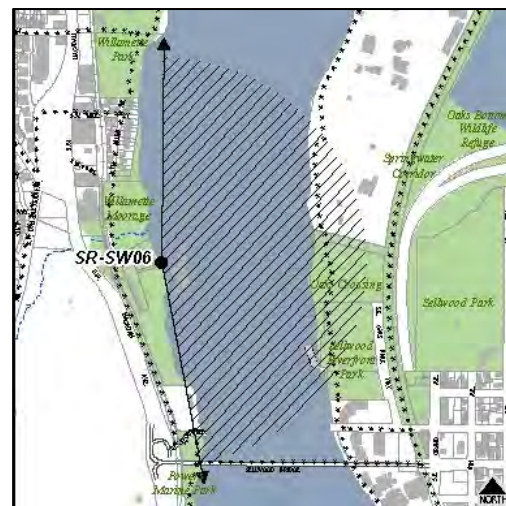
- Additional amenities, such as educational signage, could enhance the viewer's experience.
- Adding wayfinding signage along the Greenway Trail would raise awareness of this viewpoint.

### Access

- Formal trail/bike lane
- No transit stop within ¼ mile
- Private parking nearby; public parking is limited

Old WGP ID: N/A

Old SRI ID: VB38-23





# SCENIC RESOURCES INVENTORY | RIVER VIEW

**SRSW07:** POWERS MARINE PARK

**Group:** A

**Description:** This viewpoint is located on the beach just south of the Sellwood Bridge. The Sellwood Bridge is a prominent component of the view from this location, with the Willamette River serving as a second primary focal feature. The view of the Willamette River extends to the south and is framed by vegetation on both sides of the river. The existing eastside condominium development directly south of the Sellwood Bridge was identified as a secondary focal feature. A soft surface trail leads south into Powers Marine Park from the Sellwood Bridge. During the winter months this viewpoint can be under water due to high flows. This beach viewpoint can be reach directly from the trail. The trail to the viewpoint can be accessed via bicycle or walking. Auto parking spaces are limited in the area, though there are public parking spaces near the west end of the Sellwood Bridge. The location of these parking spaces is not widely known. The viewpoint is undeveloped.

**Primary Focal Feature(s):** Willamette River, Sellwood Bridge

**Secondary Focal Feature(s):** Existing eastside bridgehead development

Rankings:		Contributing factors:	
Overall Scenic Quality: <u>19</u>	Developed as Viewpoint: <u>0</u>	Skyline: <u>B</u>	Water: <u>Y</u>
Iconic: <u>13</u>	Access to Viewpoint: <u>2.5</u>	Vegetation: <u>Y</u>	Horizon/Ridgeline: <u>N</u>
Portland Essence: <u>14</u>	Use as a viewpoint: <u>2.5</u>		



*View of Sellwood Bridge.*



Viewpoint is located on the beach south of the Sellwood Bridge.



Southerly view of the Willamette River and framing vegetation.

### Viewpoint Amenities

- None

### Management Considerations

- Given its placement on the beach and unique environmental character, the addition of amenities at the viewpoint is not recommended.
- Adding wayfinding signage along the Greenway Trail and/or underneath the Sellwood Bridge would raise awareness of this viewpoint.

### Access

- Unpaved trail
- No transit stop within ¼ mile
- Limited public parking

Old WGP ID: N/A

Old SRI ID: VB38-21





# SCENIC RESOURCES INVENTORY | RIVER VIEW

**SRSW08:** SW RIVERWOOD RD AND SW MILITARY RD

**Group:** C

**Description:** This viewpoint is located on the shoulder of the intersection of SW Riverwood Drive and SW Military Road in the Dunthorpe neighborhood of Unincorporated Multnomah County. From this location the river can be seen but much of the view is blocked by existing mature trees along the right-of-way. During the winter (leaf-off) the view is less obscured by trees. The viewpoint can be accessed through a variety of modes, including automobile, bicycle or walking. However, there are no sidewalks along this portion of SW Riverwood Road and access to SW Riverwood Road is difficult via SW Riverside Drive (Highway 43). On-street auto parking spaces are available on SW Riverwood Road. The viewpoint is undeveloped except for a guardrail and a Multnomah County historic sign.

**Primary Focal Feature(s):** Willamette River

**Secondary Focal Feature(s):**

Rankings:		Contributing factors:	
Overall Scenic Quality: <u>6</u>	Developed as Viewpoint: <u>0</u>	Skyline: <u>N</u>	Water: <u>Y</u>
Iconic: <u>6</u>	Access to Viewpoint: <u>2.5</u>	Vegetation: <u>N</u>	Horizon/Ridgeline: <u>N</u>
Portland Essence: <u>6</u>	Use as a viewpoint: <u>0</u>		



*View of the Willamette River (leaf-off season).*



Viewpoint is located on the shoulder of SW Riverwood Road.



Viewpoint is also a Multnomah County historic site.

## Viewpoint Amenities

- Guardrail
- Multnomah County historic signage

## Access

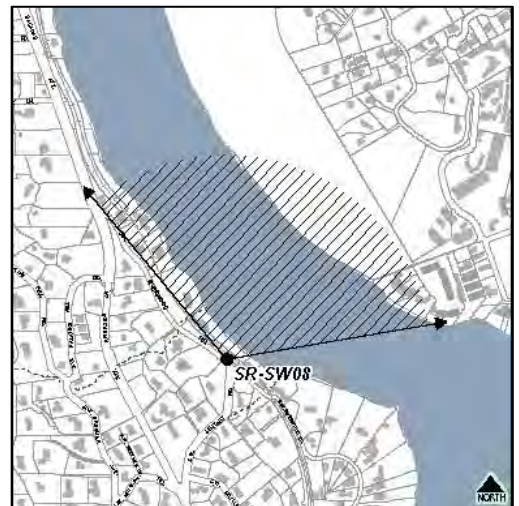
- Street/auto
- Transit stop within ¼ mile
- On-street parking

## Management Considerations

- The addition of a sidewalk, bulb-out and/or similar infrastructure would increase safety and better define the viewpoint. Infrastructure improvements could also include educational signage to further highlight this Multnomah County historic site.
- Traffic volumes are generally low on SW Riverwood Road, allowing for bicycle access. However, there is no bike lane on the road and access to SW Riverwood Road is difficult due to the lack of bike lanes and other infrastructure on SW Riverside Drive (Highway 43).

Old WGP ID: N/A

Old SRI ID: N/A





# SCENIC RESOURCES INVENTORY | UPLAND VIEW

**SRSW09:** GARDEN AT ELK ROCK – BISHOP’S CLOSE

**Tier:** I

**Description:** This viewpoint is located behind the existing building, known as Bishop’s Close, within the Garden at Elk Rock. The Garden at Elk Rock is an 8.9-acre property containing an expansive, publicly-accessible garden. The primary focal feature is an excellent view of Mount Hood in the distance. Mount Hood is framed by existing oak trees (likely purposely planted to frame the view). The viewpoint can be accessed through a variety of modes, including automobile, bicycle or walking. However, there are no sidewalks along SW Military Lane, which ends at the Garden at Elk Rock, and bike and pedestrian access is difficult via SW Riverside Drive (Highway 43). Auto parking is available on site. The viewpoint is located on the patio behind the building, which contains a table that is not available to the public.

**Primary Focal Feature(s):** Mount Hood

**Secondary Focal Feature(s):** Vegetation, including oaks that frame the view

Rankings:		Contributing factors:	
Overall Scenic Quality: <u>19</u>	Developed as Viewpoint: <u>5</u>	Skyline: <u>N</u>	Water: <u>N</u>
Iconic: <u>14</u>	Access to Viewpoint: <u>5</u>	Vegetation: <u>Y</u>	Horizon/Ridgeline: <u>Y</u>
Portland Essence: <u>15</u>	Use as a viewpoint: <u>5</u>		



*View of Mount Hood with oak trees framing the view.*



Viewpoint located at the back of Bishop's Close.



Photo of the large oak trees within the view corridor.

## Viewpoint Amenities

- Patio

## Access

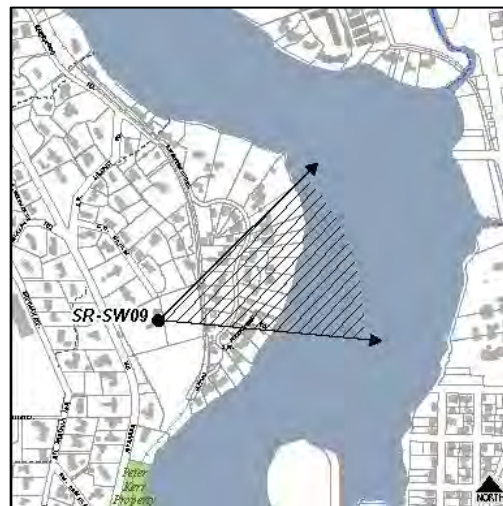
- Street/auto
- Transit stop within ¼ mile
- Off-street automobile parking provided

## Management Considerations

- Additional amenities, such as an educational sign or other marker, would increase recognition and use of this viewpoint.
- Traffic volumes are generally low on SW Military Lane, allowing for bicycle access. However, there is no bike lane on the road and access is difficult due to the lack of bike lanes and other infrastructure on SW Riverside Drive (Highway 43).

Old WGP ID: N/A

Old SRI ID: N/A





# SCENIC RESOURCES INVENTORY | RIVER VIEW

**SRSW10:** GARDEN AT ELK ROCK – BLUFF TRAIL

**Group:** C

**Description:** This viewpoint is located on a trail that runs along the bluff within the Garden at Elk Rock. The Garden at Elk Rock is an 8.9-acre property containing an expansive, publicly-accessible garden. The view is characterized by two primary focal features, Mount Hood in the distance and the Willamette River in the foreground (directly below the viewer). Mount Hood is framed by two prominent ridgelines in the distance. The Garden at Elk Rock can be accessed through a variety of modes, including automobile, bicycle or walking. However, there are no sidewalks along SW Military Lane, which ends at the Garden at Elk Rock, and bike and pedestrian access is difficult via SW Riverside Drive (Highway 43). The viewpoint itself is undeveloped and can only be accessed via an unpaved trail. Auto parking is available on site.

**Primary Focal Feature(s):** Mount Hood, Willamette River

**Secondary Focal Feature(s):** Horizon/ridgeline

Rankings:		Contributing factors:	
Overall Scenic Quality: <u>13</u>	Developed as Viewpoint: <u>0</u>	Skyline: <u>N</u>	Water: <u>Y</u>
Iconic: <u>9</u>	Access to Viewpoint: <u>2.5</u>	Vegetation: <u>N</u>	Horizon/Ridgeline: <u>Y</u>
Portland Essence: <u>9</u>	Use as a viewpoint: <u>2.5</u>		



*View looking out over the river to Mount Hood.*





Viewpoint on Elk Rock Trail.



Downtown Milwaukie can be seen across the river.

### Viewpoint Amenities

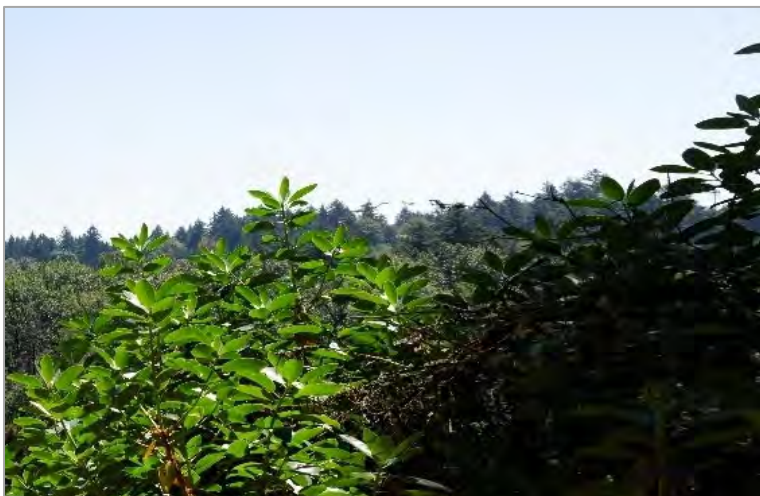
- None

### Access

- Unpaved trail
- Transit stop within ¼ mile
- Off-street automobile parking provided

### Management Considerations

- Given its unique environmental character and limited space along the trail, the addition of amenities at the viewpoint is not recommended.
- Adding wayfinding signage from the Bishop’s Close building would increase the usage of this viewpoint.
- Traffic volumes are generally low on SW Military Lane, allowing for bicycle access. However, there is no bike lane on the road and access is difficult due to the lack of bike lanes and other infrastructure on SW Riverside Drive (Highway 43).



Old WGP ID: N/A

Old SRI ID: N/A



# SCENIC RESOURCES INVENTORY | UPLAND VIEW

**SRSW11:** PETER KERR PROPERTY

**Tier:** II

**Description:** This viewpoint is located on the shoulder of SW Riverside Drive (Highway 43), just north of its intersection with SW Breyman Avenue and SW Greenwood Road. The viewpoint is adjacent to a City of Portland-owned parcel (known as the Peter Kerr Property) located in unincorporated Multnomah County. The view is east facing, with Mount Hood in the distance. and the Willamette River in the foreground (directly below the viewer). Mount Hood is framed by ridgelines in the distance. The Willamette River is visible but somewhat obscured by vegetation. The viewpoint can be accessed with via automobile or bus but biking or walking to the viewpoint is challenging, given its location directly on Highway 43. The viewpoint is only a small walk from an existing TriMet bus stop at the nearby intersection. Parking in the area is very limited. The viewpoint is undeveloped except for a concrete jersey barrier.

