SCENIC VIEWS, SITES, AND CORRIDORS

ESEE Analysis and Recommendations

Panoramas — Volume I

Bureau of Planning
Portland, Oregon
October 1990
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ESEE ANALYSIS

Panoramas

Planning Commission Recommendation to City Council

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# ESEE ANALYSIS

## TABLE OF CONTENTS

## I. INTRODUCTION

A. How are the ESEE Analyses Organized?  
B. What Does State Law Require for the Protection of Scenic Resources?  
C. What Factors are Considered in the ESEE Analyses for Scenic Resources?

## II. ESEE ANALYSES AND RECOMMENDATIONS

A. Panoramas – Volume I

<table>
<thead>
<tr>
<th>Volume Number</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>VP 19-06</td>
<td>Rocky Butte Panorama</td>
<td>2</td>
</tr>
<tr>
<td>VP 23-12</td>
<td>Pittock Mansion Panorama</td>
<td>8</td>
</tr>
<tr>
<td>VP 30-02</td>
<td>Council Crest Panorama</td>
<td>10</td>
</tr>
<tr>
<td>VP 23-27</td>
<td>City Panorama from SW Vista</td>
<td>12</td>
</tr>
<tr>
<td>VP 25-04</td>
<td>View from above Mt. Tabor Reservoir</td>
<td>16</td>
</tr>
<tr>
<td>VP 25-02</td>
<td>Views from the top of Mt. Tabor</td>
<td>18</td>
</tr>
<tr>
<td>VP 34-08</td>
<td>Powell Butte Panorama</td>
<td>20</td>
</tr>
<tr>
<td>VP 40-02</td>
<td>Willamette National Cemetery Panorama</td>
<td>22</td>
</tr>
<tr>
<td>VP 38-03</td>
<td>View from Sellwood Boulevard</td>
<td>24</td>
</tr>
<tr>
<td>VP 30-07</td>
<td>Turnout from SW Fairmount Boulevard</td>
<td>26</td>
</tr>
<tr>
<td>VP 23-22</td>
<td>View from Zoo Train Platform</td>
<td>28</td>
</tr>
<tr>
<td>VP 09-01</td>
<td>Panorama from St. Johns Bridge</td>
<td>30</td>
</tr>
<tr>
<td>VP 30-06</td>
<td>SW McDonnell at SW Council Crest</td>
<td>34</td>
</tr>
<tr>
<td>VP 24-01</td>
<td>SW Upper Hall Panorama</td>
<td>38</td>
</tr>
<tr>
<td>VP 06-01</td>
<td>Panorama north from Hayden Island</td>
<td>42</td>
</tr>
<tr>
<td>VP 33-02</td>
<td>Kelly Butte Panorama</td>
<td>46</td>
</tr>
<tr>
<td>VP 18-01</td>
<td>Rose City Golf Course Panorama</td>
<td>48</td>
</tr>
<tr>
<td>VP 31-37</td>
<td>Panorama from Ross Island Sand and Gravel</td>
<td>50</td>
</tr>
<tr>
<td>VP 17-08</td>
<td>Panorama from Frement Bridge</td>
<td>54</td>
</tr>
<tr>
<td>VP 12-02</td>
<td>Broadmoor Golf Course Panorama</td>
<td>56</td>
</tr>
<tr>
<td>VP 15-04</td>
<td>Skyline Memorial Gardens Panorama</td>
<td>60</td>
</tr>
<tr>
<td>VP 43-02</td>
<td>View from the PCC-Sylvania Campus</td>
<td>62</td>
</tr>
<tr>
<td>VP 19-04</td>
<td>View from Upper Level of The Grotto</td>
<td>66</td>
</tr>
<tr>
<td>VP 20-13</td>
<td>NE 122nd Avenue Panorama</td>
<td>70</td>
</tr>
<tr>
<td>VP 13-07</td>
<td>View from NE 82nd Avenue near PIA</td>
<td>74</td>
</tr>
<tr>
<td>VP 19-01</td>
<td>NE 108th and NE Klickitat Viewpoint</td>
<td>78</td>
</tr>
</tbody>
</table>

B. Views of the City – Volume II

C. Views of Mountains – Volume III

D. Views of Bridges – Volume IV

E. Scenic Sites – Volume V

F. Scenic Drives – Volume VI

1 – 79

1 – 79

1 – 105

1 – 33

1 – 97
III. APPENDIX (under separate cover)

A. Correspondence
   1. August 9, 1988
   2. November 8, 1989
   3. August 8, 1989
   4. August 15, 1989

B. Planning Commission Minutes
   1. August 9, 1988
   2. November 8, 1989
   3. August 8, 1989
   4. August 15, 1989

III

1 - 65
66
67 - 70
71 - 73
74 - 80
81 - 89
SECTION I

INTRODUCTION

"Natural beauty . . . is the world that we live in. It is the environment in which we were born, and grow to maturity, and live our lives. It is more than a rich source of pleasure and recreation. It shapes our values. It molds our attitudes. It feeds our spirit, and it helps to make us the kind of men and women that we finally become."

(Lyndon B. Johnson, President
First White House Conference on
Natural Beauty, May 25, 1965)
I. INTRODUCTION

The three parts of the Scenic Resources Project include an inventory, the Economic, Social, Environmental, Energy (ESEE) analysis, and proposals for protecting significant resources. The project is part of Portland's periodic review of its Comprehensive Plan. The ESEE analyses are in six volumes, divided by category of scenic resources.

A. How are the ESEE Analyses Organized

Each volume contains the same introductory information on the State Goal 5 requirements which establishes the process that the project has followed. Additional background information on the project and the steps that were followed in developing the inventory and recommendations are found in the Scenic Resources Inventory and the Scenic Resources Protection Plan.

The bulk of each volume describes each resource in a given category. Each ESEE analysis for a resource includes paragraphs describing the resource; existing development potential; potential conflicts with protection of the resource; the economic, social, environmental and energy consequences of protecting the resource; conclusions of the ESEE analysis; and a tentative recommendation.

Based on the ESEE analysis, and in conformance with the state rules, some resources are recommended for no protection. Others are recommended to have full protection, even to the extent of limiting development, and some resources are protected to some extent while conflicting development is also allowed. The analyses are based on information gathered by staff; the input of the Technical/Citizen Review Committee, both through the rankings process and through additional written or verbal comments; on information received from the public; and from comments received from other agencies.

The recommendations for protection of significant scenic resources, including new policies and regulations are described in the Scenic Resources Protection Plan. In addition, several actions have been identified which, while not necessary to meet state requirements for scenic protection, comprise a strategy to enhance the visual appearance of the City. These actions, both public and private, will reinforce the image of Portland as a beautiful place to live or to visit.

The correspondence that has been received throughout this project are compiled in an appendix to the ESEE Analyses and Recommendations.
B. What Does State Law Require for the Protection of Scenic Resources?

Statewide Land Use Planning

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 LCDC 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.

Periodic Review

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 and to complete an ESEE analysis 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.

