SCENIC VIEWS, SITES
AND DRIVES INVENTORY

PORTLAND BUREAU OF PLANNING
CITY OF PORTLAND, OREGON
MARCH 1989
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Alan Lashbrook
Carol Mayer-Reed
Bruce Niss
Catherine Sohm
Tom Thompson
Dave Yamashita
SCENIC VIEWS, SITES AND DRIVES INVENTORY

ACCEPTED BY PORTLAND PLANNING COMMISSION
November 8, 1988

BUREAU OF PLANNING

Earl Blumenauer, Commissioner-In-Charge
Norman A. Abbott, AICP, Planning Director
Michael S. Harrison, AICP, Chief Planner

PROJECT STAFF

Project Planners
Robert H. Glascock, AICP, City Planner II
Jeanne E. Harrison, AICP, City Planner II

Graphic Support
Geoffrey Sauncy, Graphic Illustrator I
David Alumbaugh, City Planner

Acknowledgements

Additional photographs: John V.A.F. Neal, Michael Boardman,
Tom Davis, Dave Yamashita, Zari Santer
EXECUTIVE SUMMARY

This document contains Portland's inventory of scenic resources within the City's Urban Services Boundary. It is the first product necessary in complying with the State's requirements for scenic resource protection. The inventory includes a discussion of the existing adopted policies and regulations relating to scenic resources, an explanation of the methodology used in updating the existing inventory, and the results of the ranking of inventoried resources.

The Scenic Resources Project is a part of the periodic review of the Portland Comprehensive Plan. Scenic resources are one of the identified resources in Statewide Planning Goal 5 that must be addressed in a jurisdiction's comprehensive plan.

A technical/citizen review committee ranked the resources within six general categories. The evaluation criteria consisted of ten "descriptors" including scenic beauty, imageability, color and vividness. The committee used a scale of one to five to judge each resource against each descriptor. The scores were weighted based on the relative importance of each descriptor. The outcome is a ranking of each resource relative to other similar kinds of resources within one of the six categories. Section III of the inventory describes each resource and gives its final score and ranking. Included with this report is the "Scenic Resources Inventory Map" showing the location of the already protected scenic views, sites, and drives and those included in the inventory.

Potential resources have been dropped from the inventory based on their low scores. The next step in the project is to complete an analysis of the remaining resources by comparing and balancing the economic, social, environmental and energy (ESEE) consequences of protecting each one, and then determining which resources are significant based on the ESEE analysis.

The final step in the process is to adopt implementing measures to protect those resources that are considered significant (based on the analysis described above) and that do not have consequences that outweigh protecting them.

The ESEE analysis and adoption of implementing measures is expected to be completed in Spring 1989. The Portland Planning Commission accepted this inventory document in November 1988. Formal consideration of the ESEE analysis and implementing measures will involve separate public hearings of the Planning Commission and City Council.
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INTRODUCTION
INTRODUCTION

The Scenic Views, Sites, and Drives Inventory document provides an inventory of locally important scenic resources within the City of Portland and that portion of unincorporated Multnomah and Clackamas Counties within Portland’s urban services boundary. A generalized map of the current Portland urban services boundary is shown on Page 4 of this report.

Historical Background

"The Greater Portland Plan" was published in 1912. The architect of the plan, Edward H. Bennett, proposed it as a guide for the further building of the City. Although the plan addressed many aspects of the City, including transportation and business, a large portion of the plan focused on the appearance of the City, its boulevards, parks, the waterfront, and vistas. Bennett believed that streets should be more than just a conduit for traffic; he believed that streets should open up the City and provide views to the mountains and the west hills. Bennett envisioned that small, terraced and planted vista points would be created along drives in order to view the City and mountain peaks. He also envisioned broad avenues and arterials that would open up views to the mountains.

The City has not developed exactly as Bennett imagined, but the interest in preserving views and vistas has continued. The City has adopted many measures that protect scenic views and sites, but a comprehensive inventory has never been compiled.

The Periodic Review Requirement

This document updates the City’s Comprehensive Plan inventory of scenic resources to address new requirements adopted by the Land Conservation and Development Commission since Portland’s Plan was acknowledged in 1981. The inventory update is required as part of the first periodic review of Portland’s Plan to comply with the administrative rule for Statewide Planning Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources, adopted by the Commission in the fall of 1981.

Other resources protected through Statewide Planning Goal 5 are inventoried in the following reports:

- Inventory of Wetlands, Waterbodies, and Wildlife Habitat Areas
- Historic Resources Inventory
- Mineral and Aggregate Resources Inventory
- Open Space

Oregon’s statewide land use planning program was established under Senate Bill 100, adopted by the Legislature in 1973 and included in the Oregon Revised Statutes as Chapter 197. This legislation created the Land Conservation and Development Commission (LCDC) and gave it the authority to adopt mandatory Statewide Planning Goals. These goals provided the framework for Oregon’s cities and counties to prepare comprehensive plans. After local adoption, comprehensive plans were submitted to the Land Conservation and Development Commission for review to ensure consistency with
the Statewide Planning Goals. Portland's Comprehensive Plan was adopted by City Council in 1980, effective January 1, 1981, and was acknowledged by LCDC in May 1981.

In 1981, the Legislature amended ORS 197 to require periodic review of acknowledged comprehensive plans. As stated in ORS 197.640(1), the purpose of periodic review is to ensure that each local government's acknowledged comprehensive plan and land use regulations are in compliance with the Statewide Planning Goals and coordinated with the plans and programs of state agencies.

Under state law, four factors must be considered during periodic review. The second factor, "new Statewide Planning Goals or rules," relates to new Goals or rules adopted since a comprehensive plan was acknowledged such that the plan or its land use regulations no longer comply. The specific requirement to update Portland's scenic resources inventory is based on LCDC's adoption, in the fall of 1981, of a new administrative rule for Statewide Planning Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources.

**The Statewide Planning Goal 5 Administrative Rule**

Statewide Planning Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources, requires cities and counties "to conserve open space and protect natural and scenic resources." When Portland's Comprehensive Plan was adopted in 1980, however, there was little guidance as to how the Goal requirements should be met.

In 1981, subsequent to acknowledgement of Portland's Plan, the Land Conservation and Development Commission adopted the Goal 5 administrative rule, OAR 660, Division 16: Requirements and Application Procedures for Complying with Statewide Goal 5. The steps which a jurisdiction must go through in order to comply with Goal 5 include an inventory of resource sites; analysis of the economic, social, environmental and energy (ESEE) consequences of conflicting uses on the resource; and determination of the level of protection required for the resource.

The first step in the Goal 5 process is to inventory the location, quantity and quality of the resources present at each site. Location of a resource must include a map or description of the boundaries of the resource site, and be as accurate as available information will allow. Resource quantity requires consideration of the relative abundance of the resource. Quality of a resource is determined by comparing the site with other sites of the same resource category.

If a resource site is not important, it may be excluded from further consideration for purposes of local land use planning, even though state and federal regulations may apply. If information is not available or is inadequate to determine the importance of the resource site, the local government must commit itself to obtaining the necessary data and performing the analysis in the future. At the conclusion of this process, all remaining sites must be included in the inventory and are subject to the remaining steps in the Goal 5 process.
Contents of the Scenic Views, Sites, and Drives Resources Inventory Document

The first section of this report describes the existing adopted policies and regulations that contain references to scenic resources. These documents comprise the City's existing scenic resource inventory. Section II describes the scope of this inventory project, including how it relates to existing inventories and the methodology that was used to evaluate the inventoried resources. Section III summarizes the results of the evaluation of potential scenic resources within Portland's Urban Services Boundary. Sections IV and V, respectively, contain the appendices and bibliography of the report.

The "Scenic Resources Inventory Map" accompanies this inventory document. The two-sided map folds out to show the location of important scenic resources inventoried in other planning documents and identified in this report. One side shows existing and new inventoried scenic resources within the Portland Urban Services Boundary, except for the Central City Plan area. The reverse side shows existing and new inventoried scenic resources within the Central City Plan area. This map will be used primarily as a reference document for other Planning Bureau activities.
Section I

EXISTING INVENTORY, POLICIES
AND REGULATIONS
SECTION I

EXISTING INVENTORY, POLICIES AND REGULATIONS

A review and analysis of the existing City and County inventory of scenic views, sites, and drives shows that the City has identified many scenic resources since the Portland Comprehensive Plan was adopted in 1980 and has developed various protection measures for scenic resources. The following adopted City measures provide for varying degrees of protection for identified scenic resources.

A. Comprehensive Plan Goal 8: Environment

The preservation of existing environmental amenities, including parks and open space, was identified during the comprehensive planning process as an important part of what makes Portland livable. As a part of the development of the Comprehensive Plan, a number of urban area viewpoints and natural areas or areas with unique opportunities were identified that are protected with an Open Space designation and/or the Greenway Overlay Zones. These inventoried scenic resources are shown on Map 1. The Open Space designation preserves and protects open space and parks for recreational and aesthetic purposes in conformance with the underlying zone, and the Greenway regulations protect specific viewpoints and corridors that provide visibility to and along the Willamette River.

In June 1988, City Council adopted Environmental Regulations for the City (effective date July 13, 1988) including two environmental zones. Along with the regulations, several changes and additions to Goal 8 and its policies were adopted and several new objectives were added. Goal 8 and Policies 8.9 and 8.10 (relating to scenic resources) were not changed by the recently adopted environmental regulations. Goal 8 of the Comprehensive Plan states,

"Maintain and improve the quality of Portland's air, water and open space resources and protect neighborhood and business centers from detrimental noise pollution."

Policy 8.9: Open Space says, "Protect Portland parks, cemeteries, and golf courses through an open space designation on the Comprehensive Plan Map."

Policy 8.10: Willamette River Greenway states, "Protect and preserve the natural and economic qualities of lands along the Willamette River through implementation of the City's Willamette River Greenway Plan."
However, two new policies were added to Goal 8 as part of the Environmental Regulations to further protect the City's natural resources. Policy 8.14: Natural Resources states,

"Conserve significant natural and scenic resource sites and values through a combination of programs which involve zoning and other land use controls, purchase, preservation, intergovernmental coordination, conservation, and mitigation. Balance the conservation of significant natural resources with the need for other urban uses and activities through evaluation of economic, social, environmental, and energy consequences of such actions."

Policy 8.16: Uplands Protection states,

"Conserve significant upland areas and values related to wildlife, aesthetics and visual appearance, views and sites, slope protection, and groundwater recharge. Encourage increased vegetation, additional wildlife habitat areas, and expansion and enhancement of undeveloped spaces in a manner beneficial to the City and compatible with the character of surrounding urban development."
B. The Arterial Streets Classification Policy

The Arterial Streets Classification Policy (ASCP) was originally adopted by City Council on June 30, 1977, and incorporated into the Comprehensive Plan as part of Goal 6: Transportation. The Arterial Streets Classification Policy (update adopted October 27, 1983) contains Beautification Policies that are intended to encourage the beautification of the city through the designation of a system of major streets suitable for landscaping as Boulevards and Parkways.

Beautification is accomplished though landscaping that considers Portland's unique natural setting, preservation of existing vegetation, local topography, vistas, driver perception of the roadway design, transit operations, visibility requirements for drivers and pedestrians, abutting land uses, urban design and sign controls, utility placement and street lighting. In addition, City entrances and major focal points have been identified as part of the ASCP in order to provide for coordinated planting of landscaping and street trees to enhance these locations. The identified City entrances and focal points, as well as the designated boulevards and parkways, are shown on Map 2.
C. **Encroachments in the Public Right-Of-Way**

The Encroachments in the Public Right-Of-Way Policy was adopted by City Council in March 1982 to establish guidelines for the review of private and public structures in the public rights-of-way in order to provide for the movement of pedestrians and vehicles, and for open space, landscaping, light, air, and vistas. Encroachments into public rights-of-way are permitted only when in conformance with the City objectives for promoting the "Portland Character" as defined by the rivers, parks, vistas, buildings of architectural significance and other important visual images. The City is divided into four districts with specific policies and standards for each district and general standards that apply to all four districts.

The downtown retail core district and downtown district standards include identification of primary, secondary, and tertiary view corridors as well as visual focal points. The primary and secondary view corridors and designated focal points are shown on Map 3. The standards in this policy require the preservation of significant views in downtown. Encroachments into the right-of-way are also discouraged in pedestrian districts outside of downtown where views could be blocked.
D. Terwilliger Parkway Corridor Plan and Design Guidelines

The Terwilliger Parkway Corridor Plan was adopted by City Council in October 1983 in order to resolve development concerns along Terwilliger Boulevard including access, preservation of the character of the parkway, buffering and protection of the Terwilliger Boulevard recreational path and design of buildings in close proximity to the parkway. The goals of the Terwilliger Parkway Corridor Plan include preserving and enhancing the scenic character and natural beauty of Terwilliger Parkway and Boulevard, maintaining and enhancing unobstructed views from Terwilliger Boulevard and trail, and guiding the siting, scale, landscaping, traffic impacts and design of new development to enhance the aesthetic experience of Terwilliger. Landscape and maintenance policies include shaping landscaping to frame and enhance views and developing specified viewpoints.

The Terwilliger Parkway is within a design zone that requires review of development in accordance with the Terwilliger Parkway Design Guidelines. The Guidelines implement the goals of the Terwilliger Plan and include guidelines for protecting views and special natural features. Downhill from Terwilliger Boulevard, new buildings are to be limited in height and have sufficient setback to preserve unobstructed "Major Views and Panoramas" as identified in the Terwilliger Plan as shown on Map 4 of this report. Guideline D states, "Preserve or improve views and special natural features identified in the Terwilliger Landscape Concept Plan. In addition, specific plant materials are listed for use in the Major View and Forest View landscape pattern in order to enhance and frame views."
E. Macadam Corridor Plan District and Design Guidelines

The Macadam Corridor is within both a plan district and design zone that provide specific regulations and guidance for new development. The plan district prescribes that ground level view corridors be maintained along the unobstructed rights-of-way of SW Miles, SW Nevada, SW California, SW Vermont, SW Nebraska, SW Carolina, SW Pendleton, and SW Richardson Court. These protected view corridors are shown on Map 5 of this report. The view corridors are preserved by maintaining open space from Macadam Avenue to the river along axes 30 feet from the center line of each of these extended rights-of-way.

The Macadam Corridor Design Guidelines were adopted by City Council in March 1985 in order to implement the recommendations on land use and urban design in the Macadam Corridor. A major component of the guidelines is the maintenance and enhancement of visual connections between the river, Greenway Trail, Willamette Park, and the residential community west of Macadam Avenue. The Visual Connections guideline states, "Create public views to the river, Greenway Trail and Willamette Park from Macadam Avenue and other public parks and rights-of-way west of Macadam as well as views from the river and the Greenway to the west. Specific views are identified for protection and enhancement along the SW Texas, Florida, Pendleton, Idaho, Nebraska, Dakota, and Hamilton Street alignments."
Macadam Avenue Plan District

View Corridor
John's Landing Mid Rise Area (65' average height limit; 75' maximum height limit)

Center line for potential light rail facility

Allowable Building Height

(A) Except for (B) below, within the Macadam Plan District boundaries a structure may be built to a maximum height of 45 feet so long as the total average height of the structure does not exceed 35 feet above grade.

(B) Within the Johns Landing Mid Rise Area, a structure may be built to a maximum height of 75 feet so long as the average height of the structure does not exceed 65 feet above grade.

Legend:

(See inset box in map)

Scale: 1" = 1,500'

Bureau of Planning
City of Portland
F. Northwest Triangle

The Northwest Triangle Report was adopted by City Council on July 31, 1985. The report created a Northwest Triangle Plan District that includes provisions to "ensure that development along the Willamette River is sensitive to the waterfront and that visual as well as physical accessibility is maintained from points within the district." To accomplish this, a minimum of 25 percent of a site's dimension is to be maintained as a view corridor. The corridors are intended to provide an unobstructed view from Front Avenue to the river. Design guidelines reinforce this requirement. In addition, a viewpoint under the Fremont Bridge is recommended for acquisition. The viewpoint and a proposed public access system are shown on Map 6 of this report.

The Northwest Triangle Plan District and its provisions have been incorporated into the Central City Plan (effective July 1, 1988).
G. Willamette Greenway Plan

The Willamette Greenway Plan was first adopted in 1979 and revised in 1987. The revised plan provides design guidelines within the Greenway, including four guidelines devoted to viewpoints and three guidelines devoted to view corridors. Viewpoints are an important component of the public access system in the Willamette Greenway. The plan identifies a number of locations where viewpoints are to be provided as part of new development projects. Map 7 of this report shows the approximate location of these designated viewpoints. In addition to these designated viewpoints, property owners and developers are encouraged to provide other viewpoints along the river and at strategic viewing points away from the river.

Designated view corridors to and from the river are also an important component of the public access system. View corridors provide visual access to the river and allow the public to enjoy its scenic qualities even when at some distance from the river. View corridors also provide visual connections to adjacent neighborhoods. Protections include specific guidelines for design and placement of viewpoints, and other guidelines for preservation and landscape enhancement of view corridors. Designated view corridors on the Willamette Greenway Public Access Map are listed below as they appear from north to south:

- NW Davis Street
- NW Couch Street
- SW Ash Street
- SW Pine Street
- SW Oak Street
- SW Stark Street
- SW Morrison Street
- SW Yamhill Street
- SW Taylor Street
- SW Salmon Street
- SW Main Street
- SW Jefferson Street
- SW Columbia Street
- SW and SE Clay Street
- SW Richardson Court alignment
- SW Pendleton Street
- SW Carolina Street alignment but angling northeasterly
- SW Nebraska Street alignment
- SW Vermont Street
- SW California Street
- SW Nevada Street
- SW Miles Street
- SE Spokane Street
- SE Linn Street
H. Columbia Corridor, Part 1: South Shore

In 1987, the Industrial Zoning Code Improvement Project completed mapping for the South Shore area of the Columbia Corridor. The South Shore area is generally located north of NE Sandy Boulevard between NE 82nd Avenue and 185th Avenue. As a part of that project, the SEC (Significant Environmental Concern) overlay zone was placed on some properties in order to protect, conserve, enhance, restore and maintain significant natural and man-made features which are of public value, including scenic views and vistas.

Policy 5.20, Columbia South Shore, and eight objectives were adopted in conjunction with the Industrial Zoning Code Improvement Project. Objective C of Policy 5.20 states,

"Protect and enhance the scenic and environmental qualities of Marine Drive, the area's sloughs, areas providing significant wildlife habitat, and archaeological resources."

The SEC overlay was applied along Marine Drive in order to protect significant views to the river and to the south. Marine Drive is recognized as a scenic drive, containing an entrance to the City at 185th Avenue and an entrance to the City and the state at I-205. The cross-dike area, between NE Sandy Boulevard and NE Marine Drive, is recognized for providing outstanding views to the east and west, including views of Mount Hood and the Cascade Range, due to its position above the surrounding landscape. Map 8 shows the location of the SEC zone as applied along Marine Drive and the cross-dike.

The SEC zone will be replaced with the Environmental Concern overlay zones (ec, environmental conservation and en, environmental natural), but these zones are not designed to address scenic resources. One of the outcomes of this project may be alternative protection measures for the scenic qualities of Marine Drive and the cross-dike.
The Cross-dike is significantly above surrounding land and provides important views to the east and west including several fine views of Mt. Hood. Applied 200 feet out from the center line of the dike on either side.

Significant views of the river and south exist along Marine Drive. Marine Drive is a scenic drive, containing two major entrances to the City, one at I-205 from the North, and the other at 185th Avenue from the east. Follows county S.E.C., but extended to include areas west of 122nd Avenue to protect I-205 entrance to the City and the State.
I. **Title 33, Planning and Zoning**

When the downtown height limits were adopted in 1979, three views were considered for protection. The three views are: (1) the view of Mt. Hood from the Rose Garden, (2) the view of Mt. St. Helens from SW Terwilliger, and (3) the view of Mt. Hood from the Vista Tunnel. City Council adopted the downtown height limits to protect the first two views, but declined to include the necessary height modifications for the third view. The view of Mt. Hood from the Vista Tunnel was not adopted by City Council because of the restrictive nature of the building heights that would have been required. Since that time, the KOIN Building has been constructed in that view corridor and the view of Mt. Hood has been significantly obscured. The height limits as adopted at that time are shown on Map 9 of this report.

In 1984, as a part of implementation of the Transit Station Area Planning Program, a new adjustment process was adopted to replace the existing variance process in some site development-related situations. Within Title 33, Zoning and Planning, Chapter 33.98, Exceptions, the Alternative Design Adjustment criteria require adjustments to site development regulations to meet criteria relating to the enhancement and creation of a quality environment. One of these criteria provides for the preservation of the view of Mount St. Helens as seen from Terwilliger Boulevard viewpoints and the view of Mt. Hood as seen from the Washington Park Rose Gardens area. These regulations apply to new or remodeled structures in C2, C3, and M3 zones, which are not also in a D Design Overlay zone or Z Downtown Development Overlay zone, when developers request a modification of certain height, building orientation, superblock or parking lot regulations.

The S, Sign Control, zone (Chapter 33.645 of Title 33) is intended to regulate signs in areas where highly visible signs would adversely affect the appearance and scenic qualities of the City. This overlay zone is applied in areas along bridges, bridge approaches, freeways, and throughways designated by the Oregon Department of Transportation or other authority, and other highways or areas where the City Council determines the S zone controls are appropriate. The S zone regulations limit the number and size of signs to preserve the scenic quality of certain parts of the City. Many aspects of the S zone have been superceded by court actions related to the regulation of billboards.
Central City Plan

The Central City Plan was adopted in March 1988 and became effective on July 1, 1988. It supercedes and builds on the Downtown Plan of 1979 and the Northwest Triangle Plan District. The Central City Plan establishes a Central City Plan District and modifies the maximum heights within the Central City area in order to preserve and protect views, historical districts, public open spaces, visual landmarks, and surrounding neighborhoods while directing growth along existing major transit corridors. The height limits and urban design view elements set by the Central City Plan are shown on Map 10 of this report.

Policy 12: Urban Design, of the Central City Plan states under further statement E, "Identify and protect significant public views." The plan also provides, in its action chart under Policy 12, for the identification and protection of view corridors at public streets and parks. The Central City Plan District Urban Design Maps show specific view corridors in or adjacent to the Central City and specific river views along the banks of the Willamette and from the bridges within the Central City.

The height limits established by the Central City Plan continue to protect two views that were previously protected by downtown height limits. The protected views are St. Helens from SW Terwilliger Boulevard and Mt. Hood from the Rose Garden.
K. Community Plans

Community plans adopted by Multnomah County as part of its Comprehensive Plan contain identified scenic views and sites as a part of the background inventory information. A majority of the identified sites are existing developed parks. Those views and vistas which were mapped in the community plans are shown on Map 11 of this report.

None of the community plans contain specific measures to protect identified views or sites, although the parks are currently protected with the City's Open Space designations or the County's equivalent, a Community Service designation. The City has reformatted several of these community plans, but only the adopted goals, policies, and site guidelines of the County community plans were incorporated into the City community plans.

The site design guidelines for the reformatted Centennial, Hazelwood and Powellhurst Community Plans express public expectations for the preservation of views within the community. The guidelines provide a framework for the evaluation of proposed projects subject to land use review, including the site review process.
Section II

INVENTORY UPDATE METHODOLOGY
SECTION II

INVENTORY UPDATE METHODOLOGY

A. Preliminary Selection of Resources

Identification of Visual Resources

Two methods were used to compile an inventory of potential scenic views, sites and drives within the City and urban services boundary. First, in order to involve a cross-section of citizens in the process, notice was mailed to all recognized organizations and several interested persons to solicit nominations of potential views and sites and to encourage participation throughout the process. Second, in order to offer an opportunity for planners familiar with the City's resources to participate in the inventory, a notice was circulated to staff to solicit a list of potential sites and views. In addition, a large wall map was posted where planners could identify potential resources.

Selection Criteria

A set of guidelines for including a resource in the inventory was developed (Appendix D). In order to be included in the inventory document, a resource had to meet one of the following criteria:

• Viewpoints. A viewpoint must be from a public right-of-way, from a location in public ownership, or from a location subject to a public easement. Viewpoints were also considered if the site containing the viewpoint is subject to a discretionary public review.

• Scenic sites. A scenic site must be in public ownership or it must have a reasonable chance of being in public ownership in the future. Resources were also considered for inclusion if the public is allowed access for at least a portion of the day, either through regular hours of operation, a public easement, or by appointment.

• Scenic drives. A scenic drive was considered for inclusion if it is in public ownership, subject to public easement, or part of a navigable waterway such as a slough or river.

In addition, there was an attempt to include scenic resources throughout the City that provide local appeal as well as those with a more city-wide appeal. In all cases the issue of accessibility, for both local residents and visitors, was considered an important factor in ranking the resource.
As a result, when combined with the already identified views, sites and corridors discussed in Section I, over 300 sites, views, and drives were considered for inclusion in the inventory. Other resources such as the streets in the downtown area that were designated as primary, secondary, or tertiary view corridors are grouped together and counted as only one resource.

Staff visited the over 300 potential views, sites and drives. A resource might not being considered for the inventory even if it met the criteria above based on one or more of several mitigating factors. These factors are:

- Public Safety - Several views were suggested from freeways and major arterials, such as Interstate-5 and Barbur Boulevard. These suggestions were reviewed by the Citizen/Technical Review Committee and a decision was made to exclude views where there was no pedestrian access and/or the driver of a vehicle was unable to pull off the road safely to enjoy the view. The committee and staff agreed I-5 or I-205 might indeed provide striking views as one entered the City, but that there were other views of a similar quality that would not endanger a motorist.

- Level of Existing Protection - Staff was particularly interested in identifying and ranking resources that were not protected through any existing public mechanism. Many views and sites that were recommended for inclusion in the inventory had already been protected through other policies or programs adopted by the City. Included in this group are all of the areas currently protected through the City's open space designation such as parks, cemeteries, golf courses, playgrounds, parkways and recreational trails. For instance, many views from Forest Park were suggested for inclusion, but these views are already protected by an open space designation and no conflicting uses were identified. However, several views from protected locations were included in the ranking as a way to verify the validity of the ranking methodology.

- Similar Resources - The state requires a jurisdiction to evaluate a resource based on its relative quantity and quality. As it relates to scenic resources, this means that if several viewpoints exist at nearly the same location and are of nearly the same view, the best view would have a higher value than lesser, similar views if both could be protected. When several views were suggested in approximately the same location, staff made a preliminary determination of the relative quality of those views when compared to one another. Usually only the best view was retained for ranking by the committee. When staff could not decide which view of several similar ones was superior, more than one of the views were retained for ranking.

**Documentation**

Based on a preliminary determination of their scenic qualities and by using the selection criteria discussed above, staff honed the original number down to 137 entries for further documentation and review. These entries were documented through color slides and black and white photos. A slightly wide-angle lens was used in order to duplicate the field of view of the human eye as closely as possible. Scenic drives were documented by making a video recording of key views along
the route and by taking color slides and black and white photos from selected locations. Representative photos from the documentation and ranking phases are used in the Results Section of this report.

**B. The Citizen/Technical Review Committee**

In order to evaluate and rank the views, sites and drives, and to assist in the review of the inventory document, a combined citizen and technical review committee was established. The ten-member committee represented neighborhood groups, the architecture and landscape architecture fields, scenic resource groups, and the City's Parks and Water Bureaus. The names and affiliations of the committee members are contained in Appendix A of this report. Aside from affiliation, committee members also represented diversity in their ages, areas of residence, and length of residence within the City. The mixed citizen and technical group approach is consistent with visual resource assessments conducted for the federal government and other public and professional agencies. This approach ensures familiarity with local resources and professional expertise in evaluating visual characteristics.