**Primary Focal Feature(s):** Mount Hood, horizon/ridgeline

**Secondary Focal Feature(s):** Willamette River

**Rankings:**

Overall Scenic Quality: 17      Developed as Viewpoint: 0

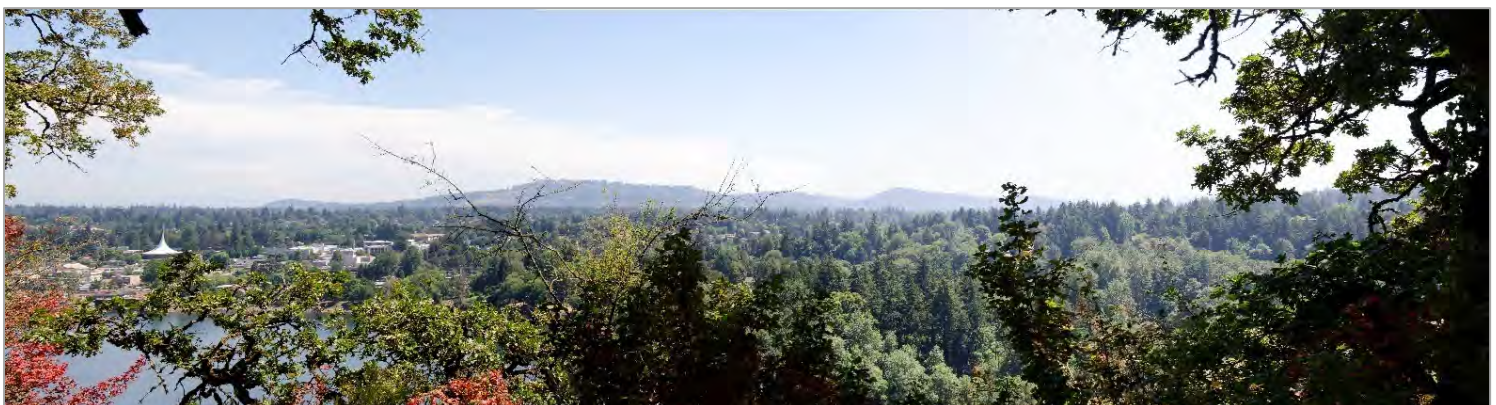
Iconic: 12      Access to Viewpoint: 2.5

Portland Essence: 12      Use as a viewpoint: 2.5

**Contributing factors:**

Skyline: N      Water: Y

Vegetation: Y      Horizon/Ridgeline: Y



*View looking to the east and Mount Hood.*





Viewpoint on the shoulder of SW Riverside Drive (Highway 43).



Downtown Milwaukie can be seen across the river.

## Viewpoint Amenities

- None

## Access

- Street/auto
- Bike lane
- Transit stop within ¼ mile
- Parking is very limited

## Management Considerations

- Automobile traffic volumes are high in this corridor, especially during commute periods. This makes the use of the viewpoint dangerous for all modes of travel, though autos are able to pull off into the median for short periods. Bicycling infrastructure improvements, such as a more defined separation between the bike lane and auto lanes, would improve access to the area.
- The addition of a sidewalk, bulb-out and/or similar infrastructure would increase safety and better define the viewpoint.
- Additional amenities, such as an educational sign or other marker, would increase recognition and use of this viewpoint.

Old WGP ID: N/A

Old SRI ID: N/A

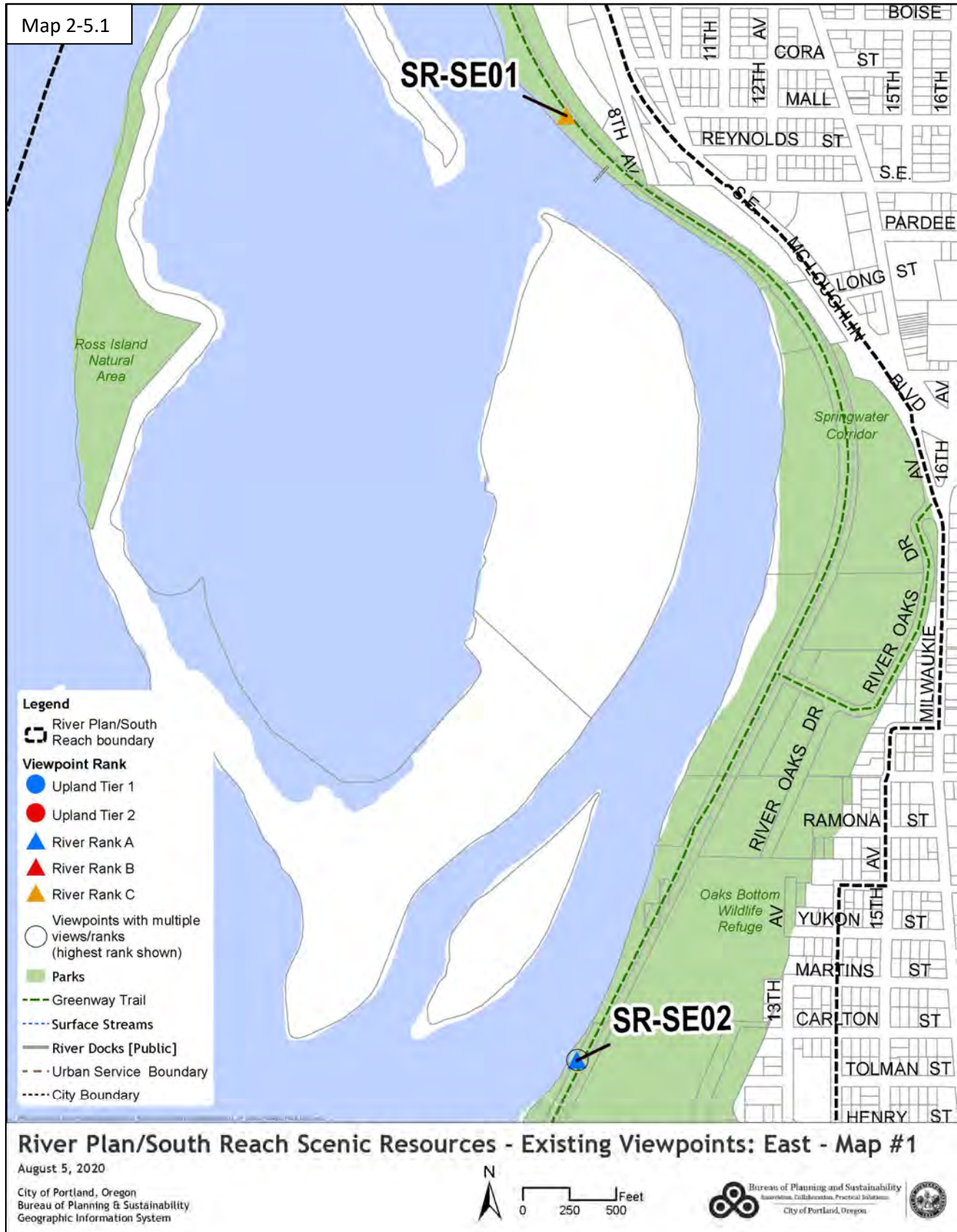




### **Results for East South Reach Resource Site**

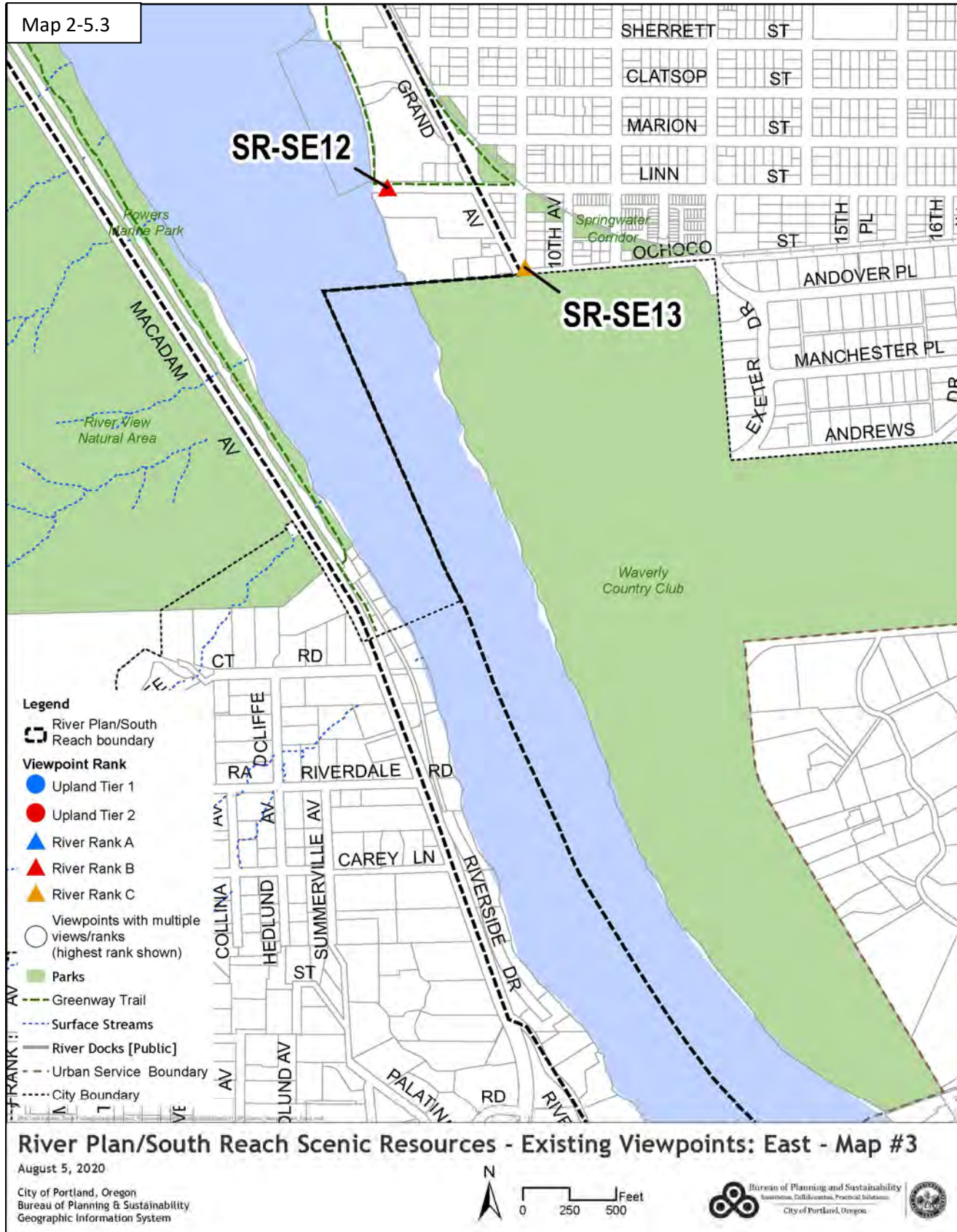
There are 13 viewpoints on the east side of the river. Four of these views are extrapolated. The viewpoints are numbered from north to south and from west to east when viewpoints are in similar locations north to south.

Maps 2-5.1, 2-5.2 and 2-5.3 shows the ranking for each of the east side viewpoints.









# SCENIC RESOURCES INVENTORY | RIVER VIEW

**SRSE01:** SPRINGWATER CORRIDOR – ROSS ISLAND LAGOON

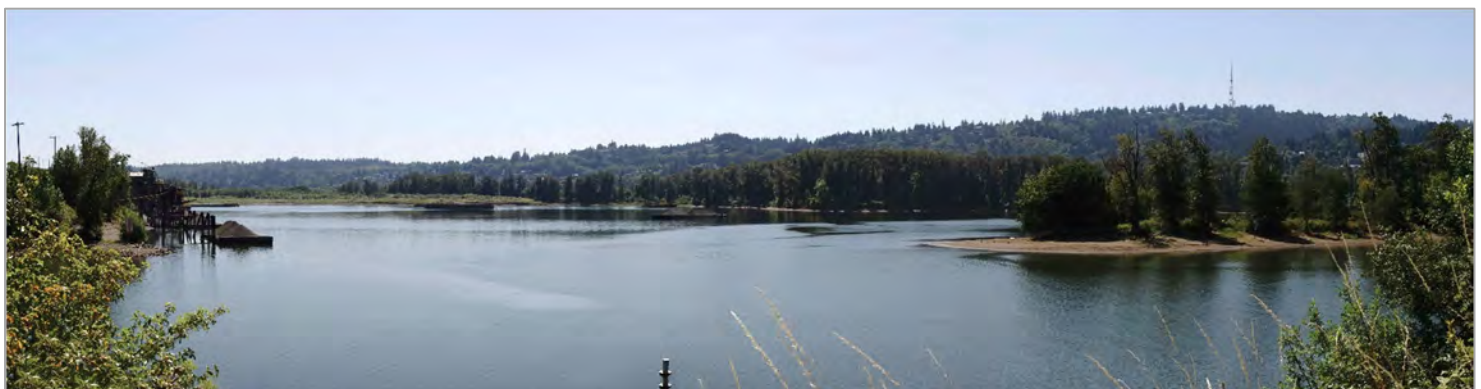
**Group:** C

**Description:** This viewpoint is located along the Springwater Corridor Trail toward the north end of the study area. The view is west-facing with the Ross Island Lagoon as the primary focal feature. Vegetation in the middle ground and background provides a secondary focal feature. Direct access to the viewpoint is achieved only via the Springwater Corridor Trail. Bicyclists and pedestrians can access the Springwater Corridor Trail from SE 4<sup>th</sup> Avenue to the north or at the Oaks Bottom Wildlife Refuge Trailhead to the south. The viewpoint is not currently developed though there is limited space for future improvements.