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

The Statewide Planning Goal 5 Administrative Rule

Statewide Planning Goal 5 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 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 inventory is done first and includes the location, quantity and quality of the resources present. Location of a resource must include a map or description of the boundaries of the resource site, and be as accurate as available information allows. Resource quantity requires consideration of the relative abundance of the resource. Quality of a resource is determined by comparing the resources within categories.

If a resource 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, 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.

The next step in the Goal 5 process includes the identification of conflicts with protection of inventoried resources. This is done primarily by examining the uses allowed in broad zoning categories. A conflicting use, according to the Goal 5 Administrative Rule, is one which, if allowed, could negatively impact the resource. These impacts are considered in analyzing the economic, social, environmental and energy (ESEE) consequences.

If there are no conflicting uses for an identified resource, the jurisdiction must adopt policies and regulations, to ensure that the resource is preserved. Where conflicting uses are identified, the ESEE consequences must be determined. The impacts on both the resource and on the conflicting use must be considered. Other applicable Statewide Planning Goals must also be considered. The ESEE analysis is adequate if it provides a jurisdiction with reasons why decisions are made regarding specific resources.

PANORAMAS - VOLUME I  iii
C. What Factors are Considered in the ESEE Analyses for Scenic Resources?

State Goal 5 states that "programs shall be provided that will (1) insure open space, (2) protect scenic and historic areas and natural resources for future generations, and (3) promote healthy and visually attractive environments in harmony with the natural landscape character. Scenic areas are defined in State Goal 5 as "lands that are valued for their aesthetic appearance." Goal 5 provides a list of resources that must be inventoried. This list includes "outstanding scenic views and sites."

The Goal 5 Administrative Rule lays out the steps to be followed in complying with Goal 5, but provides little direction in determining what factors should be considered as having potential economic, social, environmental or energy consequences. This lack of guidance is because relevant ESEE factors vary depending on the type of resource that is being evaluated.

In general, the economic consequences of protection of a resource will involve a comparison of the value of the resource to the economic impact to the local jurisdiction and the region if the land were used for development permitted by zoning. Economic factors considered in this analysis include the positive or negative impacts on employment, property values, and the tax base; a reduction in the development potential of affected land; the impact on tourism; impact on infrastructure costs; and marketing factors.

Social consequences considered in this analysis include the enhancement of recreational opportunities; educational opportunities; retention of historic or cultural values; opportunities to improve civic pride and the image of the city; enhancement of aesthetic values; visual variety; promotion of good urban design; and screening and buffering of incompatible uses.

Environmental consequences considered in this analysis include the retention of natural resource values such as habitat for fish and wildlife, recreational opportunities, visual amenities and character, pollution control, and heritage value and the potential loss of shade, privacy, or buffering if views are opened up.

Energy consequences considered in this analysis include the reduction in energy use by providing scenic and recreational opportunities near major population centers versus the potential increase in energy use resulting from limiting development and using land less efficiently.

The outcome of the ESEE analysis is one of three decisions. These decisions may be:

1. **Allow conflicting uses fully** (conflicting uses, notwithstanding the impact on the resource, are sufficiently important to warrant allowing the uses), or

2. **Limit conflicting uses** (both the resource and the conflicting uses are important relative to each other), or
3. **Protect the resource** (the resource, relative to conflicting uses, is so important that the resource should be protected and all conflicting uses prohibited).
SECTION II

ESEE ANALYSES AND RECOMMENDATIONS

"The importance of natural beauty cannot be easily measured. It cannot be coded for computer or calculated by economists. But it is proven beyond doubt by the history of the race, and experience of our own lives."

(Lyndon B. Johnson, President First White House Conference on Natural Beauty, May 25, 1965)
Rocky Butte Panorama
Score: 82.29

Description of Resource

The Rocky Butte panorama provides a nearly 360-degree view with particularly spectacular views of Mt. Hood and Mt. St. Helens. Its high score is indicative of the spectacular views and the butte’s unique setting. Rocky Butte has a developed viewpoint that has not been consistently maintained, but efforts are underway to restore the viewpoint area. Access to the top is via Rocky Butte Road, which provides changing views as it winds up to the summit. Rock retaining walls and tunnel entrances, constructed by the WPA in the 1930’s, are consistent with the rock work of the viewing platform.

Surroundings

Most of the area surrounding the summit is in private ownership although currently undeveloped due to severe slope constraints and service deficiencies. Other land surrounding the summit is owned by the state. According to the Environmental Impact Statement for Interstate 205, Rocky Butte is covered by a remnant of the northwestern coniferous forest ecosystem, including Douglas fir, red alder, grand fir, Pacific madrone, Oregon white oak, Oregon ash, big leaf maple, Pacific rhododendron, cascara buckhorn, red flowering currant, huckleberry, Oregon grape, Pacific serviceberry and elderberry. The EIS report, in describing the qualities of the butte, stated, "The forest occurs on a principal focal point of Portland, Rocky Butte, and enhances the area as a scenic viewpoint."

Multnomah County placed an SEC, Significant Environmental Concern, Overlay on the areas

Vicinity Map
of Rocky Butte that were under its jurisdiction at the time it developed its Comprehensive Plan. The SEC designation triggers a review of proposed development in order to preserve the natural and man-made features of the butte, including historic elements, views and vistas, and wildlife habitat.

In 1986, as a part of its annexation zoning conversion project, the City placed the Open Space Comprehensive Plan Map designation on most of the land on the east slope of Rocky Butte. These parcels are surplus land from the construction of the I-205 freeway and in the ownership of the Oregon Department of Transportation. At approximately the same time, a 13-acre parcel of land owned by ODOT was given an Open Space designation at the request of ODOT through the City's quasi-judicial process after initiation by the Planning Commission. At ODOT's request, the northwestern portion of this parcel (the area above the 400-foot contour) was not designated as Open Space.

Existing Development Potential

Also in 1986, the property owner of Tax Lot 149, applied for and was granted approval for a subdivision on the south side of the Rocky Butte summit. The hearing for this request engendered a great deal of public comment regarding the impact of development in the vicinity of areas on Rocky Butte designated as Open Space. Specifically, conditions of the approval addressed the maintenance of views through height restrictions and a requirement for site review in order to assure that structural and roof materials would be in earth tones to blend with existing vegetation, and that colors of structures would not be obtrusive. The approval also required yards to be screened with natural vegetation or edged by stone walls similar to the type found along Rocky Butte Road. It further required that as many trees as possible be preserved on the lots and that a tree inventory be conducted and all tree removal be approved by the City Forester. The specificity of the conditions placed on the approval are indicative of
concern on the part of the City and residents that the scenic views not be diminished in quality through incompatible development.

Tax Lot 202 is a 12.32-acre parcel that is adjacent to the butte on all but its most southern boundary. It has been recently purchased for residential development.

**View Protection Conflicts**

The panoramic view from the top of Rocky Butte will not be blocked by any types of development allowed in the R7-zoned areas surrounding the butte. The height limit in the R7 zone is 35 feet. The road circling the butte is approximately 40 feet below the level of the top of the butte. The quality of the view from Rocky Butte is based, in part however, on the relatively unspoiled land surrounding the park. The heavy vegetation on the slopes of the butte contribute to the sense of isolation in the midst of an urban area. More limited but still striking views are obtained from this encircling road, and any development, including residential uses permitted under the current zoning, could block these views. Development could, even if carefully conditioned, interfere with views by blocking currently open vistas and by creating a discordant element into the natural area.