**C. Development of Ranking System**

**Resource Identification Number**

All of the more than 300 potential views, sites, or drives originally identified by participants in the project received a reference number that allowed the resource to be located in an atlas. The reference number includes an alphabetic abbreviation that identifies it as either a view, site or drive. Views were further divided into the classifications of primary elements: panorama (VP), mountain (VM), city landscape (VC), or bridge (VB). The numeric designation after the two-letter identification refers to the map number in the atlas on which it is located, and the order in which the resource was recorded on a preliminary map. For example, VM 13-04 means that the identified resource is a view of a mountain on Map 13 of the atlas, and it is the fourth entry on the preliminary map. The final scenic resources inventory map contains only the already protected resources and those that are inventoried in this report.

**Use Of Worksheets**

A three-part worksheet was developed to evaluate and rank each of the views, sites, or drives. The top section covers such objective information as the reference number, environmental conditions, date, and time of day that the slide was taken. The middle section contains an objective description of the significant characteristics of the view, site, or drive. This description allows a general comparison between the ranking of a particular resource and its most significant features.

The bottom section of the worksheet contains a list of the descriptors or identifying characteristics against which each view or site is evaluated. The descriptors used
were derived from a variety of sources, including federal studies designed to evaluate the scenic qualities of federal lands. The descriptors were modified for an urban environment. For instance, the descriptor "imageability" refers to the ability of the view, site or drive to evoke the image of Portland. Examples of the scenic views and sites worksheets are found as Appendices B and C of this report.

The worksheets were reviewed and practice sessions were held with both staff and the review committee. The worksheets were subsequently modified in order to develop ten descriptors that could be used to evaluate the sites, views, and drives. Each view, site or drive is ranked for each descriptor on a numeric scale from 1 (low) to 5 (high). The descriptors and other terms used in this project are defined in Appendix D of this report.

Weighting of Descriptors

The use of descriptors to evaluate scenic resources is one that is in use by several federal agencies, including the Bureau of Land Management and the Forest Service. The descriptors are inherently value-laden and understanding of the meaning of each term can vary from person to person and from culture to culture. In order to reach a general consensus of the meaning and use of each term, the staff and committee discussed the descriptors while viewing a variety of slides of views and sites. Several definitions were modified as a result of this discussion.

The committee members agreed that not all of the descriptors should have equal importance in their review, so a weighting system was devised. Prior to the first ranking session, each member of the committee evaluated the various descriptors one against another in a paired comparison test. The form used for the paired comparison test appears in Appendix E of this report. This test was done without discussion or knowledge of one another's choices. The number of times that a given descriptor was chosen over another descriptor was tallied, resulting in a ranking of the descriptors from most important to least. This ranking was then converted to a ratio score that resulted in a weighted number. The committee members did not know the results of the paired comparison test or the weighting factor of the descriptors when doing their ranking of the views, sites, and drives.

The results of the paired comparison evaluation follow:

<table>
<thead>
<tr>
<th>DESCRIPTOR</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scenic Beauty</td>
<td>3.35</td>
</tr>
<tr>
<td>Spatial Definition</td>
<td>2.39</td>
</tr>
<tr>
<td>Imageability</td>
<td>2.17</td>
</tr>
<tr>
<td>Coherence/Unity</td>
<td>2.13</td>
</tr>
<tr>
<td>Color</td>
<td>2.00</td>
</tr>
<tr>
<td>Complexity/Variety</td>
<td>1.91</td>
</tr>
<tr>
<td>Fitness/Intactness</td>
<td>1.86</td>
</tr>
<tr>
<td>Accessibility</td>
<td>1.26</td>
</tr>
<tr>
<td>Mystery</td>
<td>1.26</td>
</tr>
<tr>
<td>Edge</td>
<td>1.00</td>
</tr>
</tbody>
</table>
Based on these results, "scenic beauty" scored the highest with a 3.35 weight, and "edge" scored the lowest with a 1.00 weight. The results of this weighting are consistent with the federal government method. The weights given to each description differ since the federal government evaluates rural scenic resources, while this inventory evaluates urban scenic resources.

D. Ranking Methodology

The Delphi Method

A modified Delphi methodology was used to rank the selected scenic resources. The Delphi method is a social science technique used to predict future technologies, but can also be used to reach consensus within a group. A group consensus was considered preferable to taking only the average or mean score, because of the diversity in background and expertise within the committee. The diversity of committee membership was beneficial because it allowed a broad range of interests and expertise to be represented. However, since scenic resource evaluation is value-laden, using an average score from a diverse group of participants disregards potentially valuable opinions.

The Delphi method also minimizes the negative elements of group dynamics, such as over-dominance by a single personality because the actual scoring is done secretly. Ordinarily, the Delphi method involves participants who do not interact directly and, in fact, may not know the identity of one another. Each participant makes an initial response, then receives a summary of the group responses and finally is allowed to re-evaluate accordingly. Using this method, with two or more rounds, a group consensus is reached regarding a particular issue or question.

The Ranking Process

A modified Delphi approach was used for this project because of the logistic difficulty involved in having the ten committee members review slides independently of one another. Two rankings were performed for any given view, site or drive. The first ranking involved reviewing the worksheet and slides without discussion of possible scores.

In the first round of ranking, all participants reviewed a group of slides and ranked an individual view, site, or drive without any discussion other than a brief description from the group facilitator. For the second round, staff provided a summary of the group rankings on each descriptor and the summary score. The group used the calculated standard deviation for each descriptor's score to focus on those descriptors on which there was less group agreement. While reviewing the slide, the group was allowed to discuss individual or group scores. Individuals were under no requirement to alter their initial ranking, but could do so if they chose to. At the completion of the discussion, the second round of ranking occurred.

This method was followed to review all of the potential views and sites, but a slightly different approach was taken in reviewing potential scenic drives. Eleven drives were identified by staff and each route was documented by recording it on
video tape. Each committee member was given a packet containing maps of the drives and a worksheet for each one. The committee members drove the various drives independently and completed the worksheets. At a final group meeting, the videos were available for review, the rankings were discussed, and a final evaluation was made.

Resources Added During Discussion Draft Review

During review of the discussion draft inventory (dated June 1988), twelve additional resources were recommended for inclusion by the public, planners, and the Design Commission. The Citizen/Technical Review Committee met for two additional sessions and used the same basic method to rank the additional resources. Two changes were made to accommodate time constraints. First, only one round of ranking was done for each resource and committee members were free to discuss the descriptors, but not proposed numbers, as they ranked them. Second, the committee members could not travel the newly recommended scenic drives as they had done for the first set of drives, so they relied on a combination of slides and videos to do the ranking.

Numeric Results

The result of the rankings was a numeric score that was averaged over the group and computed to two decimal places. Although an individual rank was based on a whole number of 1 to 5, the average was computed to two decimal places in order to show differences between the rankings even if relatively small. The weight given to each descriptor was also carried to two decimal places to fully represent the relative importance of each descriptor. Each average raw score on each descriptor was multiplied by its respective weight to result in a weighted mean for each descriptor of a given resource. The ten weighted means were then added together to give a total weighted mean for that resource. Scores for an individual resource could range from a low of 19.33 to a high of 96.65.

Using this methodology, staff compiled the rankings and summarized the results. The following section provides this summary information.

E. Modification of Inventory by Planning Commission

The Planning Commission accepted the Bureau of Planning recommendations to retain or delete certain scenic resources from the inventory, to delay the Goal 5 process for one scenic drive, and to consider three connecting segments in the ESEE analysis for certain scenic drives.

Deleting Low-Ranking Resources

After completing the inventory and ranking the resources, it was necessary to determine whether to retain all inventoried resources or to drop some from further consideration. In order to make this determination, staff from the Bureau of Planning met and reviewed the inventory. Generally, it was decided to drop resources that were ranked below 50; a substantial break in the scores occurred at this point for most categories. In the category of panoramas, however, all resources were dropped that scored below 60 because of the large gap
that occurred at that point within the scores. In all cases, the cut-off point was determined within each category rather than by comparing categories.

Dropping resources at these cut-off points would have resulted in the deletion of 13 resources: four panoramas, two city views, one mountain view, five bridge views, and one scenic site. No scenic drives scored below 50. The number of resources dropped due to low scores represents approximately four percent of the original 318 scenic resources considered at the preliminary stage of the project and less than ten percent of the resources that were ranked.

In reviewing the low-ranking scenic resources, staff identified possible extenuating circumstances that would warrant the preparation of at least a preliminary ESEE analysis before dropping it from further consideration. The extenuating circumstances that were considered as a reason to "retrieve" a resource from the "cut" list included the following:

1. The redevelopment potential of the site or viewpoint;
2. The enhancement opportunities of the site;
3. The lack of any ESEE conflicts in protection of the resource;
4. The location of the resource in an area with few other scenic resources;
5. Public ownership of the resource;
6. Planned development or highly likely development that could affect the resource;
7. Protection of the resource would reinforce or carry out an adopted City policy; and/or
8. The resource is already partially protected.

The following scenic resources were dropped from the inventory:

1. VP 26-05: Panorama from the Burnside overpass above the I-205 freeway
2. VC 24-03: View of City from the north side of the Convention Center site
3. VM 26-06: View of Mt. Hood from the SE Washington overpass
4. VB 40-05: View of the I-205 bridge over Johnson Creek
5. VB 38-22: View of the Sellwood Bridge from Macadam Avenue
6. VB 38-20: View of the Sellwood Bridge from Sellwood Park
7. SS 19-16: NE 101st and NE Halsey

The following low-ranked scenic resources were retained in the inventory:

1. VP 19-01: Panorama from NE 108th and NE Klickitat
2. VP 13-07: Panorama from NE 82nd Avenue near PIA
3. VP 20-13: Panorama from NE 122nd Avenue and NE Siskiyou
4. VC 17-04: View of Downtown from Albina Park
5. VB 31-09: View of the Ross Island Bridge from the south
6. VB 24-10: View of the Marquam Bridge from Station L

These resources will be evaluated in the ESEE analysis.
The Columbia Slough Scenic Drive

The Columbia Slough was added to the inventory during the public discussion phase of review. The Citizen/Technical Review Committee made a preliminary ranking of the slough of 72.34, indicating that a substantial scenic resource value is present. Currently, the Portland Development Commission is studying a portion of the slough as part of the development of a natural resources management plan for the Columbia South Shore Area, located between NE 82nd Avenue and NE 185th Avenue. In addition, the Bureau of Environmental Services is developing a Columbia Slough Management Plan which is aimed at improving the water quality of the slough and the enhancing it for recreational opportunities. The Bureau of Environmental Services will review several alternatives and will then bring a recommendation to City Council in April or May of 1989 to accomplish these goals.

The State Administrative Rule five relating to natural resource protection provides for the inclusion of a resource as a "special category" when "some information is available, indicating the possible existence of a resource site, but that information is not adequate to identify with particularity the location, quality and quantity of the resource site." If the jurisdiction includes a resource in this "special category," it must then express its intent relative to the resource through a plan policy to address that resource and proceed with the Goal 5 process in the future, including a time-frame for the review. Implementing measures are not required for Goal 5 compliance for these "special category" resources until adequate information is available to enable further review and adoption of such measures.

Since both the Portland Development Commission and the Bureau of Environmental Resources are in the process of studying the Columbia Slough and will make specific recommendations regarding enhancement of all or parts of it, completion of the Goal 5 process is not appropriate at this time. Further study will be used to determine which segments, branches, or other water features in connection with the slough should be preserved as a scenic resource. All or portions of the slough should be identified as a scenic resource in conjunction with ongoing projects.

The Planning Commission recommended that the Goal 5 process for the Columbia Slough be delayed and placed in a special category pending outcome of the studies now underway. This inventory expresses the City's intent to protect the resource as determined by the state Goal 5 process. The Bureau of Planning will coordinate with both the Portland Development Commission and the Bureau of Environmental Services in protection of the scenic qualities of the Columbia Slough. Implementation measures for protection of scenic resources will include a plan policy to address this resource.

Scenic Drive Connections

Several streets that were not included as scenic drives serve as connections between two inventoried scenic drives. When various segments of scenic drives are linked together by these connecting streets, the value of an individual drive is enhanced. A system of scenic drives can be created that is similar to the system of
pedestrian and bicycle trails that will make up the 40-Mile Loop when it is completed. These connections are not included in the inventory as scenic resources. The connections are:

1. Southwest Hewett Boulevard from SW Fairmont Boulevard (SD 30-03) to SW Skyline Boulevard (SD 23-21).

2. West Burnside from the entrance to Washington Park (SD 23-25) to NW Skyline Boulevard (SD 23-21).

3. Southwest Marquam Hill Road and SW Gibbs, through the Oregon Health Sciences campus, to SW Sam Jackson Park Road to connect SW Fairmount Boulevard (SD 30-03) and SW Terwilliger Parkway (protected through Terwilliger Parkway Plan).

The Planning Commission recommended that these three connecting segments, made up of one or more streets, be considered in the development of the ESEE analysis for the applicable scenic drives, and in any implementing regulations, as a means of enhancing the identified scenic drives.

The Planning Commission accepted the Scenic Views, Sites and Drives Inventory as modified and directed Planning Bureau staff to develop ESEE analyses for the inventoried resources within the Portland Urban Services Boundary and to develop implementing measures to protect significant scenic resources within the City of Portland.
Section III

INVENTORY RANKINGS
SECTION III

INVENTORY RANKINGS

This chapter provides the composite results of the Citizen/Technical Review Committee and the Planning Commission actions. The Citizen/Technical Review Committee ranked the scenic resources. The Planning Commission reviewed, modified and accepted the inventory. Specific details of the Planning Commission action are found in Section II.E of this report, beginning on page 34.

The following charts and descriptions summarize the results by category of resource. The views, sites, and drives are considered separately as three different kinds of scenic resources. The views resources are divided into panoramas (VP), city views (VC), mountain views (VM) and bridge views (VB). Scenic sites (SS) are considered as a separate kind of resource. The scenic drives (SD) category is broadly defined to include travel on land and water.

Accompanying each chart is a listing of the resources by reference number with a brief narrative for each, including comments from committee members regarding the reasons for specific rankings, a vicinity map, and one or more photos of the resource. Following the score is an indication of the relative placement within that category of the resource. For example, panorama VP 31-29, the view from SW Terwilliger below the Veteran's Hospital, received a score of 82.99 and was ranked number one out of 28 in panoramas (1 of 28).

Inclusion in this section of the report does not necessarily mean that a given resource is considered significant and must be preserved. Further analysis of each resource will be provided in the ESEE document where determination of the overall significance of the resource in relationship to the economic, social, environmental, and energy impacts of preservation of the resource is made. Some resources are already protected through a variety of means, and no further protection measures will be necessary. Other resources will require additional protection measures in order to fully protect them, and some resources will not receive protection because of the overriding economic, social, environmental, or energy consequences of protecting the resource.

The charts list the resources from highest average score to lowest average score. The shading patterns indicate the existing level of protections, either complete, partial, or nonexistent.

Within the written descriptions, the terms "viewpoint" and "vantage point" are frequently used. In general, a viewpoint is the general area from where the view being described can be seen. A slight change in position can alter the view, blocking some elements or revealing others. A given viewpoint may have one or more vantage points where the view is seen to best advantage. These vantage points are noted as such within the text.
The following subsections are divided into the six categories of scenic resources. At the beginning of each subsection is a diagram explaining the various elements of the summary information.
A. Panoramas

This category contains 28 panoramic views that range from a wide-angle view up to those that encompass 360 degrees. The best location to obtain a panoramic view tends to be from high ground where minimal vegetation blocks the view. The committee tended to rank panoramas high if there was a variety of elements, such as mountains, urban development, river, bridges, etc. within view. Panoramas ranked low if there was little variation within the view, or if the view contained unaesthetic elements such as freeways and large numbers of vehicles in the foreground.

Immediately following is a summary chart that shows the ranking and relative position of each panorama. The chart also indicates whether the resource is already fully protected or partially protected, or whether there are no protection measures in place. The following pages provide descriptions of the 28 panoramas that were accepted by the Planning Commission. The diagram below shows the placement of various elements of the description of each panorama, including its identification number, name, score, rank, a written summary, a vicinity map and a series of photographs. Each description of a panorama stretches across two pages, with two panoramas described on a set of two pages, one above the other.
SCENIC VIEWS, SITES AND DRIVES INVENTORY

Legend:
- Protection measures in existence
- Partial protection measures in existence
- No protection measures in existence

AVERAGE SCORES: PANORAMAS
(Chart indicates relative position of a given resource to other resources in the same category)

Bureau of Planning
City of Portland

Figure 1

51
From SW Terwilliger below Veteran’s Hospital
Score: 82.99 (1 of 28)

This vista is one that is designated on the Terwilliger Parkway Plan. It provides views of Mt. Hood, the City, the river and several bridges, and a partial view of Mt. St. Helens. It is accessible both from vehicles and from the path along Terwilliger.

Rocky Butte Panorama
Score: 82.29 (2 of 28)

The Rocky Butte panorama allows views in nearly all directions with particularly spectacular views of Mt. Hood and St. Helens. Rocky Butte has a developed viewpoint that has not been consistently maintained, but efforts are underway to restore the viewpoint area. Access is by Rocky Butte Road, which provides diverse views as it winds up to the top. Rock retaining walls are consistent with the rockwork of the viewing platform.
Pittock Mansion Panorama
Score: 82.28 (3 of 28)

The Pittock Mansion panorama is best seen from the easternmost edge of the grounds which are open to the public on a regular basis. The panorama looks to the northeast, east and southeast over the City and includes a view of Mt. Hood. Views can also be obtained from inside the Pittock Mansion.

Council Crest Panorama
Score: 80.42 (4 of 28)

The Council Crest panorama is a developed viewpoint that includes informational markers pointing out the mountains visible from that location. The panorama is located in Council Crest Park off of SW Fairmount Drive. The best views are to the east and west.
Elk Point Viewpoint
Score: 77.19 (5 of 28)

The Elk Point viewpoint is identified as one of the major viewpoints of the Terwilliger Parkway Plan. Elk Point is located to the immediate north of the Chart House restaurant and was recently renovated as a part of the remodeling of that restaurant. A large parking lot is located adjacent to the viewpoint. The views are primarily to the east with Mt. Hood the predominant feature, but views of the river and City were also considered to be integral to the view.

View from above Mt. Tabor Reservoir
Score: 76.57 (6 of 28)

An access road from SE Salmon leads to the upper reservoir on the west side of Mt. Tabor. From the access road it is a short walk to this viewpoint above the large reservoir near SE 60th. The viewpoint affords a panoramic view of the west hills and downtown. The reservoir in the foreground creates an unobstructed view and adds the element of water to the view.
Views from the top of Mt. Tabor
Score: 76.55 (7 of 28)

The views from the upper part of Mt. Tabor Park are generally through the trees. These framed views provide dramatic glimpses of Mt. Hood to the east and the downtown area to the west. Motor vehicle access to the top of Mt. Tabor is restricted.

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Powell Butte Panorama
Score: 76.35 (8 of 28)

Powell Butte provides striking views to the northwest, north, southeast, and south from many vantage points. Several mountains are visible with Mt. Hood being the most striking. Powell Butte is owned by the Parks and Water Bureaus. It is currently undeveloped and access is strictly limited. The Parks Bureau has completed a master plan for the development of Powell Butte.
Willamette National Cemetery Panorama
Score: 75.62 (9 of 28)

Willamette National Cemetery is in federal ownership. The cemetery is located on SE Mt. Scott Boulevard east of SE 112th Avenue. Public access is allowed during regular hours. Views of Mt. Hood can be had from the entrance to the cemetery, and a striking panorama of several mountain is obtained from its interior.

View from SW Terwilliger above Duniway Park
Score: 74.94 (10 of 28)

This viewpoint is one of the more northern of those along SW Terwilliger. It is adjacent to a small parking lot. The view is protected through the Terwilliger Parkway Plan. It offers a panoramic view of both Mt. St. Helens and Mt. Hood as well as of the downtown and the east side of the City. The Willamette River and several bridges are also visible.
View from Sellwood Boulevard
Score: 74.62 (11 of 28)

The most striking view along Sellwood Boulevard occurs north of Sellwood Park near SE 11th Avenue. The view is over Oaks Bottom, with the downtown skyline apparently rising out of Ross Island. A large expanse of the west hills is also visible. Sellwood Boulevard is also inventoried as a scenic drive (SD 38-29).

Turnout from SW Fairmount Boulevard
Score: 71.93 (12 of 28)

This viewpoint on SW Fairmount is at its intersection with SW Sherwood. It's a gravelled turnout frequently used for a parking area by people who jog or bicycle along Fairmount. The views are to the northeast with St. Helens visible. Fairmount Boulevard is also inventoried as a scenic drive (SD 30-03).
Zoo Train Platform
Score: 71.49 (13 of 28)

The zoo train platform is located above the Rose Garden and is reached either via a path from the Rose Garden parking lot or via the zoo train. The vantage point has picnic benches and coin-operated binoculars during warm weather. The views are to Mt. St. Helens and Mt. Hood looking out over the Rose Garden, Washington Park, and the City.

Panorama from St Johns Bridge
Score: 71.36 (14 of 28)

The view from the St. Johns Bridge provides a 360-degree panorama up and down the Willamette River, to the west hills and the St. Johns area. Mt. Hood and Mt. St. Helens are visible, as are Mt. Adams and Mt. Ranier on particularly clear days. Downtown Portland is visible in the distance to the south. Access to the bridge is from either side of the river — St. Helens Road on the west and N Philadelphia Street on the east. The bridge has sidewalks on both sides, but heavy truck and automobile traffic make it a relatively unattractive pedestrian route. However, the bridge is part of the 40-Mile Loop system.
SW McDonnell at Council Crest
Score: 70.51 (15 of 28)

This viewpoint is located at the junction of SW McDonnell and Council Crest. Because of the steepness of SW McDonnell, there are excellent views to the east. New residential construction will substantially block the view to the southeast.

SW Upper Hall Panorama
Score: 69.38 (16 of 28)

Southwest Upper Hall is reached from SW 16th off of SW Montgomery. The panoramic view is to the northwest clockwise to southeast with the downtown area in the foreground. There are views of Mts. St. Helens, Adams, Hood and other mountains. The steepness of SW Upper Hall and the hairpin turn in the middle allow unblocked views.
Kelly Butte Panorama
Score: 67.98 (17 of 28)

Kelly Butte is located off of SE 103rd south of SE Clinton. It has been annexed to the City, but continues to have County zoning. The County has placed a Community Service designation on the site. The primary views are to the east and south, with a striking view of Mt. Hood framed through the trees.

Kelley Point Park Panorama
Score: 67.49 (18 of 28)

Kelley Point Park is located at the confluence of the Willamette and Columbia Rivers. The park is reached by travelling through the Rivergate Industrial Park. The views are primarily on the Columbia River side looking northwest, north, and northeast with views of the river where there is frequently large ship traffic, the Washington shore, and Mts. Adams and Hood.
Rose City Golf Course Panorama
Score: 67.23 (19 of 28)

The Rose City Golf Course is located south of NE Sacramento Street near NE 70th. Views are from Sacramento Street to the east, southeast, and south with Mt. Hood and nearby buttes visible. The views are enhanced by the well-maintained landscaping of the golf course.

Panorama from the University of Portland bluff
Score: 66.48 (20 of 28)

The view from the University of Portland bluff is a viewpoint protected through the Greenway Plan. Access is designated on the Greenway Plan public access map. The view is to the southeast, clockwise to the west. The view includes Mt. Hood, Mock's Bottom, the ship repair yard, downtown, and the west hills.
Panorama from Ross Island Sand & Gravel
Score: 66.46 (21 of 28)

The Ross Island Sand and Gravel property is located west of SE McLoughlin near SE Cora Street. The property is privately owned and public access is not allowed. The view is to the west of Ross Island, the west hills, and downtown. The Greenway Plan public access map shows a future recreational trail location adjacent to the river near this viewpoint.

VP 12-02

Broadmoor Golf Course Panorama
Score: 62.76 (22 of 28)

Broadmoor Golf Course is located on the north side of NE Columbia Boulevard near NE 33rd Avenue. Major views are from the east end of the parking lot. Views include Mt. St. Helens to the north and Mt. Hood to the east looking out over the golf course and along NE Columbia.
Skyline Memorial Gardens Panorama
Score: 61.47 (23 of 28)

Skyline Memorial Gardens is a private cemetery located to the west of NW Skyline Boulevard. A panoramic view of the Tualatin Valley to the west and southwest can be obtained from various locations along the drive within the cemetery. Skyline Boulevard is inventoried as a scenic drive (SD 15-02).

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View from the PCC-Sylvania Campus
Score: 61.32 (24 of 28)

The PCC-Sylvania campus is located in southwest Portland near SW 53rd Avenue, south of SW Vacuna. There are panoramic views to the northwest and west from the outside galleries around various buildings, with the best view from the main administration building.
**View from The Grotto**

Score: **61.09** (25 of 28)

The views from The Grotto are from the higher elevations reached by elevator or on foot. The views are to the north with Mts. St. Helens, Rainier, and Adams visible on clear days. The Grotto is privately owned but is open to the public on a regular basis.

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**NE 122nd Avenue Panorama**

Score: **55.05** (26 of 28)

This viewpoint is located on a vacant parcel of open ground south of I-84 and east of NE 122nd Avenue. The property is owned by the State Highway Commission. It offers views to the west, north, and northeast with Mts. Hood, St. Helens and Adams visible.
NE 82nd Avenue near Portland International Airport
Score: 53.98 (27 of 28)

The views of Mt. St. Helens and Mt. Hood from NE 82nd Avenue are at the Columbia Slough crossing near the airport across vacant land. Also prominent in the vista is Rocky Butte.

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NE 108th and NE Klickitat Viewpoint
Score: 53.53 (28 of 28)

This viewpoint is from a long narrow strip of vacant land north of NE Klickitat near NE 108th, and south of I-84. From this vantage point are views to the west, north, and east of Mt. St. Helens, Rocky Butte, the Glenn Jackson Bridge and the Columbia River.
B. Views of the City

This category is made up of 15 views of some part of the city, such as the downtown skyline, as a major element of the view. The view may contain other features as well, such as a mountain, river, or bridge. Often, determining whether the view was a city view, a mountain view, or a bridge view was somewhat difficult to make. The views were grouped in categories to give the committee some frame of reference when ranking a single view. Some views are wide angle while others are framed by trees or buildings. These differences are accounted for in the variety of descriptors that were used and the weight that was given to each descriptor. Generally, the downtown skyline was ranked relatively high by the committee because of its contribution towards the imageability of the city as a whole.

Immediately following is a summary chart showing the ranking and relative placement of each of the views of the city. The chart also shows whether the resource is currently fully or partially protected, or whether there are no protection measures in place. The following pages provide a description of each of the 15 city views that the committee initially reviewed and ranked. The diagram below shows the layout of the various elements of the description of each city view, including its identification number, name, score, rank, a written summary, a vicinity map, and a photograph. The standard format is sometimes altered to allow wide angle views to be displayed more fully. The diagram below show both variations in layout.
SCENIC VIEWS, SITES AND DRIVES INVENTORY

Legend:

| Protection measures in existence | Partial protection measures in existence | No protection measures in existence |

AVERAGE SCORES: VIEWS OF THE CITY
(Chart indicates relative position of a given resource to other resources in the same category)

Bureau of Planning
City of Portland

Figure 2
View down SW Madison from the Oregon Art Institute
Score: 83.42 (1 of 15)

The vantage point for this view is from the plaza adjacent to the Oregon Art Institute. The view is to the east looking down SW Madison across the Park Blocks to the towers of the Hawthorne Bridge. The street wall consists of a mixture of development — a church, a multifamily structure, office buildings and the Performing Arts Center.

View of Mt. Hood and City from Rose Garden
Score: 80.66 (2 of 15)

The vantage point for this view is from the top of the stairs above the stage in the Rose Garden. The view is of the downtown, with Mt. Hood prominent on the right. This view is currently protected through downtown height limits, the Open Space designation of the Rose Garden, and other provisions of the Zoning Code.
View of the River and Downtown from Future Convention Center Plaza
Score: 77.16 (3 of 15)

The vantage point for this view is from an overgrown area south of NE Oregon and southeast of the Steel Bridge. The I-5 freeway is to the east of the site. This area has been proposed for a viewing area in conjunction with the Convention Center development and as a plaza above the freeway in the Central City Plan. A fence prohibits access to the viewpoint. The view is up the river and across to the downtown.