**Primary Focal Feature(s):** Willamette River

**Secondary Focal Feature(s):** Vegetation

Rankings:		Contributing factors:	
Overall Scenic Quality: <u>16</u>	Developed as Viewpoint: <u>0</u>	Skyline: <u>N</u>	Water: <u>Y</u>
Iconic: <u>9</u>	Access to Viewpoint: <u>2.5</u>	Vegetation: <u>Y</u>	Horizon/Ridgeline: <u>Y</u>
Portland Essence: <u>10</u>	Use as a viewpoint: <u>2.5</u>		



*View of Ross Island Lagoon.*





Viewpoint on the west side of the Springwater Corridor Trail.



Ross Island Sand and Gravel facilities visible from the viewpoint.

### Viewpoint Amenities

- None

### Access

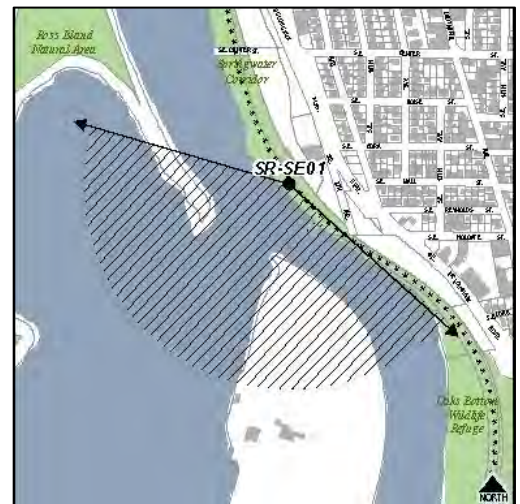
- Formal trail/bike lane
- No transit stop within ¼ mile
- Limited parking at Springwater Corridor Trail access points

### Management Considerations

- Additional amenities, such as an educational sign or other marker, would increase recognition and enhance the viewer experience. A potential topic for the educational signage would be the history of the Ross Island Lagoon and Ross Island Sand and Gravel activities on the island.
- Bike traffic volumes can be high in this corridor, especially during commute periods, creating a potential for conflicts. A small bulb-out at the viewpoint could help avoid issues.
- Vegetation management will be needed to ensure the view is maintained as existing trees and other vegetation on both sides of the viewpoint grow.

Old WGP ID: N/A

Old SRI ID: VB31-37





# SCENIC RESOURCES INVENTORY | EXTRAPOLATED RIVER VIEW

**SRSE02:**                    SPRINGWATER CORRIDOR – EAST ISLAND

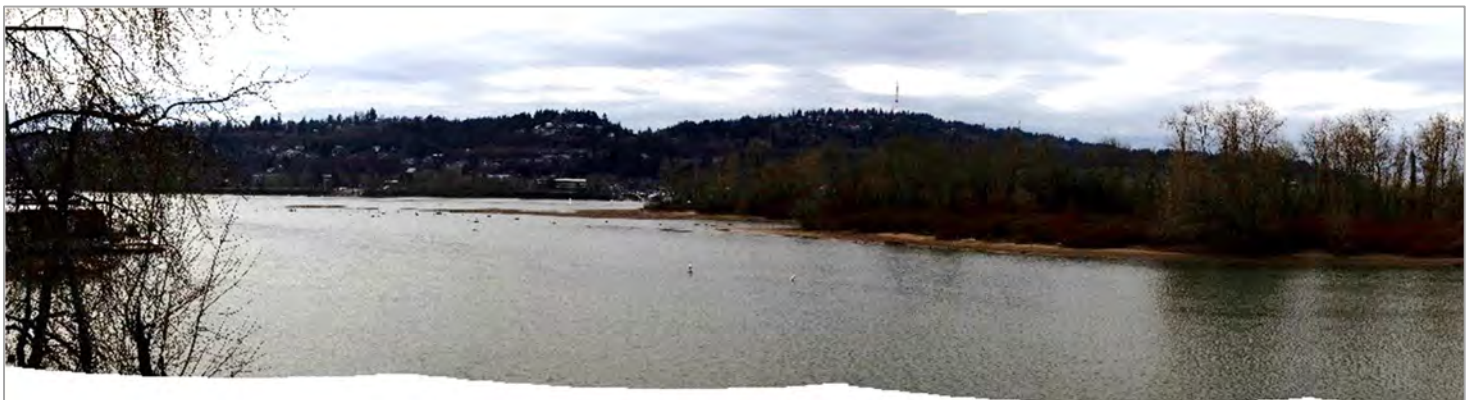
**Group:**                    A

**Description:** This viewpoint is located along the Springwater Corridor Trail on a bulb-out that was constructed in 2018 as a part of the Oaks Bottom Habitat Enhancement Project, which included a culvert replacement to improve flow between the river and Oaks Bottom wetland. The view is west-facing with the Willamette River and East Island as the primary focal features. Vegetation in the middle ground and background provide secondary focal features. Direct access to the viewpoint is achieved only via the Springwater Corridor Trail. Bicyclists and pedestrians can access the Springwater Corridor Trail from the Oaks Bottom Wildlife Refuge Trailhead to the north or from SE Spokane Street to the south. The viewpoint is paved and includes a guardrail on the west side viewing area.

**Primary Focal Feature(s):**     Willamette River, East Island

**Secondary Focal Feature(s):**    Vegetation (middle-ground and background)

<b>Rankings:</b>		<b>Contributing factors:</b> Shares many characteristics with high rated river views: Three distance zones, natural vegetation, high viewer position in a clearly-defined viewpoint area.
Overall Scenic Quality: <u>Extrapolated</u>	Developed as Viewpoint: <u>5</u>	
Iconic:	Access to Viewpoint: <u>5</u>	
Portland Essence:	Use as a viewpoint: <u>5</u>	



*Westerly view with East Island in the forefront and west hills in the distance.*



Photo of viewpoint bulb-out along the Springwater Corridor Trail.



Viewpoint signage providing information on the Oaks Bottom Habitat Enhancement Project

### Viewpoint Amenities

- Bulb-out/platform
- Guardrail

### Management Considerations

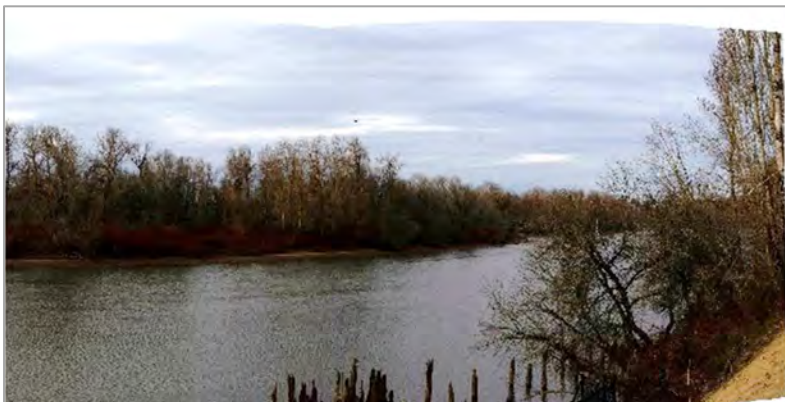
- Bike traffic volumes can be high in this corridor, especially during commute periods. The viewing platform is located off of the trail, reducing potential for conflicts.

### Access

- Formal trail/bike lane
- No transit stop within ¼ mile
- Limited parking at Springwater Corridor Trail access points

Old WGP ID: N/A

Old SRI ID: N/A





# SCENIC RESOURCES INVENTORY | EXTRAPOLATED UPLAND VIEW

**SRSE03:** OAKS BOTTOM – SE 13<sup>TH</sup> AVENUE

**Tier:** II

**Description:** This viewpoint is located along SE 13<sup>th</sup> Avenue in an undeveloped right-of-way that extends from SE 13<sup>th</sup> Avenue and runs parallel to SE Sellwood Boulevard down to the southern end of the Oaks Bottom Wildlife Refuge. The view is west facing and includes the Oaks Bottom wetland and middle-ground vegetation as primary focal features. The wetland is seasonally inundated, creating a different view during different parts of the year. Existing vegetation creates discordance in the view, though that discordance varies between “leaf on” and “leaf off” periods. Generally, the view is significantly improved during leaf off periods as a result of water in the wetland and reduced discordance. The viewpoint can be accessed through a variety of modes, including automobile, bicycle or walking. Only on-street auto parking is available near the viewpoint. A bench is located at the viewpoint and a picnic table is nearby.

**Primary Focal Feature(s):** Oaks Bottom wetland, vegetation (middle-ground)

**Secondary Focal Feature(s):**

<b>Rankings:</b>		<b>Contributing factors:</b> Shares some characteristics with high rated river views: Depth of field at multiple distances, natural vegetation, high viewer position in a clearly-defined viewpoint area.
Overall Scenic Quality: <u>Extrapolated</u>	Developed as Viewpoint: <u>5</u>	
Iconic:	Access to Viewpoint: <u>5</u>	
Portland Essence:	Use as a viewpoint: <u>5</u>	



*Leaf-off view with Oaks Bottom wetland in the foreground and the west hills beyond.*





Viewpoint area with bench and picnic table to the north.



Leaf-on view with vegetation creating discordance in the view.

## Viewpoint Amenities

- Bench
- Picnic table

## Management Considerations

- Additional amenities, such as an educational sign or other marker, could increase recognition and use of this viewpoint.
- Vegetation management would be needed to fully expose the view throughout the year due to existing trees and other vegetation creating discordance during the leaf-on periods.

## Access

- Street/auto
- Bike access
- Transit stop within ¼ mile
- On-street parking

Old WGP ID: N/A

Old SRI ID: N/A



# SCENIC RESOURCES INVENTORY | RIVER VIEW

## SRSE04: OAKS AMUSEMENT PARK BEACH

**Group:** A

**Description:** This viewpoint is located on the beach down the stairs from Oaks Amusement Park and provides an expansive view of the Willamette River. The panoramic view includes a large extent of the Willamette River and the South Waterfront and downtown skylines. Additionally, the West Hills ridgeline and associated vegetation contributes significantly to the view. The access point for the viewpoint can be reached using variety of modes, including automobile, bicycle or walking, but the viewpoint itself generally requires use of the stairs down from Oaks Amusement Park. During lower water levels, the beach can be accessed from the beach to the south which extends to Sellwood Riverfront Park. During winter months water levels preclude access from the south. Auto parking spaces are available in the nearby Oaks Amusement Park parking lot. The viewpoint is undeveloped.

**Primary Focal Feature(s):** Willamette River

**Secondary Focal Feature(s):** Central City skyline

Rankings:		Contributing factors:	
Overall Scenic Quality: <u>19</u>	Developed as Viewpoint: <u>0</u>	Skyline: <u>Y</u>	Water: <u>Y</u>
Iconic: <u>15</u>	Access to Viewpoint: <u>2.5</u>	Vegetation: <u>Y</u>	Horizon/Ridgeline: <u>N</u>
Portland Essence: <u>15</u>	Use as a viewpoint: <u>2.5</u>		



*Panoramic view of the Willamette River, Central City skyline and other features.*





Viewpoint on the beach.



View of South Waterfront and downtown skylines.

### Viewpoint Amenities

- None

### Access

- Formal trail/bike lane nearby
- No transit stop within ¼ mile
- Private parking nearby; public parking is limited

### Management Considerations

- Wayfinding signage along the Springwater Corridor and/or at the top of the stairs from Oaks Amusement Park would increase awareness of this viewpoint.
- Given its placement on the beach and the surrounding environment, the addition of amenities at the viewpoint is not recommended.
- This beach is popular and highly used during the summer months.

Old WGP ID: N/A

Old SRI ID: N/A





# SCENIC RESOURCES INVENTORY | EXTRAPOLATED RIVER VIEW

## SRSE05: OAKS AMUSEMENT PARK PAVILION

**Group:** C

**Description:** This viewpoint is located along the walking path adjacent to the Oaks Amusement Park pavilion. Though the property is privately-owned, the viewpoint is included in the inventory because Oaks Amusement Park is publicly-accessible throughout most of the day and no fee is required to access it. Primary focal features from this location include the Willamette River and South Waterfront and downtown skylines. However, due to existing vegetation, the view can only be seen during leaf-off periods. This is an extrapolated view because the expert panel reviewed and evaluated leaf-on photos of the view. Staff reevaluated the view during the leaf-off period and updated its ranking. Auto parking spaces are available in the nearby Oaks Amusement Park parking lot. A picnic table is located near the viewpoint.