**Consequences of Protection**

**Economic Consequences**

Complete preservation of the view in its current context and preservation of the view from the roadway would require acquisition and application of the Open Space designation to Tax Lot 202. The Open Space designation would prohibit residential development. The maximum number of residential units allowed on this parcel under the current zoning is 76. However, the severe slopes, and the difficulty in bringing services to the sites, and the need to construct access streets would considerably lessen the potential of the land to support residential uses. For example, the parcel to the south that was recently approved as a subdivision was for nine houses on 2.15 acres while the potential for the site is 13 houses.

Restrictions on design or other aesthetic considerations would not limit the number of units allowed, but could result in more costly development and a longer review process.

**Social Consequences**

Rocky Butte has been recognized as a scenic viewpoint since the access road was completed by the WPA in 1935 and the park at the top was dedicated. Although the current Open Space designation is adequate to preserve the views to the surrounding mountains, the context of the views will be substantially altered if development occurs on the land surrounding the top. The roads leading to the butte and the WPA rockwork are all part of the scenic and historic significance of the butte and the views form it.

The viewpoint serves as a neighborhood landmark and as a City gateway and landmark for visitors and residents. An active volunteer community group, the Rocky Butte Preservation Society, organizes events to clean up Rocky Butte and promote it as a scenic resource. The group is pursuing State landmark status and acquisition of the vacant parcels.
Environmental Consequences

The forested sides of the butte serve as wildlife habitat for a wide variety of animals and birds. The butte has been included in the wetlands, water bodies, and wildlife habitat inventory recently completed by the City and will be considered for application of one of the two environmental zones developed to protect these natural resources. The County's SEC designation is intended to protect a variety of natural and man-made characteristics. Replacement of the SEC with either the ec or en zone will protect upland areas of wildlife habitat. The scenic qualities of the butte will be protected only where the Open Space designation is in place, or where environmental regulations are modified to protect the butte.

Energy Consequences

There are no energy consequences associated with the protection of the views from Rocky Butte.

Conclusions of ESEE Analysis

This resource is one of the most significant in the inventory. Along with Council Crest, it provides a sweeping view in nearly all directions with excellent views to Mt. Hood and Mt. St. Helens. The view is significantly enhanced by the natural setting surrounding the viewpoint. This resource should be fully protected including preservation of the natural surroundings to the greatest possible extent. This level of protection is consistent with the important value that this area has as a wildlife habitat area.

Tentative Recommendation

Pursue public acquisition of Tax Lot 202 either through purchase or gift. Place environmental zoning on the butte consistent with the ESEE analysis for wildlife habitat on the butte to replace the SEC and extend it to other significant areas on the butte. Create a plan district for Rocky Butte that will limit building heights, limit the number of private driveways and access, and establish landscaping and site development standards.

Applicable Statewide Planning Goals

State Goal 8, Recreational Needs, provides for the satisfaction of the recreational needs of the citizens of the state and visitors. The summit of Rocky Butte and the state park on the east slope are designated Open Space in recognition of their status as parks. Protection of the scenic views from the established park on top of the butte would enhance its value as a recreational resource.

State Goal 10, Housing, provides for the housing needs of citizens of the state. If an Open Space designation was placed on Tax Lot 202, a potential for up to 76 housing units would be lost. Given the topography of the parcel and other development constraints, a more realistic number of units would be 50. The far northeast portion of Portland has large quantities of
land zoned R7 that will become more attractive for development when sewers are installed. Special regulations relating to the preservation of vegetation need not have an impact on the housing potential of the butte. Preservation measures can enhance the area for residential development.

No other Statewide Planning Goals apply.
Pittock Mansion Panorama
Score 82.28

Description of Resource

The Pittock Mansion panorama varies as one walks around the grounds behind it, but the best vantage point is from the easternmost edge of the level part of the grounds. The panorama looks to the northeast, east and southeast over the City and includes a view of Mt. Hood.

Surroundings

The viewing area is part of the Pittock Mansion grounds. The area surrounding the grounds is developed with single family homes. The best location for enjoying the view is at the easterly edge of the grounds adjacent to the edge of a steep slope. There are several single family residences at the bottom of the slope.

Existing Development Potential

The zoning on the Pittock Mansion property is FF, Farm and Forest. It also has an Open Space Comprehensive Plan Map designation. The property is owned by the Portland Parks Bureau. Land to the east is zoned R7 which has a maximum height of 35 feet. All of the land zoned R7 below the vantage point is at least 60 feet below the elevation of the Pittock Mansion grounds.

Vicinity Map
Conclusions and Recommendation

There are no identified conflicts; the resource is fully protected through the Open Space designation, existing zoning, its public ownership, and development as a park. Designate the viewpoint as a scenic resource in the Scenic Resources Protection Plan.
Council Crest Panorama
Score: 80.42

Description of Resource

The Council Crest panorama is a developed viewpoint that includes a brick area with a low wall. The wall includes informational markers pointing out the mountains visible from that location. The panorama is located in Council Crest Park at the end of Council Crest Drive. The best views are to the east and west.

Surroundings

The park is owned by the Portland Parks Bureau. Maintenance of trees and other vegetation may need to occur in order to maintain the wide-open quality of the panorama. The park is located in a developed single family neighborhood on one of the highest vantage points in the City.

Existing Development Potential

Council Crest Park is zoned R10, Single-Family Residential, which has a maximum height of 35 feet. The park also has an Open Space designation which limits the kinds of development allowed to parks, cemeteries, golf courses and other low-intensity uses. The bricked viewing area is at an elevation of approximately 1,060 feet. The nearest location where residential development is allowed is at an elevation of approximately 970 feet, 90 feet below the view area.

Vicinity Map

10 ESEE ANALYSIS OF SCENIC RESOURCES
Conclusions and Recommendation

The Council Crest viewpoint was identified in the Comprehensive Plan as a scenic resource when it was adopted in 1980. The viewpoint is noted on Figure 3 of the Goal 8, Environment, background document. There are no identified conflicts with protecting the resource; it is fully protected through its Open Space designation and adjacent zoning height limits. The view as it exists today can best be preserved through occasional pruning of tall trees. Include this already designated viewpoint in the Scenic Resources Protection Plan.
City Panorama from SW Vista
Score: 78.62

Description of Resource

This viewpoint provides a panoramic view of the city and the mountains. The view is along SW Vista Drive south of the Vista bridge and north of the intersection of SW Montgomery and SW Vista. The view is in an east-northeasterly direction from an elevation between 330-350 feet. There is a sidewalk along SW Vista and an iron fence protects pedestrians on the east side of the sidewalk where there is a steep grade. The area immediately down from the sidewalk is vacant, tree and shrub-covered land, which allows a nearly unobstructed view to the downtown and Mt. St. Helens.