View of Waterfront Park Fountain from SW Salmon
Score: 73.11 (4 of 15)

This view is southeast along SW Salmon Street from approximately SW 3rd Avenue to the new fountain in Waterfront Park. A skybridge currently spans SW Salmon between SW Front Avenue and SW 1st Avenue between two buildings of the World Trade Center (Willamette Center). The fountain is programmed to provide a variety of patterns of water throughout the day.
**VC 24-10**

**View of Downtown from Station L / future OMSI site**

Score: 72.68 (5 of 15)

This viewpoint is at the north side of the Marquam Bridge and on the east bank of the Willamette River. The view is across the river to the open area north of the RiverPlace development. This vantage point will be made part of the Greenway Recreational Trail when the site is redeveloped.

**VC 24-47**

**View of Downtown from Red Lion-Coliseum**

Score: 69.53 (6 of 15)

This vantage point is located at the end of a short, vacated street behind the Red Lion Inn near the Coliseum. It is accessed from N. Thunderbird Way, south of the Memorial Coliseum. The view is up and down the river and across to the McCormick Pier Apartments, the Broadway Bridge and the Union Station tower.
View of Mountains and City from Lewis and Clark Monument
Score: 69.32 (7 of 15)

This viewpoint is located at the eastern side of the Lewis and Clark Monument in Washington Park at SW Park Place. From the viewpoint Mt. St. Helens and Mt. Hood are visible above the rooftops of nearby apartment buildings. The downtown skyline is partially visible above residential rooftops.

View of Downtown from 12th St. Overpass at I-84
Score: 67.70 (8 of 15)

This viewpoint is from the NE 12th Street overpass above the I-84 freeway, looking toward the downtown and the west hills. Because the freeway is located at the bottom of Sullivan's Gulch, the view is open and relatively unobstructed.
VC 24-48

View of City from Eastbank Esplanade
Score: 66.62 (9 of 15)

This viewpoint is part of the Greenway Trail and is a designated viewpoint on the Greenway public access map. It is located south of the Morrison Bridge on the Eastbank Esplanade. This vantage point provides a wide angle view of the Morrison Bridge and the downtown skyline.

VC 24-51

View of First Interstate Tower from East Burnside
Score: 65.67 (10 of 15)

This vantage point is from the intersection at NE Sandy and NE 12th Avenue. The west hills are visible behind the First Interstate Tower. The buildings along E Burnside frame the view, but overhead utility lines, sign poles and billboards detract from the view. A panorama of the downtown, river and bridges opens up as one continues west on Burnside and approaches the bridge.
Protected View of St. Helens from SW Terwilliger
Score: 65.39 (11 of 15)

This viewpoint is the northernmost view from SW Terwilliger. Mt. St. Helens is prominent above the high-rise apartments in the south end of downtown. There is a small parking area adjacent to this viewpoint. The committee rated this view lower than other similar ones because the mechanical penthouse on the roof of one of the apartments partially blocks the view of Mt. St. Helens.

View of Downtown from RiverPlace floating dock
Score: 65.28 (12 of 15)

This viewpoint is at the end of the floating dock at the south end of the RiverPlace development. Its location on the water affords views in all directions. This particular view looks back at the downtown across the marina and RiverPlace.
VC 24-44

View of RiverPlace from Montgomery Street stairs
Score: 58.41 (13 of 15)

This vantage point looks to the east from the top of the Montgomery Street stairs. The stairs are located west of SW Front Avenue. The RiverPlace development, the Marquam Bridge and the river are visible.

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VC 17-07

View of the Albina Rail Yards from Overlook House
Score: 58.61 (14 of 15)

The Overlook House is located on N. Melrose Drive off of N. Overlook. The property is owned by the Parks Bureau and is a popular location for weddings, meetings and receptions. From behind the house, some limited views are available of the Albina rail yards and the west hills. The views are somewhat obscured by the shrubs and trees that have grown up over the years.
View of Downtown from Albina Park
Score: 49.37 (15 of 15)

This viewpoint is from Albina Park and looks southwest to the downtown and west hills. The foreground detracts from the view because of the parking area for Harriet Tubman Middle School and the industrial buildings that partially block the view. Vegetation around the park obscures the view in most directions.
C. Views of Mountains

This category is made up of 20 views that contain one or more mountains as a predominant feature. The view may contain additional elements such as a bridge or river. Often, determining whether the view was a mountain view, a city view, or a bridge view was somewhat difficult to make. The views were grouped in categories to give the committee some frame of reference when ranking a single view. Some views are wide-angle while others are framed by trees or buildings. The differences are accounted for in the variety of descriptors that were used and the weight that was given to each descriptor. Generally, views of mountains ranked quite high, particularly when completely unobstructed by buildings or vegetation.

Immediately following is a summary chart showing the ranking and relative placement of each view of a mountain. The chart also shows whether the resource is currently fully or partially protected, or whether there are no protection measures in place. The following pages provide a description of each of the 20 views of mountains that the Planning Commission accepted. The diagram below shows the layout of the various elements of the description of each mountain view, including its identification number, name, score, rank, a written summary, a vicinity map, and a photograph. The format is varied to allow wide-angle views to be displayed more fully. The diagram below shows both variations in layout.
AVERAGE SCORES:
VIEWS OF MOUNTAINS

(Chart indicates relative position of a given resource to other resources in the same category)

Legend:

- Protection measures in existence
- Partial protection measures in existence
- No protection measures in existence

Bureau of Planning
City of Portland

Figure 3
VM 31-21

View of St. Helens from Veteran's Hospital
Score: 78.12 (1 of 20)

This viewpoint is located behind the new Veteran's Hospital at the edge of the loading area. It provides a view of downtown, the Willamette River, the east side, and Mt. St. Helens. Dense vegetation is present in the foreground and to either side of the view.

VM 31-38

View of Mt. Hood from SW Terwilliger
Score: 76.07 (2 of 20)

This view of Mt. Hood from SW Terwilliger is from the north end of the boulevard on the path adjacent to a parking area. The mountain rises above the east side with the various buttes in the middle ground. The Willamette River and Ross Island Bridge are also predominant. This is one of the designated views in the Terwilliger Parkway Corridor Plan.
**View of Mt. Hood from Oregon Vietnam Living Memorial**

Score: 73.00 (3 of 20)

This view of Mt. Hood is obtained from the Oregon Vietnam Living Memorial that was recently constructed in the Hoyt Arboretum near the World Forestry Center. The vantage point is from the westernmost section of the memorial trail. The mountain is seen above a rise of ground and is framed with trees.

**View of Mt. Hood from the Rose Garden**

Score: 72.49 (4 of 20)

This view from the Rose Garden is from the steps above the gazebo. The specific vantage point is slightly to the left of the steps. Mt. Hood is framed by trees. The City is partially visible beneath the mountain. The rose bushes in the foreground significantly enhance this view. This view is protected through height limitations in the Central City and other provisions of the Zoning Code.
View of Mountains and River from NW Wilark
Score: 70.65  (5 of 20)

This viewpoint is from the intersection of NW Wilark and NW Mackay above and west of St. Helens Road. NW Wilark deadends at this location and NW Mackay is unimproved. The view is over vacant private property. The Willamette River and Port of Portland unloading facilities are the dominant features. Mt. St. Helens, Mt. Adams, Mt. Hood, and Mt. Rainier are visible in the distance.

---

View of Mt. Hood from Veterans' Medical Center
Score: 70.02  (6 of 20)

This viewpoint is from a pedestrian walkway adjacent to the drive that leads past the Veterans' Medical Center. From the viewpoint, stairs lead to a lower parking lot. The viewpoint is only a few steps from the bus stop at the hospital. The view of Mt. Hood is framed by trees, with a portion of the east side of the City also visible.
View of Mt. Hood from SW Broadway Drive
Score: 68.24 (7 of 20)

Several views of Mt. Hood and the City are visible from SW Broadway Drive leading into downtown. Many are partially or totally obscured by vegetation during summer months. This view would also be partially obscured during some part of the year, but vegetation could be cleared to maintain the view.

View of Mt. Hood from the Vista Bridge
Score: 65.82 (8 of 20)

The view of Mt. Hood and the City from the Vista Bridge has been diminished in quality due to the construction of high-rise buildings. The committee reviewed slides taken before and after many of the buildings were erected, and ranked the earlier slides much higher. The relatively low ranking of the existing view, when compared to other similar views, is due to the intrusion of these structures into the view of the mountain.
View of Mt. Hood from SW Patrick Way
Score: 63.24 (9 of 20)

The intersection of SW Patrick Way and SW Patrick Place near Council Crest creates a vista with Mt. Hood showing above the horizon. The distance between two residences at the end of the street allows relatively unobstructed views to the east.

View of Mt. Hood from South Park Blocks
Score: 62.02 (10 of 20)

The vantage point for this view of Mt. Hood is from approximately the center of the southernmost park block. Mt. Hood is visible between buildings, and is framed by the trees in the park.
View of St. Helens from Mt. Calvary Cemetery
Score: 58.82 (11 of 20)

This view is seen from a small addition to Mt. Calvary Cemetery off of NW Skyline Boulevard. The recent addition to the cemetery is accessed by a U-shaped drive that, at the bottom of the U, provides a wide view of Mts. St. Helens and Adams. The foreground is of undisturbed mixed forest rising toward the horizon. The cemetery, though privately owned, is open to the public.

View of St. Helens from Gazebo at SW Front
Score: 58.09 (12 of 20)

The gazebo is located on the east side of SW Front Avenue, halfway between SW Market and Harrison Streets. The gazebo is built over a small parking lot. The gazebo provides views of Mt. St. Helens and of the RiverPlace Development.
**View of Mt. Hood from OHSU**

Score: **57.41 (13 of 20)**

The vantage point is at the fountain in front of the Oregon Health Sciences University off of SW Sam Jackson Park Road. The view of Mt. Hood is framed between two hospital buildings. The large landscaped area in the foreground enhances the view.

---

**View of Mt. Hood from Steamer Portland Site**

Score: **56.24 (14 of 20)**

This viewpoint is from Waterfront Park at the approximate location for the proposed Steamer Portland dock, in the vicinity of the alignments of SW Main and SW Salmon. Mt. Hood is visible beyond the eastern end of the Hawthorne Bridge.
View of Mt. Hood from SW Capitol and Huber
Score: 54.25 (15 of 20)

At the intersection of SW Capitol and SW Huber there is a view of Mt. Hood to the northeast rising above a stand of trees. The view may be blocked by construction that is underway on the site in the foreground.

View of Mt. Hood from south of Morrison Bridge
Score: 54.20 (16 of 20)

This viewpoint in Waterfront Park is on the south side of the Morrison Bridge. Mt. Hood is visible above the eastern off-ramps of the Morrison Bridge. This view could be obscured by new multi-story construction at the bridge head.
View of Mt. Hood from NW Lovejoy
Score: 53.87 (17 of 20)

The vantage point for this view is from the NW Lovejoy on-ramp to the Broadway Bridge. Mt. Hood is visible to the left of the Steel Bridge. Union Station and the Broadway Bridge frame the view on the right and left, respectively.

---

View of Mt. St. Helens from Jefferson Street Overpass
Score: 52.26 (18 of 20)

Mt. St. Helens is visible from the SW Jefferson Street overpass above the I-405 freeway west of downtown. The submerged freeway opens up a relatively unobstructed view of the mountain. Future development to the northeast may interfere with the view.
View of Mt. Hood from Airport Way
Score: 51.69 (19 of 20)

A relatively unobstructed view of Mt. Hood is available at the intersection of Airport Way and NE 122nd Avenue. Future development in the area may obstruct this view. Currently, the majority of land is undeveloped.

View of Mt. Hood from the Broadway Bridge
Score: 50.55 (20 of 20)

This view of Mt. Hood is from the north sidewalk on the Broadway Bridge. The mountain is framed within the bridge supports. Future development in the central eastside could obstruct this view.
D. Views of Bridges

This category is made up of 43 views of one or more bridges. The view may include other major elements such as a river or mountain. Often, determining whether the view was a bridge view, a city view, or a mountain view was somewhat difficult to make. The views were grouped in categories to give the committee some frame of reference when ranking a single view. Some views are wide-angle while others are framed by trees or buildings. The differences are accounted for in the variety of descriptors that were used and the weight that was given to each descriptor. Generally, views of bridges ranked higher when accompanied by other interesting features.

Immediately following is a summary chart showing the ranking and relative placement of each view of a bridge. The chart also shows whether the resource currently is fully or partially protected, or whether there are no protection measures in place. The following pages provide a description of each of the 43 views of bridges that the Planning Commission accepted. The diagram below shows the layout of the various elements of the description of each bridge view, including its identification number, name, score, rank, a written summary, a vicinity map, and a photograph. The format is varied to allow wide-angle views to be displayed more fully. The diagram below shows both variations in layout.
Figure 4

Legend:

- Protection measures in existence
- Partial protection measures in existence
- No protection measures in existence

(Chart indicates relative position of a given resource to other resources in the same category)

Bureau of Planning
City of Portland

AVERAGE SCORES: VIEW OF BRIDGES

Average Scores

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**View of Marquam and Ross Island Bridges from north viewpoint at RiverPlace**

Score: 74.05 (1 of 43)

This viewpoint is located at the north end of the RiverPlace development adjacent to the Alexis Hotel. The viewpoint is developed with landscaping and a seating area. It provides views of the Marquam and Ross Island Bridges, the marina at RiverPlace, and Ross Island in the background.

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**View of I-205 Bridge from NE Marine Drive**

Score: 72.19 (2 of 43)

This viewpoint is from NE Marine Drive between NE 82nd Avenue and Interstate 205. As one looks east, Mt. Hood rises above the I-205 (Glenn Jackson) Bridge, where it spans the Columbia River and Government Island. The committee agreed that the simplicity of the bridge structure enhanced the view of the mountain and the river.
View of Ross Island Bridge from slope adjacent to SE McLoughlin Boulevard
Score: 71.97 (3 of 43)

This is an undeveloped viewpoint on the slope down from SE McLoughlin at approximately the alignment with SE Haig. The view is of the Ross Island Bridge with the City and west hills in the background and Ross Island on the left. Access to this viewpoint is limited to the railroad right-of-way that extends north to the Eastside Esplanade. The right-of-way is designated as a recreational trail. An approximately one-acre parcel is designated as open space and is in public ownership at this viewpoint.

View of Fremont Bridge from Broadway Bridge
Score: 71.95 (4 of 43)

This viewpoint on the north sidewalk of the Broadway Bridge provides a vantage point for viewing the Fremont Bridge and the river activity of the industrial area.
**View of Marquam and Ross Island Bridges from the south viewpoint at RiverPlace**

Score: 71.17 (5 of 43)

This viewpoint is from the floating dock at the south end of the RiverPlace development with a view up-river to the Marquam and Ross Island Bridges and Ross Island. From this viewpoint, there is a nearly 360-degree view up and down the river and of the downtown. Also inventoried from the floating dock are VB 24-33 and VC 24-43.

---

**View of Marquam and Ross Island Bridges from Waterfront Park**

Score: 70.95 (6 of 43)

This viewpoint is from the open area in Waterfront Park north of the RiverPlace development. The view is similar to VB 24-34, but it provides a more distant view of the bridges and the marina, and more open space visible in the foreground.
View of Sellwood Bridge from Sellwood Riverfront Park
Score: 70.52 (7 of 43)

This viewpoint is in the recently developed Sellwood Riverfront Park. It provides a view of the Sellwood Bridge and the west hills across the river. There are picnic tables at the viewpoint and access down to the river.

View of Hawthorne Bridge from Eastbank Esplanade
Score: 69.60 (8 of 43)

The vantage point for this view of the Hawthorne Bridge is from the Eastbank Esplanade south of the Morrison Bridge. The downtown and the west hills are also prominent in the view.
**View of Fremont Bridge from Swan Island**

**Score: 69.30 (9 of 43)**

This viewpoint on Swan Island, near the Ports O' Call building, is one of the developed Greenway viewpoints adjacent to the recreational trail. The view is to the southeast showing the Fremont Bridge and the port area near Swan Island.

---

**View of St. Johns Bridge from Cathedral Park**

**Score: 69.02 (10 of 43)**

Cathedral Park is located directly under the St. Johns Bridge on the east side of the Willamette River. This vantage point is north of the bridge near the boat ramp. From the park, the bridge stands out against the west hills. There is some industrial development beneath the bridge on the west side.
View of Sellwood Bridge from Willamette Park
Score: 66.89 (11 of 43)

This viewpoint at the south end of Willamette Park is on the Greenway Trail. The park extends out into the river giving an excellent view of the Macadam Bay houseboats, the Sellwood Bridge, and river activities.

View of Vista Bridge from SW Jefferson Street
Score: 66.58 (12 of 43)

The Vista Bridge is visible from several locations along SW Jefferson looking west. The best bridge views are just west of the I-405 freeway overpass. Overhead wires may intrude into some views of the bridge. A nearby view of Mt. St. Helens was also inventoried as VM 24-22.
View of Sellwood Bridge from the Macadam Bay Club
Score: 66.55 (13 of 43)

The elevated ramp leading to the Macadam Bay Club provides a view of the Sellwood Bridge to the south. The Greenway Trail terminates from the north in the vicinity of this viewpoint.

View of Marquam Bridge from south side
Score: 66.31 (14 of 43)

This viewpoint is located south of the Marquam Bridge and to the east of the Alaska Steel property. The vantage point is the approximate location of a future Greenway Trail and looks north to the Marquam Bridge and to the RiverPlace development and the downtown skyline.
View of the covered bridge over Johnson Creek  
Score: 65.99 (15 of 43)

The covered bridge is relatively new and is located off of SE 134th at SW Deardorf Road. There is a small gravelled area on the southwest side of the bridge where a car can pull off the road. Nearby parcels are either vacant or developed with residences.

View of Steel Bridge from Burnside Bridge  
Score: 65.12 (16 of 43)

This view is from the middle of the Burnside Bridge looking north to the Steel Bridge. The Broadway and Fremont Bridges are also visible in the background.
**View of Hawthorne and Morrison Bridges**

Score: 65.08 (17 of 43)

This view is from the south viewpoint at the RiverPlace development looking north at the Hawthorne and Morrison Bridges. Both sides of the river, including the downtown area, are also visible. Also inventoried from the floating dock are VB 24-09 and VC 24-43.

---

**View of St. Johns Bridge from the bridge approach above St. Helens Road**

Score: 64.96 (18 of 43)

This view of the St. Johns Bridge is from the southbound bridge approach above St. Helens Road near the intersection with Germantown Road. The view is partially obscured by branches in the winter, and almost completely obscured in the summer when the trees have leafed out.
View of Morrison Bridge from Hawthorne Bridge
Score: 64.64 (19 of 43)

This view is from the Hawthorne Bridge sidewalk looking north at the Morrison Bridge. Both sides of the river, including the downtown skyline and the high-rise buildings at Lloyd Center, are also visible.

View of St. Johns Bridge from St. Helens Road
Score: 63.68 (20 of 43)

This view of the St. Johns Bridge is from St. Helens Road near the south end of the Linnton area. This vantage point provides a view of the entire bridge span, but the committee felt that the storage tanks in the foreground significantly detracted from the scenic qualities.
**View of Thurman Street Bridge**

Score: **63.27** (21 of 43)

This view is of the Thurman Street overpass above Macleay Park in northwest Portland. The bridge is most visible from the park trailheads looking northeast over the industrial area.

---

**View of St. Johns Bridge from NW Germantown Road**

Score: **62.56** (22 of 43)

This view of the St. Johns Bridge is from NW Germantown Road above St. Helens Road and looking to the east. The bridge is framed with trees on either side. The view is partially obscured during the summer.
View of Broadway Bridge from the west side
Score: 62.26 (23 of 43)

This view of the Broadway Bridge is from the south side of the west bank of the Willamette River. The Greenway Trail is located to the east of the McCormick Pier Apartments.

View of Hawthorne Bridge from Waterfront Park
Score: 62.14 (24 of 43)

This view of the Hawthorne Bridge is in Waterfront Park from its south side. Mt. Hood is just visible above the eastside I-5 freeway ramps.
View of Hawthorne Bridge from Waterfront Park
Score: 59.58 (25 of 43)

This view of the Hawthorne Bridge is also from Waterfront Park, but from the north side of the bridge looking southeast. A nearby view of Mt. Hood is also inventoried as VM 24-45.

View of Morrison Bridge from Eastbank Esplanade
Score: 59.18 (26 of 43)

This view of the Morrison Bridge is from the Eastbank Esplanade on the south side of the bridge looking to the northwest. The downtown skyline is visible from this location. A separate city view is inventoried as VC 24-48.
**View of I-5 Bridge from Marine Drive**
Score: **58.70** (27 of 43)

The I-5 Bridge leading to Washington State is visible from NE Marine Drive at NE 33rd. The east end of Hayden Island is also visible.

**View of Burnside Bridge from Waterfront Park**
Score: **58.25** (28 of 43)

This vantage point is the developed viewpoint/gathering area in Waterfront Park on the south side of the Burnside Bridge. The sloped landscape design creates a variety of sitting areas at different heights that provide numerous opportunities for viewing the river.
View of Broadway Bridge from the railyards
Score: 58.21 (29 of 43)

The Broadway Bridge, the McCormick Pier Apartments, and Albers Mill are visible from the railyards northeast of Union Station. The Portland Development Commission has plans to remove all but five sets of these tracks for future development.

View of Fremont Bridge from Overlook Park
Score: 58.03 (30 of 43)

This view of the Fremont Bridge is somewhat obscured by vegetation, particularly in the summer. The vantage point also suffers from its proximity to the parking area for the adjacent clinic.
View of Broadway Bridge from lower Albina
Score: 57.99 (31 of 43)

This view of the Broadway Bridge is from N. Larabee Street in the lower Albina area. This viewpoint is to the west of the main Portland School District facility. The relatively high ground at this location provides better views than from the adjacent Interstate Avenue. The downtown and west hills are also somewhat visible.

View of St. Johns Bridge from N. Willamette
Score: 57.61 (32 of 43)

This vantage point is from the intersection of N. Willamette and N. Burlington Avenue. This location is on the route to the vacant site owned by the Portland Development Commission (PDC) south of the St. Johns Bridge. The view is of the bridge and the west hills. Nearby views that were inventoried are VB 09-10 (UDAG site) and VB 09-11 (N. Burlington Avenue).
**View of Marquam Bridge from the steam plant**  
Score: 57.37 (33 of 43)

This viewpoint is from the east side of the vacant steam plant between the Riverplace development and the Marquam Bridge. Beneath the bridge is a view of Mt. Hood. This is the location of a future phase of the RiverPlace development and the alignment of the Greenway Trail.

**View of St. Johns Bridge from St. Helens Road**  
Score: 57.18 (34 of 43)

This view of the St. Johns Bridge is from St. Helens Road northbound. There are several chemical tanks in the foreground that lessen the quality of the view.
View of St. Johns Bridge from UDAG site
Score: 56.06 (35 of 43)

This view of the St. Johns Bridge is from the UDAG (Urban Development Action Grant) site owned by PDC. No plans have been made for development of the site, but a Greenway Trail will be constructed in the vicinity of this viewpoint. The committee felt that the existing buildings detracted significantly from the quality of the view.

View of I-205 Bridge from NE Marine Drive
Score: 55.72 (36 of 43)

This view of the I-205 (Glenn Jackson) Bridge is looking west along NE Marine Drive. The vantage point is a turnout area located approximately 500 feet west of NE 122nd Avenue.
**View of St. Johns Bridge from N. Burlington**

Score: 55.60 (37 of 43)

This view of the bridge is from N. Burlington at N. Willamette Boulevard. N. Burlington Avenue is one of the access routes to the Udag site owned by PDC south of the bridge. The view will be increasingly obscured by the street trees that have recently been planted.

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

Score: 55.02 (38 of 43)

This view of the Ross Island Bridge, the west hills and the downtown skyline is taken from SE McLoughlin northbound at the approximate alignment of SE Franklin.
View of Sellwood Bridge from Ira Powers Park
Score: 54.79 (39 of 43)

Ira Powers Park is located between Macadam Avenue and the river. This view is of Sellwood Bridge and Oaks Bottom beyond. This vantage point is adjacent to the Jefferson Street rail line.

View of Burnside Bridge from Eastbank Esplanade
Score: 54.72 (40 of 43)

This view is from the Eastbank Esplanade south of the Burnside Bridge and west of the I-5 freeway. The esplanade is a part of the 40-Mile Loop system. This viewpoint is shown on the Greenway Plan public access map.
View of Sellwood Bridge from Pioneer Church
Score: 53.89 (41 of 43)

This view of the Sellwood Bridge is from the back of Pioneer Church, where there is a patio with benches. Unfortunately, recent development and the placement of shrubbery interferes with the view and will become more of a problem in the future.

View of Marquam Bridge from Station L
Score: 46.31 (42 of 43)

This view of the Marquam Bridge is from the east side of the Station L site, the future location of OMSI. The existing development detracts from the view of the bridge and interferes with views of the downtown. The railroad tracks and power transmission wires also lessen the quality of the view.
View of Ross Island Bridge from south
Score: 44.77 (43 of 43)

This vantage point is from the currently underutilized land south of the Ross Island Bridge on the west side of the river. The committee ranked this site relatively low because of the presently disturbed state of the land that significantly detracts from the view of the bridge.
E. Scenic Sites

This category is made up of 10 scenic sites within the Portland Urban Services Boundary. With the exception of Leach Botanical Garden, parks and open spaces currently designated as Open Space (OS) or County Community Service (CS) for parks, cemeteries, or golf courses were excluded from this inventory. The sites in this section may be in public or private ownership but, because of the nature of their use, are subject to some kind of land use review. The existing review process generally does not protect the scenic values of the resource.

Immediately following is a summary chart showing the ranking and relative placement of each scenic site. The chart also shows whether the resource currently is fully or only partially protected, or whether there are no protection measures in place. The pages following the chart provide a description of each of the 10 sites that the Planning Commission accepted. The diagram below shows the layout of the various elements of the description of each scenic site, including its identification number, name, score, rank, a written summary, a vicinity map, and one or more photographs. Each page is devoted to a single scenic site.

![Diagram of scenic site layout]
Leach Botanical Garden
Score: 74.78 (1 of 10)

The Leach Botanical Garden is located on SE 122nd Avenue south of Foster Road. The property consists of approximately eight acres of informal gardens surrounding a residential structure that is now used for receptions, weddings and other group activities. Johnson Creek flows through the southern portion of the site. A visitor parking lot is located across SE 122nd Avenue. The property is owned by the Portland Park Bureau and has an Open Space designation.

As one approaches Leach Garden from the parking lot, there is a main path leading to the house and a winding path down to Johnson Creek on the right.
Bishop's Close
Score: 74.61 (2 of 10)

The Elk Rock Garden of Bishop’s Close is owned by the Protestant Episcopal Bishop of Oregon. It was formerly a private residence and is located in unincorporated Dunthorpe on SW Military Lane. The site contains approximately 13 acres and is landscaped with large gardens in the English country style. The site, located above the Willamette River, provides sweeping views up and down the river, to Elk Rock Island and Mt. Hood. The grounds are open to the public for daytime viewing.

Paths lead visitors past a large rear lawn, through rock gardens and to the bluff overlooking the river.
Berry Botanical Garden
Score: 69.92 (3 of 10)

The Berry Botanical Garden was built as a private residence and is now maintained by the Friends of the Rae Selling Berry Botanical Garden. The almost six-acre site is located in unincorporated Dunthorpe on SW Summerville Avenue. The grounds are planted with rhododendron, alpine, primula, lily and native Northwest species in a natural woodland setting. Visits are by appointment only.

Alpine and other specialty plantings are interspersed among the trees and large lawn.
The Grotto
Score: 69.70 (4 of 10)

The Grotto is a religious facility owned by the Sanctuary of Our Sorrowful Mother. It is located on NE Sandy Boulevard near 82nd Avenue. The site is 64 acres in size and is developed with a variety of facilities, including a monastery and chapel. The site has a number of monuments and statuary among its landscaped grounds. The site also provides views to the north and northeast of Mt. St. Helens, Rainier and Adams from higher grounds reached by way of an elevator. This view has been reviewed as VP 19-14.