**Primary Focal Feature(s):** Willamette River, Central City skyline

**Secondary Focal Feature(s):** Ross Island

### Rankings:

Overall Scenic Quality: Extrapolated Developed as Viewpoint: 0

Iconic: Access to Viewpoint: 2.5

Portland Essence: Use as a Viewpoint: 2.5

### Contributing factors:

Shares some characteristics with high rated upland views including three distance zones, a prominent ridgeline and natural vegetation, but overgrown vegetation in foreground detracts from view most of the year.



*Leaf-off view with views of the river and downtown in the distance.*



Viewpoint is located near other activities in Oaks Park.



View during leaf-on period.

### Viewpoint Amenities

- Picnic table

### Access

- Street/auto
- Formal trail/bike lane nearby
- No transit stop within ¼ mile
- Private parking nearby; public parking is limited

### Management Considerations

- Additional amenities, such as an educational sign or other marker, would increase recognition and use of this viewpoint.
- Vegetation management would be needed to fully expose the view throughout the year due to existing trees and other vegetation creating discordance during the leaf-on periods.

Old WGP ID: N/A

Old SRI ID: N/A





# SCENIC RESOURCES INVENTORY | EXTRAPOLATED UPLAND VIEW

**SRSE06**

**SPRINGWATER CORRIDOR – OAKS BOTTOM WEST**

**Tier:** II

**Description:** This viewpoint is located along the Springwater Corridor just east of Oaks Amusement Park. At this time, the viewpoint has not been constructed but the general location has been determined. Portland Parks and Recreation will build an elevated, ADA-compliant viewpoint, which is a final component of the Oaks Bottom Habitat Restoration Project, in the winter of 2020. Based on the expected location, photos were taken to capture the general character of the view. The viewpoint ranking was then extrapolated based on the ranking of similar viewpoints. The viewpoint will be able to be accessed through a variety of modes, including automobile, bicycle or walking. Bicyclists and pedestrians will be able to access the viewpoint directly on the Springwater Corridor Trail. Visitors in automobiles will have the option of parking in parking spaces along Oaks Park Way. Amenities provided are still to be determined.

**Primary Focal Feature(s):** Oaks Bottom wetland

**Secondary Focal Feature(s):** Vegetation

**Rankings:**

Overall Scenic Quality: Extrapolated Developed as Viewpoint: 5  
 Iconic: Access to Viewpoint: 2.5  
 Portland Essence: Use as a viewpoint: 2.5

**Contributing factors:**

Shares some characteristics with high rated upland views including water-related primary focal feature, a prominent ridgeline and framed with natural vegetation in a clearly-defined viewpoint area.



*Easterly view with Oaks Bottom wetland in the foreground and the Sellwood Bluff in the background.*





Photo of the proposed future location for this viewpoint.



View across Oaks Bottom wetland to mural to the east.

### Viewpoint Amenities

- Bulb-out/platform

### Management Considerations

- Bike traffic volumes can be high in this corridor, especially during commute periods. The viewing platform will be located off of the trail, reducing potential for conflicts.
- Viewpoint will be elevated and American Disabilities Act (ADA)-compliant.

### Access

- Formal trail/bike lane
- Transit stop within ¼ mile
- Private parking nearby; public parking is limited

Old WGP ID: N/A

Old SRI ID: N/A



# SCENIC RESOURCES INVENTORY | RIVER VIEW

**SRSE07:** SE SELLWOOD BLVD – OAKS BOTTOM

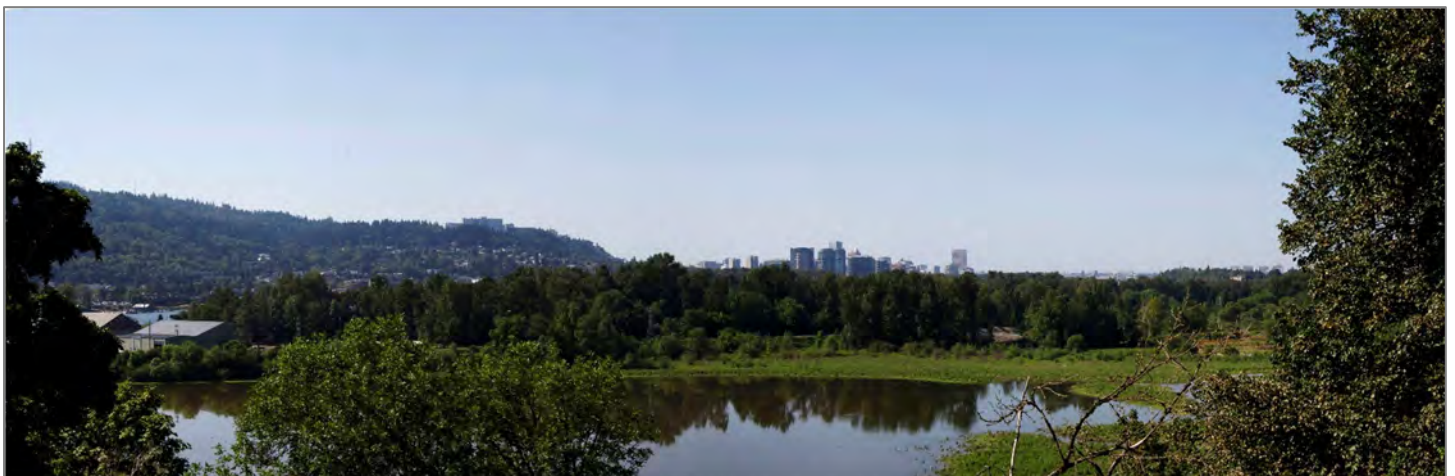
**Group:** A

**Description:** This viewpoint is located on the north side of SE Sellwood Boulevard and provides a unique view within the city. Primary focal features of the view are the Oaks Bottom Wildlife Refuge in the middle ground and the South Waterfront and downtown skyline. Vegetation on Ross Island and atop the West Hills contributes to the high ranking of this view. Additionally, vegetation along SE Sellwood Boulevard frames the view. Due to its unique make-up and composition, this view was one of the highest ranked by the expert panel. It was evaluated as an iconic view that depicts the essence of Portland. The viewpoint can be easily accessed through a variety of modes, including automobile, bicycle or walking. There is no bicycle lane along SE Sellwood Boulevard but traffic volumes are generally limited here. On-street parking is available in the adjacent neighborhood. A bench is located near the viewpoint.

**Primary Focal Feature(s):** Oaks Bottom Wildlife Refuge, Central City skyline

**Secondary Focal Feature(s):** Vegetation

Rankings:		Contributing factors:	
Overall Scenic Quality: <u>23</u>	Developed as Viewpoint: <u>0</u>	Skyline: <u>Y</u>	Water: <u>Y</u>
Iconic: <u>19</u>	Access to Viewpoint: <u>5</u>	Vegetation: <u>Y</u>	Horizon/Ridgeline: <u>N</u>
Portland Essence: <u>20</u>	Use as a viewpoint: <u>5</u>		



*View of Oaks Bottom Wildlife Refuge, Central City skyline and Ross Island.*





Viewpoint with Oaks Bottom wetland in the foreground.



Close-up view of Oaks Bottom and skyline framed by vegetation.

## Viewpoint Amenities

- Bench

## Access

- Street/auto
- Bike access
- Transit stop within ¼ mile
- On-street parking nearby

## Management Considerations

- Addition of a sidewalk on the north side of SE Sellwood Boulevard would improve the pedestrian experience and increase the use of this viewpoint.
- The bench that is established nearby is not in a location to maximize the view. Relocation of the bench to the viewpoint area would be beneficial.
- Additional amenities, such as an educational sign or other marker, would increase recognition and use of this viewpoint.
- Vegetation management may be needed as existing trees and other vegetation surrounding the viewpoint continue to grow and expand.

Old WGP ID: N/A

Old SRI ID: VP38-03





# SCENIC RESOURCES INVENTORY | RIVER VIEW

**SRSE08:**                      SELLWOOD PARK

**Group:**                      A

**Description:** This viewpoint is located along a paved pathway at the north end of the Sellwood Park parking lot. The primary focal features of the view are the South Waterfront and downtown skylines, with the river and vegetation in the foreground and middle ground as secondary focal features. Vegetation around the viewpoint frames the view but does create discordance in some portions of the view. Due to its unique make-up and composition, this view was one of the highest ranked by the expert panel. It was evaluated as an iconic view that depicts the essence of Portland. The viewpoint can be accessed through a variety of modes, including automobile, bicycle or walking. Auto parking spaces are available in the adjacent parking lot and on-street in the adjacent neighborhood. The viewpoint is undeveloped and unmarked.

**Primary Focal Feature(s):**      Central City skyline

**Secondary Focal Feature(s):**    Willamette River, vegetation

Rankings:		Contributing factors:	
Overall Scenic Quality: <u>  21  </u>	Developed as Viewpoint: <u>  0  </u>	Skyline: <u>  Y  </u>	Water: <u>  Y  </u>
Iconic: <u>  17  </u>	Access to Viewpoint: <u>  5  </u>	Vegetation: <u>  Y  </u>	Horizon/Ridgeline: <u>  N  </u>
Portland Essence: <u>  17  </u>	Use as a viewpoint: <u>  5  </u>		



*View of Oaks Bottom Wildlife Refuge, Oaks Amusement Park, the Willamette River and the Central City skyline in the distance.*



Viewpoint located walkway at north end of parking lot.



Close-up view of Oaks Amusement Park and skyline.

### Viewpoint Amenities

- None

### Access

- Street/auto
- Bike access
- No transit stop within ¼ mile
- Off-street parking provided; on-street parking available nearby

### Management Considerations

- Addition of a more well-defined viewing platform would better define the viewpoint. Currently there are no markers to identify the area as a viewpoint.
- Additional amenities, such as an educational sign or other marker, would increase recognition and use of this viewpoint.
- Vegetation management should be implemented to prune or remove existing trees and other vegetation to reduce discordance of the view.

Old WGP ID: N/A

Old SRI ID: VC38-30





# SCENIC RESOURCES INVENTORY | RIVER VIEW

## SRSE09: SELLWOOD RIVERFRONT PARK

**Group:** C

**Description:** This viewpoint is located along the water in Sellwood Riverfront Park within a concrete landing just north of the public dock. The primary focal feature in the view is the Willamette River. A secondary focal feature is the Sellwood Bridge. Vegetation riverward of the concrete landing creates discordance within the view of the Sellwood Bridge. Given the direct access to the water front and the public dock, this area is a great location to observe a variety of water-based recreation. The viewpoint can be accessed through a variety of modes, including automobile, bicycle or walking. Numerous auto parking spaces are provided in the nearby parking lot. Four picnic tables are located near the viewpoint.

**Primary Focal Feature(s):** Willamette River

**Secondary Focal Feature(s):** Sellwood Bridge

### Rankings:

Overall Scenic Quality: 12

Developed as Viewpoint: 5

Iconic: 19

Access to Viewpoint: 5

Portland Essence: 11

Use as a viewpoint: 2.5

### Contributing factors:

Skyline: N

Water: Y

Vegetation: Y

Horizon/Ridgeline: N



*View of Willamette River and Sellwood Bridge from viewing platform.*





Viewing platform with picnic tables.



View of Sellwood Bridge with vegetation obscuring view.

## Viewpoint Amenities

- Platform
- Picnic tables
- Guardrail

## Access

- Formal trail/bike lane
- Street/auto
- No transit stop within ¼ mile
- Off-street parking provided

## Management Considerations

- Vegetation management should be implemented to prune or remove existing trees and other vegetation to reduce discordance of the view. This would increase the prominence of the Sellwood Bridge from this location.
- Additional amenities, such as an educational sign or other marker, would increase recognition and use of this viewpoint.
- Addition of wayfinding signs within Sellwood Riverfront Park would also increase the awareness of the viewpoint.

Old WGP ID: N/A

Old SRI ID: VB28-26



# SCENIC RESOURCES INVENTORY | RIVER VIEW

**SRSE10:** SELLWOOD BRIDGE – NORTH

**Group:** A

**Description:** This viewpoint is located on an existing bulb-out on the north sidewalk of the Sellwood Bridge. As a part of the construction of the new bridge, a bench and educational historic signage was added to this portion of the bridge, providing an opportunity for rest and contemplation. From the viewpoint there is an expansive view of the river. The view extends north to the South Waterfront and downtown skylines. The west and east shorelines serve as secondary focal features and frame the view. The wooded west hills provide additional framing and character. The viewpoint can be accessed via bicycle or walking. The viewpoint is located approximately one-quarter mile from each end. Auto parking is available at both ends of the bridge. Parking at the west end of the bridge is limited and not well known by the public. On-street parking is available at the east end of the bridge.

**Primary Focal Feature(s):** Willamette River

**Secondary Focal Feature(s):** Central City skyline, shoreline

Rankings:		Contributing factors:	
Overall Scenic Quality: <u>23</u>	Developed as Viewpoint: <u>5</u>	Skyline: <u>Y</u>	Water: <u>Y</u>
Iconic: <u>17</u>	Access to Viewpoint: <u>2.5</u>	Vegetation: <u>N</u>	Horizon/Ridgeline: <u>N</u>
Portland Essence: <u>19</u>	Use as a viewpoint: <u>5</u>		



*View from north side of the Sellwood Bridge with the Willamette River and the downtown skyline in the distance.*



Viewpoint contains a bench and educational historical signage.



