

D. 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 9th 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

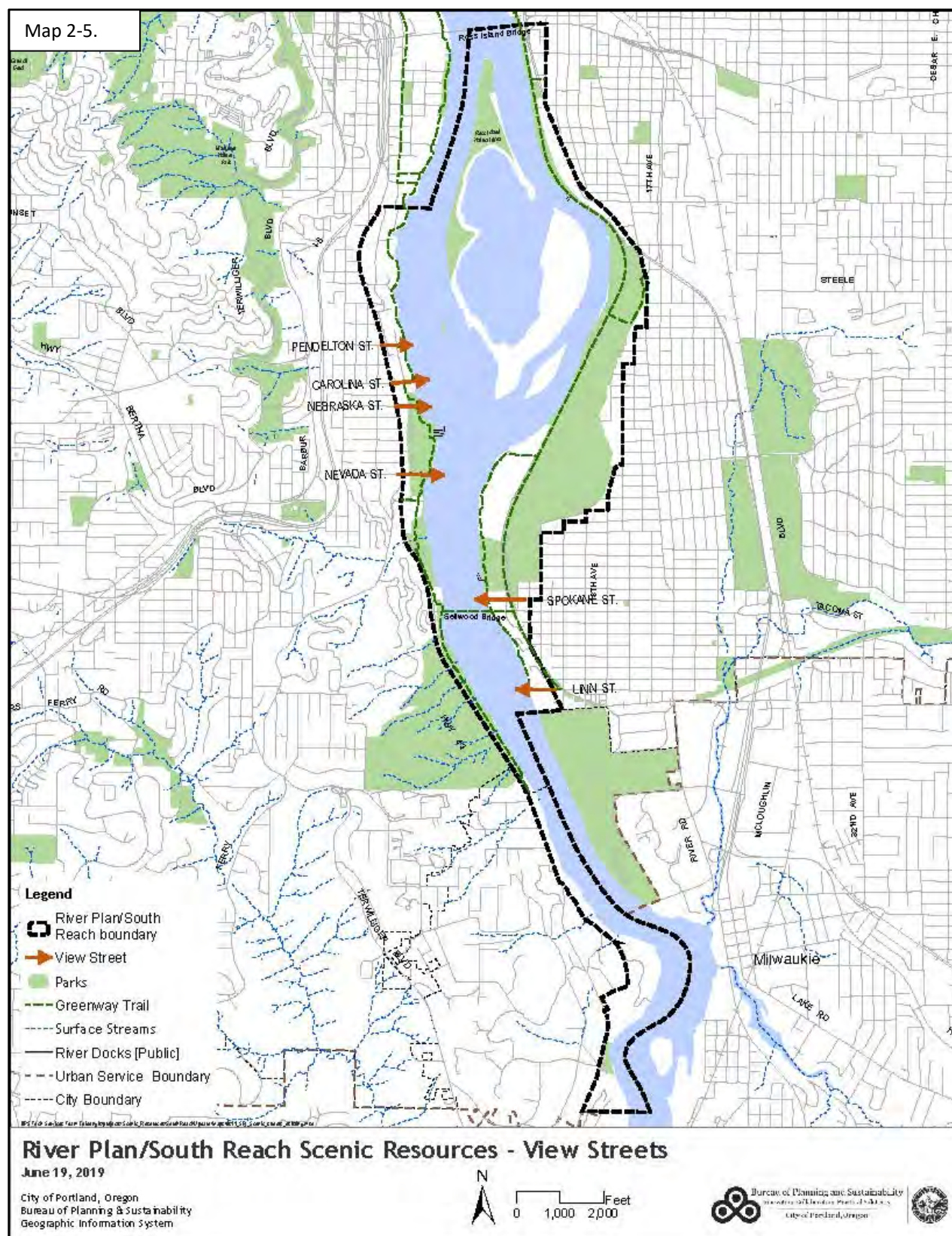
1. Prominence – The focal feature is visually prominent. The focal feature is clearly visible and would attract the eye of the observer from the point where the photo was taken. This criterion also helped determine the start/extent of the view street.
2. Uniqueness – The visual focal terminus is unique 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 six view streets in the South Reach and all of them are also river access ways. Four 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 2-5 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 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 7th 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 7th 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 9th 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 8th 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 9th Avenue.