The upper level grounds are landscaped and contain memorials.

An open sanctuary is a major feature of the lower level grounds.
Reed College
Score: 66.84 (5 of 10)

Reed College is located at SE Woodstock Boulevard and 32nd Avenue. The site is approximately 100 acres in size and is developed with a number of buildings. It is owned by Reed Institute. The older buildings and landscaped grounds are the main attractions of the site.

Large deciduous trees and a monument sign mark the main entryway to Reed College.
Johnson Lake
Score: 59.73 (6 of 10)

Johnson Lake is located west of I-205 north of NE Columbia Boulevard. It is owned by Owens-Illinois Glass Company and is part of a 54-acre site. The site can be reached by an access road through the industrial part of the site; it is not visible from I-205. It is nearly surrounded by stands of trees and dense shrubs and attracts numerous bird life.

The east end of Johnson Lake is open and accessible for bird-watching.

Trees and shrubs surround the other three sides of the lake.

A passing jet serves as a reminder that the airport is not far away.

A private picnic area provides a somewhat open view of the lake.
Beggar's Tick Marsh
Score: 57.45 (7 of 10)

Beggar’s Tick Marsh covers more than 30 acres and is in a combination of public and private ownership. It is located north of SE Foster Road on both sides of 111th Avenue. The publicly-owned portion of the site is completely undeveloped. The amount of water on the site varies with the season as does the vegetation and bird life. Some members of the committee felt that the site should be maintained as a wetland/habitat area rather than as a scenic area.

A winter shot of the western section reveals seasonal wetland vegetation, including cattails and reed canary grass. Surrounding development is industrial and residential.
Water Tower at NE Rose Parkway
Score: 54.15 (8 of 10)

This site is located on NE Rose Parkway at about 138th Avenue. The site is owned by the Portland Water Bureau and consists of a half-acre grassy area with large Douglas Firs beneath the water tower. Over the past few years, five large roses have been painted on the sides of the water tower. This colorful display has become a local landmark that can be seen from nearby Interstate 84. Some committee members noted that the roses were the most important feature of the site.

Five large roses painted on the water tower are visible to motorists on the freeway.
Open Space at NE 148th and NE Halsey
Score: 51.69 (9 of 10)

This site is owned by the Portland Water Bureau and is approximately 2.6 acres in size. Half of the site is covered by partially buried water tanks, but the portion at the intersection of 148th and Halsey is landscaped with grass and trees. The site is across NE Halsey from the Glendale Golf Course.

Large boulders from ancient flood deposits define the western perimeter of the site.
Shriners Hospital
Score: 51.21 (10 of 10)

This is the site of the old Shriners Hospital. The property covers approximately 10 acres and is located at the corner of NE Sandy Boulevard and 82nd Avenue. The site is developed with a large white building and landscaped grounds. It is in private ownership. A conditional use application has been submitted to operate an institutional care facility for senior housing. The proposal calls for adding two rear wings while maintaining the front façade and landscaping. The Grotto (SS 19-15) is situated immediately to the west.

The sprawling, three-story former hospital sits on a rise of landscaped grounds.
F. Scenic Drives

This category is made up of 16 scenic drives. A drive may be a segment of a longer drive, may include one or more streets, or may be a waterway. The City currently has one designated scenic drive, SW Terwilliger Boulevard. The committee, as a whole, considered all of the drives reviewed to have some scenic qualities. The scenic qualities include the views from the drives, the vegetation along the drive, or the combination of development and open areas. The committee reviewed the drive in person, each member driving along the route and ranking the drive. A further review and consensus-building occurred when the committee met as a group and reviewed video tapes of the drives.

Immediately following is a map showing all the scenic drives, numbered according to their relative ranking. A summary chart follows showing the ranking and relative placement of each scenic drive. The chart also shows the existing level of protection of the scenic qualities of the drive. The pages following the chart provide a description of each of the 16 drives that the Planning Commission accepted. The diagram below shows the layout of the various elements of the description of each scenic drive, including its identification number, name, score, rank, a written summary, a vicinity map, and one or more photographs. The format is varied to accommodate several sizes of vicinity maps and photographs.
Columbia River from NE 185th Avenue to Kelley Point Park
Score: 76.91 (2 of 16)

The most spectacular views from the Columbia River are to the east, where Mt. Hood is frequently visible above the water and bridges. The Columbia River shoreline tends to be less developed than along the Willamette River shoreline, although the Port of Portland does have a loading terminal east of Kelley Point Park. There are several houseboat moorages along the Columbia, particularly on and near Hayden and Tomahawk Islands. The western portion of Hayden Island, Lemon Island and Government Island are all relatively undeveloped and offer views of natural areas. Other points of interest along the river are the airport and beaches.

1. Houseboat moorages are a common sight along the Columbia River. This one is near the railroad bridge to Hayden Island.

2. The slough bridge crosses to Hayden Island where a variety of development is located.

3. Moorages provide a variety of boat-watching opportunities.

4. Although the landscape is less interesting near the Airport, airplanes provide visual relief.
NE 33rd Drive and Marine Drive
Score: 75.13 (3 of 16)

The NE 33rd Drive and Marine Drive route is approximately 10.6 miles long from the junction of 33rd Drive with Columbia Boulevard to NE 185th. The best views are obtained by driving north on 33rd and east on Marine Drive. The drive provides views of open areas, the airport, the Columbia River, Government Island, and particularly spectacular views of Mt. Hood. Some turnouts are provided along Marine Drive, and a portion of the 40-Mile Loop parallels Marine Drive. This portion of the loop trail is a hard-surfaced bicycle path that alternates on either side of Marine Drive. Several individual views have been inventoried along Marine Drive (see VB 07-02, VB 13-06, and VB 14-02).

1. View of Mt. Hood from NE 33rd Drive.

2. Cows grazing west of NE 33rd Drive near Marine Drive.

3. County-owned boat ramp on north side of Marine Drive.

4. View of Mt. Hood from Marine Drive near cross-dike.
SW Fairmount Boulevard Loop
Score: 74.07 (4 of 16)

The Fairmount Boulevard drive is an approximately 3.4 mile loop that circles Council Crest Park and loops to the southeast through a wooded residential area. The drive is attractive travelling in either direction and is popular with bicyclists, walkers, and joggers, as well as motorists. Parking on the shoulder is very limited due to the street’s narrowness. Views of the City and Mt. Hood are afforded between houses and through wooded areas looking to the southeast. Views of development to the southwest can be glimpsed through the trees on the western portion of the drive. Mt. St. Helens is visible at the northern portion of the drive at a turnout inventoried as VP 30-07.

1. Typical valley view over rooftops at northwest portion of drive.

2. Typical new construction along Fairmount Boulevard.

3. View of new Veteran’s Hospital seen from southeast extension of drive.
Washington Park and Hoyt Arboretum Loop
Score: 73.73 (5 of 16)

This loop is approximately six miles long and winds through both Washington Park and the Hoyt Arboretum. The entire route is attractive, consisting of a mixture of gardens, wooded areas, and some residential areas. There are also side streets that can be taken to lengthen the route. Parking is in designated parking areas only with limited on-street parking in some areas along the route. Hiking trails crisscross the arboretum and excellent views of the mountains and of the City are obtained from various vantage points off the main loop.


2. Entrance to Japanese Gardens near tennis courts on SW Kingston.

3. Hoyt Arboretum sign at SW Fairview and SW Fischer.
NW Cornell Road
Score: 73.34 (6 of 16)

The Cornell Road drive is approximately 3.5 miles long from its beginning at NW Lovejoy to its junction with Miller Road. The eastern portion of the drive begins in a developed residential area and passes through two tunnels, Macleay Park, and the Audubon Society bird sanctuary. The western stretch of the drive passes through rugged, wooded areas and provides connections to NW 53rd Drive. Balch Creek is occasionally visible on the southern side of Cornell Road, but is generally not accessible. Parking areas are limited to a few turnouts and the Audubon parking lot.

1. Bike path shares roadway except where diverted at tunnels.

2. The two tunnels through the hills along Cornell were built in 1941.


4. The western terminus of the Cornell drive west of NW Skyline.
Columbia Slough from NE 185th Avenue to Kelley Point Park
Score: 72.34 (7 of 16)

The Columbia Slough is actually several unconnected segments of slough and several secondary sloughs, including the Peninsula Slough. The slough flows through a wide variety of development, from agricultural to industrial and many recreational and wildlife habitat areas. The slough provides opportunities for canoeing, fishing and bird watching. Mt. Hood is visible from some parts of the eastern stretches of the slough. Three related City projects address the slough. The Bureau of Planning will implement environmental review of developments near the slough to protect natural resource values. The Portland Development Commission is preparing a natural resources management plan for the section east of 82nd Avenue. The Bureau of Environmental Services is developing a Columbia Slough Management Plan to identify water quality and recreational improvements.

1. Access to the slough is limited due to steep banks along much of its length.

2. The slough flows past the St. Johns landfill.

3. The slough is used for canoeing and kayaking although access is frequently impaired due to culverts or low clearance.

4. The slough empties into the Willamette River on the south boundary of Kelley Point Park.
Willamette Boulevard
Score: 71.06 (8 of 16)

The Willamette Boulevard drive is approximately two miles long from N. Killingsworth to the University of Portland, providing views of Swan Island and the ship repair yard, the City, and the west hills. The drive is attractive from either the north or the south direction. A barrier located at the southern end of the drive requires a one-block detour to the east. There are no opportunities to pull out of traffic, although on-street parking is allowed opposite the bluff. There are no sidewalks on the western side of the street, though a rough path along the top of the bluff gets frequent usage.

1. View of ship repair yard at Swan Island.

2. View of Mock's Landing and downtown skyline.

3. View of Swan Island industrial area.
NW Germantown Road
Score: 70.00 (9 of 16)

The Germantown Road drive is approximately 6.5 miles long from its beginning at St. Helens Road and including the Old Germantown Road segment. The drive travels through a sparsely developed residential area becoming progressively more rural and agricultural in character. There are several turnouts on the eastern portion of the drive at hiking trail locations, but few opportunities for on-street parking along the rest of the drive. The Old Germantown Road portion of the loop is a very narrow road that winds through deep woods and grazing land. This drive can easily be combined with the NW Skyline Boulevard drive (SD 15-09). As one approaches St. Helens Road from NW Germantown Road, the lower Willamette River industrial areas and the St. Johns Bridge are visible. A specific view of the bridge from NW Germantown was also inventoried (see VB 09-14).

1. Looking southwest from Germantown to farmland in valley.

2. Farming activity along Germantown Road.

3. Junction of Germantown and Old Germantown Road at western end of drive.

4. Typical view of valley from Old Germantown Road.
**Sellwood Boulevard**  
**Score: 69.46 (10 of 16)**

The drive begins along SE 7th Avenue adjacent to Sellwood Park, where there is a parking lot. SE 7th leads directly to the southern end of Sellwood Boulevard. The drive continues along Sellwood Boulevard and provides views of Oaks Bottom, the river, the west hills, and the downtown skyline. The open, upper elevation of the bluff provides dramatic glimpses of blue herons feeding in Oaks Bottom. The drive is relatively short, less than a mile in length. Parking is allowed only on the east side of the street. The drive can be approached from the south via the Sellwood Bridge or from the north using SE Milwaukie. The drive skirts a primarily residential area. A panoramic view from Sellwood Boulevard is inventoried as VP 38-03.

1. Oaks Bottom in the foreground provides an unusual and striking setting for the downtown skyline.

2. Oaks Bottom provides abundant habitat for a variety of wildlife.
SW Macadam/SW Taylors Ferry/SW Boones Ferry/SW Terwilliger Loop
Score: 66.21 (11 of 16)

This scenic drive creates a loop, although the southernmost portion is within Lake Oswego. The SW Terwilliger portion is adjacent to Tryon Creek State Park and Northwestern School of Law. SW Boones Ferry connects SW Terwilliger to SW Taylors Ferry for a short distance. SW Taylors Ferry passes by several cemeteries and connects on the northern portion of the loop to SW Macadam Avenue. This portion of SW Macadam passes by portions of Willamette Park and between Riverview Cemetery and Powers Marine Park where it is known as Riverside Drive. SW Macadam continues south through Dunthorpe to the city limits of Lake Oswego.

1. SW Taylor’s Ferry branches off of SW Macadam near SW Miles Street.

2. The entrance to Tryon Creek State Park is off SW Terwilliger to the west. A bike trail parallels the street.

3. Northbound Macadam from Lake Oswego is framed by trees.
SW Multnomah Boulevard from SW 45th Avenue to SW Garden Home
Score: 61.94 (12 of 16)

The drive along SW Multnomah Boulevard from SW 45th to SW Garden Home Road is lined with trees and heavy vegetation, creating an enclosed passageway. Development is generally sparse or is screened from the road. The intersections with 45th and with Garden Home are more open and are developed with small commercial nodes. The SW Multnomah right-of-way varies in width substantially along this stretch; frequently it is more than 100 feet wide. There was a rail line in Multnomah at this location and the wide right-of-way is due to the railroad’s prior ownership of the right-of-way.

1. Development is also scattered along SW Multnomah Boulevard east of its intersection with SW 45th Avenue.
2. Looking west from the small commercial development at SW 45th Avenue, tall firs frame the drive on both sides.
3. Firs and other vegetation enclose much of the drive from SW 45th to SW Garden Home.
4. Where development does occur, it tends to be low-density residential. Some newer development is set back from the road.
**SW / NW Skyline Boulevard**

**Score: 59.98 (13 of 16)**

The southern segment of the Skyline Boulevard drive begins (southbound) at its intersection with NW Cornell, travels along a short section of W. Burnside, and ends at its junction with the Sunset Highway. The drive is about three miles long. The area is developed with residences, and the surrounding area is wooded and hilly. The drive passes the tiny Willamette Stone State Park and Mt. Calvary Cemetery. Both locations have small turnouts for off-street parking. The northern segment of Skyline Boulevard is inventoried as SD 15-09.

1. A marker along Skyline indicates the location of the Willamette Stone.

2. Skyline follows W. Burnside for a short distance adjacent to Mount Calvary Cemetery.

3. Mt. Hood is visible over office buildings at the southern terminus of the drive.
NW Skyline Boulevard
Score: 55.72 (14 of 16)

The most northern segment of the Skyline Boulevard drive is approximately 5.5 miles in length and reaches from the intersection with NW Thompson Road north to the intersection with NW Newberry Road. The drive passes by scattered residential development, the Skyline Memorial Gardens, and open areas that provide views of the Tualatin Valley. There are several rutted turnouts that provide views of the valley. Unfortunately, the turnouts are often used as a place to dump trash.

1. Skyline Memorial Gardens is a prominent development along Skyline.

2. Typical valley view looking to the southwest.

3. This vacant ice cream stand is a familiar feature at the intersection of Skyline with Germantown Road.
Cross-dike
Score: 54.04 (15 of 16)

The cross-dike is a north-south embankment that provides flood protection from the Columbia River. Currently, the route is better hiked than driven because of its unpaved surface and because vehicles are occasionally chained out. The drive offers views of Mt. Hood to the east and of Mt. St. Helens to the north. There are also views of some of the sloughs and natural areas in the Columbia South Shore district. It measures less than one mile in length and extends from NE Marine Drive on the north to NE Sandy Boulevard on the south. The cross-dike is designated as a portion of the 40-Mile Loop, but is not currently improved to trail standards.

1. Looking south toward Sandy Boulevard. The condition of the road discourages usage.

2. Mt. St. Helens is visible looking north toward Marine Drive.

3. Mt. Hood rises majestically above the slough.
NW Skyline / Thompson Loop
Score: 53.33 (16 of 16)

The Skyline/Thompson loop is approximately 2.5 miles long and includes a short portion of NW Skyline and a segment of NW Thompson. Both ends of the loop connect to NW Cornell. The area character consists of alternating residential and undeveloped wooded areas along a curving road. The Skyline portion of the loop provides views of the Tualatin Valley to the southwest. Generally, there are no convenient places to pull off the road.

1. Rock retaining walls provide visual interest at the intersection of NW Thompson with Cornell Road.

2. Thompson Road winds through heavily vegetated areas near its junction with NW 53rd.

3. Expansive views of the Tualatin Valley open up along the Skyline portion of the drive.
Section IV
APPENDICES
# CITIZEN/TECHNICAL REVIEW COMMITTEE

### Neighborhood Association Representatives
- **Dr. Keith Claycomb**: Homestead Neighborhood Association Chair, Southwest Neighbors
- **Catherine Sohm**: Sellwood-Moreland Improvement League
- **Alan Lashbrook**: Overlook Neighborhood Association

### Architect Representatives
- **Tom Thompson**: Thomas W. Thompson, Architect
- **Jerry Brock**: Brock/Hilts, Architects and Planners

### Landscape Architect Representative
- **Carol Mayer-Reed**: Mayer/Reed, Landscape Architecture & Planning

### Interest Group Representatives
- **Bonnie Brunkow**: Leach Botanical Garden
- **Ken Benshoof**: Rocky Butte Preservation Society

### City Bureau Representatives
- **Dave Yamashita**: Bureau of Parks and Recreation
- **Bruce Niss**: Bureau of Water
# SCENIC VIEWS WORKSHEET

## FIELD WORKSHEET & EVALUATION FORM

<table>
<thead>
<tr>
<th>NAME OF VIEW</th>
<th>LOCATION</th>
<th>AREA DESCRIPTION</th>
<th>VIEW CATEGORIES</th>
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<td>THRESHOLD e.g. entryway</td>
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## VIEW DESCRIPTION

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</table>

## TOTALS

### SCENIC VIEWS, SITES AND DRIVES INVENTORY

Appendix B

172
## SCENIC SITES WORKSHEET

### FIELD WORKSHEET & EVALUATION FORM

<table>
<thead>
<tr>
<th>NAME OF SITE</th>
<th>LOCATION</th>
<th>AREA DESCRIPTION</th>
<th>LEGAL DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>STRRETS</td>
<td>TIME OF DAY</td>
<td>DATE</td>
<td>SITE SIZE</td>
</tr>
<tr>
<td>MAP NOS.</td>
<td>ENVIRONMENTAL CONDITIONS</td>
<td>OWNERSHIP</td>
<td></td>
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</table>

### SITE DESCRIPTION

<table>
<thead>
<tr>
<th>LANDFORM/TOPO</th>
<th>PERCENTAGE</th>
<th>VEGETATION</th>
<th>ACTIVITY/USE</th>
<th>ATTRACTIONS</th>
<th>ACCESS</th>
<th>OTHER CHARACTERISTICS (FOCUS, ATTRACTIVE FEATURES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flat</td>
<td>Hills</td>
<td>Mountains</td>
<td>Water</td>
<td>Mixed</td>
<td>Open Mixed</td>
<td>Other</td>
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<tr>
<td>Heavily Wooded</td>
<td>Groomed Park</td>
<td>Open</td>
<td>Mixed</td>
<td>Other</td>
<td>Other</td>
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<tr>
<td>Agricultural</td>
<td>Undeveloped</td>
<td>Passive Rec.</td>
<td>Active Rec.</td>
<td>Other</td>
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<td>Hills</td>
<td>Gardens</td>
<td>Recreation</td>
<td>Structures</td>
<td>Other</td>
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<tr>
<td>From Vehicle</td>
<td>Path/Sidewalk</td>
<td>Handicapped</td>
<td>Open Terrain</td>
<td>Other</td>
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### DESCRIPTORS

<table>
<thead>
<tr>
<th>DESCRIPTORS</th>
<th>LOW</th>
<th>MEDIUM</th>
<th>HIGH</th>
<th>COMMENTS</th>
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<tbody>
<tr>
<td>COHERENCE/UNITY</td>
<td>Order expressed by patterns</td>
<td>1</td>
<td>2</td>
<td>3</td>
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<tr>
<td>COMPLEXITY/VARIETY</td>
<td>Expectation of more info. with more time spent</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>EDGE</td>
<td>Presence of distinct boundaries</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>ACCESSIBILITY</td>
<td>Ease of access, proximity</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>SPATIAL DEFINITION</td>
<td>Enclosure, framing view</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>COLOR</td>
<td>Value, hue</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>FITNESS/INTACTNESS</td>
<td>Responsible human stewardship or unaltered</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>SCENIC BEAUTY/VIVIDNESS</td>
<td>Special features, standing out from surroundings</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>MYSTERY</td>
<td>Expectation of more info. with change of vantage point</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>IMAGEABILITY</td>
<td>Identifying Portland as place giving character to city</td>
<td>1</td>
<td>2</td>
<td>3</td>
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</tbody>
</table>

## SCENIC VIEWS, SITES AND DRIVES INVENTORY

Appendix C
GLOSSARY OF TERMS

Qualifying viewpoints or sites

One of the following must be met for a scenic viewpoint or site to be considered as a part of the inventory:
- it must be in public ownership, or
- it must be from a public right-of-way, or
- it must have a reasonable chance of being in public ownership, or
- it must be a location where public access is assured, either through public easement or some other means, or
- if private, it must be subject to discretionary public review.

GENERAL TERMS

Scenic drive, scenic corridor: This category includes streets, bikeways, trails, roadways or waterways through parks, natural areas, or urban areas. They may be either short or long sections of a particular street or drive or path and may or may not already be designated as a scenic drive or corridor. The corridor may include scenic views along it, but it may also be valued for its intrinsic scenic qualities such as a winding road through a wooded area.

Scenic view, scenic site: Lands valued for their aesthetic appearance. These can include structures, resources, or activities which provide this value, as well as areas from which scenic views may be obtained. Scenic views are considered to be outstanding views of physical elements such as structures, resources, or activities that make a positive contribution to the aesthetics, character, and overall image of the City. Scenic resources within the City will frequently include urban activities and development as well as the scenic qualities found in more rural areas.

DESCRIPTORS

Coherence, unity: A view or site possessing these characteristics will have a strongly defined internal unity that extends beyond its setting to imply continuity with other settings. Transitions within the view or site will be harmonious and/or be expressed as patterns. Coherence is established by the physical linkage of disparate parts, including fragmented open space.

Complexity, variety: A view or site possessing these characteristics will have striking contrasts and/or dramatic alteration of elements within it, and will frequently possess dynamic qualities with changing activities. These characteristics are also expressed as the expectation of more information to be extracted from the view or site with additional time spent looking at it.
GLOSSARY OF TERMS

**Edge:** The presence of distinct boundaries create edges within a site or view. Edges break up the monotony of a view or site and contribute to the pattern and variety within it.

**Accessibility:** Scenic sites or views have value because many people can easily or frequently see them. The enjoyment of a significant view or site is not diminished because it is visited or seen frequently or on a regular basis.

**Spatial Definition:** Scenic views can be made more attractive or striking by being enclosed or framed as that enclosure causes the viewer to focus more intently on the view, shutting out intrusive elements.

**Color:** Color is expressed in terms of hue and value. Hue refers to the gradation of color, the attribute of colors that permits them to be classified as red, yellow, green or blue or an intermediate between any of these colors. Value refers to the lightness and darkness of color tones. The contrast in brightness between objects in the landscape plays an important part in determining how well an observer can see the objects.

**Fitness, intactness:** Fitness and intactness refer to the quality of human modification that has been made to the site or within the view area. The modification may be major in nature and still rank high in this quality as long as the modifications fit into the context of the view or site. The appropriate level of maintenance of the site or areas within the view area is also considered under this category of descriptors.

**Scenic beauty, vividness:** Sites or views that rank high in these qualities will be more striking than other similar sites or views and will have particularly memorable qualities.

**Mystery:** Mystery refers to the potential for more information when the viewpoint is changed or, in walking through a site, where not all of the site is visible at one time. This quality is similar to complexity since it refers to the potential for additional information about the site or view, except that complexity refers to more time spent in observing from a single location.

**Imageability:** Imageability refers to the physical qualities which relate to the attributes of identity and structure. This is the quality which gives a high probability of evoking a strong mental image and identifies the view or site as being of a particular place.
PAIRED COMPARISONS OF DESCRIPTORS

The process of paired comparisons is used to determine the relative importance of each of the descriptors for evaluating the scenic sites, views, and corridors. For each pair of descriptors, indicate which is more important in the determination of the significance of a view, site, or corridor. Even though a given descriptor may be more important than another for a view and not for a site, try to make a determination of which is more important on average for all three categories. Keep in mind the definitions of the descriptors and our discussion of them in making your determination. Put a check mark in front of the more important of the two descriptors in each set.

Although you will not know the ultimate weighting of each descriptor, the weightings will be used in ranking the sites, views, and corridors and will affect the final score for each worksheet.

<p>| | | |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>2.</td>
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<td>12.</td>
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<tr>
<td>3.</td>
<td>Coherence, Unity Accessibility</td>
<td>13.</td>
</tr>
<tr>
<td>5.</td>
<td>Coherence, Unity Color</td>
<td>15.</td>
</tr>
<tr>
<td>7.</td>
<td>Coherence, Unity Scenic beauty, Vividness</td>
<td>17.</td>
</tr>
<tr>
<td>8.</td>
<td>Coherence, Unity Mystery</td>
<td>18.</td>
</tr>
<tr>
<td>9.</td>
<td>Coherence, Unity Imageability</td>
<td>19.</td>
</tr>
<tr>
<td>10.</td>
<td>Complexity, Variety Edge</td>
<td>20.</td>
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</tbody>
</table>

SCENIC VIEWS, SITES AND DRIVES INVENTORY

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<table>
<thead>
<tr>
<th></th>
<th>PAIRED COMPARISONS OF DESCRIPTORS</th>
</tr>
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<tbody>
<tr>
<td>22.</td>
<td>Edge Scenic Beauty, Vividness</td>
</tr>
<tr>
<td>23.</td>
<td>Edge Mystery</td>
</tr>
<tr>
<td>25.</td>
<td>Accessibility Spatial definition</td>
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<tr>
<td>26.</td>
<td>Accessibility Color</td>
</tr>
<tr>
<td>27.</td>
<td>Accessibility Fitness, Intactness</td>
</tr>
<tr>
<td>28.</td>
<td>Accessibility Scenic beauty, Vividness</td>
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<tr>
<td>29.</td>
<td>Accessibility Mystery</td>
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<tr>
<td>30.</td>
<td>Accessibility Imageability</td>
</tr>
<tr>
<td>31.</td>
<td>Spatial definition Color</td>
</tr>
<tr>
<td>32.</td>
<td>Spatial definition Fitness, Intactness</td>
</tr>
<tr>
<td>33.</td>
<td>Spatial definition Scenic beauty, Vividness</td>
</tr>
<tr>
<td>34.</td>
<td>Spatial definition Mystery</td>
</tr>
<tr>
<td>35.</td>
<td>Spatial definition Imageability</td>
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</table>
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SCENIC VIEWS, SITES AND DRIVES INVENTORY

ACCEPTED BY PORTLAND PLANNING COMMISSION
November 8, 1988

BUREAU OF PLANNING

Earl Blumenauer, Commissioner-In-Charge
Norman A. Abbott, AICP, Planning Director
Michael S. Harrison, AICP, Chief Planner

PROJECT STAFF

Project Planners
Robert H. Glascock, AICP, City Planner II
Jeanne E. Harrison, AICP, City Planner II

Graphic Support
Geoffrey Sauny, Graphic Illustrator I
David Alumbaugh, City Planner

Acknowledgements

Additional photographs: John V.A.F. Neal, Michael Boardman,
Tom Davis, Dave Yamashita, Zari Santer
EXECUTIVE SUMMARY

This document contains Portland's inventory of scenic resources within the City's Urban Services Boundary. It is the first product necessary in complying with the State's requirements for scenic resource protection. The inventory includes a discussion of the existing adopted policies and regulations relating to scenic resources, an explanation of the methodology used in updating the existing inventory, and the results of the ranking of inventoried resources.

The Scenic Resources Project is a part of the periodic review of the Portland Comprehensive Plan. Scenic resources are one of the identified resources in Statewide Planning Goal 5 that must be addressed in a jurisdiction's comprehensive plan.