Surroundings

Southwest Vista is a neighborhood collector street, a minor transit street, and a pedestrian path. Southwest Vista is heavily used by local residents and some through traffic. The land to the east side of the walk is zoned R1, although the areas is developed primarily with single-family structures.

Existing Development Potential

Redevelopment potential exists although access is limited by the steep grade. Multifamily

Vicinity Map
development up to 45 feet in height is permitted under the current R1 zoning. The property has access from SW Montgomery Street.

**View Protection Conflicts**

Development of the currently vacant property could have a significant impact on this view. A previous approval for development on the site include variances to allow development significantly above the level of the adjacent roadway. Similar development in the future could virtually eliminate this view unless constructed in such a way as to leave a view corridor out over a portion of the project.

**Consequences of Protection**

**Economic Consequences**

The property adjacent to this viewpoint was purchased many years ago and has been intended by its owner for multifamily development. In 1980, a zone change and variances were approved for the property to allow construction of a 31-unit residential project. Deed restrictions were placed on the property to limit the height of structures to protect neighborhood views. The project approved in 1980 was not built. The property owner is planning on submitting new plans for the property, including fewer units and provision of a view corridor as identified in this project.

Complete protection of the view could constrain development of the vacant property. Protection would not eliminate development potential, but it could reduce development options. The steep terrain also limits development options. Development to the full density allowed by the underlying zoning is not assured due to the topography. The maximum height permitted in

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**Zoning Map**
the zone is 45 feet; development up to this maximum height could interfere with the view.

Social Consequences

This view provides a significant amenity to the neighborhood and to people using SW Vista. It imparts a special character to the neighborhood that could be jeopardized through development that was insensitive to preservation of the view.

Environmental Consequences

There are no environmental consequences associated with the protection of this view.

Energy Consequences

There are no energy consequences associated with protection of this view.

Conclusion of ESEE Analysis

Development of the land east of SW Vista could take place and still allow protection for most of the view from the sidewalk of SW Vista. There are positive social impacts of protection of this view, as well as positive economic and housing impacts for development of this site. Creative solutions to development on this sloping property will allow for development and preserve the maximum amount of the view currently available.

Tentative Recommendation

Designate a viewpoint from SW Vista in the Scenic Resources Protection Plan. Provide partial protection of the existing view by allowing the property owner to develop the site while protecting most of the view currently available from SW Vista. Development can occur (if allowed by zoning and any needed land use procedures) provided that most of the development is no higher that the elevation of SW Vista adjacent to the site. The view corridor should include a view to the northeast that is generally over the northern portion of the site and includes a view of Mt. St. Helens. For mapping purposes, the viewpoint will be shown adjacent to the northern portion of the property and include a view corridor with a height limitation of 330 feet above sea level. The property owner may establish an alternative location for the view corridor across the property so long as the view is of equivalent quality.

Applicable State Wide Planning Goals

State Goal 10, Housing, is intended to provide for the housing needs of citizens of the state. Full protection of this resource could have a negative impact on the realization of the full housing potential of the vacant lot due to other development constraints. Partial protection of the view would allow development to occur at or near the density permitted by zoning.

No other Statewide Goals apply.
View from above the Mt. Tabor Reservoir
Score: 76.57

Description of Resource

This viewpoint is a short walk from an access road leading to the upper reservoir off of SE Salmon on the west side of Mt. Tabor. The viewpoint offers 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.

Surroundings

Mt. Tabor is a City park located within a predominantly residential area.

Existing Development Potential

Mt. Tabor, including the reservoir in the foreground, is zoned R5, Single-Family Residential. The maximum height in the R5 zone is 35 feet. Uses such as parks are allowed in the R5 zone as a conditional use. All major changes to the park would be required to go through a land use review. The City has also placed an Open Space Comprehensive Plan Map designation on the park to ensure that it is maintained as a low-intensity use.

Development in conformance with the existing zoning and Comprehensive Plan Map

Vicinity Map

16 ESEE ANALYSIS OF SCENIC RESOURCES
designations will alter, but not interfere with, this view. The view is inherently an urban one that is softened by the water in the foreground and the forested hills in the background.

Conclusions and Recommendation

There are no identified conflicts associated with preserving this view. The existing zoning regulations and Open Space designation adequately protect the resource. Designated this viewpoint in the Scenic Resources Protection Plan.
Views from the top of Mt. Tabor  
Score: 76.55

Description of Resource

There are two separate views from the top of Mt. Tabor, one to the east of Mt. Hood and one to the west and downtown. Both views are framed by the large evergreen trees on the slope of Mt. Tabor. This viewpoint was included in the Comprehensive Plan under Goal 8, Environment.

Surroundings

Mt. Tabor is a City park owned by the Portland Parks Bureau. It is located within a predominantly single family neighborhood in the vicinity of SE Yamhill Street and SE 60th Avenue.

Existing Development Potential

The park is zoned R5, Single-Family Residential, with an Open Space Comprehensive Plan Map designation. The maximum height in the R5 zone is 35 feet. The top of Mt. Tabor is above the level of the maximum permitted height in the R5 and other nearby zones. The view to the downtown will change as development occurs between Mt. Tabor and the west hills. However, since the view is essentially a dynamic one, it will not be negatively impacted by any development that is currently permitted by the City's Comprehensive Plan.

Vicinity Map
The views may be obstructed over time if vegetation in the park is allowed to intrude into the view corridors.

Conclusions and Recommendation

The Mt. Tabor viewpoints are part of the Comprehensive Plan as adopted in 1980. Mt. Tabor is shown as a scenic viewpoint on Figure 3 of the Goal 8, Environment background document. There are no conflicts that interfere with the resource so long as pruning is occasionally done by the City in order to keep the view corridors open from the top of Mt. Tabor. The resource is fully protected through its Open Space designation and existing zoning regulations. Include this already designated viewpoint in the Scenic Resources Protection Plan.
Powell Butte Panorama
Score: 76.35

Description of Resource

The top of Powell Butte provides striking views to the northwest, north, southeast, and south from many vantage points. Several mountains are visible, including Mt. Hood. This view would have scored substantially higher if public access to the butte were allowed. With development of Powell Butte as a City park in the near future, the view from the top has the potential for becoming one of the most visited and enjoyed.

Surroundings

Powell Butte is owned by the Portland Parks and Water Bureaus. It is currently undeveloped and access is limited. The Parks Bureau has completed a master plan for the development of Powell Butte as a park. The park is located in a sparsely settled residential area.

Existing Development Potential

Powell Butte is zoned FF, Farm and Forest, which limits residential development to one unit per two acres of site. The City has also placed an Open Space Comprehensive Plan Map designation on Powell Butte which further restricts development to low-intensity uses such as parks, cemeteries and golf courses. The master plan for the park will limit activities to primarily passive recreational uses such as hiking and picnicking, but it will also include an interpretive center and barn.

Vicinity Map
The top of Powell Butte is substantially higher in elevation than the surrounding area. No development which could occur on nearby privately-owned land will interfere with the views from the top of the butte.