E. 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.

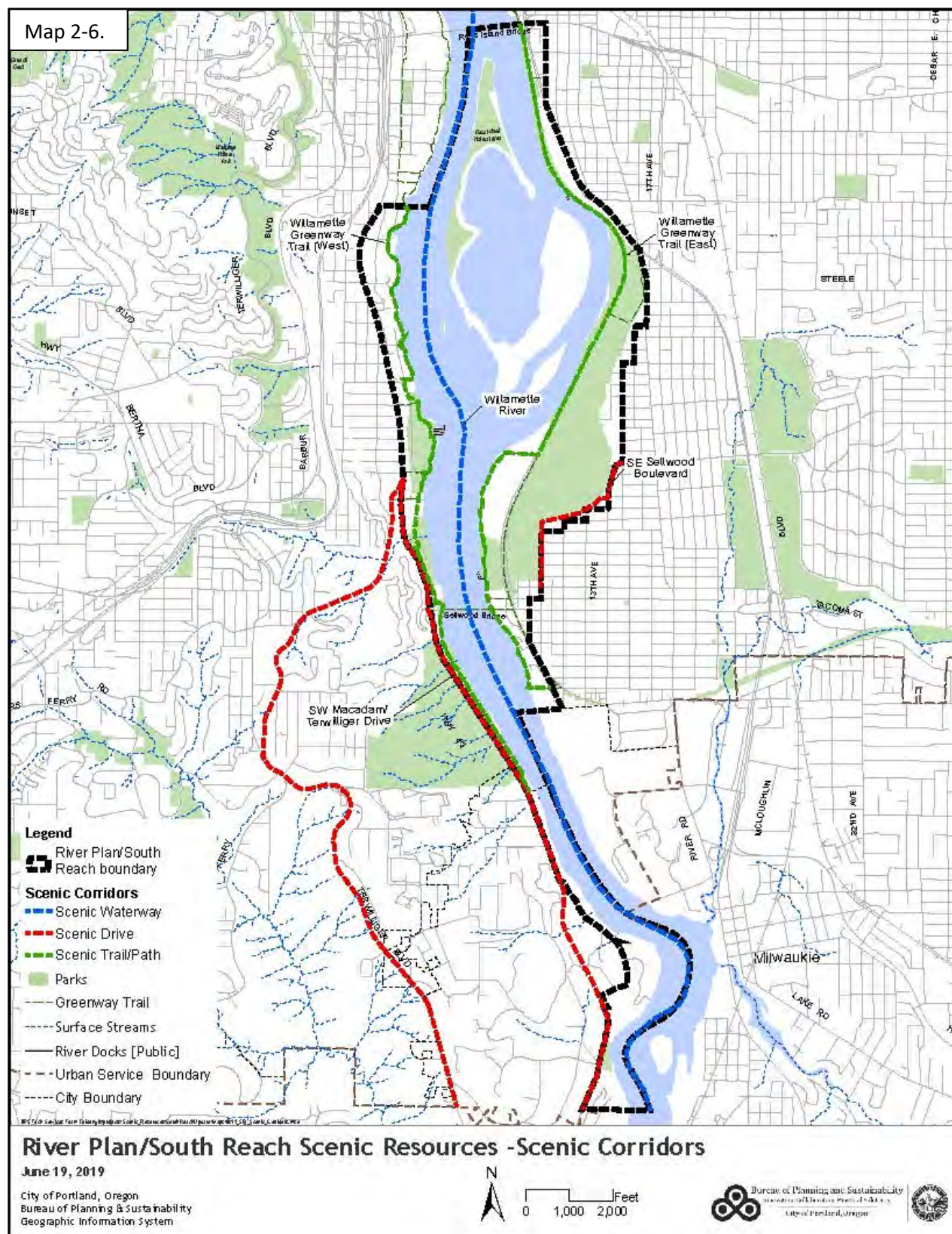
Evaluation Criteria

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 2-6 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 19th 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 7th Avenue east of Sellwood Park, connects to the western end of Sellwood Boulevard and extends to the intersection where SE 13th Avenue becomes SE Bybee Boulevard (at SE 14th 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 7th 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 13th 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:

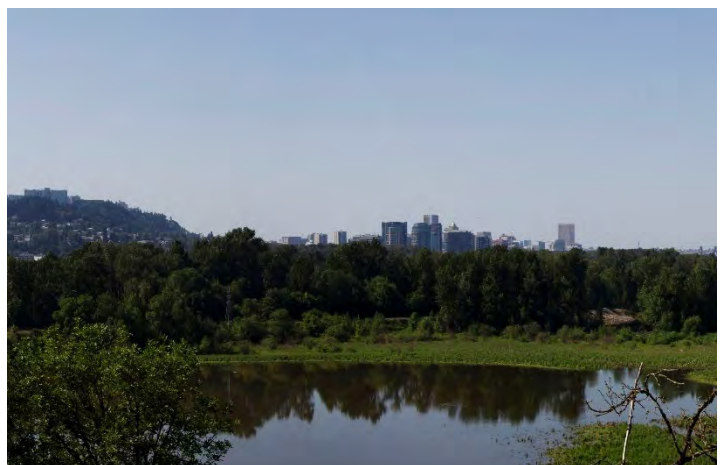
- Mature trees to the along SE Sellwood Blvd and SE 13th Avenue, as well as on the hillsides leading down to Oaks Bottom wetland, have grown large enough to obscure views at some locations. However, with the existing established viewpoints and breaks in vegetation the scenic quality of the drive is maintained.
- 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 11th Ave.

SCENIC RESOURCES INVENTORY | SCENIC CORRIDOR

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

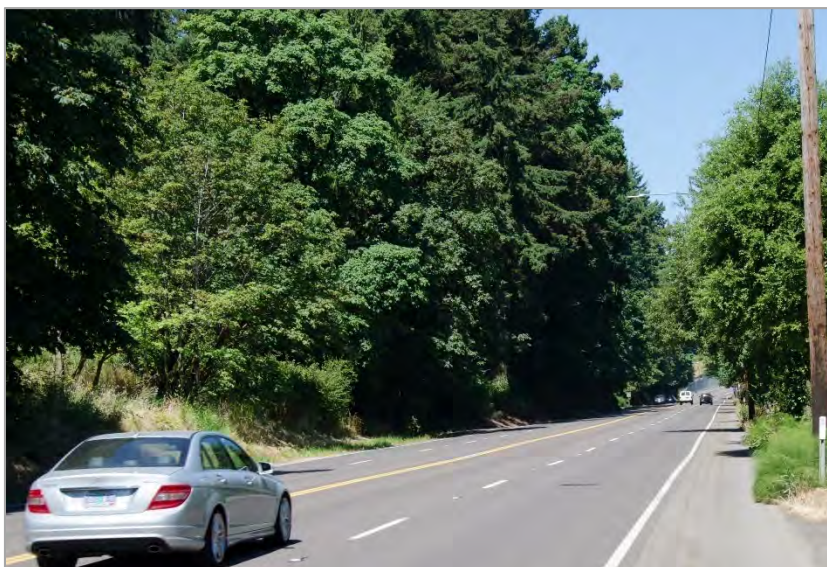
Description: A portion of this scenic drive loop is located along SW Macadam Blvd/SW Riverside Drive (Hwy 43) (i.e., the border of the River Plan / South Reach study area) and extends from the intersection of SW Boones Ferry Road and SW Macadam Blvd down to southern end of the study area. This portion 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.