A technical/citizen review committee ranked the resources within six general categories. The evaluation criteria consisted of ten "descriptors" including scenic beauty, imageability, color and vividness. The committee used a scale of one to five to judge each resource against each descriptor. The scores were weighted based on the relative importance of each descriptor. The outcome is a ranking of each resource relative to other similar kinds of resources within one of the six categories. Section III of the inventory describes each resource and gives its final score and ranking. Included with this report is the "Scenic Resources Inventory Map" showing the location of the already protected scenic views, sites, and drives and those included in the inventory.

Potential resources have been dropped from the inventory based on their low scores. The next step in the project is to complete an analysis of the remaining resources by comparing and balancing the economic, social, environmental and energy (ESEE) consequences of protecting each one, and then determining which resources are significant based on the ESEE analysis.

The final step in the process is to adopt implementing measures to protect those resources that are considered significant (based on the analysis described above) and that do not have consequences that outweigh protecting them.

The ESEE analysis and adoption of implementing measures is expected to be completed in Spring 1989. The Portland Planning Commission accepted this inventory document in November 1988. Formal consideration of the ESEE analysis and implementing measures will involve separate public hearings of the Planning Commission and City Council.
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Dave Yamashita
INTRODUCTION

The Scenic Views, Sites, and Drives Inventory document provides an inventory of locally important scenic resources within the City of Portland and that portion of unincorporated Multnomah and Clackamas Counties within Portland's urban services boundary. A generalized map of the current Portland urban services boundary is shown on Page 4 of this report.

Historical Background

"The Greater Portland Plan" was published in 1912. The architect of the plan, Edward H. Bennett, proposed it as a guide for the further building of the City. Although the plan addressed many aspects of the City, including transportation and business, a large portion of the plan focused on the appearance of the City, its boulevards, parks, the waterfront, and vistas. Bennett believed that streets should be more than just a conduit for traffic; he believed that streets should open up the City and provide views to the mountains and the west hills. Bennett envisioned that small, terraced and planted vista points would be created along drives in order to view the City and mountain peaks. He also envisioned broad avenues and arterials that would open up views to the mountains.

The City has not developed exactly as Bennett imagined, but the interest in preserving views and vistas has continued. The City has adopted many measures that protect scenic views and sites, but a comprehensive inventory has never been compiled.

The Periodic Review Requirement

This document updates the City's Comprehensive Plan inventory of scenic resources to address new requirements adopted by the Land Conservation and Development Commission since Portland's Plan was acknowledged in 1981. The inventory update is required as part of the first periodic review of Portland's Plan to comply with the administrative rule for Statewide Planning Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources, adopted by the Commission in the fall of 1981.

Other resources protected through Statewide Planning Goal 5 are inventoried in the following reports:

- Inventory of Wetlands, Waterbodies, and Wildlife Habitat Areas
- Historic Resources Inventory
- Mineral and Aggregate Resources Inventory
- Open Space

Oregon's statewide land use planning program was established under Senate Bill 100, adopted by the Legislature in 1973 and included in the Oregon Revised Statutes as Chapter 197. This legislation created the Land Conservation and Development Commission (LCDC) and gave it the authority to adopt mandatory Statewide Planning Goals. These goals provided the framework for Oregon's cities and counties to prepare comprehensive plans. After local adoption, comprehensive plans were submitted to the Land Conservation and Development Commission for review to ensure consistency with
the Statewide Planning Goals. Portland’s Comprehensive Plan was adopted by City Council in 1980, effective January 1, 1981, and was acknowledged by LCDC in May 1981.

In 1981, the Legislature amended ORS 197 to require periodic review of acknowledged comprehensive plans. As stated in ORS 197.640(1), the purpose of periodic review is to ensure that each local government’s acknowledged comprehensive plan and land use regulations are in compliance with the Statewide Planning Goals and coordinated with the plans and programs of state agencies.

Under state law, four factors must be considered during periodic review. The second factor, "new Statewide Planning Goals or rules," relates to new Goals or rules adopted since a comprehensive plan was acknowledged such that the plan or its land use regulations no longer comply. The specific requirement to update Portland’s scenic resources inventory is based on LCDC’s adoption, in the fall of 1981, of a new administrative rule for Statewide Planning Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources.

The Statewide Planning Goal 5 Administrative Rule

Statewide Planning Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources, requires cities and counties "to conserve open space and protect natural and scenic resources." When Portland’s Comprehensive Plan was adopted in 1980, however, there was little guidance as to how the Goal requirements should be met.

In 1981, subsequent to acknowledgement of Portland’s Plan, the Land Conservation and Development Commission adopted the Goal 5 administrative rule, OAR 660, Division 16: Requirements and Application Procedures for Complying with Statewide Goal 5. The steps which a jurisdiction must go through in order to comply with Goal 5 include an inventory of resource sites; analysis of the economic, social, environmental and energy (ESEE) consequences of conflicting uses on the resource; and determination of the level of protection required for the resource.

The first step in the Goal 5 process is to inventory the location, quantity and quality of the resources present at each site. Location of a resource must include a map or description of the boundaries of the resource site, and be as accurate as available information will allow. Resource quantity requires consideration of the relative abundance of the resource. Quality of a resource is determined by comparing the site with other sites of the same resource category.

If a resource site is not important, it may be excluded from further consideration for purposes of local land use planning, even though state and federal regulations may apply. If information is not available or is inadequate to determine the importance of the resource site, the local government must commit itself to obtaining the necessary data and performing the analysis in the future. At the conclusion of this process, all remaining sites must be included in the inventory and are subject to the remaining steps in the Goal 5 process.
Contents of the Scenic Views, Sites, and Drives Resources Inventory Document

The first section of this report describes the existing adopted policies and regulations that contain references to scenic resources. These documents comprise the City's existing scenic resource inventory. Section II describes the scope of this inventory project, including how it relates to existing inventories and the methodology that was used to evaluate the inventoried resources. Section III summarizes the results of the evaluation of potential scenic resources within Portland's Urban Services Boundary. Sections IV and V, respectively, contain the appendices and bibliography of the report.

The "Scenic Resources Inventory Map" accompanies this inventory document. The two-sided map folds out to show the location of important scenic resources inventoried in other planning documents and identified in this report. One side shows existing and new inventoried scenic resources within the Portland Urban Services Boundary, except for the Central City Plan area. The reverse side shows existing and new inventoried scenic resources within the Central City Plan area. This map will be used primarily as a reference document for other Planning Bureau activities.
SECTION I

EXISTING INVENTORY, POLICIES AND REGULATIONS

A review and analysis of the existing City and County inventory of scenic views, sites, and drives shows that the City has identified many scenic resources since the Portland Comprehensive Plan was adopted in 1980 and has developed various protection measures for scenic resources. The following adopted City measures provide for varying degrees of protection for identified scenic resources.

A. Comprehensive Plan Goal 8: Environment

The preservation of existing environmental amenities, including parks and open space, was identified during the comprehensive planning process as an important part of what makes Portland livable. As a part of the development of the Comprehensive Plan, a number of urban area viewpoints and natural areas or areas with unique opportunities were identified that are protected with an Open Space designation and/or the Greenway Overlay Zones. These inventoried scenic resources are shown on Map 1. The Open Space designation preserves and protects open space and parks for recreational and aesthetic purposes in conformance with the underlying zone, and the Greenway regulations protect specific viewpoints and corridors that provide visibility to and along the Willamette River.

In June 1988, City Council adopted Environmental Regulations for the City (effective date July 13, 1988) including two environmental zones. Along with the regulations, several changes and additions to Goal 8 and its policies were adopted and several new objectives were added. Goal 8 and Policies 8.9 and 8.10 (relating to scenic resources) were not changed by the recently adopted environmental regulations. Goal 8 of the Comprehensive Plan states,

"Maintain and improve the quality of Portland's air, water and open space resources and protect neighborhood and business centers from detrimental noise pollution."

Policy 8.9: Open Space says, "Protect Portland parks, cemeteries, and golf courses through an open space designation on the Comprehensive Plan Map."

Policy 8.10: Willamette River Greenway states, "Protect and preserve the natural and economic qualities of lands along the Willamette River through implementation of the City's Willamette River Greenway Plan."
However, two new policies were added to Goal 8 as part of the Environmental Regulations to further protect the City's natural resources. Policy 8.14: Natural Resources states,

"Conserve significant natural and scenic resource sites and values through a combination of programs which involve zoning and other land use controls, purchase, preservation, intergovernmental coordination, conservation, and mitigation. Balance the conservation of significant natural resources with the need for other urban uses and activities through evaluation of economic, social, environmental, and energy consequences of such actions."

Policy 8.16: Uplands Protection states,

"Conserve significant upland areas and values related to wildlife, aesthetics and visual appearance, views and sites, slope protection, and groundwater recharge. Encourage increased vegetation, additional wildlife habitat areas, and expansion and enhancement of undeveloped spaces in a manner beneficial to the City and compatible with the character of surrounding urban development."
COMPREHENSIVE PLAN SUPPORT
DOCUMENT 8 / NATURAL AREAS
AND SCENIC VIEWPOINTS

Legend:

▲ Urban Area Viewpoints
◆ Natural Areas or Areas
with Unique Opportunities

Scale: 1" = 10,917'

Bureau of Planning
City of Portland

Map 1
B. The Arterial Streets Classification Policy

The Arterial Streets Classification Policy (ASCP) was originally adopted by City Council on June 30, 1977, and incorporated into the Comprehensive Plan as part of Goal 6: Transportation. The Arterial Streets Classification Policy (update adopted October 27, 1983) contains Beautification Policies that are intended to encourage the beautification of the city through the designation of a system of major streets suitable for landscaping as Boulevards and Parkways.

Beautification is accomplished through landscaping that considers Portland's unique natural setting, preservation of existing vegetation, local topography, vistas, driver perception of the roadway design, transit operations, visibility requirements for drivers and pedestrians, abutting land uses, urban design and sign controls, utility placement and street lighting. In addition, City entrances and major focal points have been identified as part of the ASCP in order to provide for coordinated planting of landscaping and street trees to enhance these locations. The identified City entrances and focal points, as well as the designated boulevards and parkways, are shown on Map 2.
C. **Encroachments in the Public Right-Of-Way**

The Encroachments in the Public Right-Of-Way Policy was adopted by City Council in March 1982 to establish guidelines for the review of private and public structures in the public rights-of-way in order to provide for the movement of pedestrians and vehicles, and for open space, landscaping, light, air, and vistas. Encroachments into public rights-of-way are permitted only when in conformance with the City objectives for promoting the "Portland Character" as defined by the rivers, parks, vistas, buildings of architectural significance and other important visual images. The City is divided into four districts with specific policies and standards for each district and general standards that apply to all four districts.

The downtown retail core district and downtown district standards include identification of primary, secondary, and tertiary view corridors as well as visual focal points. The primary and secondary view corridors and designated focal points are shown on Map 3. The standards in this policy require the preservation of significant views in downtown. Encroachments into the right-of-way are also discouraged in pedestrian districts outside of downtown where views could be blocked.
The Terwilliger Parkway Corridor Plan was adopted by City Council in October 1983 in order to resolve development concerns along Terwilliger Boulevard including access, preservation of the character of the parkway, buffering and protection of the Terwilliger Boulevard recreational path and design of buildings in close proximity to the parkway. The goals of the Terwilliger Parkway Corridor Plan include preserving and enhancing the scenic character and natural beauty of Terwilliger Parkway and Boulevard, maintaining and enhancing unobstructed views from Terwilliger Boulevard and trail, and guiding the siting, scale, landscaping, traffic impacts and design of new development to enhance the aesthetic experience of Terwilliger. Landscape and maintenance policies include shaping landscaping to frame and enhance views and developing specified viewpoints.

The Terwilliger Parkway is within a design zone that requires review of development in accordance with the Terwilliger Parkway Design Guidelines. The Guidelines implement the goals of the Terwilliger Plan and include guidelines for protecting views and special natural features. Downhill from Terwilliger Boulevard, new buildings are to be limited in height and have sufficient setback to preserve unobstructed "Major Views and Panoramas" as identified in the Terwilliger Plan as shown on Map 4 of this report. Guideline D states, "Preserve or improve views and special natural features identified in the Terwilliger Landscape Concept Plan. In addition, specific plant materials are listed for use in the Major View and Forest View landscape pattern in order to enhance and frame views."
E. Macadam Corridor Plan District and Design Guidelines

The Macadam Corridor is within both a plan district and design zone that provide specific regulations and guidance for new development. The plan district prescribes that ground level view corridors be maintained along the unobstructed rights-of-way of SW Miles, SW Nevada, SW California, SW Vermont, SW Nebraska, SW Carolina, SW Pendleton, and SW Richardson Court. These protected view corridors are shown on Map 5 of this report. The view corridors are preserved by maintaining open space from Macadam Avenue to the river along axes 30 feet from the center line of each of these extended rights-of-way.

The Macadam Corridor Design Guidelines were adopted by City Council in March 1985 in order to implement the recommendations on land use and urban design in the Macadam Corridor. A major component of the guidelines is the maintenance and enhancement of visual connections between the river, Greenway Trail, Willamette Park, and the residential community west of Macadam Avenue. The Visual Connections guideline states, "Create public views to the river, Greenway Trail and Willamette Park from Macadam Avenue and other public parks and rights-of-way west of Macadam as well as views from the river and the Greenway to the west. Specific views are identified for protection and enhancement along the SW Texas, Florida, Pendleton, Idaho, Nebraska, Dakota, and Hamilton Street alignments."
Macadam Avenue Plan District

View Corridor
John's Landing Mid Rise Area (65' average height limit; 75' maximum height limit)

Center line for potential light rail facility

Allowable Building Height

(A) Except for (B) below, within the Macadam Plan District boundaries a structure may be built to a maximum height of 45 feet so long as the total average height of the structure does not exceed 35 feet above grade.

(B) Within the Johns Landing Mid Rise Area, a structure may be built to a maximum height of 75 feet so long as the average height of the structure does not exceed 65 feet above grade.

Legend:

(See inset box in map)

Scale: 1" = 1,500'
F. Northwest Triangle

The Northwest Triangle Report was adopted by City Council on July 31, 1985. The report created a Northwest Triangle Plan District that includes provisions to "ensure that development along the Willamette River is sensitive to the waterfront and that visual as well as physical accessibility is maintained from points within the district." To accomplish this, a minimum of 25 percent of a site's dimension is to be maintained as a view corridor. The corridors are intended to provide an unobstructed view from Front Avenue to the river. Design guidelines reinforce this requirement. In addition, a viewpoint under the Fremont Bridge is recommended for acquisition. The viewpoint and a proposed public access system are shown on Map 6 of this report.

The Northwest Triangle Plan District and its provisions have been incorporated into the Central City Plan (effective July 1, 1988).
G. **Willamette Greenway Plan**

The Willamette Greenway Plan was first adopted in 1979 and revised in 1987. The revised plan provides design guidelines within the Greenway, including four guidelines devoted to viewpoints and three guidelines devoted to view corridors. Viewpoints are an important component of the public access system in the Willamette Greenway. The plan identifies a number of locations where viewpoints are to be provided as part of new development projects. Map 7 of this report shows the approximate location of these designated viewpoints. In addition to these designated viewpoints, property owners and developers are encouraged to provide other viewpoints along the river and at strategic viewing points away from the river.

Designated view corridors to and from the river are also an important component of the public access system. View corridors provide visual access to the river and allow the public to enjoy its scenic qualities even when at some distance from the river. View corridors also provide visual connections to adjacent neighborhoods. Protections include specific guidelines for design and placement of viewpoints, and other guidelines for preservation and landscape enhancement of view corridors. Designated view corridors on the Willamette Greenway Public Access Map are listed below as they appear from north to south:

- NW Davis Street
- NW Couch Street
- SW Ash Street
- SW Pine Street
- SW Oak Street
- SW Stark Street
- SW Morrison Street
- SW Yamhill Street
- SW Taylor Street
- SW Salmon Street
- SW Main Street
- SW Jefferson Street
- SW Columbia Street
- SW and SE Clay Street
- SW Richardson Court alignment
- SW Pendleton Street
- SW Carolina Street alignment but angling northeasterly
- SW Nebraska Street alignment
- SW Vermont Street
- SW California Street
- SW Nevada Street
- SW Miles Street
- SE Spokane Street
- SE Linn Street
H. Columbia Corridor, Part 1: South Shore

In 1987, the Industrial Zoning Code Improvement Project completed mapping for the South Shore area of the Columbia Corridor. The South Shore area is generally located north of NE Sandy Boulevard between NE 82nd Avenue and 185th Avenue. As a part of that project, the SEC (Significant Environmental Concern) overlay zone was placed on some properties in order to protect, conserve, enhance, restore and maintain significant natural and man-made features which are of public value, including scenic views and vistas.

Policy 5.20, Columbia South Shore, and eight objectives were adopted in conjunction with the Industrial Zoning Code Improvement Project. Objective C of Policy 5.20 states,

"Protect and enhance the scenic and environmental qualities of Marine Drive, the area's sloughs, areas providing significant wildlife habitat, and archaeological resources."

The SEC overlay was applied along Marine Drive in order to protect significant views to the river and to the south. Marine Drive is recognized as a scenic drive, containing an entrance to the City at 185th Avenue and an entrance to the City and the state at I-205. The cross-dike area, between NE Sandy Boulevard and NE Marine Drive, is recognized for providing outstanding views to the east and west, including views of Mount Hood and the Cascade Range, due to its position above the surrounding landscape. Map 8 shows the location of the SEC zone as applied along Marine Drive and the cross-dike.

The SEC zone will be replaced with the Environmental Concern overlay zones (ec, environmental conservation and en, environmental natural), but these zones are not designed to address scenic resources. One of the outcomes of this project may be alternative protection measures for the scenic qualities of Marine Drive and the cross-dike.
The Cross-dike is significantly above surrounding land and provides important views to the east and west including several fine views of Mt. Hood. Applied 200 feet out from the center line of the dike on either side.

Significant views of the river and south exist along Marine Drive. Marine Drive is a scenic drive, containing two major entrances to the City, one at I-205 from the North, and the other at 185th Avenue from the east. Follows county S.E.C., but extended to include areas west of 122nd Avenue to protect I-205 entrance to the City and the State.
I. Title 33, Planning and Zoning

When the downtown height limits were adopted in 1979, three views were considered for protection. The three views are: (1) the view of Mt. Hood from the Rose Garden, (2) the view of Mt. St. Helens from SW Terwilliger, and (3) the view of Mt. Hood from the Vista Tunnel. City Council adopted the downtown height limits to protect the first two views, but declined to include the necessary height modifications for the third view. The view of Mt. Hood from the Vista Tunnel was not adopted by City Council because of the restrictive nature of the building heights that would have been required. Since that time, the KOIN Building has been constructed in that view corridor and the view of Mt. Hood has been significantly obscured. The height limits as adopted at that time are shown on Map 9 of this report.

In 1984, as a part of implementation of the Transit Station Area Planning Program, a new adjustment process was adopted to replace the existing variance process in some site development-related situations. Within Title 33, Zoning and Planning, Chapter 33.98, Exceptions, the Alternative Design Adjustment criteria require adjustments to site development regulations to meet criteria relating to the enhancement and creation of a quality environment. One of these criteria provides for the preservation of the view of Mount St. Helens as seen from Terwilliger Boulevard viewpoints and the view of Mt. Hood as seen from the Washington Park Rose Gardens area. These regulations apply to new or remodeled structures in C2, C3, and M3 zones, which are not also in a D Design Overlay zone or Z Downtown Development Overlay zone, when developers request a modification of certain height, building orientation, superblock or parking lot regulations.

The S, Sign Control, zone (Chapter 33.645 of Title 33) is intended to regulate signs in areas where highly visible signs would adversely affect the appearance and scenic qualities of the City. This overlay zone is applied in areas along bridges, bridge approaches, freeways, and throughways designated by the Oregon Department of Transportation or other authority, and other highways or areas where the City Council determines the S zone controls are appropriate. The S zone regulations limit the number and size of signs to preserve the scenic quality of certain parts of the City. Many aspects of the S zone have been superceded by court actions related to the regulation of billboards.
SCENIC VIEWS, SITES AND DRIVES INVENTORY

LEGEND
250' Permitted Height in Feet
■ Designated or Zoned
Public Open Space
■ No Limit

Legend:
(See inset above)

DOWNTOWN MAXIMUM BUILDING
HEIGHTS (1982)

Scale: 1" = 1,836'

Bureau of Planning
City of Portland

Map 9
Central City Plan

The Central City Plan was adopted in March 1988 and became effective on July 1, 1988. It supercedes and builds on the Downtown Plan of 1979 and the Northwest Triangle Plan District. The Central City Plan establishes a Central City Plan District and modifies the maximum heights within the Central City area in order to preserve and protect views, historical districts, public open spaces, visual landmarks, and surrounding neighborhoods while directing growth along existing major transit corridors. The height limits and urban design view elements set by the Central City Plan are shown on Map 10 of this report.

Policy 12: Urban Design, of the Central City Plan states under further statement E, "Identify and protect significant public views." The plan also provides, in its action chart under Policy 12, for the identification and protection of view corridors at public streets and parks. The Central City Plan District Urban Design Maps show specific view corridors in or adjacent to the Central City and specific river views along the banks of the Willamette and from the bridges within the Central City.

The height limits established by the Central City Plan continue to protect two views that were previously protected by downtown height limits. The protected views are St. Helens from SW Terwilliger Boulevard and Mt. Hood from the Rose Garden.
CENTRAL CITY PLAN / BUILDING HEIGHTS AND VIEW ELEMENTS (1988)

Legend:

(See inset above)

Scale: 1" = 1,836'

Bureau of Planning
City of Portland

Map 10
K. Community Plans

Community plans adopted by Multnomah County as part of its Comprehensive Plan contain identified scenic views and sites as a part of the background inventory information. A majority of the identified sites are existing developed parks. Those views and vistas which were mapped in the community plans are shown on Map 11 of this report.

None of the community plans contain specific measures to protect identified views or sites, although the parks are currently protected with the City's Open Space designations or the County's equivalent, a Community Service designation. The City has reformatted several of these community plans, but only the adopted goals, policies, and site guidelines of the County community plans were incorporated into the City community plans.

The site design guidelines for the reformatted Centennial, Hazelwood and Powellhurst Community Plans express public expectations for the preservation of views within the community. The guidelines provide a framework for the evaluation of proposed projects subject to land use review, including the site review process.
SCENIC VIEWS, SITES AND DRIVES INVENTORY

MULTNOMAH COUNTY
COMMUNITY PLANS
VIEWS AND VISTAS

Legend:

* Vista

Viewpoint

Scale: 1" = 7,043'

Bureau of Planning
City of Portland

Map 11

31
SECTION II

INVENTORY UPDATE METHODOLOGY

A. Preliminary Selection of Resources

Identification of Visual Resources

Two methods were used to compile an inventory of potential scenic views, sites and drives within the City and urban services boundary. First, in order to involve a cross-section of citizens in the process, notice was mailed to all recognized organizations and several interested persons to solicit nominations of potential views and sites and to encourage participation throughout the process. Second, in order to offer an opportunity for planners familiar with the City's resources to participate in the inventory, a notice was circulated to staff to solicit a list of potential sites and views. In addition, a large wall map was posted where planners could identify potential resources.

Selection Criteria

A set of guidelines for including a resource in the inventory was developed (Appendix D). In order to be included in the inventory document, a resource had to meet one of the following criteria:

- Viewpoints. A viewpoint must be from a public right-of-way, from a location in public ownership, or from a location subject to a public easement. Viewpoints were also considered if the site containing the viewpoint is subject to a discretionary public review.

- Scenic sites. A scenic site must be in public ownership or it must have a reasonable chance of being in public ownership in the future. Resources were also considered for inclusion if the public is allowed access for at least a portion of the day, either through regular hours of operation, a public easement, or by appointment.

- Scenic drives. A scenic drive was considered for inclusion if it is in public ownership, subject to public easement, or part of a navigable waterway such as a slough or river.

In addition, there was an attempt to include scenic resources throughout the City that provide local appeal as well as those with a more city-wide appeal. In all cases the issue of accessibility, for both local residents and visitors, was considered an important factor in ranking the resource.
As a result, when combined with the already identified views, sites and corridors discussed in Section I, over 300 sites, views, and drives were considered for inclusion in the inventory. Other resources such as the streets in the downtown area that were designated as primary, secondary, or tertiary view corridors are grouped together and counted as only one resource.

Staff visited the over 300 potential views, sites and drives. A resource might not being considered for the inventory even if it met the criteria above based on one or more of several mitigating factors. These factors are:

- **Public Safety** - Several views were suggested from freeways and major arterials, such as Interstate-5 and Barbur Boulevard. These suggestions were reviewed by the Citizen/Technical Review Committee and a decision was made to exclude views where there was no pedestrian access and/or the driver of a vehicle was unable to pull off the road safely to enjoy the view. The committee and staff agreed I-5 or I-205 might indeed provide striking views as one entered the City, but that there were other views of a similar quality that would not endanger a motorist.

- **Level of Existing Protection** - Staff was particularly interested in identifying and ranking resources that were not protected through any existing public mechanism. Many views and sites that were recommended for inclusion in the inventory had already been protected through other policies or programs adopted by the City. Included in this group are all of the areas currently protected through the City’s open space designation such as parks, cemeteries, golf courses, playgrounds, parkways and recreational trails. For instance, many views from Forest Park were suggested for inclusion, but these views are already protected by an open space designation and no conflicting uses were identified. However, several views from protected locations were included in the ranking as a way to verify the validity of the ranking methodology.

- **Similar Resources** - The state requires a jurisdiction to evaluate a resource based on its relative quantity and quality. As it relates to scenic resources, this means that if several viewpoints exist at nearly the same location and are of nearly the same view, the best view would have a higher value than lesser, similar views if both could be protected. When several views were suggested in approximately the same location, staff made a preliminary determination of the relative quality of those views when compared to one another. Usually only the best view was retained for ranking by the committee. When staff could not decide which view of several similar ones was superior, more than one of the views were retained for ranking.

**Documentation**

Based on a preliminary determination of their scenic qualities and by using the selection criteria discussed above, staff honed the original number down to 137 entries for further documentation and review. These entries were documented through color slides and black and white photos. A slightly wide-angle lens was used in order to duplicate the field of view of the human eye as closely as possible. Scenic drives were documented by making a video recording of key views along
the route and by taking color slides and black and white photos from selected locations. Representative photos from the documentation and ranking phases are used in the Results Section of this report.

B. The Citizen/Technical Review Committee

In order to evaluate and rank the views, sites and drives, and to assist in the review of the inventory document, a combined citizen and technical review committee was established. The ten-member committee represented neighborhood groups, the architecture and landscape architecture fields, scenic resource groups, and the City's Parks and Water Bureaus. The names and affiliations of the committee members are contained in Appendix A of this report. Aside from affiliation, committee members also represented diversity in their ages, areas of residence, and length of residence within the City. The mixed citizen and technical group approach is consistent with visual resource assessments conducted for the federal government and other public and professional agencies. This approach ensures familiarity with local resources and professional expertise in evaluating visual characteristics.

C. Development of Ranking System

Resource Identification Number

All of the more than 300 potential views, sites, or drives originally identified by participants in the project received a reference number that allowed the resource to be located in an atlas. The reference number includes an alphabetic abbreviation that identifies it as either a view, site or drive. Views were further divided into the classifications of primary elements: panorama (VP), mountain (VM), city landscape (VC), or bridge (VB). The numeric designation after the two-letter identification refers to the map number in the atlas on which it is located, and the order in which the resource was recorded on a preliminary map. For example, VM 13-04 means that the identified resource is a view of a mountain on Map 13 of the atlas, and it is the fourth entry on the preliminary map. The final scenic resources inventory map contains only the already protected resources and those that are inventoried in this report.

Use Of Worksheets

A three-part worksheet was developed to evaluate and rank each of the views, sites, or drives. The top section covers such objective information as the reference number, environmental conditions, date, and time of day that the slide was taken. The middle section contains an objective description of the significant characteristics of the view, site, or drive. This description allows a general comparison between the ranking of a particular resource and its most significant features.