Conclusions and Recommendation

Powell Butte is shown as a scenic viewpoint in the Goal 8, Environment, background document of the Comprehensive Plan as adopted in 1980. The development and implementation of a master plan for Powell Butte and the continuation of the butte in public ownership will assure that there are no conflicts with the protection of the identified scenic resource. Specific viewpoints and vistas are part of the master plan for Powell Butte. The views are fully protected through the Open Space designation and existing zoning regulations. Changes to and development of the park must be approved through a conditional use review process. Include this already designated viewpoint in the Scenic Resources Protection Plan.
Willamette National Cemetery Panorama
Score: 75.62

Description of Resource

Mt. Hood, Mt. St. Helens and Mt Adams can be seen from the central area that is used for memorial services. Mt. Hood can also be seen from the entrance to the cemetery.

Surroundings

Willamette National Cemetery is located on SE Mt. Scott Boulevard east of SE 112th Avenue. The cemetery is in federal ownership but is open to the public during regular hours.

Existing Development Potential

The cemetery is zoned R10V, Single-Family Residential, with a Variable Density Overlay. The City has placed an Open Space Comprehensive Plan Map designation on the cemetery which limits development to uses such as parks, cemeteries and golf courses. Cemeteries are a conditional use in the R10 zone which requires a public hearing and review of the appropriateness of new uses. Public review would be required for all but minor modifications to the site. The Planning Commission has recommended that the V overlay be replaced with a Powell Butte-Mt. Scott plan district.

The federal government is not restricted by local or state land use controls. Development not in accordance with local regulations can occur after the federal government has completed an

Vicinity Map
environmental impact statement which must address potential impacts. It is unlikely that the federal government would ever redevelop this property since national cemeteries are generally maintained in perpetuity.

The zoning pattern around the cemetery is low-density single-family. Building to the maximum heights permitted under this zoning would not interfere with the views from the cemetery.

Conclusions and Recommendation

The City has placed an Open Space designation on the property. Cemeteries also require conditional use approval. The federal government may override local land use regulations, but it must complete an environmental impact statement for projects using federal funds. As currently zoned and protected through the Open Space designation there are no conflicts between the use of the property and protection of the scenic resources that have been identified. Designate these views in the Scenic Resources Protection Plan.
View from Sellwood Boulevard
Score: 74.62

Description of Resource

The most striking view from SE Sellwood Boulevard occurs at approximately SE 11th Avenue. The view includes Oaks Bottom, the downtown skyline, Ross Island and the west hills.

Surroundings

The steep slope adjacent to SE Sellwood will assure that the view remains open. Some minor improvements, such as paths and benches, are being made along the boulevard to enhance the ability of pedestrians to enjoy the scenic quality of the area. The area along the east side of Sellwood is developed with single family homes.

Existing Development Potential

The north side of SE Sellwood and all of Oaks Bottom are zoned FFrn, Farm and Forest with a River Natural Greenway overlay. The City has also placed an Open Space Comprehensive Plan Map designation on the same area. This combination of zones and map designation is the most rigorous land use implementation mechanisms that the City can apply in order to preserve the natural qualities of the area. The land occupied by Oaks Amusement Park is zoned FFrd, to protect the natural qualities of the area, but allow some development if compatible with the character of the river. The amusement park is a conditional use in the FF

Vicinity Map
As development occurs in the downtown or west hills, the view will subtly change, but the changes will be consistent with the urban qualities of the view. The contrast between the natural areas in the foreground and the more urban areas in the distance are part of what makes this view so interesting.

Conclusions and Recommendation

There are no conflicts with preservation of the resource. The view is fully protected through existing zoning mechanisms and the Open Space designation on Oaks Bottom. Designate as scenic viewpoint in the Scenic Resources Protection Plan.
Turnout from SW Fairmount Boulevard  
Score: 71.93

Description of Resource

The view is to the northeast with Mt. St. Helens and a large part of northwest and north Portland visible. The viewpoint is within a dedicated right-of-way.

Surroundings

This viewpoint on SW Fairmount is at the intersection with SW Sherwood. The turnout is a gravelled parking area used by people who jog or bicycle along SW Fairmount. The nearby area is developed with single family residences that are, for the most part, not visible in the heavily wooded hills.

Existing Development Potential

The viewpoint and the immediate area are zoned R7, Single-Family Residential. The maximum height in the R7 zone is 35 feet. The viewpoint is above and adjacent to SW Sherwood Place. The existing development is significantly below the viewpoint. Even if developed to the maximum permitted height, the structures would not intrude into the view corridor.

The viewpoint could be enhanced by pruning the bushes that grow adjacent to the gravelled

![Vicinity Map](image-url)
area. The bushes help to screen headlights from the properties below, but they are currently over four feet in height. Paving the area that is currently gravelled would also improve the viewpoint since it is below the grade of the paved roadbed and is full of pot holes.

Conclusions and Recommendation

The current zoning regulations are adequate to protect the resource; there are no conflicts with protection. Designate as a scenic viewpoint in the Scenic Resources Protection Plan.
View from Zoo Train Platform
Score: 71.49

Description of Resource

The views from the zoo train station are to Mt. St. Helens to the northeast and to the downtown and Mt. Hood to the east, looking out over the Rose Garden and Washington Park. Tall evergreen trees frame the views of the mountains.

Surroundings

The viewpoint is within Washington Park. The zoo train platform is located above SW Kenneth Terrace south of the Rose Garden and is reached either via a path from the Rose Garden parking lot or via the zoo train which can be boarded at the platform. The vantage point has picnic benches and coin-operated binoculars.

Existing Development Conditions

This portion of Washington Park is zoned R7, Single-Family Residential. The entire park also has an Open Space Comprehensive Plan Map designation. The maximum height permitted in the R7 zone is 35 feet. The open space designation assures that only low-intensity uses are allowed. The park area immediately to the east and below the platform is landscaped with shrubs and grass. Further east, but still in the park, are stands of tall evergreen trees. These trees are beginning to block portions of the view. Judicious pruning could open up the view without interfering with the wooded character of the area.

Vicinity Map
Conclusions and Recommendation

The current zoning regulations and Open Space designation are adequate to protect the resource if occasional pruning on City-owned property occurs to maintain the view as it exists today. There are no conflicts with full protection of the resource. The viewpoint could be better maintained and made more inviting through provision of signage and additional seating. Designate as a scenic viewpoint in the Scenic Resources Protection Plan.
Panorama from the St. Johns Bridge
Score: 71.36

Description of Resource

The view from the St. Johns Bridge provides a 360-degree panorama up and down the Willamette River, to the west hills and to the St. Johns area. Mt. Hood is visible to the right as one approaches St. Johns from the bridge and Mt. St. Helens is prominent on the left. The view of Mt. Adams lines up directly within the bridge supports and rises above St. Johns. Downtown Portland is visible in the distance to the south. Visibility is particularly good because of the height of the bridge above the surrounding land and river. 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. The bridge is part of the 40-Mile Loop system.

The St. Johns Bridge is a designated landmark that is owned by Multnomah County. Designated landmarks cannot be altered or demolished without public review. In addition the bridge is part of the State’s Historic and Scenic Highway Program and may be subject to state review.