View of eastern shoreline with downtown in the background.

### Viewpoint Amenities

- Bench
- Educational signage

### Management Considerations

- Addition of wayfinding signs at the Sellwood bridgeheads would increase the awareness of the viewpoint.

### Access

- Bike lane
- Street/auto
- Transit stop within ¼ mile
- Limited auto parking at bridgeheads; no parking on bridge

Old WGP ID: N/A

Old SRI ID: N/A





# SCENIC RESOURCES INVENTORY | RIVER VIEW

**SRSE11:** SELLWOOD BRIDGE – SOUTH

**Group:** A

**Description:** This viewpoint is located on an existing bulb-out on the south sidewalk of the Sellwood Bridge. As a part of the construction of the new bridge, a bench and educational historic signage was added to this portion of the bridge, providing an opportunity for rest and contemplation. From the viewpoint there is an expansive view of the river. The view extends south toward the City of Milwaukie. The west and east shorelines serve as secondary focal features and frame the view. The wooded west hills provide additional framing and character. The viewpoint can be accessed via bicycle or walking. The viewpoint is located approximately one-quarter mile from each end. Auto parking is available at both ends of the bridge. Parking at the west end of the bridge is limited and not well known by the public. On-street parking is available at the east end of the bridge.

**Primary Focal Feature(s):** Willamette River

**Secondary Focal Feature(s):** Vegetation, shoreline

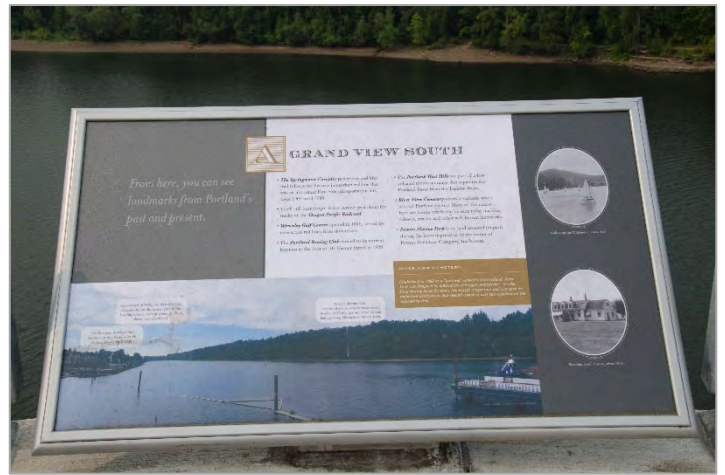
Rankings:		Contributing factors:	
Overall Scenic Quality: <u>19</u>	Developed as Viewpoint: <u>5</u>	Skyline: <u>N</u>	Water: <u>Y</u>
Iconic: <u>13</u>	Access to Viewpoint: <u>2.5</u>	Vegetation: <u>Y</u>	Horizon/Ridgeline: <u>N</u>
Portland Essence: <u>12</u>	Use as a viewpoint: <u>5</u>		



*View from south side of the Sellwood Bridge with the Willamette River and Powers Marine Park on the west side.*



Viewpoint contains a bench and educational historical signage.



Educational historic signage at the viewpoint.

### Viewpoint Amenities

- Benches
- Educational signage

### Management Considerations

- Addition of wayfinding signs at the Sellwood bridgeheads would increase the awareness of the viewpoint.

### Access

- Bike lane
- Street/auto
- Transit stop within ¼ mile
- Limited auto parking at bridgeheads; no parking on bridge

Old WGP ID: N/A

Old SRI ID: N/A



# SCENIC RESOURCES INVENTORY | RIVER VIEW

**SRSE12:** SE LINN STREET

**Group:** B

**Description:** This viewpoint is located in the right-of-way at the end of SE Linn Street. The primary focal feature of the view is the Willamette River. The wooded west hills contribute to the character of the view. Existing docks north of the viewpoint create a discordance within the view of the river. There is no defined viewpoint platform and the western portion of the area is characterized by steep slopes, creating a significant hazard for people and animals. The viewpoint includes a bench that is frequently used by nearby residents and visitors. The viewpoint can be accessed through a variety of modes, including automobile, bicycle or walking. On-street parking is available on SE Linn Street.

**Primary Focal Feature(s):** Willamette River

**Secondary Focal Feature(s):**

**Rankings:**

Overall Scenic Quality: 11

Developed as Viewpoint: 5

Iconic: 7

Access to Viewpoint: 5

Portland Essence: 8

Use as a viewpoint: 5

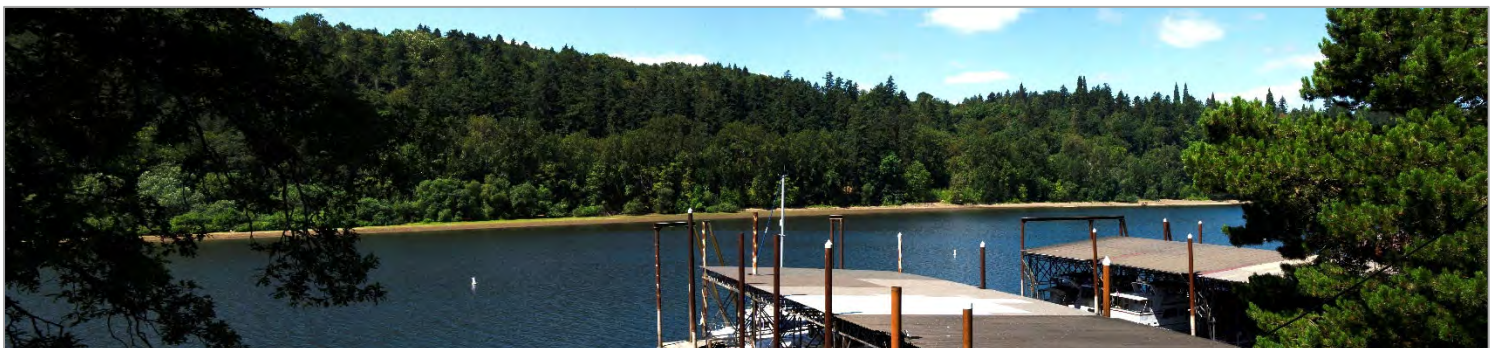
**Contributing factors:**

Skyline: N

Water: Y

Vegetation: Y

Horizon/Ridgeline: N



*View from the end of SE Linn Street.*





# SCENIC RESOURCES INVENTORY | RIVER VIEW

**SRSE13:** WAVERLEY COUNTRY CLUB – SE OCHOCO ST

**Group:** C

**Description:** This viewpoint is located on the sidewalk of the northeast corner of SE Ochoco Street and SE 9<sup>th</sup> Avenue. The primary focal feature is the Willamette River, with vegetation on the west hills serving as a secondary focal feature. The view looks through a chain link fence across the Waverley Country Club and vegetation is present on both sides of the view. In general, the view corridor is narrow. The viewpoint can be accessed through a variety of modes, including automobile, bicycle or walking. On-street parking is available nearby. The viewpoint is undeveloped.

**Primary Focal Feature(s):** Willamette River

**Secondary Focal Feature(s):** Vegetation

**Rankings:**

Overall Scenic Quality: 10      Developed as Viewpoint: 0

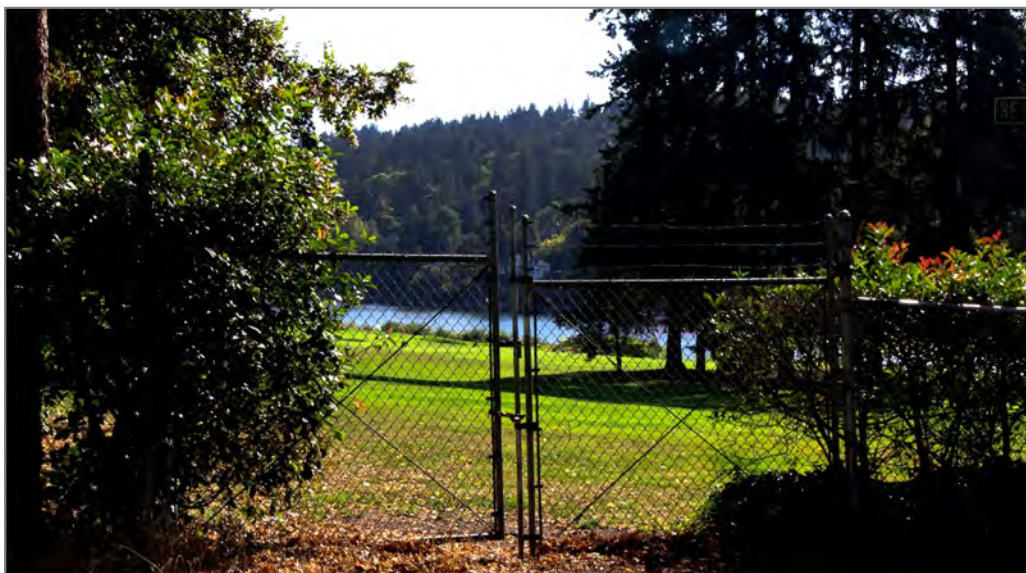
Iconic: 6      Access to Viewpoint: 5

Portland Essence: 7      Use as a viewpoint: 2.5

**Contributing factors:**

Skyline: N      Water: Y

Vegetation: Y      Horizon/Ridgeline: Y

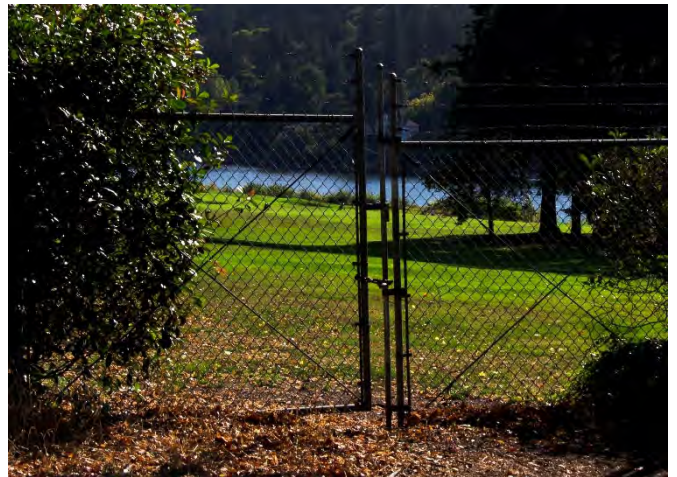


*View looking to the Willamette River across Waverley Country Club.*





Viewpoint at SE Ochoco Street.



Fencing and vegetation creates discordance within the view.

### Viewpoint Amenities

- None

### Access

- Street/auto
- Bike access
- No transit stop within ¼ mile
- On-street parking

### Management Considerations

- Additional of a medallion or other marker(s) would increase recognition and use of this viewpoint.
- The view is characterized by a substantial amount of discordance. Pruning of vegetation and removal of the chain link fence would address improve the view. The Waverley Country Club is not within the study area and not currently within the City’s planning jurisdiction. However, coordination with Waverley Country Club ownership/management to reduce the vegetation on both sides of the gate would improve this view.

Old WGP ID: N/A

Old SRI ID: N/A





## E. RIVER ACCESS WAYS

### 1. Methodology

Streets and sidewalks frequently provide visual access down a street, whether in a car, on a bike or walking. However, not all streets and associated rights-of-way are, or should be, considered *view streets*. 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 feature 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.

River access ways are a subset of view streets that terminate at or within the Willamette Greenway boundary and provide a visual and physical connection to the Willamette River. River access ways were called “view corridors” in the 1987 Willamette Greenway Plan. All of the view streets in the South Reach are river access ways.

To produce an inventory of these river access ways, the following approach was followed:

1. Map existing inventoried view streets
2. Document existing and potential view streets
3. Designate view streets

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

#### Map Existing Inventoried View Streets

View streets were identified through past planning efforts including the *Willamette Greenway Plan* (1987) and *Scenic Resources Protection Plan* (1991). Each plan had a different methodology for identifying and documenting view streets. On the 1989 *Scenic Resource Inventory Map*, view streets were called *view corridors* or *gateways*. This nomenclature became confusing because the 1991 *Scenic Resources Protection Plan* designated view corridors as views and viewpoints, not a view down a particular street. Further, gateways were not included in the 1991 *Scenic Resources Protection Plan*. To reduce confusion, the terms *view corridor* and *gateway* when associated with a street are no longer used. A view down a particular street is a *view street*. (Please also see Chapter 5: Scenic Corridors for an inventory of scenic drives, trails, rails and waterways.)

In the 1987 *Willamette Greenway Plan*, river access ways were called *view corridors*. This nomenclature is confusing because view corridors identified in the *Willamette Greenway Plan* are different from the two types of view corridors identified in the 1991 *Scenic Resources Protection Plan*. The intent of the river access ways in the *Willamette Greenway Plan* was to provide visual and physical access to the Willamette River. To reduce confusion, the term *view streets* includes river access ways.

All existing view streets (including previously designated view corridors, gateways and river access ways that are views down a street) were digitized and arrayed using GIS.

### Document Existing and Potential View Streets

Staff analyzed all previously inventoried view corridors and gateways as well as any other street corridors that could be view streets in the South Reach using the criteria below. This approach was chosen because the previous scenic resources plans did not use a replicable approach to designate view corridors, gateways or river access ways. There was no standard set of criteria used through the plans.