The bottom section of the worksheet contains a list of the descriptors or identifying characteristics against which each view or site is evaluated. The descriptors used
were derived from a variety of sources, including federal studies designed to evaluate the scenic qualities of federal lands. The descriptors were modified for an urban environment. For instance, the descriptor "imageability" refers to the ability of the view, site or drive to evoke the image of Portland. Examples of the scenic views and sites worksheets are found as Appendices B and C of this report.

The worksheets were reviewed and practice sessions were held with both staff and the review committee. The worksheets were subsequently modified in order to develop ten descriptors that could be used to evaluate the sites, views, and drives. Each view, site or drive is ranked for each descriptor on a numeric scale from 1 (low) to 5 (high). The descriptors and other terms used in this project are defined in Appendix D of this report.

Weighting of Descriptors

The use of descriptors to evaluate scenic resources is one that is in use by several federal agencies, including the Bureau of Land Management and the Forest Service. The descriptors are inherently value-laden and understanding of the meaning of each term can vary from person to person and from culture to culture. In order to reach a general consensus of the meaning and use of each term, the staff and committee discussed the descriptors while viewing a variety of slides of views and sites. Several definitions were modified as a result of this discussion.

The committee members agreed that not all of the descriptors should have equal importance in their review, so a weighting system was devised. Prior to the first ranking session, each member of the committee evaluated the various descriptors one against another in a paired comparison test. The form used for the paired comparison test appears in Appendix E of this report. This test was done without discussion or knowledge of one another's choices. The number of times that a given descriptor was chosen over another descriptor was tallied, resulting in a ranking of the descriptors from most important to least. This ranking was then converted to a ratio score that resulted in a weighted number. The committee members did not know the results of the paired comparison test or the weighting factor of the descriptors when doing their ranking of the views, sites, and drives.

The results of the paired comparison evaluation follow:

<table>
<thead>
<tr>
<th>DESCRIPTOR</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scenic Beauty</td>
<td>3.35</td>
</tr>
<tr>
<td>Spatial Definition</td>
<td>2.39</td>
</tr>
<tr>
<td>Imageability</td>
<td>2.17</td>
</tr>
<tr>
<td>Coherence/Unity</td>
<td>2.13</td>
</tr>
<tr>
<td>Color</td>
<td>2.00</td>
</tr>
<tr>
<td>Complexity/Variety</td>
<td>1.91</td>
</tr>
<tr>
<td>Fitness/Intactness</td>
<td>1.86</td>
</tr>
<tr>
<td>Accessibility</td>
<td>1.26</td>
</tr>
<tr>
<td>Mystery</td>
<td>1.26</td>
</tr>
<tr>
<td>Edge</td>
<td>1.00</td>
</tr>
</tbody>
</table>
Based on these results, "scenic beauty" scored the highest with a 3.35 weight, and "edge" scored the lowest with a 1.00 weight. The results of this weighting are consistent with the federal government method. The weights given to each description differ since the federal government evaluates rural scenic resources, while this inventory evaluates urban scenic resources.

D. Ranking Methodology

The Delphi Method

A modified Delphi methodology was used to rank the selected scenic resources. The Delphi method is a social science technique used to predict future technologies, but can also be used to reach consensus within a group. A group consensus was considered preferable to taking only the average or mean score, because of the diversity in background and expertise within the committee. The diversity of committee membership was beneficial because it allowed a broad range of interests and expertise to be represented. However, since scenic resource evaluation is value-laden, using an average score from a diverse group of participants disregards potentially valuable opinions.

The Delphi method also minimizes the negative elements of group dynamics, such as over-dominance by a single personality because the actual scoring is done secretly. Ordinarily, the Delphi method involves participants who do not interact directly and, in fact, may not know the identity of one another. Each participant makes an initial response, then receives a summary of the group responses and finally is allowed to re-evaluate accordingly. Using this method, with two or more rounds, a group consensus is reached regarding a particular issue or question.

The Ranking Process

A modified Delphi approach was used for this project because of the logistic difficulty involved in having the ten committee members review slides independently of one another. Two rankings were performed for any given view, site or drive. The first ranking involved reviewing the worksheet and slides without discussion of possible scores.

In the first round of ranking, all participants reviewed a group of slides and ranked an individual view, site, or drive without any discussion other than a brief description from the group facilitator. For the second round, staff provided a summary of the group rankings on each descriptor and the summary score. The group used the calculated standard deviation for each descriptor's score to focus on those descriptors on which there was less group agreement. While reviewing the slide, the group was allowed to discuss individual or group scores. Individuals were under no requirement to alter their initial ranking, but could do so if they chose to. At the completion of the discussion, the second round of ranking occurred.

This method was followed to review all of the potential views and sites, but a slightly different approach was taken in reviewing potential scenic drives. Eleven drives were identified by staff and each route was documented by recording it on
video tape. Each committee member was given a packet containing maps of the drives and a worksheet for each one. The committee members drove the various drives independently and completed the worksheets. At a final group meeting, the videos were available for review, the rankings were discussed, and a final evaluation was made.

**Resources Added During Discussion Draft Review**

During review of the discussion draft inventory (dated June 1988), twelve additional resources were recommended for inclusion by the public, planners, and the Design Commission. The Citizen/Technical Review Committee met for two additional sessions and used the same basic method to rank the additional resources. Two changes were made to accommodate time constraints. First, only one round of ranking was done for each resource and committee members were free to discuss the descriptors, but not proposed numbers, as they ranked them. Second, the committee members could not travel the newly recommended scenic drives as they had done for the first set of drives, so they relied on a combination of slides and videos to do the ranking.

**Numeric Results**

The result of the rankings was a numeric score that was averaged over the group and computed to two decimal places. Although an individual rank was based on a whole number of 1 to 5, the average was computed to two decimal places in order to show differences between the rankings even if relatively small. The weight given to each descriptor was also carried to two decimal places to fully represent the relative importance of each descriptor. Each average raw score on each descriptor was multiplied by its respective weight to result in a weighted mean for each descriptor of a given resource. The ten weighted means were then added together to give a total weighted mean for that resource. Scores for an individual resource could range from a low of 19.33 to a high of 96.65.

Using this methodology, staff compiled the rankings and summarized the results. The following section provides this summary information.

**E. Modification of Inventory by Planning Commission**

The Planning Commission accepted the Bureau of Planning recommendations to retain or delete certain scenic resources from the inventory, to delay the Goal 5 process for one scenic drive, and to consider three connecting segments in the ESEE analysis for certain scenic drives.

**Deleting Low-Ranking Resources**

After completing the inventory and ranking the resources, it was necessary to determine whether to retain all inventoried resources or to drop some from further consideration. In order to make this determination, staff from the Bureau of Planning met and reviewed the inventory. Generally, it was decided to drop resources that were ranked below 50; a substantial break in the scores occurred at this point for most categories. In the category of panoramas, however, all resources were dropped that scored below 60 because of the large gap
that occurred at that point within the scores. In all cases, the cut-off point was
determined within each category rather than by comparing categories.

Dropping resources at these cut-off points would have resulted in the deletion of 13
resources: four panoramas, two city views, one mountain view, five bridge views,
and one scenic site. No scenic drives scored below 50. The number of resources
dropped due to low scores represents approximately four percent of the original
318 scenic resources considered at the preliminary stage of the project and less
than ten percent of the resources that were ranked.

In reviewing the low-ranking scenic resources, staff identified possible
extenuating circumstances that would warrant the preparation of at least a
preliminary ESEE analysis before dropping it from further consideration. The
extenuating circumstances that were considered as a reason to "retrieve" a
resource from the "cut" list included the following:

1. The redevelopment potential of the site or viewpoint;
2. The enhancement opportunities of the site;
3. The lack of any ESEE conflicts in protection of the resource;
4. The location of the resource in an area with few other scenic resources;
5. Public ownership of the resource;
6. Planned development or highly likely development that could affect the
   resource;
7. Protection of the resource would reinforce or carry out an adopted City
   policy; and/or
8. The resource is already partially protected.

The following scenic resources were dropped from the inventory:

1. VP 26-05: Panorama from the Burnside overpass above the I-205 freeway
2. VC 24-03: View of City from the north side of the Convention Center site
3. VM 26-06: View of Mt. Hood from the SE Washington overpass
4. VB 40-05: View of the I-205 bridge over Johnson Creek
5. VB 38-22: View of the Sellwood Bridge from Macadam Avenue
6. VB 38-20: View of the Sellwood Bridge from Sellwood Park
7. SS 19-16: NE 101st and NE Halsey

The following low-ranked scenic resources were retained in the inventory:

1. VP 19-01: Panorama from NE 108th and NE Klickitat
2. VP 13-07: Panorama from NE 82nd Avenue near PIA
3. VP 20-13: Panorama from NE 122nd Avenue and NE Siskiyou
4. VC 17-04: View of Downtown from Albina Park
5. VB 31-09: View of the Ross Island Bridge from the south
6. VB 24-10: View of the Marquam Bridge from Station L

These resources will be evaluated in the ESEE analysis.
The Columbia Slough Scenic Drive

The Columbia Slough was added to the inventory during the public discussion phase of review. The Citizen/Technical Review Committee made a preliminary ranking of the slough of 72.34, indicating that a substantial scenic resource value is present. Currently, the Portland Development Commission is studying a portion of the slough as part of the development of a natural resources management plan for the Columbia South Shore Area, located between NE 82nd Avenue and NE 185th Avenue. In addition, the Bureau of Environmental Services is developing a Columbia Slough Management Plan which is aimed at improving the water quality of the slough and the enhancing it for recreational opportunities. The Bureau of Environmental Services will review several alternatives and will then bring a recommendation to City Council in April or May of 1989 to accomplish these goals.

The State Administrative Rule five relating to natural resource protection provides for the inclusion of a resource as a "special category" when "some information is available, indicating the possible existence of a resource site, but that information is not adequate to identify with particularity the location, quality and quantity of the resource site." If the jurisdiction includes a resource in this "special category," it must then express its intent relative to the resource through a plan policy to address that resource and proceed with the Goal 5 process in the future, including a time-frame for the review. Implementing measures are not required for Goal 5 compliance for these "special category" resources until adequate information is available to enable further review and adoption of such measures.

Since both the Portland Development Commission and the Bureau of Environmental Resources are in the process of studying the Columbia Slough and will make specific recommendations regarding enhancement of all or parts of it, completion of the Goal 5 process is not appropriate at this time. Further study will be used to determine which segments, branches, or other water features in connection with the slough should be preserved as a scenic resource. All or portions of the slough should be identified as a scenic resource in conjunction with ongoing projects.

The Planning Commission recommended that the Goal 5 process for the Columbia Slough be delayed and placed in a special category pending outcome of the studies now underway. This inventory expresses the City's intent to protect the resource as determined by the state Goal 5 process. The Bureau of Planning will coordinate with both the Portland Development Commission and the Bureau of Environmental Services in protection of the scenic qualities of the Columbia Slough. Implementation measures for protection of scenic resources will include a plan policy to address this resource.

Scenic Drive Connections

Several streets that were not included as scenic drives serve as connections between two inventoried scenic drives. When various segments of scenic drives are linked together by these connecting streets, the value of an individual drive is enhanced. A system of scenic drives can be created that is similar to the system of
pedestrian and bicycle trails that will make up the 40-Mile Loop when it is completed. These connections are not included in the inventory as scenic resources. The connections are:

1. Southwest Hewett Boulevard from SW Fairmount Boulevard (SD 30-03) to SW Skyline Boulevard (SD 23-21).

2. West Burnside from the entrance to Washington Park (SD 23-25) to NW Skyline Boulevard (SD 23-21).

3. Southwest Marquam Hill Road and SW Gibbs, through the Oregon Health Sciences campus, to SW Sam Jackson Park Road to connect SW Fairmount Boulevard (SD 30-03) and SW Terwilliger Parkway (protected through Terwilliger Parkway Plan).

The Planning Commission recommended that these three connecting segments, made up of one or more streets, be considered in the development of the ESEE analysis for the applicable scenic drives, and in any implementing regulations, as a means of enhancing the identified scenic drives.

The Planning Commission accepted the Scenic Views, Sites and Drives Inventory as modified and directed Planning Bureau staff to develop ESEE analyses for the inventoried resources within the Portland Urban Services Boundary and to develop implementing measures to protect significant scenic resources within the City of Portland.
SECTION III

INVENTORY RANKINGS

This chapter provides the composite results of the Citizen/Technical Review Committee and the Planning Commission actions. The Citizen/Technical Review Committee ranked the scenic resources. The Planning Commission reviewed, modified and accepted the inventory. Specific details of the Planning Commission action are found in Section II.E of this report, beginning on page 34.

The following charts and descriptions summarize the results by category of resource. The views, sites, and drives are considered separately as three different kinds of scenic resources. The views resources are divided into panoramas (VP), city views (VC), mountain views (VM) and bridge views (VB). Scenic sites (SS) are considered as a separate kind of resource. The scenic drives (SD) category is broadly defined to include travel on land and water.

Accompanying each chart is a listing of the resources by reference number with a brief narrative for each, including comments from committee members regarding the reasons for specific rankings, a vicinity map, and one or more photos of the resource. Following the score is an indication of the relative placement within that category of the resource. For example, panorama VP 31-29, the view from SW Terwilliger below the Veteran’s Hospital, received a score of 82.99 and was ranked number one out of 28 in panoramas (1 of 28).

Inclusion in this section of the report does not necessarily mean that a given resource is considered significant and must be preserved. Further analysis of each resource will be provided in the ESEE document where determination of the overall significance of the resource in relationship to the economic, social, environmental, and energy impacts of preservation of the resource is made. Some resources are already protected through a variety of means, and no further protection measures will be necessary. Other resources will require additional protection measures in order to fully protect them, and some resources will not receive protection because of the overriding economic, social, environmental, or energy consequences of protecting the resource.

The charts list the resources from highest average score to lowest average score. The shading patterns indicate the existing level of protections, either complete, partial, or nonexistent.

Within the written descriptions, the terms "viewpoint" and "vantage point" are frequently used. In general, a viewpoint is the general area from where the view being described can be seen. A slight change in position can alter the view, blocking some elements or revealing others. A given viewpoint may have one or more vantage points where the view is seen to best advantage. These vantage points are noted as such within the text.
### A. Panoramas

This category contains 28 panoramic views that range from a wide-angle view up to those that encompass 360 degrees. The best location to obtain a panoramic view tends to be from high ground where minimal vegetation blocks the view. The committee tended to rank panoramas high if there was a variety of elements, such as mountains, urban development, river, bridges, etc. within view. Panoramas ranked low if there was little variation within the view, or if the view contained unaesthetic elements such as freeways and large numbers of vehicles in the foreground.

Immediately following is a summary chart that shows the ranking and relative position of each panorama. The chart also indicates whether the resource is already fully protected or partially protected, or whether there are no protection measures in place. The following pages provide descriptions of the 28 panoramas that were accepted by the Planning Commission. The diagram below shows the placement of various elements of the description of each panorama, including its identification number, name, score, rank, a written summary, a vicinity map and a series of photographs. Each description of a panorama stretches across two pages, with two panoramas described on a set of two pages, one above the other.

![Diagram of Panoramas with icons indicating Identification Number, Name, Rank, Written Description, Photograph of View, Vicinity Map, Location of Viewpoint, Direction of View, and Score. The diagram shows examples of panoramic views with associated elements.](image-url)
SCENIC VIEWS, SITES AND DRIVES INVENTORY

AVERAGE SCORES:

Legend:

Protection measures in existence

Partial protection measures in existence

No protection measures in existence

(Average scores: Panoramas)

(Bureau of Planning, City of Portland)
From SW Terwilliger below Veteran's Hospital
Score: 82.99 (1 of 28)

This vista is one that is designated on the Terwilliger Parkway Plan. It provides views of Mt. Hood, the City, the river and several bridges, and a partial view of Mt. St. Helens. It is accessible both from vehicles and from the path along Terwilliger.

Rocky Butte Panorama
Score: 82.29 (2 of 28)

The Rocky Butte panorama allows views in nearly all directions with particularly spectacular views of Mt. Hood and St. Helens. Rocky Butte has a developed viewpoint that has not been consistently maintained, but efforts are underway to restore the viewpoint area. Access is by Rocky Butte Road, which provides diverse views as it winds up to the top. Rock retaining walls are consistent with the rockwork of the viewing platform.
Pittock Mansion Panorama
Score: 82.28 (3 of 28)

The Pittock Mansion panorama is best seen from the easternmost edge of the grounds which are open to the public on a regular basis. The panorama looks to the northeast, east and southeast over the City and includes a view of Mt. Hood. Views can also be obtained from inside the Pittock Mansion.

Council Crest Panorama
Score: 80.42 (4 of 28)

The Council Crest panorama is a developed viewpoint that includes informational markers pointing out the mountains visible from that location. The panorama is located in Council Crest Park off of SW Fairmount Drive. The best views are to the east and west.
Elk Point Viewpoint
Score: 77.19 (5 of 28)

The Elk Point viewpoint is identified as one of the major viewpoints of the Terwilliger Parkway Plan. Elk Point is located to the immediate north of the Chart House restaurant and was recently renovated as a part of the remodeling of that restaurant. A large parking lot is located adjacent to the viewpoint. The views are primarily to the east with Mt. Hood the predominant feature, but views of the river and City were also considered to be integral to the view.

View from above Mt. Tabor Reservoir
Score: 76.57 (6 of 28)

An access road from SE Salmon leads to the upper reservoir on the west side of Mt. Tabor. From the access road it is a short walk to this viewpoint above the large reservoir near SE 60th. The viewpoint affords a panoramic view of the west hills and downtown. The reservoir in the foreground creates an unobstructed view and adds the element of water to the view.
Views from the top of Mt. Tabor
Score: 76.55 (7 of 28)

The views from the upper part of Mt. Tabor Park are generally through the trees. These framed views provide dramatic glimpses of Mt. Hood to the east and the downtown area to the west. Motor vehicle access to the top of Mt. Tabor is restricted.

Powell Butte Panorama
Score: 76.35 (8 of 28)

Powell Butte provides striking views to the northwest, north, southeast, and south from many vantage points. Several mountains are visible with Mt. Hood being the most striking. Powell Butte is owned by the Parks and Water Bureaus. It is currently undeveloped and access is strictly limited. The Parks Bureau has completed a master plan for the development of Powell Butte.
Willamette National Cemetery Panorama
Score: 75.62 (9 of 28)

Willamette National Cemetery is in federal ownership. The cemetery is located on SE Mt. Scott Boulevard east of SE 112th Avenue. Public access is allowed during regular hours. Views of Mt. Hood can be had from the entrance to the cemetery, and a striking panorama of several mountain is obtained from its interior.

View from SW Terwilliger above Duniway Park
Score: 74.94 (10 of 28)

This viewpoint is one of the more northern of those along SW Terwilliger. It is adjacent to a small parking lot. The view is protected through the Terwilliger Parkway Plan. It offers a panoramic view of both Mt. St. Helens and Mt. Hood as well as of the downtown and the east side of the City. The Willamette River and several bridges are also visible.
View from Sellwood Boulevard
Score: 74.62 (11 of 28)

The most striking view along Sellwood Boulevard occurs north of Sellwood Park near SE 11th Avenue. The view is over Oaks Bottom, with the downtown skyline apparently rising out of Ross Island. A large expanse of the west hills is also visible. Sellwood Boulevard is also inventoried as a scenic drive (SD 38-29).

Turnout from SW Fairmount Boulevard
Score: 71.93 (12 of 28)

This viewpoint on SW Fairmount is at its intersection with SW Sherwood. It's a gravelled turnout frequently used for a parking area by people who jog or bicycle along Fairmount. The views are to the northeast with St. Helens visible. Fairmount Boulevard is also inventoried as a scenic drive (SD 30-03).
Zoo Train Platform
Score: 71.49 (13 of 28)

The zoo train platform is located above the Rose Garden and is reached either via a path from the Rose Garden parking lot or via the zoo train. The vantage point has picnic benches and coin-operated binoculars during warm weather. The views are to Mt. St. Helens and Mt. Hood looking out over the Rose Garden, Washington Park, and the City.

Panorama from St Johns Bridge
Score: 71.36 (14 of 28)

The view from the St. Johns Bridge provides a 360-degree panorama up and down the Willamette River, to the west hills and the St. Johns area. Mt. Hood and Mt. St. Helens are visible, as are Mt. Adams and Mt. Ranier on particularly clear days. Downtown Portland is visible in the distance to the south. Access to the bridge is from either side of the river — St. Helens Road on the west and N Philadelphia Street on the east. The bridge has sidewalks on both sides, but heavy truck and automobile traffic make it a relatively unattractive pedestrian route. However, the bridge is part of the 40-Mile Loop system.
VP 30-06

SW McDonnell at Council Crest
Score: 70.51 (15 of 28)

This viewpoint is located at the junction of SW McDonnell and Council Crest. Because of the steepness of SW McDonnell, there are excellent views to the east. New residential construction will substantially block the view to the southeast.

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VP 24-01

SW Upper Hall Panorama
Score: 69.38 (16 of 28)

Southwest Upper Hall is reached from SW 16th off of SW Montgomery. The panoramic view is to the northwest clockwise to southeast with the downtown area in the foreground. There are views of Mts. St. Helens, Adams, Hood and other mountains. The steepness of SW Upper Hall and the hairpin turn in the middle allow unblocked views.
Kelly Butte Panorama
Score: 67.98 (17 of 28)

Kelly Butte is located off of SE 103rd south of SE Clinton. It has been annexed to the City, but continues to have County zoning. The County has placed a Community Service designation on the site. The primary views are to the east and south, with a striking view of Mt. Hood framed through the trees.

Kelley Point Park Panorama
Score: 67.49 (18 of 28)

Kelley Point Park is located at the confluence of the Willamette and Columbia Rivers. The park is reached by travelling through the Rivergate Industrial Park. The views are primarily on the Columbia River side looking northwest, north, and northeast with views of the river where there is frequently large ship traffic, the Washington shore, and Mts. Adams and Hood.
Rose City Golf Course Panorama
Score: 67.23 (19 of 28)

The Rose City Golf Course is located south of NE Sacramento Street near NE 70th. Views are from Sacramento Street to the east, southeast, and south with Mt. Hood and nearby buttes visible. The views are enhanced by the well-maintained landscaping of the golf course.

Panorama from the University of Portland bluff
Score: 66.48 (20 of 28)

The view from the University of Portland bluff is a viewpoint protected through the Greenway Plan. Access is designated on the Greenway Plan public access map. The view is to the southeast, clockwise to the west. The view includes Mt. Hood, Mock's Bottom, the ship repair yard, downtown, and the west hills.
Panorama from Ross Island Sand & Gravel
Score: 66.46 (21 of 28)

The Ross Island Sand and Gravel property is located west of SE McLoughlin near SE Cora Street. The property is privately owned and public access is not allowed. The view is to the west of Ross Island, the west hills, and downtown. The Greenway Plan public access map shows a future recreational trail location adjacent to the river near this viewpoint.

Broadmoor Golf Course Panorama
Score: 62.76 (22 of 28)

Broadmoor Golf Course is located on the north side of NE Columbia Boulevard near NE 33rd Avenue. Major views are from the east end of the parking lot. Views include Mt. St. Helens to the north and Mt. Hood to the east looking out over the golf course and along NE Columbia.
Skyline Memorial Gardens Panorama
Score: 61.47 (23 of 28)

Skyline Memorial Gardens is a private cemetery located to the west of NW Skyline Boulevard. A panoramic view of the Tualatin Valley to the west and southwest can be obtained from various locations along the drive within the cemetery. Skyline Boulevard is inventoried as a scenic drive (SD 15-02).

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View from the PCC-Sylvania Campus
Score: 61.32 (24 of 28)

The PCC-Sylvania campus is located in southwest Portland near SW 53rd Avenue, south of SW Vacuna. There are panoramic views to the northwest and west from the outside galleries around various buildings, with the best view from the main administration building.
**View from The Grotto**
Score: **61.09** (25 of 28)

The views from The Grotto are from the higher elevations reached by elevator or on foot. The views are to the north with Mts. St. Helens, Rainier, and Adams visible on clear days. The Grotto is privately owned but is open to the public on a regular basis.

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**NE 122nd Avenue Panorama**
Score: **55.05** (26 of 28)

This viewpoint is located on a vacant parcel of open ground south of I-84 and east of NE 122nd Avenue. The property is owned by the State Highway Commission. It offers views to the west, north, and northeast with Mts. Hood, St. Helens and Adams visible.
NE 82nd Avenue near Portland International Airport
Score: 53.98 (27 of 28)

The views of Mt. St. Helens and Mt. Hood from NE 82nd Avenue are at the Columbia Slough crossing near the airport across vacant land. Also prominent in the vista is Rocky Butte.

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NE 108th and NE Klickitat Viewpoint
Score: 53.53 (28 of 28)

This viewpoint is from a long narrow strip of vacant land north of NE Klickitat near NE 108th, and south of I-84. From this vantage point are views to the west, north, and east of Mt. St. Helens, Rocky Butte, the Glenn Jackson Bridge and the Columbia River.
B. Views of the City

This category is made up of 15 views of some part of the city, such as the downtown skyline, as a major element of the view. The view may contain other features as well, such as a mountain, river, or bridge. Often, determining whether the view was a city view, a mountain view, or a bridge view was somewhat difficult to make. The views were grouped in categories to give the committee some frame of reference when ranking a single view. Some views are wide angle while others are framed by trees or buildings. These differences are accounted for in the variety of descriptors that were used and the weight that was given to each descriptor. Generally, the downtown skyline was ranked relatively high by the committee because of its contribution towards the imageability of the city as a whole.

Immediately following is a summary chart showing the ranking and relative placement of each of the views of the city. The chart also shows whether the resource is currently fully or partially protected, or whether there are no protection measures in place. The following pages provide a description of each of the 15 city views that the committee initially reviewed and ranked. The diagram below shows the layout of the various elements of the description of each city view, including its identification number, name, score, rank, a written summary, a vicinity map, and a photograph. The standard format is sometimes altered to allow wide angle views to be displayed more fully. The diagram below show both variations in layout.
SCENIC VIEWS, SITES AND DRIVES INVENTORY

Legend:

- Protection measures in existence
- Partial protection measures in existence
- No protection measures in existence

AVERAGE SCORES: VIEWS OF THE CITY

(Chart indicates relative position of a given resource to other resources in the same category)

Bureau of Planning
City of Portland

Figure 2
View down SW Madison from the Oregon Art Institute
Score: 83.42 (1 of 15)

The vantage point for this view is from the plaza adjacent to the Oregon Art Institute. The view is to the east looking down SW Madison across the Park Blocks to the towers of the Hawthorne Bridge. The street wall consists of a mixture of development — a church, a multifamily structure, office buildings and the Performing Arts Center.

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View of Mt. Hood and City from Rose Garden
Score: 80.66 (2 of 15)

The vantage point for this view is from the top of the stairs above the stage in the Rose Garden. The view is of the downtown, with Mt. Hood prominent on the right. This view is currently protected through downtown height limits, the Open Space designation of the Rose Garden, and other provisions of the Zoning Code.
View of the River and Downtown from Future Convention Center Plaza
Score: 77.16 (3 of 15)

The vantage point for this view is from an overgrown area south of NE Oregon and southeast of the Steel Bridge. The I-5 freeway is to the east of the site. This area has been proposed for a viewing area in conjunction with the Convention Center development and as a plaza above the freeway in the Central City Plan. A fence prohibits access to the viewpoint. The view is up the river and across to the downtown.

View of Waterfront Park Fountain from SW Salmon
Score: 73.11 (4 of 15)

This view is southeast along SW Salmon Street from approximately SW 3rd Avenue to the new fountain in Waterfront Park. A skybridge currently spans SW Salmon between SW Front Avenue and SW 1st Avenue between two buildings of the World Trade Center (Willamette Center). The fountain is programmed to provide a variety of patterns of water throughout the day.
View of Downtown from Station L / future OMSI site
Score: 72.68 (5 of 15)

This viewpoint is at the north side of the Marquam Bridge and on the east bank of the Willamette River. The view is across the river to the open area north of the RiverPlace development. This vantage point will be made part of the Greenway Recreational Trail when the site is redeveloped.