Surroundings

This panoramic view combines industrial, residential, and commercial development with a variety of natural elements such as the forested west hills and the river. The St. Johns area is spread out at the east end of the bridge. This area to the east is predominantly commercial

Vicinity Map
with most buildings two to three stories in height. There are residential areas to the north and property owned by the Portland Development Commission is south of the bridge.

**Existing Development Potential**

The zoning on the east end of the bridge ramp is a mixture of multifamily and commercial. The area directly beneath and to either side of the bridge ramp is zoned R1, Multifamily, with Sign and River Recreational overlay zones. This area also has an Open Space Comprehensive Plan Map designation limiting development.

Further northeast as one comes off of the bridge, the zoning is R1 and RH, Medium and High Density Multifamily. The existing development is primarily single-family with a few two-story multifamily buildings. There is substantial redevelopment potential in this area. The commercial area of St. Johns is zoned C3, Local Commercial, with a height limit of 45 feet.

**View Protection Conflicts**

The view of Mt. Hood is not impacted by existing or potential development in the area under the current zoning and map designations.

The commercial area within the view corridor to Mt. Adams has the potential for partially interfering with that view if redeveloped to its full potential and height. The existing commercial buildings are typically two to three stories and 20 to 30 feet in height. Structures up to 45 feet in height are allowed in this area, but the view of Mt. Adams would not be blocked by development of this height until one is nearly off the bridge and in St. Johns.

The RH zoning to the northeast could substantially change the view to Mt. St. Helens if

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**Zoning Map**

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developed to the current maximum 460 feet. The Planning Commission has recommended that the maximum height in the RH zone be limited to 200 feet. Development to this maximum could also have a negative impact on the view to Mt. St. Helens.

The views up and down the river and to the west hills as one is going west on the bridge will not be impacted if developed to the full potential under current zoning and comprehensive plan map designations. Generally, the area west of the bridge is zoned for low-density residential development and the majority of the west hills along this area has an Open Space Comprehensive Plan Map designation.

Consequences of Protection

Economic Consequences

The economic consequences of full protection of the resources identified, specifically the view of Mt. St. Helens which has the potential to be impacted, varies depending on the size of parcel being developed in the RH zone. On sites of less than 10,000 square feet, development potential is limited to an FAR of 2:1 and a height limit of 65 feet. On sites of more than 10,000 square feet the FAR in the St. Johns area is 3:1 and the maximum height is 460 feet. Most of the blocks zoned or designated for RH are in small ownerships making redevelopment to the maximum of 3:1 and 460 feet unlikely. In general, it is not necessary to build to the maximum of 460 feet in order to achieve an FAR of 3:1. Full development potential could be achieved through a height limitation of 125 feet. The proposed zoning code recommends a maximum height of 200 feet for RH sites with an FAR of 4:1 (areas that currently have an FAR of 3:1 are proposed to go to 4:1 through the Code Rewrite Project).

Social Consequences

The view from the St. Johns Bridge is an important image-giving element for the St. Johns community. The view of the three mountains is truly spectacular, and the viewpoint’s location at the entrance to the community enhances its importance. The view is also impressive because it is from a location where most development that cannot block it. The St. John’s Bridge is part of the State’s Historic and Scenic Highway Program. As such it is subject to special state requirements reviewing changes to the bridge. The bridge is part of the recreational trail system and therefore is designated as both bicycle and pedestrian paths. Unfortunately, the bridge is also designated as a through truck route and a major traffic street in the Arterial Streets Classification Policy. These multiple designations and its key location for access between the north industrial areas of the City lead to conflict between traffic and non-motorized vehicles and pedestrians. Enjoyment of the view would be enhanced for these latter two groups of users if less truck traffic was present. Nevertheless, the view is a striking one that is enjoyed by many as they enter St. Johns.

Environmental Consequences

There are no environmental consequences associated with full protection of this resource.

Energy Consequences

There are no energy consequences associated with full protection of this resource.
Conclusions of the ESEE Analysis

This resource should be fully protected. It is a significant scenic resource that, coupled with the location of the viewpoint (on a historic landmark), makes it an important part of the City's identity. Designation is compatible with the State's designation of the bridge as part of its Historic and Scenic Highway Program.

Tentative Recommendation

Protect this resource by designating it a significant scenic resource in the Scenic Resources Protection Plan. Establish a maximum height of 75 feet on properties that are zoned RH or have an RH designation in St. Johns in the view corridor to Mt. St. Helens.

Applicable Statewide Planning Goals

Goal 10, Housing, provides for the housing needs of the citizens of the state. The blocks within the view corridor could develop to the maximum FAR currently in place even if the height limit was reduced.

No other Statewide planning goals apply.
SW McDonnell at SW Council Crest
Score: 70.51

Description of Resource

Mt. Hood and a panoramic view of the City is visible between and over trees and residences from a grassy area adjacent to SW McDonnell. The view is to the east. The grassy area is part of the right-of-way.

Surroundings

This viewpoint is located at the junction of SW McDonnell Terrace and SW Council Crest Drive. A portion of the right-of-way is unimproved but is planted in grass. The surrounding area is developed with single family homes, with a vacant lot immediately southeast of the viewpoint across SW McDonnell.

Existing Development Potential

The zoning at this location is R10, Single-Family Residential, which allows structures up to 35 feet in height. Generally, because of the steep slope on the lots, most residences are less than 35 feet above the street. There is one undeveloped lot that is partially within this view corridor. A new single family residence on Lot 10 is completely within the view to the southeast. This structure was erected after the ranking of the resource was completed. The score for the resource would, without doubt, be lower now, given the intrusive aspect the new

Vicinity Map
structure has on the view. In addition, there is an existing one-story residence with a daylight basement within the view corridor.

View Protection Conflicts

Full protection of this view as it currently exists would require height limits on a few lots – all are already developed with residences. The recently constructed residence on Lot 10 has impacted the quality of this view but has not eliminated it. The vacant lot at the corner of SW McDonnell and Council Crest can be developed without seriously impacting the view although the approval of any variances or adjustments should consider the impact on the view.

Consequences of Protection

Economic Consequences

The remaining vacant lot within this view could be developed with a single family home without impacting the view. There are no economic consequences to protecting this view.

Social Consequences

This view is valued, particularly by neighbors, since it is one of the most unobstructed from a publicly-owned location remaining in this neighborhood. Many views in the neighborhood have disappeared as development has occurred and vegetation has grown up.

There are many places throughout the City where views to the east and of Mt. Hood can be obtained, including from the top of Council Crest. However, the steepness of SW McDonnell allows for a particularly deep view of the City without heavy vegetation blocking the

Zoning Map
foreground.

**Environmental Consequences**

There are no environmental consequences associated with the protection of this resource.

**Energy Consequences**

There are no energy consequences associated with the protection of this resource.

**Conclusions of ESEE Analysis**

This view has been negatively impacted by the construction of the new single-family home, but it is still worth preserving. The view down SW McDonnell will not be impacted by potential development and does not need protection measures. There are no economic impacts to protection and, therefore, the remaining view should be protected.

**Tentative Recommendation**

Provide partial protection for this resource through the modification of the variance or adjustment criteria to address preservation of identified resources. Identify SW McDonnell at this location as a street where utility wires should be placed underground. Designate the viewpoint in the Scenic Resources Protection Plan.