#### **First Screen Criteria**

In order for staff to document a street for potential inclusion in this inventory staff needed to have one location to safely stand and take pictures. While a view down a street may be enjoyed by a person in an automobile or on a bike, documentation of the view cannot be safely completed from either of those forms of transportation. It is assumed that if the view can be seen while on foot from the center a crosswalk across the street then the view can also be enjoyed from an automobile or a bike.

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

1. The view ends in a focal feature 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.

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.

#### **Data Collection**

City staff visited potential view streets and river access ways while documenting existing scenic resources to determine whether any additional resources should be added. One additional view street on SE 9<sup>th</sup> Avenue was determined to meet the first screen criteria. For this view street, the following field assessment elements that were documented:

- Location of start of view street (intersection)
- Direction of view down view street
- Approximate length of view street
- Visual focal feature 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. Depending on the traffic volumes of the streets, 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.

### 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.

### Identification Criteria

1. Prominence – The focal feature is visually prominent. The focal feature is clearly visible and would attract the eye of the observer from the point where the photo was taken. This criterion also helped determine the start/extent of the view street.
2. Uniqueness – The visual focal terminus is unique in the context of the neighborhood or district. This is important with regards to the Willamette River in the South Reach. The river is visible down a number of streets in the study area, though they are generally clustered in particular neighborhoods. In neighborhoods with multiple similar views in close proximity, 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 – 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. The majority of streets in the South Reach are two-way streets so this was not a significant issue.
4. River Access Ways – The visual focal terminus is the Willamette River or a park or trail within the Willamette Greenway and the river, park or trail can be seen down the street and can be physically accessed, meaning the street terminates at the river, park or trail. If the street only provides visual access to the river, park or trail, but there is no physical access to the feature, then it was designated a view street but not also identified as a river access way.

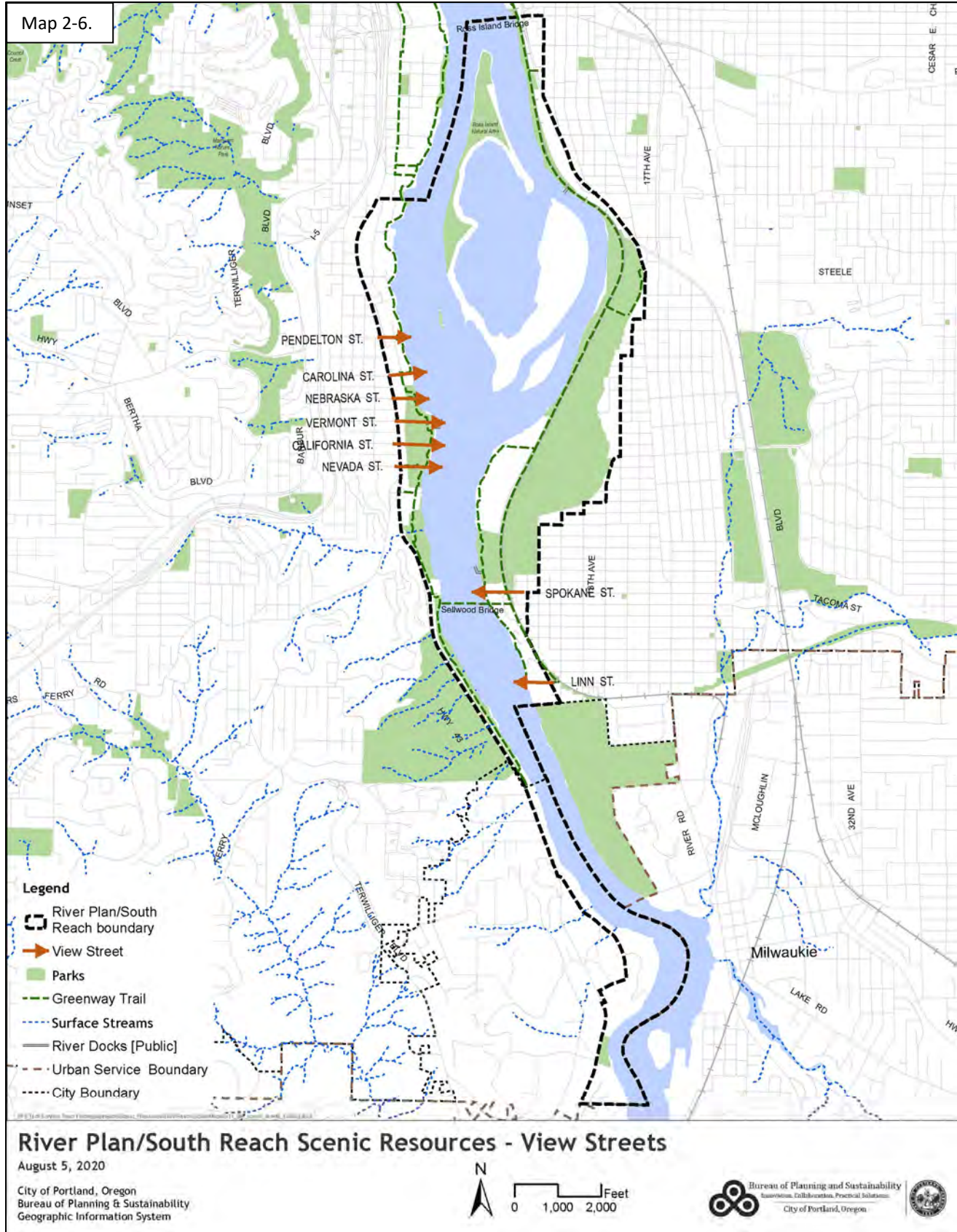
City staff evaluated all view streets using these criteria to identify the final list included in the inventory. Any view streets that were initially documented but not included in the final inventory are presented in Appendix D, Retired View Corridors and Gateways.

## 2. River Access Ways Results

There are eight view streets in the South Reach and all of them are also river access ways. Six of these are located on the west side and two are on the east side of the Willamette River. Each of the view streets ends at a focal terminus, either the river or Willamette Park.

Map 2-6 shows each South Reach view street in orange.





# SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

---

**NAME:** SW PENDLETON ST, LOOKING EAST

**View Terminus** Willamette River  
**Focal Feature:**

**Description:** This river access way extends east along SW Pendleton Street from approximately SW Hood Avenue down to the Willamette River. The river access way is characterized by a single- and multi-dwelling residential mixed with a few commercial businesses near SW Macadam Ave. The river becomes increasingly visible as one approaches and crosses SW Macadam Ave. There is no parking allowed on SW Pendleton St east of SW Macadam or on the north side west of SW Macadam. There are no designated bike lanes but there are sidewalks on both sides to the west of SW Macadam and on one side of the street east of SW Macadam.

- Management Considerations:**
- Overhead utilities, traffic lights and street lights create discordance within the view.
  - Existing street trees west of SW Macadam Avenue obscure the view of the river from the south side of the street during leaf-on periods. Recently-planted street trees on the north side of the street could obscure the view further in the future if not pruned over time.

**Old WGP Code:** None



*View east down SW Pendleton St to the Willamette River.*



# SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

---

**NAME:** SW CAROLINA ST, LOOKING EAST

**View Terminus:** Willamette River

**Focal Feature:**

**Description:** This river access way extends east along SW Carolina Street from just west of SW Hood Avenue to the Willamette River. West of SW Virginia Avenue, the river access way is characterized by single-dwelling residential to the north. Sunstone Montessori School is located on the southern side of the street in this area. Commercial uses are focused on the blocks directly adjacent to SW Macadam Avenue. The river is generally visible the entire length of the river access way. Parking is allowed on both sides of SW Carolina Street west of SW Macadam Ave. There are no designated bike lanes but there are sidewalks on both sides to the west of SW Macadam. There are no sidewalks east of SW Macadam Ave.

- Management Considerations:**
- Overhead utilities and street lights create discordance within the view.
  - Existing street trees west of SW Macadam Avenue obscure the view of the river during leaf-on periods. The view of the river is more direct during leaf-off periods.
  - On-street parking is allowed on both sides of the street west of SW Macadam Ave, somewhat obscuring the view of the river.
  - SW Carolina St is only partially improved east of SW Macadam Ave., with no sidewalks and limited differentiation between public and private space.

**Old WGP Code:** None



*View looking east down SW Carolina Street.*



# SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

---

**NAME:** SW NEBRASKA ST, LOOKING EAST

**View Terminus** Willamette Park

**Focal Feature:**

**Description:** This river access way extends east along SW Nebraska Street from just west of SW Virginia Avenue to Willamette Park. West of SW Macadam Avenue, the river access way is characterized by a mix of commercial uses and single and multi-dwelling residential. Commercial office buildings are on both sides of SW Nebraska St east of SW Macadam Avenue. The river is somewhat visible at the eastern end of this river access way but the primary view terminus is Willamette Park. Parking is allowed on both sides of SW Nebraska Street west of SW Macadam Ave. No on-street parking is allowed east of SW Macadam Ave. There are no designated bike lanes but there are sidewalks on both sides of SW Nebraska St.

- Management Considerations:**
- Overhead utilities, traffic lights and street lights create discordance within the view.
  - Existing street trees on both sides of SW Nebraska St slightly obscure the view of the park during leaf-on periods. The view is less obscured during leaf-off periods.

**Old WGP Code:** None



*View looking east down SW Nebraska Street.*

# SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

---

**NAME:** SW VERMONT ST, LOOKING EAST

**View Terminus:** Willamette River

**Focal Feature:**

**Description:** This river access way extends east from SW Macadam Avenue across an entry drive to an office building and Willamette Park. The view is available throughout the year but deciduous vegetation creates additional discordance during the spring and summer months. There is no direct pedestrian/bike access to Willamette Park from SW Vermont Street and SW Macadam Avenue. Street parking is not allowed on SW Macadam Avenue but is allowed on both sides of SW Vermont Street. There are no designated bike lanes but there are sidewalks on both sides of SW Macadam Avenue and SW Vermont Avenue.

**Management Considerations:**

- Overhead utilities, signage, fencing and Willamette Park vegetation create discordance within the view.

**Old WGP Code:** None



*View looking east to the Willamette River from the west side of SW Macadam Avenue.*

# SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

---

**NAME:** SW CALIFORNIA ST, LOOKING EAST

**View Terminus** Willamette River  
**Focal Feature:**

**Description:** This river access way extends east from just west of SW Macadam Avenue across Willamette Park. The view is available throughout the year but foliage on large oak trees located within Willamette Park creates discordance during the spring and summer months. There is no direct pedestrian/bike access to Willamette Park from SW California Street and SW Macadam Avenue. Street parking is not allowed on SW Macadam Avenue but is allowed on both sides of SW California Street. There are no designated bike lanes but there are sidewalks on both sides of SW Macadam Avenue and SW Vermont Avenue.

**Management Considerations:**

- Overhead utilities and Willamette Park vegetation create discordance within the view.

**Old WGP Code:** None



*View looking east from SW Macadam Avenue to the river across Willamette Park.*



# SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

---

**NAME:** SW NEVADA ST, LOOKING EAST

**View Terminus:** Willamette Park

**Focal Feature:**

**Description:** This river access way extends east along SW Nevada Street from just west of SW Macadam Avenue to Willamette Park. West of SW Macadam Avenue, the river access way is characterized by commercial uses. Direct pedestrian/bike access to Willamette Park is available east of SW Macadam Avenue. No parking is allowed on either side of the street along this stretch of SW Nevada Street. There are no designated bike lanes but sidewalks on both sides of the street.

**Management Considerations:**

- Overhead utilities, traffic and street lights, chainlink fencing and railroad crossing signage create discordance within the view.

**Old WGP Code:** None



*View looking east to Willamette Park from SW Macadam Avenue.*

# SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

---

**NAME:** SE SPOKANE ST, LOOKING WEST

**View Terminus** Willamette River  
**Focal Feature:**

**Description:** This river access way extends west along SE Spokane Street from approximately SE 7<sup>th</sup> Avenue down to the Willamette River. Development along the river access way is characterized by a mix of commercial and multi-dwelling residential uses. The river is generally visible the entire length of the river access way. Parking is allowed on both sides of SW Spokane Street all the way down to the river. There are no designated bike lanes but there are sidewalks on both sides of the street.

- Management Considerations:**
- Overhead utilities and railroad and other signage create discordance in the view.
  - Existing street trees on both sides of SE Spokane Street, especially west of SE Oaks Park Way, obscure the view of the river during leaf-on periods. The view is less obscured during leaf-off periods.
  - SE Spokane Street can be very congested (especially during the summer) due to the convergence of Oaks Amusement Park and Sellwood Riverfront Park traffic and bicyclists and pedestrians using the Springwater Corridor Trail.

**Old WGP Code:** None



*View looking west to the Willamette River from SE 7<sup>th</sup> Avenue.*

# SCENIC RESOURCES INVENTORY | RIVER ACCESS WAY

---

**NAME:** SE LINN ST, LOOKING WEST

**View Terminus** Willamette River  
**Focal Feature:**

**Description:** This river access way extends west along SE Linn Street from approximately SE 9<sup>th</sup> Avenue down to the Willamette River. Development along the river access way is characterized by a mix of single- and multi-dwelling residential uses. The river is visible the entire length of the river access way, though mature street trees on the south side of SE Linn St partially obscure the view. Traffic volumes on this street are low and parking is allowed on both sides of SE Linn Street all the way down to the river. There are no designated bike lanes but there are sidewalks on both sides of the street. There is an established viewpoint (SRSE12) at the end of SE Linn St.