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View of Downtown from Red Lion-Coliseum
Score: 69.53 (6 of 15)

This vantage point is located at the end of a short, vacated street behind the Red Lion Inn near the Coliseum. It is accessed from N. Thunderbird Way, south of the Memorial Coliseum. The view is up and down the river and across to the McCormick Pier Apartments, the Broadway Bridge and the Union Station tower.
View of Mountains and City from Lewis and Clark Monument
Score: 69.32  (7 of 15)

This viewpoint is located at the eastern side of the Lewis and Clark Monument in Washington Park at SW Park Place. From the viewpoint Mt. St. Helens and Mt. Hood are visible above the rooftops of nearby apartment buildings. The downtown skyline is partially visible above residential rooftops.

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View of Downtown from 12th St. Overpass at I-84
Score: 67.70  (8 of 15)

This viewpoint is from the NE 12th Street overpass above the I-84 freeway, looking toward the downtown and the west hills. Because the freeway is located at the bottom of Sullivan’s Gulch, the view is open and relatively unobstructed.
View of City from Eastbank Esplanade
Score: 66.62 (9 of 15)

This viewpoint is part of the Greenway Trail and is a designated viewpoint on the Greenway public access map. It is located south of the Morrison Bridge on the Eastbank Esplanade. This vantage point provides a wide angle view of the Morrison Bridge and the downtown skyline.

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View of First Interstate Tower from East Burnside
Score: 65.67 (10 of 15)

This vantage point is from the intersection at NE Sandy and NE 12th Avenue. The west hills are visible behind the First Interstate Tower. The buildings along E Burnside frame the view, but overhead utility lines, sign poles and billboards detract from the view. A panorama of the downtown, river and bridges opens up as one continues west on Burnside and approaches the bridge.
Protected View of St. Helens from SW Terwilliger
Score: 65.39 (11 of 15)

This viewpoint is the northernmost view from SW Terwilliger. Mt. St. Helens is prominent above the high-rise apartments in the south end of downtown. There is a small parking area adjacent to this viewpoint. The committee rated this view lower than other similar ones because the mechanical penthouse on the roof of one of the apartments partially blocks the view of Mt. St. Helens.

View of Downtown from RiverPlace floating dock
Score: 65.28 (12 of 15)

This viewpoint is at the end of the floating dock at the south end of the RiverPlace development. Its location on the water affords views in all directions. This particular view looks back at the downtown across the marina and RiverPlace.
VC 24-44

View of RiverPlace from Montgomery Street stairs
Score: 58.41 (13 of 15)

This vantage point looks to the east from the top of the Montgomery Street stairs. The stairs are located west of SW Front Avenue. The RiverPlace development, the Marquam Bridge and the river are visible.

VC 17-07

View of the Albina Rail Yards from Overlook House
Score: 58.61 (14 of 15)

The Overlook House is located on N. Melrose Drive off of N. Overlook. The property is owned by the Parks Bureau and is a popular location for weddings, meetings and receptions. From behind the house, some limited views are available of the Albina rail yards and the west hills. The views are somewhat obscured by the shrubs and trees that have grown up over the years.
View of Downtown from Albina Park
Score: 49.37 (15 of 15)

This viewpoint is from Albina Park and looks southwest to the downtown and west hills. The foreground detracts from the view because of the parking area for Harriet Tubman Middle School and the industrial buildings that partially block the view. Vegetation around the park obscures the view in most directions.
C. Views of Mountains

This category is made up of 20 views that contain one or more mountains as a predominant feature. The view may contain additional elements such as a bridge or river. Often, determining whether the view was a mountain view, a city view, or a bridge view was somewhat difficult to make. The views were grouped in categories to give the committee some frame of reference when ranking a single view. Some views are wide-angle while others are framed by trees or buildings. The differences are accounted for in the variety of descriptors that were used and the weight that was given to each descriptor. Generally, views of mountains ranked quite high, particularly when completely unobstructed by buildings or vegetation.

Immediately following is a summary chart showing the ranking and relative placement of each view of a mountain. The chart also shows whether the resource is currently fully or partially protected, or whether there are no protection measures in place. The following pages provide a description of each of the 20 views of mountains that the Planning Commission accepted. The diagram below shows the layout of the various elements of the description of each mountain view, including its identification number, name, score, rank, a written summary, a vicinity map, and a photograph. The format is varied to allow wide-angle views to be displayed more fully. The diagram below shows both variations in layout.

Identification Number
Name
Score
Rank
Written Description
Vicinity Map
Location of Viewpoint
Direction of View

Photograph of View

VM 24-21
View of Mt. Hood from South Park Blocks
Score: 82.02 (3 of 20)

The vantage point for this view of Mt. Hood is from approximately the center of the southern end park block. Mt. Hood is visible between small gaps and is framed by the trees in the park.

VM 25-22
View of St. Helens from Mt. Calvary Cemetery
Score: 58.82 (10 of 20)

The view is seen from a small addition to Mt. Calvary Cemetery off of NW Cornell Road. The newest addition is the cemetery is accessed by a U-shaped drive that, at the bottom of the U, provides a wide view of Mt. St. Helens and Adams. The foreground is of unobstructed forested land rising toward the horizon. The cemetery, though presently owned, is open to the public.
SCENIC VIEWS, SITES AND DRIVES INVENTORY

AVERAGE SCORES:

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Legend:

- Protection measures in existence
- Partial protection measures in existence
- No protection measures in existence

(Chart indicates relative position of a given resource to other resources in the same category)

Figure 3

Bureau of Planning
City of Portland

95
VM 31-21

View of St. Helens from Veteran’s Hospital
Score: 78.12 (1 of 20)

This viewpoint is located behind the new Veteran’s Hospital at the edge of the loading area. It provides a view of downtown, the Willamette River, the east side, and Mt. St. Helens. Dense vegetation is present in the foreground and to either side of the view.

VM 31-38

View of Mt. Hood from SW Terwilliger
Score: 76.07 (2 of 20)

This view of Mt. Hood from SW Terwilliger is from the north end of the boulevard on the path adjacent to a parking area. The mountain rises above the east side with the various buttes in the middle ground. The Willamette River and Ross Island Bridge are also predominant. This is one of the designated views in the Terwilliger Parkway Corridor Plan.
View of Mt. Hood from Oregon Vietnam Living Memorial
Score: 73.00 (3 of 20)

This view of Mt. Hood is obtained from the Oregon Vietnam Living Memorial that was recently constructed in the Hoyt Arboretum near the World Forestry Center. The vantage point is from the westernmost section of the memorial trail. The mountain is seen above a rise of ground and is framed with trees.

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View of Mt. Hood from the Rose Garden
Score: 72.49 (4 of 20)

This view from the Rose Garden is from the steps above the gazebo. The specific vantage point is slightly to the left of the steps. Mt. Hood is framed by trees. The City is partially visible beneath the mountain. The rose bushes in the foreground significantly enhance this view. This view is protected through height limitations in the Central City and other provisions of the Zoning Code.
View of Mountains and River from NW Wilark
Score: 70.65 (5 of 20)

This viewpoint is from the intersection of NW Wilark and NW Mackay above and west of St. Helens Road. NW Wilark deadends at this location and NW Mackay is unimproved. The view is over vacant private property. The Willamette River and Port of Portland unloading facilities are the dominant features. Mt. St. Helens, Mt. Adams, Mt. Hood, and Mt. Rainier are visible in the distance.

View of Mt. Hood from Veterans' Medical Center
Score: 70.02 (6 of 20)

This viewpoint is from a pedestrian walkway adjacent to the drive that leads past the Veterans' Medical Center. From the viewpoint, stairs lead to a lower parking lot. The viewpoint is only a few steps from the bus stop at the hospital. The view of Mt. Hood is framed by trees, with a portion of the east side of the City also visible.
View of Mt. Hood from SW Broadway Drive
Score: 68.24 (7 of 20)

Several views of Mt. Hood and the City are visible from SW Broadway Drive leading into downtown. Many are partially or totally obscured by vegetation during summer months. This view would also be partially obscured during some part of the year, but vegetation could be cleared to maintain the view.

View of Mt. Hood from the Vista Bridge
Score: 65.82 (8 of 20)

The view of Mt. Hood and the City from the Vista Bridge has been diminished in quality due to the construction of high-rise buildings. The committee reviewed slides taken before and after many of the buildings were erected, and ranked the earlier slides much higher. The relatively low ranking of the existing view, when compared to other similar views, is due to the intrusion of these structures into the view of the mountain.
**View of Mt. Hood from SW Patrick Way**  
Score: 63.24  (9 of 20)

The intersection of SW Patrick Way and SW Patrick Place near Council Crest creates a vista with Mt. Hood showing above the horizon. The distance between two residences at the end of the street allows relatively unobstructed views to the east.

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**View of Mt. Hood from South Park Blocks**  
Score: 62.02  (10 of 20)

The vantage point for this view of Mt. Hood is from approximately the center of the southernmost park block. Mt. Hood is visible between buildings, and is framed by the trees in the park.
View of St. Helens from Mt. Calvary Cemetery
Score: 58.82 (11 of 20)

This view is seen from a small addition to Mt. Calvary Cemetery off of NW Skyline Boulevard. The recent addition to the cemetery is accessed by a U-shaped drive that, at the bottom of the U, provides a wide view of Mts. St. Helens and Adams. The foreground is of undisturbed mixed forest rising toward the horizon. The cemetery, though privately owned, is open to the public.

View of St. Helens from Gazebo at SW Front
Score: 58.09 (12 of 20)

The gazebo is located on the east side of SW Front Avenue, halfway between SW Market and Harrison Streets. The gazebo is built over a small parking lot. The gazebo provides views of Mt. St. Helens and of the RiverPlace Development.
View of Mt. Hood from OHSU
Score: 57.41 (13 of 20)

The vantage point is at the fountain in front of the Oregon Health Sciences University off of SW Sam Jackson Park Road. The view of Mt. Hood is framed between two hospital buildings. The large landscaped area in the foreground enhances the view.

View of Mt. Hood from Steamer Portland Site
Score: 56.24 (14 of 20)

This viewpoint is from Waterfront Park at the approximate location for the proposed Steamer Portland dock, in the vicinity of the alignments of SW Main and SW Salmon. Mt. Hood is visible beyond the eastern end of the Hawthorne Bridge.
View of Mt. Hood from SW Capitol and Huber
Score: 54.25 (15 of 20)

At the intersection of SW Capitol and SW Huber there is a view of Mt. Hood to the northeast rising above a stand of trees. The view may be blocked by construction that is underway on the site in the foreground.

View of Mt. Hood from south of Morrison Bridge
Score: 54.20 (16 of 20)

This viewpoint in Waterfront Park is on the south side of the Morrison Bridge. Mt. Hood is visible above the eastern off-ramps of the Morrison Bridge. This view could be obscured by new multi-story construction at the bridge head.
View of Mt. Hood from NW Lovejoy
Score: 53.87 (17 of 20)

The vantage point for this view is from the NW Lovejoy on-ramp to the Broadway Bridge. Mt. Hood is visible to the left of the Steel Bridge. Union Station and the Broadway Bridge frame the view on the right and left, respectively.

View of Mt. St. Helens from Jefferson Street Overpass
Score: 52.26 (18 of 20)

Mt. St. Helens is visible from the SW Jefferson Street overpass above the I-405 freeway west of downtown. The submerged freeway opens up a relatively unobstructed view of the mountain. Future development to the northeast may interfere with the view.
View of Mt. Hood from Airport Way
Score: 51.69 (19 of 20)

A relatively unobstructed view of Mt. Hood is available at the intersection of Airport Way and NE 122nd Avenue. Future development in the area may obstruct this view. Currently, the majority of land is undeveloped.

View of Mt. Hood from the Broadway Bridge
Score: 50.55 (20 of 20)

This view of Mt. Hood is from the north sidewalk on the Broadway Bridge. The mountain is framed within the bridge supports. Future development in the central eastside could obstruct this view.
D. Views of Bridges

This category is made up of 43 views of one or more bridges. The view may include other major elements such as a river or mountain. Often, determining whether the view was a bridge view, a city view, or a mountain view was somewhat difficult to make. The views were grouped in categories to give the committee some frame of reference when ranking a single view. Some views are wide-angle while others are framed by trees or buildings. The differences are accounted for in the variety of descriptors that were used and the weight that was given to each descriptor. Generally, views of bridges ranked higher when accompanied by other interesting features.

Immediately following is a summary chart showing the ranking and relative placement of each view of a bridge. The chart also shows whether the resource currently is fully or partially protected, or whether there are no protection measures in place. The following pages provide a description of each of the 43 views of bridges that the Planning Commission accepted. The diagram below shows the layout of the various elements of the description of each bridge view, including its identification number, name, score, rank, a written summary, a vicinity map, and a photograph. The format is varied to allow wide-angle views to be displayed more fully. The diagram below shows both variations in layout.
SCENIC VIEWS, SITES AND DRIVES INVENTORY

Legend:

<table>
<thead>
<tr>
<th>Protection measures in existence</th>
<th>Partial protection measures in existence</th>
<th>No protection measures in existence</th>
</tr>
</thead>
</table>

(Chart indicates relative position of a given resource to other resources in the same category)

Bureau of Planning
City of Portland

Figure 4

AVERAGE SCORES: VIEW OF BRIDGES

109
**VB 24-34**

**View of Marquam and Ross Island Bridges from north viewpoint at RiverPlace**  
Score: 74.05 (1 of 43)

This viewpoint is located at the north end of the RiverPlace development adjacent to the Alexis Hotel. The viewpoint is developed with landscaping and a seating area. It provides views of the Marquam and Ross Island Bridges, the marina at RiverPlace, and Ross Island in the background.

**VB 13-06**

**View of I-205 Bridge from NE Marine Drive**  
Score: 72.19 (2 of 43)

This viewpoint is from NE Marine Drive between NE 82nd Avenue and Interstate 205. As one looks east, Mt. Hood rises above the I-205 (Glenn Jackson) Bridge, where it spans the Columbia River and Government Island. The committee agreed that the simplicity of the bridge structure enhanced the view of the mountain and the river.
View of Ross Island Bridge from slope adjacent to SE McLoughlin Boulevard
Score: 71.97 (3 of 43)

This is an undeveloped viewpoint on the slope down from SE McLoughlin at approximately the alignment with SE Haig. The view is of the Ross Island Bridge with the City and west hills in the background and Ross Island on the left. Access to this viewpoint is limited to the railroad right-of-way that extends north to the Eastside Esplanade. The right-of-way is designated as a recreational trail. An approximately one-acre parcel is designated as open space and is in public ownership at this viewpoint.

View of Fremont Bridge from Broadway Bridge
Score: 71.95 (4 of 43)

This viewpoint on the north sidewalk of the Broadway Bridge provides a vantage point for viewing the Fremont Bridge and the river activity of the industrial area.
**View of Marquam and Ross Island Bridges from the south viewpoint at RiverPlace**  
Score: 71.17 (5 of 43)

This viewpoint is from the floating dock at the south end of the RiverPlace development with a view up-river to the Marquam and Ross Island Bridges and Ross Island. From this viewpoint, there is a nearly 360-degree view up and down the river and of the downtown. Also inventoried from the floating dock are VB 24-33 and VC 24-43.

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**View of Marquam and Ross Island Bridges from Waterfront Park**  
Score: 70.95 (6 of 43)

This viewpoint is from the open area in Waterfront Park north of the RiverPlace development. The view is similar to VB 24-34, but it provides a more distant view of the bridges and the marina, and more open space visible in the foreground.
View of Sellwood Bridge from Sellwood Riverfront Park  
Score: 70.52 (7 of 43)

This viewpoint is in the recently developed Sellwood Riverfront Park. It provides a view of the Sellwood Bridge and the west hills across the river. There are picnic tables at the viewpoint and access down to the river.

View of Hawthorne Bridge from Eastbank Esplanade  
Score: 69.60 (8 of 43)

The vantage point for this view of the Hawthorne Bridge is from the Eastbank Esplanade south of the Morrison Bridge. The downtown and the west hills are also prominent in the view.
View of Fremont Bridge from Swan Island
Score: 69.30 (9 of 43)

This viewpoint on Swan Island, near the Ports O’ Call building, is one of the developed Greenway viewpoints adjacent to the recreational trail. The view is to the southeast showing the Fremont Bridge and the port area near Swan Island.

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View of St. Johns Bridge from Cathedral Park
Score: 69.02 (10 of 43)

Cathedral Park is located directly under the St. Johns Bridge on the east side of the Willamette River. This vantage point is north of the bridge near the boat ramp. From the park, the bridge stands out against the west hills. There is some industrial development beneath the bridge on the west side.
View of Sellwood Bridge from Willamette Park
Score: 66.89 (11 of 43)

This viewpoint at the south end of Willamette Park is on the Greenway Trail. The park extends out into the river giving an excellent view of the Macadam Bay houseboats, the Sellwood Bridge, and river activities.

View of Vista Bridge from SW Jefferson Street
Score: 66.58 (12 of 43)

The Vista Bridge is visible from several locations along SW Jefferson looking west. The best bridge views are just west of the I-405 freeway overpass. Overhead wires may intrude into some views of the bridge. A nearby view of Mt. St. Helens was also inventoried as VM 24-22.
View of Sellwood Bridge from the Macadam Bay Club
Score: 66.55 (13 of 43)

The elevated ramp leading to the Macadam Bay Club provides a view of the Sellwood Bridge to the south. The Greenway Trail terminates from the north in the vicinity of this viewpoint.

View of Marquam Bridge from south side
Score: 66.31 (14 of 43)

This viewpoint is located south of the Marquam Bridge and to the east of the Alaska Steel property. The vantage point is the approximate location of a future Greenway Trail and looks north to the Marquam Bridge and to the RiverPlace development and the downtown skyline.
View of the covered bridge over Johnson Creek
Score: 65.99 (15 of 43)

The covered bridge is relatively new and is located off of SE 134th at SW Deardorf Road. There is a small gravelled area on the southwest side of the bridge where a car can pull off the road. Nearby parcels are either vacant or developed with residences.

View of Steel Bridge from Burnside Bridge
Score: 65.12 (16 of 43)

This view is from the middle of the Burnside Bridge looking north to the Steel Bridge. The Broadway and Fremont Bridges are also visible in the background.
View of Hawthorne and Morrison Bridges
Score: 65.08 (17 of 43)

This view is from the south viewpoint at the RiverPlace development looking north at the Hawthorne and Morrison Bridges. Both sides of the river, including the downtown area, are also visible. Also inventoried from the floating dock are VB 24-09 and VC 24-43.

View of St. Johns Bridge from the bridge approach above St. Helens Road
Score: 64.96 (18 of 43)

This view of the St. Johns Bridge is from the southbound bridge approach above St. Helens Road near the intersection with Germantown Road. The view is partially obscured by branches in the winter, and almost completely obscured in the summer when the trees have leafed out.
**View of Morrison Bridge from Hawthorne Bridge**  
*Score: 64.64 (19 of 43)*

This view is from the Hawthorne Bridge sidewalk looking north at the Morrison Bridge. Both sides of the river, including the downtown skyline and the high-rise buildings at Lloyd Center, are also visible.

**View of St. Johns Bridge from St. Helens Road**  
*Score: 63.68 (20 of 43)*

This view of the St. Johns Bridge is from St. Helens Road near the south end of the Linnton area. This vantage point provides a view of the entire bridge span, but the committee felt that the storage tanks in the foreground significantly detracted from the scenic qualities.
View of Thurman Street Bridge
Score: 63.27 (21 of 43)

This view is of the Thurman Street overpass above Macleay Park in northwest Portland. The bridge is most visible from the park trailheads looking northeast over the industrial area.

View of St. Johns Bridge from NW Germantown Road
Score: 62.56 (22 of 43)

This view of the St. Johns Bridge is from NW Germantown Road above St. Helens Road and looking to the east. The bridge is framed with trees on either side. The view is partially obscured during the summer.
View of Broadway Bridge from the west side
Score: 62.26 (23 of 43)

This view of the Broadway Bridge is from the south side of the west bank of the Willamette River. The Greenway Trail is located to the east of the McCormick Pier Apartments.

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View of Hawthorne Bridge from Waterfront Park
Score: 62.14 (24 of 43)

This view of the Hawthorne Bridge is in Waterfront Park from its south side. Mt. Hood is just visible above the eastside I-5 freeway ramps.
**View of Hawthorne Bridge from Waterfront Park**

Score: 59.58 (25 of 43)

This view of the Hawthorne Bridge is also from Waterfront Park, but from the north side of the bridge looking southeast. A nearby view of Mt. Hood is also inventoried as VM 24-45.

**View of Morrison Bridge from Eastbank Esplanade**

Score: 59.18 (26 of 43)

This view of the Morrison Bridge is from the Eastbank Esplanade on the south side of the bridge looking to the northwest. The downtown skyline is visible from this location. A separate city view is inventoried as VC 24-48.
View of I-5 Bridge from Marine Drive
Score: 58.70 (27 of 43)

The I-5 Bridge leading to Washington State is visible from NE Marine Drive at NE 33rd. The east end of Hayden Island is also visible.

View of Burnside Bridge from Waterfront Park
Score: 58.25 (28 of 43)

This vantage point is the developed viewpoint/gathering area in Waterfront Park on the south side of the Burnside Bridge. The sloped landscape design creates a variety of sitting areas at different heights that provide numerous opportunities for viewing the river.
View of Broadway Bridge from the railyards
Score: 58.21 (29 of 43)

The Broadway Bridge, the McCormick Pier Apartments, and Albers Mill are visible from the railyards northeast of Union Station. The Portland Development Commission has plans to remove all but five sets of these tracks for future development.

View of Fremont Bridge from Overlook Park
Score: 58.03 (30 of 43)

This view of the Fremont Bridge is somewhat obscured by vegetation, particularly in the summer. The vantage point also suffers from its proximity to the parking area for the adjacent clinic.
View of Broadway Bridge from lower Albina
Score: 57.99 (31 of 43)

This view of the Broadway Bridge is from N. Larabee Street in the lower Albina area. This viewpoint is to the west of the main Portland School District facility. The relatively high ground at this location provides better views than from the adjacent Interstate Avenue. The downtown and west hills are also somewhat visible.

View of St. Johns Bridge from N. Willamette
Score: 57.61 (32 of 43)

This vantage point is from the intersection of N. Willamette and N. Burlington Avenue. This location is on the route to the vacant site owned by the Portland Development Commission (PDC) south of the St. Johns Bridge. The view is of the bridge and of the west hills. Nearby views that were inventoried are VB 09-10 (UDAG site) and VB 09-11 (N. Burlington Avenue).
View of Marquam Bridge from the steam plant
Score: 57.37 (33 of 43)

This viewpoint is from the east side of the vacant steam plant between the Riverplace development and the Marquam Bridge. Beneath the bridge is a view of Mt. Hood. This is the location of a future phase of the RiverPlace development and the alignment of the Greenway Trail.

View of St. Johns Bridge from St. Helens Road
Score: 57.18 (34 of 43)

This view of the St. Johns Bridge is from St. Helens Road northbound. There are several chemical tanks in the foreground that lessen the quality of the view.
View of St. Johns Bridge from UDAG site
Score: 56.06 (35 of 43)

This view of the St. Johns Bridge is from the UDAG (Urban Development Action Grant) site owned by PDC. No plans have been made for development of the site, but a Greenway Trail will be constructed in the vicinity of this viewpoint. The committee felt that the existing buildings detracted significantly from the quality of the view.

View of I-205 Bridge from NE Marine Drive
Score: 55.72 (36 of 43)

This view of the I-205 (Glenn Jackson) Bridge is looking west along NE Marine Drive. The vantage point is a turnout area located approximately 500 feet west of NE 122nd Avenue.
View of St. Johns Bridge from N. Burlington
Score: 55.60 (37 of 43)

This view of the bridge is from N. Burlington at N. Willamette Boulevard. N. Burlington Avenue is one of the access routes to the UDAI site owned by PDC south of the bridge. The view will be increasingly obscured by the street trees that have recently been planted.

View of Ross Island Bridge from SE McLoughlin
Score: 55.02 (38 of 43)

This view of the Ross Island Bridge, the west hills and the downtown skyline is taken from SE McLoughlin northbound at the approximate alignment of SE Franklin.
**View of Sellwood Bridge from Ira Powers Park**
Score: 54.79 (39 of 43)

Ira Powers Park is located between Macadam Avenue and the river. This view is of Sellwood Bridge and Oaks Bottom beyond. This vantage point is adjacent to the Jefferson Street rail line.

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**View of Burnside Bridge from Eastbank Esplanade**
Score: 54.72 (40 of 43)

This view is from the Eastbank Esplanade south of the Burnside Bridge and west of the I-5 freeway. The esplanade is a part of the 40-Mile Loop system. This viewpoint is shown on the Greenway Plan public access map.
View of Sellwood Bridge from Pioneer Church
Score: 53.89 (41 of 43)

This view of the Sellwood Bridge is from the back of Pioneer Church, where there is a patio with benches. Unfortunately, recent development and the placement of shrubbery interferes with the view and will become more of a problem in the future.

View of Marquam Bridge from Station L
Score: 46.31 (42 of 43)

This view of the Marquam Bridge is from the east side of the Station L site, the future location of OMSI. The existing development detracts from the view of the bridge and interferes with views of the downtown. The railroad tracks and power transmission wires also lessen the quality of the view.
View of Ross Island Bridge from south
Score: 44.77 (43 of 43)

This vantage point is from the currently underutilized land south of the Ross Island Bridge on the west side of the river. The committee ranked this site relatively low because of the presently disturbed state of the land that significantly detracts from the view of the bridge.
E. Scenic Sites

This category is made up of 10 scenic sites within the Portland Urban Services Boundary. With the exception of Leach Botanical Garden, parks and open spaces currently designated as Open Space (OS) or County Community Service (CS) for parks, cemeteries, or golf courses were excluded from this inventory. The sites in this section may be in public or private ownership but, because of the nature of their use, are subject to some kind of land use review. The existing review process generally does not protect the scenic values of the resource.

Immediately following is a summary chart showing the ranking and relative placement of each scenic site. The chart also shows whether the resource currently is fully or only partially protected, or whether there are no protection measures in place. The pages following the chart provide a description of each of the 10 sites that the Planning Commission accepted. The diagram below shows the layout of the various elements of the description of each scenic site, including its identification number, name, score, rank, a written summary, a vicinity map, and one or more photographs. Each page is devoted to a single scenic site.

Identification Number
Name
Score
Rank
Written Description

Vicinity Map
Location of Site
Photograph of Site

As one approaches Leach Garden from the parking lot, there is a main path leading to the house and a winding path down to Johnson Creek on the right.
Legend:

- Protection measures in existence
- Partial protection measures in existence
- No protection measures in existence

AVERAGE SCORES: SCENIC SITES

(Chart indicates relative position of a given resource to other resources in the same category)

Bureau of Planning
City of Portland

Figure 5
Leach Botanical Garden
Score: 74.78 (1 of 10)

The Leach Botanical Garden is located on SE 122nd Avenue south of Foster Road. The property consists of approximately eight acres of informal gardens surrounding a residential structure that is now used for receptions, weddings and other group activities. Johnson Creek flows through the southern portion of the site. A visitor parking lot is located across SE 122nd Avenue. The property is owned by the Portland Park Bureau and has an Open Space designation.

As one approaches Leach Garden from the parking lot, there is a main path leading to the house and a winding path down to Johnson Creek on the right.
Bishop's Close
Score: 74.61 (2 of 10)

The Elk Rock Garden of Bishop's Close is owned by the Protestant Episcopal Bishop of Oregon. It was formerly a private residence and is located in unincorporated Dunthorpe on SW Military Lane. The site contains approximately 13 acres and is landscaped with large gardens in the English country style. The site, located above the Willamette River, provides sweeping views up and down the river, to Elk Rock Island and Mt. Hood. The grounds are open to the public for daytime viewing.