**Applicable Statewide Planning Goals**

State Goal 10, Housing, provides for the housing needs of citizens of the state. No loss of housing potential would result as a consequence of protecting this view, given that the lot directly in the view corridor (Lot 10) has recently been built upon.

No other Statewide Planning Goals apply.
Description of Resource

Southwest Upper Hall is reached from SW 16th Avenue off of SW Montgomery. There is a panoramic view to the northwest and clockwise to the southeast with the downtown in the foreground. There are views of several mountains, including Mt. St. Helens, Mt. Adams, and Mt. Hood. The steepness of SW Upper Hall and the hairpin turn midway down allow a 180-degree view of the City. The primary vantage point is from the right-of-way either from the roadway or sidewalk at approximately the 365-foot elevation.

Surroundings

At the upper side of the hairpin turn, one is looking out over a part of the right-of-way that is not paved. There is a fence and retaining wall adjacent to the sidewalk and mixed vegetation below and next to the retaining wall. Street improvements are not likely on this portion of the right-of-way since it forms the narrow area between the two parallel portions of the hairpin turn. This configuration of the roadway will help to preserve the view.

Existing Development Potential

Property to the north is zoned R2S, Low-Density Multifamily; the maximum allowed height is 45 feet. Land to the northeast is zoned R1S, Medium-Density Multifamily; maximum allowed
height is 45 feet. The land to the southeast is zoned R5, Single-Family; maximum height is 35 feet. There are several dwellings on the north side of the lower part of the hairpin, but they do not intrude into the view. Land to the northwest is currently vacant.

View Protection Conflicts

Development on the lower side of the hairpin could intrude partially into the view although the extreme steepness of the property will make construction difficult and access to SW Upper Hall unlikely. Development to the north can average 45 feet in height. The primary viewpoint is approximately 25 to 30 feet above the roadway below. There is the potential for development immediately north and northeast of the hairpin turn partially blocking the view.

Partial blockage of the view of Mt. Hood could occur where the height limit downtown is 350 feet and the elevation above sea level is approximately 90 to 130 feet. The block within this portion of the view corridor is occupied by the Civic Auditorium. St. Mary’s Academy occupies a block within this view corridor, north of SW Mill and east of SW 6th that could also block the view if developed to the maximum allowed height of 300 feet. The current building is two to three stories in height. The third block within the view corridor is the 200 Market Building in the South Auditorium Plan District. The existing building is 254 feet in height on a site approximately 100 feet above sea level. The height limit for the block is 325 feet. Full build-out on any of these blocks would impact the view to Mt. Hood.

The view of Mt. St. Helens is protected through the existing height limits of the Central City Plan.
Consequences of Protection

Economic Consequences

Reducing heights on the two blocks in private ownership would have some impact on their long term development potential. The proposed height reductions are fairly small, from 300 feet to 275 feet for the block occupied by St. Mary's Academy, and form 325 feet to 300 feet on the 200 Market property. Full FAR can be achieved within the reduced heights. The 200 Market building has just undergone extensive remodeling and is not expected to redevelop in the near future. The third block is occupied by Civic Auditorium and is in public ownership. The height reduction necessary to protect the view would be from 350 feet to 300 feet. No economic impact on this block.

Potential development immediately north of SW Upper Hall would need to be limited in height to no more than 20-30 feet above the roadbed. This restriction is not likely to unduly limit the development potential of the land due to the extreme slope in that area, but some reduction in the maximum potential density of the parcels may occur. Development could be stepped down the slope to achieve allowable density.

Social Consequences

This view, while not well known or as easily accessible as others in the inventory, does provide a striking view of the downtown and several mountain peaks. The configuration of the hairpin turn and the narrowness of the roadway would preclude this view from being visited by large numbers of persons. The viewpoint is accessible by car, bicycle or pedestrians and is a close-in location to nearby high-density residential areas. Southwest Upper Hall is designated as a bicycle route by the Arterial Streets Classification Policy.

Environmental Consequences

The area containing the viewpoint is within an area of severe landslide potential. There are no environmental consequences associated with the protection of this resource.

Energy Consequences

There are no energy consequences associated with the protection of this resource.

Conclusions of ESEE Analysis

This view has retained its scenic integrity despite recent development downtown. It is located close to the Central City and can be easily accessed by many people. Protection of the view can be accomplished with relatively little impact on development potential. This resource has significant scenic qualities that should be preserved.

Tentative Recommendation

Designate this viewpoint and view in the Scenic Resources Protection Plan. Establish height limits of 20 and 30 feet immediately north and east of the viewpoint. Revise height limits on three blocks in the Central City Plan District. These reductions are: Block 163, Portland (St.
Mary's) from 300 feet to 275 feet; Block 128, Portland (Civic Auditorium) from 335 feet to 300 feet, and the 200 Market building site from 325 to 300 feet.

**Applicable Statewide Planning Goals**

State Goal 9, Economy of the State, is intended to provide for the diversification and improvement of the economy of the state. Full protection of the resource would result in reducing the maximum heights on three downtown blocks. The proposed height reductions are consistent with height limits in the immediate vicinity. Development to the maximum allowed by zoning could be achieved under the reduced heights.

Goal 10, Housing, provides for the housing needs of citizens of the state. If development were restricted by reduced heights adjacent to SW Upper Hall from the allowed 45 feet to 20 feet, there may be some reduction in the maximum potential for housing that could be constructed on the site. It is not possible to assess the exact impact because the severe slope of those parcels may also limit development. However, careful siting of development on the slope can preserve the view with little impact on the development potential of the area.

No other Statewide Planning Goals apply.
Panorama north from Hayden Island
Score: 68.17

Description of Resource

The viewpoint is from a private easement, North Hayden Island Drive, that provides access for development in the area. The view is across vacant land, and there is vacant land to the west of the site. The view is of the I-5 bridge, the Columbia River, and the Washington shore on the other side of the river.

Surroundings

A two-story apartment complex, Columbia Point, is immediately east of the viewpoint. The areas to the south of the site, on the other side of the access road, is developed with a large condominium complex. This portion of Hayden Island, including the streets, is in private ownership. A narrow walkway provides access from the parking lot adjacent to the viewpoint to the riverbank.

Existing Development Potential

The view is across land that is zoned R1Nsr. The first 25 feet back from the bank have an EC, Environmental Conservation overlay, on it with the same base zoning. The land to the west of is zoned C2Nsr with an EC overlay adjacent to the river. The western portion of the C2 land recently received approval for a 121-unit motel. Provision of a six-foot pathway between the motel and the top of the bank was a condition of approval. In October, approval was given for

Vicinity Map
a 90-unit apartment complex as Phase two of the existing Columbia Point development. A six-foot walkway was also a condition of that approval. The existing walkway leading from the parking area to the river bank would link up with the required pathway for Phase II. Until the remaining piece of vacant land between the apartment and motel site is approved for development, there will be no link between the two pathways required by the recent reviews.