**Management Considerations:**

- Overhead utilities and street lights create discordance in the view.
- Existing street trees on the south side of SE Linn St, especially west of SE 8<sup>th</sup> Avenue, obscure the view of the river during leaf-on periods. The view is less obscured during leaf-off periods.

**Old WGP Code:** None



*View looking west to the Willamette River from SE 9<sup>th</sup> Avenue.*



## F. SCENIC CORRIDORS

### 1. 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 features or scenic sites located along it. 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.

On 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

Scenic corridors were reviewed using a two-step process to determine if a corridor should be included in this inventory.

#### Map Existing Scenic Corridors

The *Scenic Resource Inventory Map* (1989) and *Scenic Resources Protection Plan* (1991) identified two scenic drives and one scenic waterway in the South Reach: SW Sellwood Boulevard, SW Macadam Boulevard/SW Riverside Drive and the Willamette River. All of these existing scenic corridors were included in the inventory and evaluated.

#### Identify other Scenic Corridors

Staff attempted to identify other 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 publicly 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 South Reach (it may extend beyond the South Reach 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 features 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, wayfinding, 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.

#### Document Scenic Corridors

Staff documented all existing and potential scenic corridors in the South Reach. All were included because previous scenic resource plans didn't use a standard set of criteria for inventories and staff wanted to make sure no potential scenic corridors were missed.

#### **Data Collection**

Staff drove, walked, or biked all existing and potential scenic corridors and supplemented those visits with GIS analysis. The 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 South Reach. Some scenic corridors extend beyond the boundaries of the South Reach; portions outside of the South Reach would need to be evaluated and updated during subsequent plan projects.
- Approximate length of scenic corridor within the South Reach.
- 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 the vehicle or boat.

#### 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.

**Evaluation Criteria**

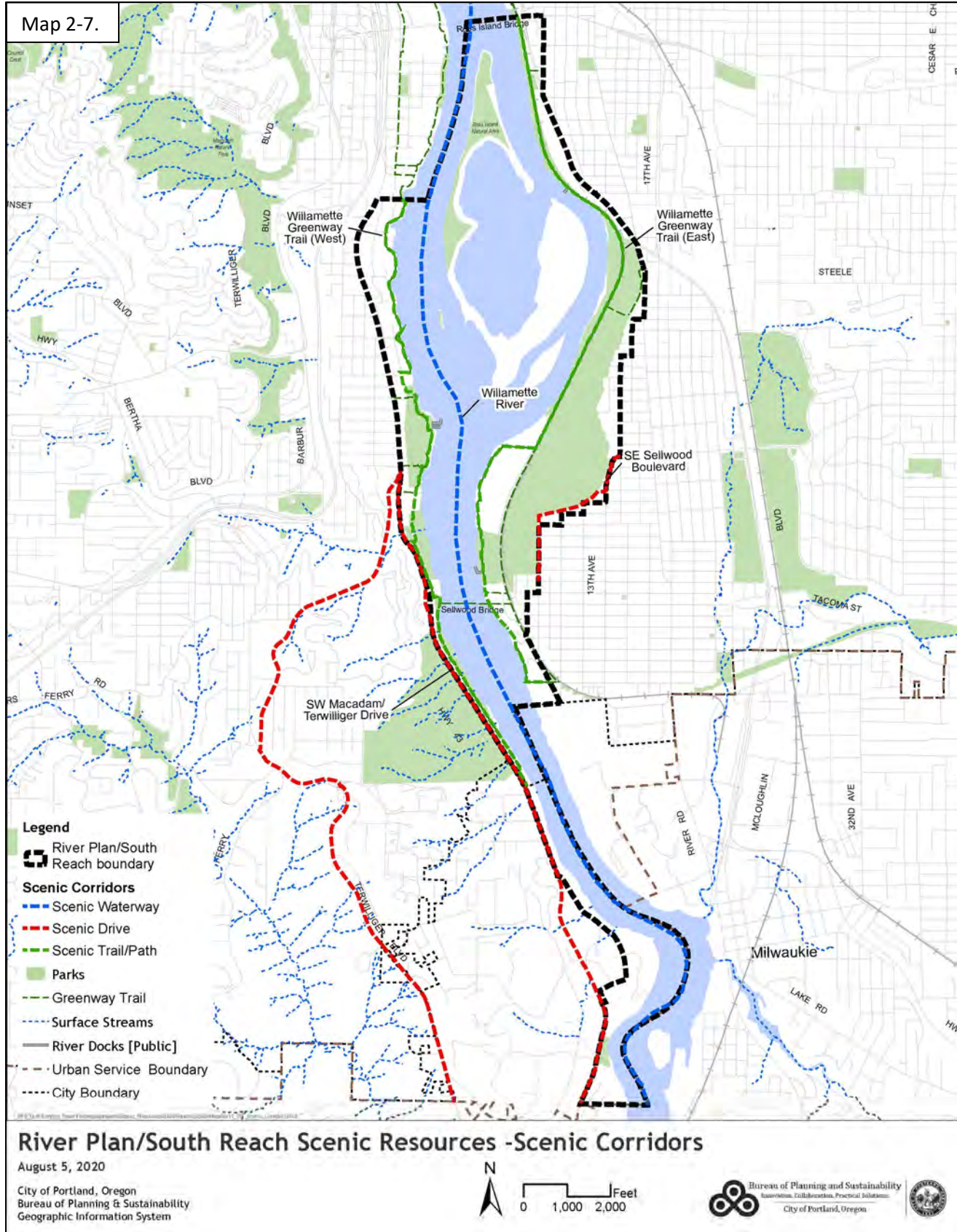
1. Scenic Qualities - There are visual features, besides the formal viewpoints or scenic sites, that add to the scenic quality of the corridor. Landscaping or natural vegetation lines portions of the corridor; open water is visible from the corridor; or historic buildings or cultural resources are located 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.

**2. Scenic Corridors Results**

There are five scenic corridors in the South Reach. Two of them – the Greenway Trail and Springwater Corridor Trail – are new scenic corridors. Some of the scenic corridors extend beyond the South Reach study area; however, those areas are not included in this inventory.

Map 2-7 shows the scenic corridor in the South Reach.





# SCENIC RESOURCES INVENTORY | SCENIC CORRIDOR

---

**NAME:** WILLAMETTE RIVER –  
*Scenic Waterway*

**Description:** The Willamette River runs through the entirety of the City of Portland and the portions of unincorporated Multnomah County included in the South Reach study area. The South Reach of the Willamette River stretches from Ross Island Bridge to the north to the Elk Rock Island area to the south. A wide variety of boating activities take place in the South Reach of the Willamette River including motor boating, canoeing, kayaking, rowing, dragon boating and paddle boarding. Swimming is also becoming more popular in the South Reach. 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:**

- Transient boaters (i.e., permanent live-aboard boats that serve as an alternative to traditional housing) have become more common. These boats are sometimes connected to one another, creating large clusters of boats, often within the main channel. In many cases, these boats are in poor condition and/or at risk of failure. Presence of these dilapidated boats can impact the scenic quality of the river.

**Ownership:** 32% public, 68% private  
(% of taxlots)

**Transportation Mode(s):** Boating, swimming, paddle boarding



*View of the Willamette River looking north from the Sellwood Bridge.*



# SCENIC RESOURCES INVENTORY | SCENIC CORRIDOR

---

**NAME:** GREENWAY TRAIL WEST –  
*Scenic Trail/Path*

**Description:** The Greenway Trail extends along the west bank of the Willamette River from the northern South Reach study area boundary to the Sellwood Bridge. The trail is generally located directly adjacent to the river, though it is pulled back from the river in some locations. The trail goes through Willamette Park, Willamette Moorage Park and the Multnomah County open space parcel located just north of Sellwood Bridge. South of the Sellwood Bridge a soft surface trail extends into Powers Marine Park but does not extend further south. It is expected that the trail will be extended as a part of any future development south of the Sellwood Bridge to extend the trail to the southern Multnomah County boundary. The Greenway Trail is a multi-use trail for bicyclists and pedestrians. Skateboarding, roller skating, and traveling by personal transporter (e.g., Segway) are also common. The trail is ADA accessible from multiple locations. Traveling along the trail affords views of the river and riverbank vegetation, public parks, bridges, skylines, and distant mountains and hills. There are six viewpoints along the trail.

**Management Considerations:**

- The trail stops at the Sellwood Bridge. Future efforts should aim to extend the trail south to the southern end of Multnomah County and to Lake Oswego beyond.
- Vegetation management within the view corridors will ensure consistent access to views along the length of the trail.

**Ownership:** Portland Parks and Recreation (through easement)

**Transportation Mode(s):** Walking, biking, skating, wheelchair, personal transporter



*View of Greenway Trail looking north.*



*View of Greenway Trail looking south to the Sellwood Bridge.*



# SCENIC RESOURCES INVENTORY | SCENIC CORRIDOR

---

**NAME:** GREENWAY TRAIL EAST / SPRINGWATER CORRIDOR –  
*Scenic Trail/Path*

**Description:** The Springwater Corridor Trail (Greenway Trail) extends along the east bank of the Willamette River from the Ross Island Bridge to just south of the Sellwood Bridge. The trail in this stretch is generally located directly adjacent to the river, though it moves substantially landward in a number of areas. A large portion of the trail goes through Oaks Bottom Wildlife Refuge and it runs directly adjacent to Oaks Crossing Natural Area, Sellwood Park and Sellwood Riverfront Park. It is expected that the trail will be extended south to the city limits along the existing rail right-of-way as a part of future development. The Greenway Trail is a multi-use trail for bicyclists and pedestrians. Skateboarding, roller skating, and traveling by personal transporter (e.g., Segway) are also common. The trail is ADA accessible from a limited number of locations. Traveling along the trail affords views of the river and riverbank vegetation, public parks, bridges, skylines, and distant hills. There are three viewpoints along the trail.

**Management Considerations:**

- The trail stops south of the Sellwood Bridge. Future efforts should aim to extend the trail south to connect to the existing section of the trail that heads east from SE 19<sup>th</sup> Avenue and SE Ochoco Street.

**Ownership:** Portland Parks and Recreation and Metro

**Transportation Mode(s):** Walking, biking, skating, wheelchair, personal transporter



*Springwater Corridor Trail with Ross Island shown on the left.*



*Springwater Corridor Trail just north of Oaks Amusement Park.*

# SCENIC RESOURCES INVENTORY | SCENIC CORRIDOR

---

**NAME:** SE SELLWOOD BOULEVARD –  
*Scenic Drive*

**Description:** This scenic drive begins along SE 7<sup>th</sup> Avenue east of Sellwood Park, connects to the western end of Sellwood Boulevard and extends to the intersection where SE 13<sup>th</sup> Avenue becomes SE Bybee Boulevard (at SE 14<sup>th</sup> Ave). The scenic drive provides views of Oaks Bottom Wildlife Refuge, the Central City skyline and the west hills. Autos, bicycles and pedestrians can all easily access this scenic drive. Low traffic volumes on the SE Sellwood Blvd and SE 7<sup>th</sup> Ave help to improve the bicycling experience along the route. There are no designated bike lanes but there are sidewalks on both sides of the street west of SE 13<sup>th</sup> Ave. There is no sidewalk on the north side of SE Sellwood Boulevard but there is a soft surface trail in the adjacent right-of-way. There are three established viewpoints along the route.

**Management Considerations:**

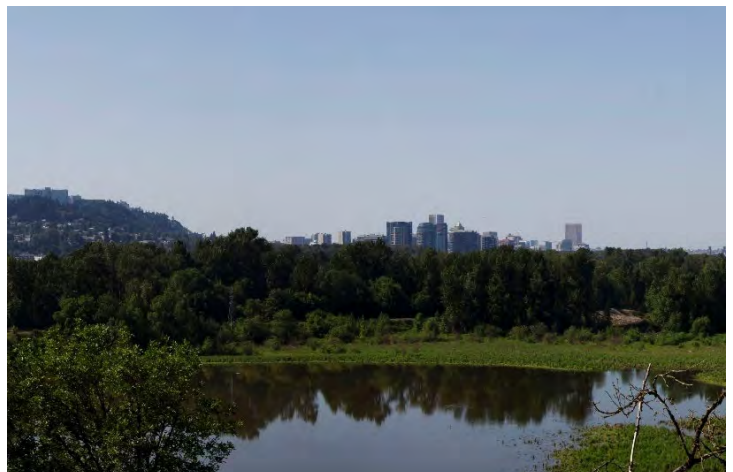
- Mature trees to the along SE Sellwood Blvd and SE 13<sup>th</sup> Avenue, as well as on the hillsides leading down to Oaks Bottom wetland, have grown large enough to obscure views at some locations. However, with the existing established viewpoints and breaks in vegetation the scenic quality of the drive is maintained.
- The addition of a sidewalk on the north side of SE Sellwood Bridge would improve the pedestrian experience.