F. 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

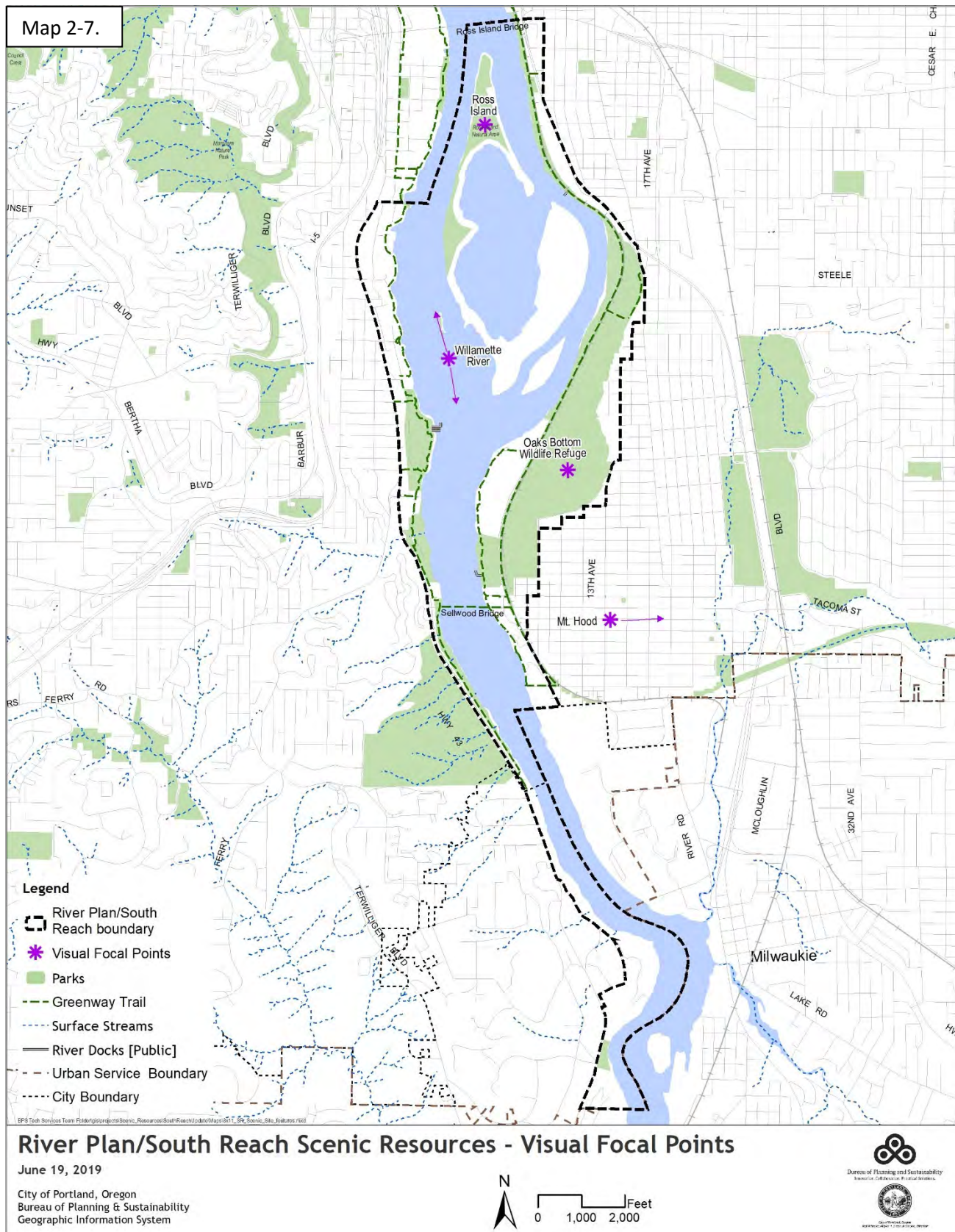
In most cases, a photograph was taken during the field assessment for viewpoints or view streets. A minimum of one photograph of the visual focal feature was taken. The photograph was taken such that the entire focal feature was captured. If necessary, additional photos were taken to better capture the 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 2-7 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