Paths lead visitors past a large rear lawn, through rock gardens and to the bluff overlooking the river.
Berry Botanical Garden
Score: 69.92 (3 of 10)

The Berry Botanical Garden was built as a private residence and is now maintained by the Friends of the Rae Selling Berry Botanical Garden. The almost six-acre site is located in unincorporated Dunthorpe on SW Summerville Avenue. The grounds are planted with rhododendron, alpine, primula, lily and native Northwest species in a natural woodland setting. Visits are by appointment only.

Alpine and other specialty plantings are interspersed among the trees and large lawn.
The Grotto
Score: **69.70** (4 of 10)

The Grotto is a religious facility owned by the Sanctuary of Our Sorrowful Mother. It is located on NE Sandy Boulevard near 82nd Avenue. The site is 64 acres in size and is developed with a variety of facilities, including a monastery and chapel. The site has a number of monuments and statuary among its landscaped grounds. The site also provides views to the north and northeast of Mt. St. Helens, Rainier and Adams from higher grounds reached by way of an elevator. This view has been reviewed as VP 19-14.

The upper level grounds are landscaped and contain memorials.

An open sanctuary is a major feature of the lower level grounds.
Reed College
Score: 66.84 (5 of 10)

Reed College is located at SE Woodstock Boulevard and 32nd Avenue. The site is approximately 100 acres in size and is developed with a number of buildings. It is owned by Reed Institute. The older buildings and landscaped grounds are the main attractions of the site.

Large deciduous trees and a monument sign mark the main entryway to Reed College.
Johnson Lake
Score: 59.73 (6 of 10)

Johnson Lake is located west of I-205 north of NE Columbia Boulevard. It is owned by Owens-Illinois Glass Company and is part of a 54-acre site. The site can be reached by an access road through the industrial part of the site; it is not visible from I-205. It is nearly surrounded by stands of trees and dense shrubs and attracts numerous bird life.

The east end of Johnson Lake is open and accessible for bird-watching.

Trees and shrubs surround the other three sides of the lake.

A passing jet serves as a reminder that the airport is not far away.

A private picnic area provides a somewhat open view of the lake.
Beggar's Tick Marsh
Score: 57.45 (7 of 10)

Beggar's Tick Marsh covers more than 30 acres and is in a combination of public and private ownership. It is located north of SE Foster Road on both sides of 111th Avenue. The publicly-owned portion of the site is completely undeveloped. The amount of water on the site varies with the season as does the vegetation and bird life. Some members of the committee felt that the site should be maintained as a wetland/habitat area rather than as a scenic area.

A winter shot of the western section reveals seasonal wetland vegetation, including cattails and reed canary grass. Surrounding development is industrial and residential.
Water Tower at NE Rose Parkway
Score: 54.15 (8 of 10)

This site is located on NE Rose Parkway at about 138th Avenue. The site is owned by the Portland Water Bureau and consists of a half-acre grassy area with large Douglas Firs beneath the water tower. Over the past few years, five large roses have been painted on the sides of the water tower. This colorful display has become a local landmark that can be seen from nearby Interstate 84. Some committee members noted that the roses were the most important feature of the site.

Five large roses painted on the water tower are visible to motorists on the freeway.
Open Space at NE 148th and NE Halsey
Score: 51.69 (9 of 10)

This site is owned by the Portland Water Bureau and is approximately 2.6 acres in size. Half of the site is covered by partially buried water tanks, but the portion at the intersection of 148th and Halsey is landscaped with grass and trees. The site is across NE Halsey from the Glendoveer Golf Course.

Large boulders from ancient flood deposits define the western perimeter of the site.
Shriners Hospital
Score: 51.21 (10 of 10)

This is the site of the old Shriners Hospital. The property covers approximately 10 acres and is located at the corner of NE Sandy Boulevard and 82nd Avenue. The site is developed with a large white building and landscaped grounds. It is in private ownership. A conditional use application has been submitted to operate an institutional care facility for senior housing. The proposal calls for adding two rear wings while maintaining the front façade and landscaping. The Grotto (SS 19-15) is situated immediately to the west.

The sprawling, three-story former hospital sits on a rise of landscaped grounds.
F. Scenic Drives

This category is made up of 16 scenic drives. A drive may be a segment of a longer drive, may include one or more streets, or may be a waterway. The City currently has one designated scenic drive, SW Terwilliger Boulevard. The committee, as a whole, considered all of the drives reviewed to have some scenic qualities. The scenic qualities include the views from the drives, the vegetation along the drive, or the combination of development and open areas. The committee reviewed the drive in person, each member driving along the route and ranking the drive. A further review and consensus-building occurred when the committee met as a group and reviewed video tapes of the drives.

Immediately following is a map showing all the scenic drives, numbered according to their relative ranking. A summary chart follows showing the ranking and relative placement of each scenic drive. The chart also shows the existing level of protection of the scenic qualities of the drive. The pages following the chart provide a description of each of the 16 drives that the Planning Commission accepted. The diagram below shows the layout of the various elements of the description of each scenic drive, including its identification number, name, score, rank, a written summary, a vicinity map, and one or more photographs. The format is varied to accommodate several sizes of vicinity maps and photographs.
SCENIC VIEWS, SITES AND DRIVES INVENTORY

Legend:

- Scenic Drives

1. Willamette River (SD 01-04)
2. Columbia River (SD 02-01)
3. 33rd and Marine Dr (SD12-04)
4. Fairmount Blvd (SD 30-03)
5. Washington Park (SD 23-25)
6. Cornell Road (SD 23-16)
7. Columbia Slough (SD 11-03)
8. Willamette Blvd (SD 10-07)
9. NW Garmentown Rd (SD 09-17)
10. Sellwood Blvd (SD 38-29)
11. SW Macadam/Terwilliger Loop (SD 38-27)
12. Multnomah Blvd (SD 37-03)
13. SW Skyline Blvd (SD 25-21)
14. NW Skyline Blvd (SD 15-09)
15. Cross-dike Road (SD 20-10)
16. NW Thompson Rd (SD 15-05)

Scale: 1" = 13,318'

Bureau of Planning
City of Portland

Map 12

(Number indicates relative position of a given resource to other resources of a given category)
SCENIC VIEWS, SITES AND DRIVES INVENTORY

AVERAGE SCORES:

SD 01-04: 83.76
SD 02-01: 76.91
SD 12-04: 75.13
SD 30-03: 74.07
SD 23-25: 73.73
SD 23-16: 73.34
SD 11-03: 72.34
SD 10-07: 71.06
SD 09-17: 70
SD 38-29: 69.46
SD 38-27: 66.21
SD 37-03: 61.94
SD 23-21: 59.93
SD 15-09: 55.72
SD 20-10: 54.04
SD 15-05: 53.33

Legend:

- Protection measures in existence
- Partial protection measures in existence
- No protection measures in existence

AVERAGE SCORES: SCENIC DRIVES

(Chart indicates relative position of a given resource to other resources in the same category)

Bureau of Planning
City of Portland

Figure 6

151
Willamette River from Elk Rock Island to Kelley Point Park
Score: 83.76 (1 of 16)

This portion of the Willamette River flows north from one City park (Elk Rock Island) to another (Kelley Point Park) at its confluence with the Columbia River. The river flows past other City parks, Ross Island, and a mixture of residential, commercial and industrial development. The river offers many outstanding views of the west hills and the downtown skyline. Most areas along the river have been modified over time, but there are remaining natural areas where great blue herons and other birdlife can be seen. Several views from the banks of the river are included in the inventory.

1. The historic St. Johns Bridge is a prominent landmark where it joins the west hills and St. Johns.

2. The Fremont Bridge marks the northern entrance to the Central City.

3. The downtown skyline is visible between the west hills and Ross Island as one looks north off-shore of Willamette Park.
Columbia River from NE 185th Avenue to Kelley Point Park
Score: 76.91 (2 of 16)

The most spectacular views from the Columbia River are to the east, where Mt. Hood is frequently visible above the water and bridges. The Columbia River shoreline tends to be less developed than along the Willamette River shoreline, although the Port of Portland does have a loading terminal east of Kelley Point Park. There are several houseboat moorages along the Columbia, particularly on and near Hayden and Tomahawk Islands. The western portion of Hayden Island, Lemon Island and Government Island are all relatively undeveloped and offer views of natural areas. Other points of interest along the river are the airport and beaches.

1. Houseboat moorages are a common sight along the Columbia River. This one is near the railroad bridge to Hayden Island.

2. The slough bridge crosses to Hayden Island where a variety of development is located.

3. Moorages provide a variety of boat-watching opportunities.

4. Although the landscape is less interesting near the Airport, airplanes provide visual relief.
NE 33rd Drive and Marine Drive
Score: 75.13 (3 of 16)

The NE 33rd Drive and Marine Drive route is approximately 10.6 miles long from the junction of 33rd Drive with Columbia Boulevard to NE 185th. The best views are obtained by driving north on 33rd and east on Marine Drive. The drive provides views of open areas, the airport, the Columbia River, Government Island, and particularly spectacular views of Mt. Hood. Some turnouts are provided along Marine Drive, and a portion of the 40-Mile Loop parallels Marine Drive. This portion of the loop trail is a hard-surfaced bicycle path that alternates on either side of Marine Drive. Several individual views have been inventoried along Marine Drive (see VB 07-02, VB 13-06, and VB 14-02).

1. View of Mt. Hood from NE 33rd Drive.

2. Cows grazing west of NE 33rd Drive near Marine Drive.

3. County-owned boat ramp on north side of Marine Drive.

4. View of Mt. Hood from Marine Drive near cross-dike.
SW Fairmount Boulevard Loop
Score: 74.07 (4 of 16)

The Fairmount Boulevard drive is an approximately 3.4 mile loop that circles Council Crest Park and loops to the southeast through a wooded residential area. The drive is attractive travelling in either direction and is popular with bicyclists, walkers, and joggers, as well as motorists. Parking on the shoulder is very limited due to the street's narrowness. Views of the City and Mt. Hood are afforded between houses and through wooded areas looking to the southeast. Views of development to the southwest can be glimpsed through the trees on the western portion of the drive. Mt. St. Helens is visible at the northern portion of the drive at a turnout inventoried as VP 30-07.

1. Typical valley view over rooftops at northwest portion of drive.

2. Typical new construction along Fairmount Boulevard.

3. View of new Veteran's Hospital seen from southeast extension of drive.
Washington Park and Hoyt Arboretum Loop
Score: 73.73 (5 of 16)

This loop is approximately six miles long and winds through both Washington Park and the Hoyt Arboretum. The entire route is attractive, consisting of a mixture of gardens, wooded areas, and some residential areas. There are also side streets that can be taken to lengthen the route. Parking is in designated parking areas only with limited on-street parking in some areas along the route. Hiking trails crisscross the arboretum and excellent views of the mountains and of the City are obtained from various vantage points off the main loop.


2. Entrance to Japanese Gardens near tennis courts on SW Kingston.

3. Hoyt Arboretum sign at SW Fairview and SW Fischer.
NW Cornell Road
Score: 73.34 (6 of 16)

The Cornell Road drive is approximately 3.5 miles long from its beginning at NW Lovejoy to its junction with Miller Road. The eastern portion of the drive begins in a developed residential area and passes through two tunnels, Macleay Park, and the Audubon Society bird sanctuary. The western stretch of the drive passes through rugged, wooded areas and provides connections to NW 53rd Drive. Balch Creek is occasionally visible on the southern side of Cornell Road, but is generally not accessible. Parking areas are limited to a few turnouts and the Audubon parking lot.

1. Bike path shares roadway except where diverted at tunnels.

2. The two tunnels through the hills along Cornell were built in 1941.


4. The western terminus of the Cornell drive west of NW Skyline.
Columbia Slough from NE 185th Avenue to Kelley Point Park
Score: 72.34 (7 of 16)

The Columbia Slough is actually several unconnected segments of slough and several secondary sloughs, including the Peninsula Slough. The slough flows through a wide variety of development, from agricultural to industrial and many recreational and wildlife habitat areas. The slough provides opportunities for canoeing, fishing and bird watching. Mt. Hood is visible from some parts of the eastern stretches of the slough. Three related City projects address the slough. The Bureau of Planning will implement environmental review of developments near the slough to protect natural resource values. The Portland Development Commission is preparing a natural resources management plan for the section east of 82nd Avenue. The Bureau of Environmental Services is developing a Columbia Slough Management Plan to identify water quality and recreational improvements.

1. Access to the slough is limited due to steep banks along much of its length.

2. The slough flows past the St. Johns landfill.

3. The slough is used for canoeing and kayaking although access is frequently impaired due to culverts or low clearance.

4. The slough empties into the Willamette River on the south boundary of Kelley Point Park.
Willamette Boulevard
Score: 71.06 (8 of 16)

The Willamette Boulevard drive is approximately two miles long from N. Killingsworth to the University of Portland, providing views of Swan Island and the ship repair yard, the City, and the west hills. The drive is attractive from either the north or the south direction. A barrier located at the southern end of the drive requires a one-block detour to the east. There are no opportunities to pull out of traffic, although on-street parking is allowed opposite the bluff. There are no sidewalks on the western side of the street, though a rough path along the top of the bluff gets frequent usage.

1. View of ship repair yard at Swan Island.

2. View of Mock's Landing and downtown skyline.

3. View of Swan Island industrial area.
NW Germantown Road
Score: 70.00 (9 of 16)

The Germantown Road drive is approximately 6.5 miles long from its beginning at St. Helens Road and including the Old Germantown Road segment. The drive travels through a sparsely developed residential area becoming progressively more rural and agricultural in character. There are several turnouts on the eastern portion of the drive at hiking trail locations, but few opportunities for on-street parking along the rest of the drive. The Old Germantown Road portion of the loop is a very narrow road that winds through deep woods and grazing land. This drive can easily be combined with the NW Skyline Boulevard drive (SD 15-09). As one approaches St. Helens Road from NW Germantown Road, the lower Willamette River industrial areas and the St. Johns Bridge are visible. A specific view of the bridge from NW Germantown was also inventoried (see VB 09-14).

1. Looking southwest from Germantown to farmland in valley.

2. Farming activity along Germantown Road.

3. Junction of Germantown and Old Germantown Road at western end of drive.

4. Typical view of valley from Old Germantown Road.
Sellwood Boulevard
Score: 69.46 (10 of 16)

The drive begins along SE 7th Avenue adjacent to Sellwood Park, where there is a parking lot. SE 7th leads directly to the southern end of Sellwood Boulevard. The drive continues along Sellwood Boulevard and provides views of Oaks Bottom, the river, the west hills, and the downtown skyline. The open, upper elevation of the bluff provides dramatic glimpses of blue herons feeding in Oaks Bottom. The drive is relatively short, less than a mile in length. Parking is allowed only on the east side of the street. The drive can be approached from the south via the Sellwood Bridge or from the north using SE Milwaukie. The drive skirts a primarily residential area. A panoramic view from Sellwood Boulevard is inventoried as VP 38-03.

1. Oaks Bottom in the foreground provides an unusual and striking setting for the downtown skyline.

2. Oaks Bottom provides abundant habitat for a variety of wildlife.
SW Macadam/SW Taylors Ferry/SW Boones Ferry/SW Terwilliger Loop
Score: 66.21 (11 of 16)

This scenic drive creates a loop, although the southernmost portion is within Lake Oswego. The SW Terwilliger portion is adjacent to Tryon Creek State Park and Northwestern School of Law. SW Boones Ferry connects SW Terwilliger to SW Taylors Ferry for a short distance. SW Taylors Ferry passes by several cemeteries and connects on the northern portion of the loop to SW Macadam Avenue. This portion of SW Macadam passes by portions of Willamette Park and between Riverview Cemetery and Powers Marine Park where it is known as Riverside Drive. SW Macadam continues south through Dunthorpe to the city limits of Lake Oswego.

1. SW Taylor's Ferry branches off of SW Macadam near SW Miles Street.

2. The entrance to Tryon Creek State Park is off SW Terwilliger to the west. A bike trail parallels the street.

3. Northbound Macadam from Lake Oswego is framed by trees.
SW Multnomah Boulevard from SW 45th Avenue to SW Garden Home
Score: 61.94 (12 of 16)

The drive along SW Multnomah Boulevard from SW 45th to SW Garden Home Road is lined with trees and heavy vegetation, creating an enclosed passageway. Development is generally sparse or is screened from the road. The intersections with 45th and with Garden Home are more open and are developed with small commercial nodes. The SW Multnomah right-of-way varies in width substantially along this stretch; frequently it is more than 100 feet wide. There was a rail line in Multnomah at this location and the wide right-of-way is due to the railroad's prior ownership of the right-of-way.

1. Development is also scattered along SW Multnomah Boulevard east of its intersection with SW 45th Avenue.

2. Looking west from the small commercial development at SW 45th Avenue, tall firs frame the drive on both sides.

3. Firs and other vegetation enclose much of the drive from SW 45th to SW Garden Home.

4. Where development does occur, it tends to be low-density residential. Some newer development is set back from the road.
SW / NW Skyline Boulevard
Score: 59.98 (13 of 16)

The southern segment of the Skyline Boulevard drive begins (southbound) at its intersection with NW Cornell, travels along a short section of W. Burnside, and ends at its junction with the Sunset Highway. The drive is about three miles long. The area is developed with residences, and the surrounding area is wooded and hilly. The drive passes the tiny Willamette Stone State Park and Mt. Calvary Cemetery. Both locations have small turnouts for off-street parking. The northern segment of Skyline Boulevard is inventoried as SD 15-09.

1. A marker along Skyline indicates the location of the Willamette Stone.

2. Skyline follows W. Burnside for a short distance adjacent to Mount Calvary Cemetery.

3. Mt. Hood is visible over office buildings at the southern terminus of the drive.
NW Skyline Boulevard
Score: 55.72 (14 of 16)

The most northern segment of the Skyline Boulevard drive is approximately 5.5 miles in length and reaches from the intersection with NW Thompson Road north to the intersection with NW Newberry Road. The drive passes by scattered residential development, the Skyline Memorial Gardens, and open areas that provide views of the Tualatin Valley. There are several rutted turnouts that provide views of the valley. Unfortunately, the turnouts are often used as a place to dump trash.

1. Skyline Memorial Gardens is a prominent development along Skyline.

2. Typical valley view looking to the southwest.

3. This vacant ice cream stand is a familiar feature at the intersection of Skyline with Germantown Road.
The cross-dike is a north-south embankment that provides flood protection from the Columbia River. Currently, the route is better hiked than driven because of its unpaved surface and because vehicles are occasionally chained out. The drive offers views of Mt. Hood to the east and of Mt. St. Helens to the north. There are also views of some of the sloughs and natural areas in the Columbia South Shore district. It measures less than one mile in length and extends from NE Marine Drive on the north to NE Sandy Boulevard on the south. The cross-dike is designated as a portion of the 40-Mile Loop, but is not currently improved to trail standards.

1. Looking south toward Sandy Boulevard. The condition of the road discourages usage.

2. Mt. St. Helens is visible looking north toward Marine Drive.

3. Mt. Hood rises majestically above the slough.
NW Skyline / Thompson Loop
Score: 53.33 (16 of 16)

The Skyline/Thompson loop is approximately 2.5 miles long and includes a short portion of NW Skyline and a segment of NW Thompson. Both ends of the loop connect to NW Cornell. The area character consists of alternating residential and undeveloped wooded areas along a curving road. The Skyline portion of the loop provides views of the Tualatin Valley to the southwest. Generally, there are no convenient places to pull off the road.

1. Rock retaining walls provide visual interest at the intersection of NW Thompson with Cornell Road.

2. Thompson Road winds through heavily vegetated areas near its junction with NW 53rd.

3. Expansive views of the Tualatin Valley open up along the Skyline portion of the drive.
CITIZEN/TECHNICAL REVIEW COMMITTEE

Neighborhood Association Representatives
Dr. Keith Claycomb  Homestead Neighborhood Association Chair, Southwest Neighbors
Catherine Sohm  Sellwood-Moreland Improvement League
Alan Lashbrook  Overlook Neighborhood Association

Architect Representatives
Tom Thompson  Thomas W. Thompson, Architect
Jerry Brock  Brock/Hilts, Architects and Planners

Landscape Architect Representative
Carol Mayer-Reed  Mayer/Reed, Landscape Architecture & Planning

Interest Group Representatives
Bonnie Brunkow  Leach Botanical Garden
Ken Benshoof  Rocky Butte Preservation Society

City Bureau Representatives
Dave Yamashita  Bureau of Parks and Recreation
Bruce Niss  Bureau of Water

SCENIC VIEWS, SITES AND DRIVES INVENTORY  Appendix A
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Section IV

APPENDICES
SCENIC VIEWS WORKSHEET

FIELD WORKSHEET & EVALUATION FORM

NAME OF VIEW
LOCATION
AREA DESCRIPTION
VIEW CATEGORIES
STREETS
TIME OF DAY
DATE
ENVIRONMENTAL CONDITIONS
MAP NOS.

VIEW DESCRIPTION
TYPE OF VIEW
Agricultural  Framed  Wide Angle  Panorama
Commercial  Normal  Above
Residential  Close  Intermediate  Far
Industrial
Recreation/Open
LANDFORM/TOPOG
Flat
Hills
Mountains
Water
Mixed
VEGETATION
Wooded
Park
Shrubs
Mixed
Other
FOCAL ATTRACTIONS
Mountain
City
Skyline
Hills
Mixed
Other
ACCESS
From Vehicle
Path/Sidewalk
Handicapped
Open Terrain
Other
IMPACT OF CHANGE
LOW  MED  HIGH
ENHANCEMENT OPPORTUNITY
YES  NO

DESCRIPTORS
COHERENCE/UNITY
Order expressed by patterns
1 2 3 4 5
COMPLEXITY/VARIETY
Expectation of more info. with more time spent
1 2 3 4 5
EDGE
Presence of distinct boundaries
1 2 3 4 5
ACCESSIBILITY
Ease of access, proximity
1 2 3 4 5
SPATIAL DEFINITION
Enclosure, framing view
1 2 3 4 5
COLOR
Value, hue
1 2 3 4 5
FITNESS/INTACTNESS
Responsible human stewardship or unaltered
1 2 3 4 5
SCENIC BEAUTY/VIVIDNESS
Special features, standing out from surroundings
1 2 3 4 5
MYSTERY
Expectation of more info. with change of vantage point
1 2 3 4 5
IMAGEABILITY
Identifying Portland as place giving character to city
1 2 3 4 5

TOTALS

SCENIC VIEWS, SITES AND DRIVES INVENTORY
Appendix B

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### SCENIC SITES WORKSHEET

**FIELD WORKSHEET & EVALUATION FORM**

**NAME OF SITE**

**LOCATION**

**AREA DESCRIPTION**

**LEGAL DESCRIPTION**

**STREETS**

**TIME OF DAY**

**DATE**

**SITE SIZE**

**ENVIRONMENTAL CONDITIONS**

**OWNERSHIP**

**MAP NOS.**

**SITE DESCRIPTION**

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**OTHER CHARACTERISTICS (FOCUS, ATTRACTIVE FEATURES)**

---

**DESCRIPTORS**

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**TOTALS**

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**SCENIC VIEWS, SITES AND DRIVES INVENTORY**

Appendix C

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GLOSSARY OF TERMS

Qualifying viewpoints or sites

One of the following must be met for a scenic viewpoint or site to be considered as a part of the inventory:
- it must be in public ownership, or
- it must be from a public right-of-way, or
- it must have a reasonable chance of being in public ownership, or
- it must be a location where public access is assured, either through public easement or some other means, or
- if private, it must be subject to discretionary public review.

GENERAL TERMS

Scenic drive, scenic corridor: This category includes streets, bikeways, trails, roadways or waterways through parks, natural areas, or urban areas. They may be either short or long sections of a particular street or drive or path and may or may not already be designated as a scenic drive or corridor. The corridor may include scenic views along it, but it may also be valued for its intrinsic scenic qualities such as a winding road through a wooded area.

Scenic view, scenic site: Lands valued for their aesthetic appearance. These can include structures, resources, or activities which provide this value, as well as areas from which scenic views may be obtained. Scenic views are considered to be outstanding views of physical elements such as structures, resources, or activities that make a positive contribution to the aesthetics, character, and overall image of the City. Scenic resources within the City will frequently include urban activities and development as well as the scenic qualities found in more rural areas.

DESCRIPTORS

Coherence, unity: A view or site possessing these characteristics will have a strongly defined internal unity that extends beyond its setting to imply continuity with other settings. Transitions within the view or site will be harmonious and/or be expressed as patterns. Coherence is established by the physical linkage of disparate parts, including fragmented open space.

Complexity, variety: A view or site possessing these characteristics will have striking contrasts and/or dramatic alteration of elements within it, and will frequently possess dynamic qualities with changing activities. These characteristics are also expressed as the expectation of more information to be extracted from the view or site with additional time spent looking at it.
GLOSSARY OF TERMS

Edge: The presence of distinct boundaries create edges within a site or view. Edges break up the monotony of a view or site and contribute to the pattern and variety within it.

Accessibility: Scenic sites or views have value because many people can easily or frequently see them. The enjoyment of a significant view or site is not diminished because it is visited or seen frequently or on a regular basis.

Spatial Definition: Scenic views can be made more attractive or striking by being enclosed or framed as that enclosure causes the viewer to focus more intently on the view, shutting out intrusive elements.

Color: Color is expressed in terms of hue and value. Hue refers to the gradation of color, the attribute of colors that permits them to be classified as red, yellow, green or blue or an intermediate between any of these colors. Value refers to the lightness and darkness of color tones. The contrast in brightness between objects in the landscape plays an important part in determining how well an observer can see the objects.

Fitness, intactness: Fitness and intactness refer to the quality of human modification that has been made to the site or within the view area. The modification may be major in nature and still rank high in this quality as long as the modifications fit into the context of the view or site. The appropriate level of maintenance of the site or areas within the view area is also considered under this category of descriptors.

Scenic beauty, vividness: Sites or views that rank high in these qualities will be more striking than other similar sites or views and will have particularly memorable qualities.

Mystery: Mystery refers to the potential for more information when the viewpoint is changed or, in walking through a site, where not all of the site is visible at one time. This quality is similar to complexity since it refers to the potential for additional information about the site or view, except that complexity refers to more time spent in observing from a single location.

Imageability: Imageability refers to the physical qualities which relate to the attributes of identity and structure. This is the quality which gives a high probability of evoking a strong mental image and identifies the view or site as being of a particular place.
PAIRED COMPARISONS OF DESCRIPTORS

The process of paired comparisons is used to determine the relative importance of each of the descriptors for evaluating the scenic sites, views, and corridors. For each pair of descriptors, indicate which is more important in the determination of the significance of a view, site, or corridor. Even though a given descriptor may be more important than another for a view and not for a site, try to make a determination of which is more important on average for all three categories. Keep in mind the definitions of the descriptors and our discussion of them in making your determination. Put a check mark in front of the more important of the two descriptors in each set.

Although you will not know the ultimate weighting of each descriptor, the weightings will be used in ranking the sites, views, and corridors and will affect the final score for each worksheet.

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Appendix E  
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PAIRED COMPARISONS OF DESCRIPTORS

21. Edge
   Fitness, Intactness

22. Edge
   Scenic Beauty, Vividness

23. Edge
   Mystery

24. Edge
   Imageability

25. Accessibility
   Spatial definition

26. Accessibility
   Color

27. Accessibility
   Fitness, Intactness

28. Accessibility
   Scenic beauty, Vividness

29. Accessibility
   Mystery

30. Accessibility
   Imageability

31. Spatial definition
   Color

32. Spatial definition
   Fitness, Intactness

33. Spatial definition
   Scenic beauty, Vividness

34. Spatial definition
   Mystery

35. Spatial definition
   Imageability

36. Color
   Fitness, Intactness

37. Color
   Scenic beauty, Vividness

38. Color
   Mystery

39. Color
   Imageability

40. Fitness, Intactness
   Scenic beauty, Vividness

41. Fitness, Intactness
   Mystery

42. Fitness, Intactness
   Imageability

43. Scenic Beauty, Vividness
   Mystery

44. Scenic Beauty, Vividness
   Imageability

45. Mystery
   Imageability
Section V

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