**Ownership:** 12% public, 88% private  
(% of taxlots)

**Transportation Mode(s):** Walking, biking, automobile



*Sellwood Boulevard looking west.*



*View from Sellwood Boulevard near SE 11<sup>th</sup> Ave.*

# SCENIC RESOURCES INVENTORY | SCENIC CORRIDOR

---

**NAME:** SW Macadam/SW Taylors Ferry/SW Boones Ferry/SW Terwilliger Loop – *Scenic Drive*

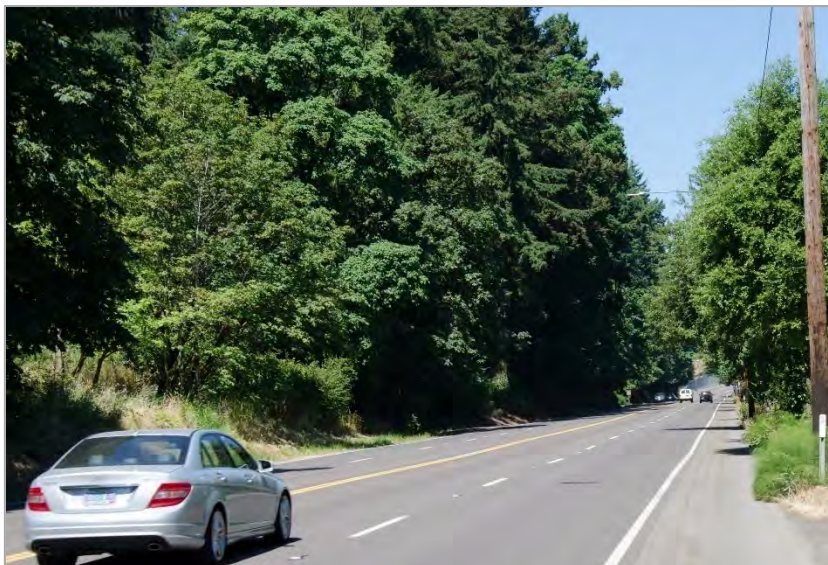
**Description:** A portion of this scenic drive loop is located along SW Macadam Blvd/SW Riverside Drive (Hwy 43) (i.e., the border of the River Plan / South Reach study area) and extends from the intersection of SW Boones Ferry Road and SW Macadam Blvd down to southern end of the study area. This portion of the scenic loop is primarily defined by the trees and other vegetation that frame the drive as you head either direction on SW Macadam Blvd/SW Riverside Dr. Occasional breaks in the vegetation along this route provide intermittent views of the Willamette River to the east. Automobile traffic volumes and speeds are generally high along this section of the drive. There is a shoulder that can be used for biking but auto traffic detracts from the experience. There is no sidewalk along this section of the loop.

**Management Considerations:**

- The establishment of a more well-defined and safer bike lane would increase non-motorized use of this section of the scenic drive. Currently, riding a bike on SW Macadam Blvd/SW Riverside Drive does not feel safe for most riders.

**Ownership:** 26% public, 74% private  
(% of taxlots)

**Transportation Mode(s):** Automobile, biking



*SW Macadam Blvd/SW Riverside Dr looking north toward the Sellwood Bridge.*



## G. VISUAL FOCAL FEATURES

### 1. Methodology

A visual focal feature 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 features that can be evaluated, the following approach was followed:

1. Identify visual focal features
2. Document visual focal features

#### Identify Visual Focal Features

The 1989 *Scenic Views, Sites and Drives Inventory* referenced a number of visual focal features 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 features nor did it include any specific criteria.

As part of the scenic resources inventory, the scenic resources review team scored views based on a number of criteria. The review team was asked to list primary and secondary visual focal features for those views that included focal features that significantly contributed to the overall quality of the view. In addition, during field visits, staff documented primary and secondary focal features of views and river access ways.

#### Document Visual Focal Features – Field Visits

The majority of potential visual focal features, except those located far from Portland (e.g., Mt Hood) or inaccessible by land (e.g., Ross Island), received a field visit during which information was documented and photographs were taken. In most cases, the visual focal features corresponded with the primary focal features of a scenic view or the focal terminus of a view street.

#### **Data Collection**

Information that was documented included:

- Location of visual focal feature
- Locations from which the visual focal feature is being viewed
- Character of the visual focal feature (natural, manmade)
- Description of visual focal feature
- Discordant elements
- Status on other lists (e.g., significant cultural or natural resource)

#### **Photographs**

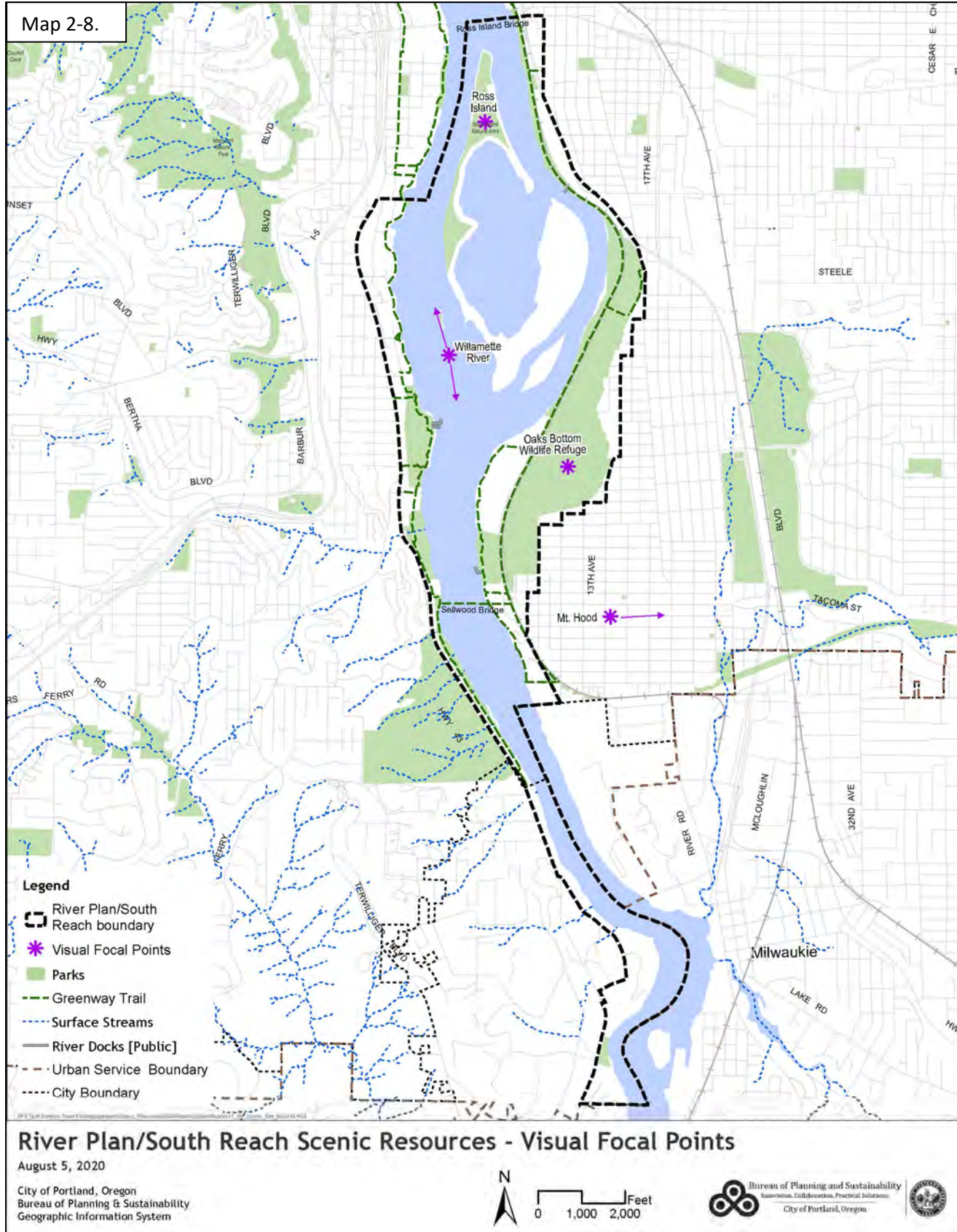
In most cases, a photograph was taken during the field assessment for viewpoints or view streets. A minimum of one photograph of the visual focal feature was taken. The photograph was taken such that the entire focal feature was captured. If necessary, additional photos were taken to better capture the focal feature from multiple angles or to capture the full extent of the focal feature.

## 2. Visual Focal Features Results

Visual focal features are the primary focal features identified for the views and view streets. In addition, some visual focal features from the 1989 *Scenic Views, Sites and Drives Inventory* may also be included. The visual focal features for the South Reach are:

1. Willamette River
2. Mount Hood
3. Ross Island
4. Oaks Bottom Wildlife Refuge

Map 2-8 shows the location of these four focal features.





# SCENIC RESOURCES INVENTORY | VISUAL FOCAL FEATURE

---

**NAME:** WILLAMETTE RIVER

**Location:** Willamette River, mile marker 13.9 to 19.1

**Ownership:** 32% public, 68% private  
(% of taxlots)

**Status on Other Lists:** American Heritage River; Navigable Waterway

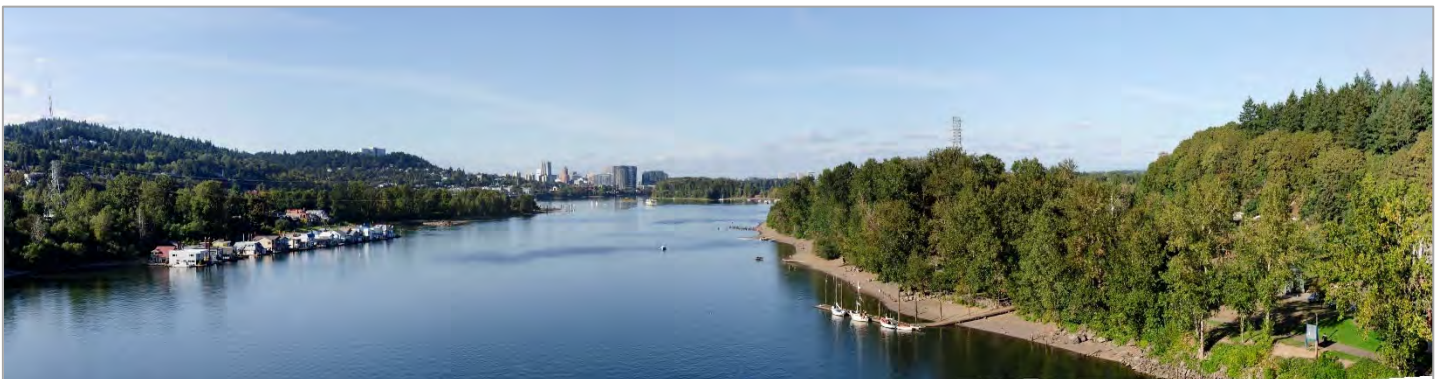
**Scenic Site:** No



*Eastern shoreline of the Willamette River.*



*View of Central City skyline from the riverbank.*



*View of the Willamette River from the Sellwood Bridge.*

# SCENIC RESOURCES INVENTORY | VISUAL FOCAL FEATURE

---

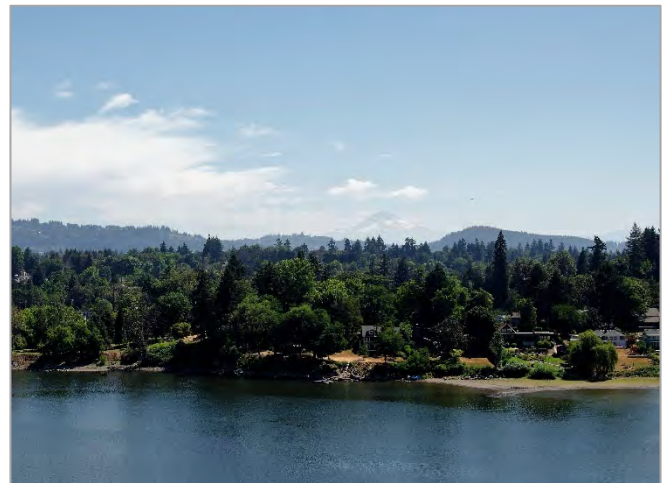
**NAME:** MOUNT HOOD

**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

**Scenic Site:** No



*View of Mount Hood from Garden at Elk Rock.*



*View of Mount Hood from SW Riverside Dr (Hwy 43).*



# SCENIC RESOURCES INVENTORY | VISUAL FOCAL FEATURE

---

**NAME:** ROSS ISLAND

**Location:** Willamette River mile 15

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

**Status on Other Lists:** None

**Scenic Site:** Yes



*Aerial photo of Ross Island (courtesy of Mike Houck).*



*View of Ross Island from the Greenway Trail (west side of the river)*



# SCENIC RESOURCES INVENTORY | VISUAL FOCAL FEATURE

---

**NAME:** OAKS BOTTOM WILDLIFE REFUGE

**Location:** SE 7th Avenue and SE Sellwood Blvd

**Ownership:** City of Portland

**Status on  
Other Lists:** None

**Scenic Site:** Yes



*Aerial photo of Oaks Bottom Wildlife Refuge (courtesy of Mike Houck)*



*Photo of Oaks Bottom wetland with mural in background.*



*Area restored as a part of the Oaks Bottom Habitat Enhancement Project*