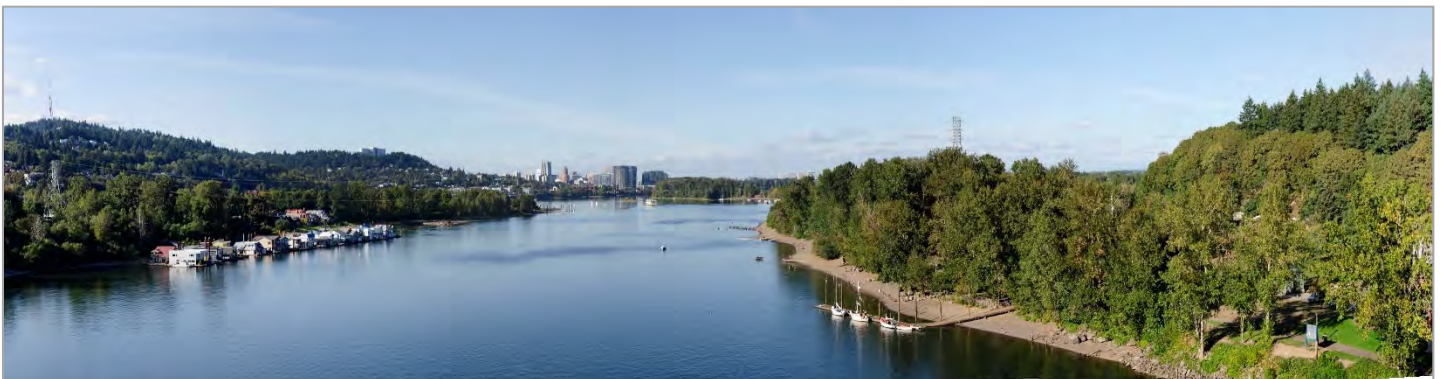
Scenic Site: No



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

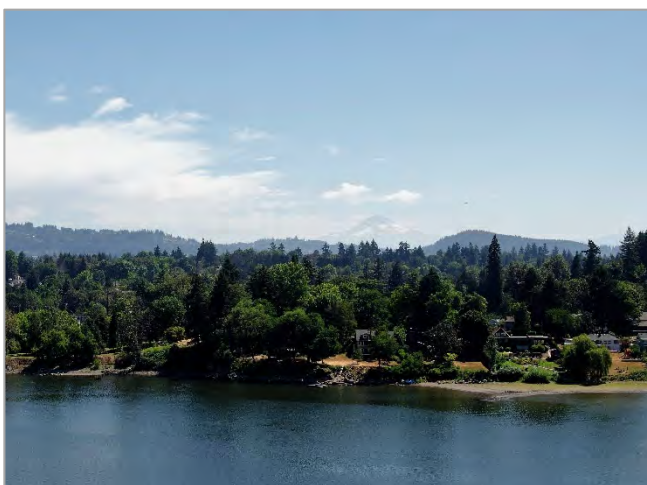
NAME: MOUNT HOOD

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

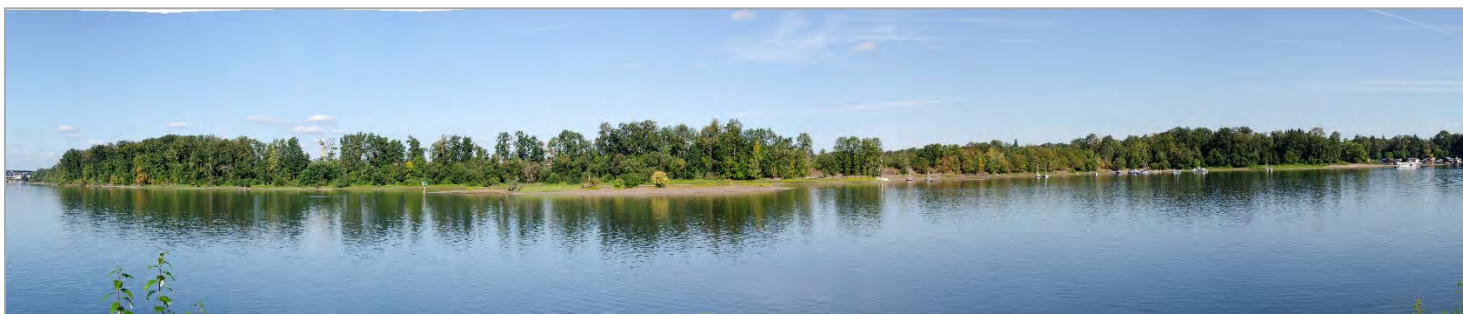
Ownership: City of Portland, Ross Island Sand and Gravel

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)

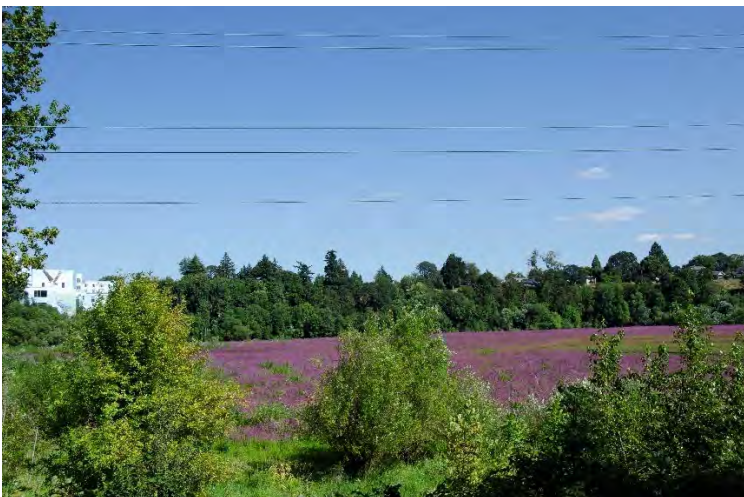


Photo of Oaks Bottom wetland with mural in background.



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