Planned development on the vacant parcels would nearly obscure the view from the roadway. The pathway system, when completed will provide excellent viewing opportunities of the same view, but with the immediacy of the river in the foreground which is lacking now.

View Protection Conflicts

Protection of the view from the private roadway would interfere with two projects which have already been conceptually approved by the City. However, the City approvals were conditioned to require public walkways along the river bank where the same view is available. There is no conflict with designation and protection of a viewpoint adjacent to the river.

Consequences of Protection

Economic Consequences

Protection of the view from the roadway could jeopardize two projects that have already received conceptual approval from the City. There would be no economic consequences of protection of the alternative viewpoint near the river bank beyond what is already required by these approvals.
Social Consequences

The City has made a commitment to preserve access to its river banks for its citizens. This commitment has led to the construction of miles of pathways adjacent to the Willamette River and along Marine Drive near the Columbia River. Multnomah County has required some developers on Hayden Island and Tomahawk Island to provide public access to the river, but it lacks a system of paths and viewpoints. Designating a viewpoint on the pathway will emphasize the importance of the pathway and encourage the development of viewpoints along the shores of the Columbia River. The pathway will provide an amenity to residents of the area, clients of the motel and visitors to the area.

Environmental Consequences

The area adjacent to the river has limited wildlife habitat value so construction of the pathway will do little to impact to natural resources.

Energy Consequences

There are no energy consequences associated with protection of this view.

Conclusions of ESEE Analysis

The viewpoint from the private right-of-way does not warrant protection given the previous City approval of two large projects, including 90 units of housing. However, an alternative viewpoint along the future public pathway should be designated since there are no negative consequences of protecting it.

Tentative Recommendation

Designate a viewpoint in the Scenic Resources Protection Plan at the alignment of the future pathway near where the existing pathway leads from the parking area to the river bank. No further protection measures are necessary.

Applicable Statewide Planning Goals

No Statewide Planning Goals are applicable if the alternative location of the viewpoint, along the future pathway, is protected.
Description of Resource

The views from the Kelly Butte are to the southwest, the east, and to the northwest. The view to the east includes a striking view of Mt. Hood which is framed by towering evergreen trees.

Surroundings

Kelly Butte is located off of SE 103rd Avenue south of SE Clinton Street. The butte is reached via SE 103rd Drive. The butte is a City park and the City's Parks Bureau has accepted responsibility for maintenance of it. The City's 911 Emergency Communications Center is located in Kelly Butte.

Existing Development Potential

The butte has been annexed to the City and received City zoning in December 1988. The City approved conversion of the County's LR-7CS zoning to R7sr(OS). This conversion placed comparable zoning on the butte. The R7 zoning allows one single-family residential dwelling per 7,000 square feet of site area. The Open Space Comprehensive Plan Map designation restricts development to low-intensity uses such as parks. The sr, Site Review, overlay zone requires all development other than single-family and duplex development to go through a land use review against the established site review criteria. This review would apply to any park-related development.

Vicinity Map
Property surrounding the butte is zoned for single-family residential development with height limits of 35 feet. Allowed development will not impact views from Kelly Butte.

Conclusions and Recommendation

There are no conflicts with full protection of the resource. The current regulations, including the Open Space designation and the height limits of the surrounding land, are adequate to protect the resource. Designate as scenic viewpoint in the Scenic Resources Protection Plan.
Rose City Golf Course Panorama
Score: 67.23

Description of Resource

The Rose City Golf Course is located south of NE Sacramento Street near NE 70th Avenue. The best vantage point to enjoy the view of the golf course and mountain is from NE Sacramento Street near NE 63rd Avenue looking to the east, southeast, and south. Mt. Hood and nearby buttes are visible from this location with the rolling and manicured grounds of the golf course in the foreground. NE Sacramento is approximately 50 feet above the golf course allowing a view above the treetops to Mt. Hood. There is a mixture of large deciduous and evergreen trees which do not currently block the views of Mt. Hood, but the evergreens may in the future if allowed to reach maturity.

Surroundings

The area to the north of the golf course and the viewpoint is developed with single family homes.

Existing Development Potential

The golf course is zoned R5(OS), Single-family Residential, with an Open Space Comprehensive Plan Map designation. The Open Space designation is placed on properties with low-intensity uses such as parks and golf courses. The golf course is owned by the City. The surrounding area is zoned for single-family and low-density residential development.

Vicinity Map
maximum height allowed is 35 feet.

NE Sacramento is a wide roadway, but there are no sidewalks adjacent to the northern side of the golf course; pedestrians have created a rough pathway adjacent to the curb. Northeast Sacramento is a popular bike route that continues south through the middle of the golf course along NE 72nd to NE Tillamook.

Conclusions and Recommendation

There is no conflict with protection of this resource. The Open Space designation will adequately protect the view although occasional pruning could enhance the view and frame the view of Mt. Hood. Pedestrians could enjoy the view more easily with the construction of sidewalks adjacent to the golf course. Designate as a scenic viewpoint in the Scenic Resources Protection Plan.
Panorama from Ross Island Sand and Gravel
Score: 66.46

Description of Resource

The view is to the west to Ross Island, the west hills, and downtown from a vantage point near the future alignment of the Greenway trail. The Greenway Plan public access map shows a future recreational trail location adjacent to the river along the existing railroad right-of-way alignment. The plan also shows a future viewpoint location at the SE Holgate alignment a few hundred feet to the south where there is land with an Open Space designation.

Surroundings

The Ross Island Sand and Gravel property is located west of SE McLoughlin Boulevard near SE Cora Street. The property is privately owned and public access is not allowed. The Greenway Plan lists 35 acres of land along the river between Ross Island Bridge and Oaks Bottom for public acquisition. This viewpoint would be included in this area which includes all of the slope between SE McLoughlin and the river.

Existing Development Potential

The sand and gravel operation on Ross Island will cease at this location in approximately 2015, in accordance with the conditions of CU 106-79. The development on the site where this viewpoint is located will also, in all likelihood, relocate when this extraction operation ceases since it now acts as a truck storage area for the mining operation. Future use of the site

Vicinity Map
will need to be in conformance with the Greenway Plan.

The zoning on the property is M3Srd, Light Manufacturing with a Sign overlay zone, and a River Development Greenway overlay zone. The Greenway Trail designation is within the M3Srn zone. The future trail will be located down the slope where there is a more limited view of the west hills and downtown. The vantage point for this view is further up the slope. The Rn, River Natural, overlay zone protects, conserves and enhances land of scenic quality or of significant importance as wildlife habitat. Both the lower slope of the Ross Island Sand and Gravel property and the outer edge of Ross Island have the RN overlay zone on them. In addition, Ross Island has an Open Space Comprehensive Plan Map designation on it. These areas, which form the foreground of this view, will be preserved in a natural state with this zone. The Greenway Plan designates both Ross Island and Hardtack Island for public ownership.

Development in these areas (the eastern shore and the island) are also governed by the Lower Willamette River Management Plan which has been adopted by the State. Guideline 21 of that plan includes the Ross Island Sand and Gravel property on the eastern bank of the river. It provides for the preservation of natural areas adjacent to the river with minimal alteration to the shoreline or environment. Guideline 22 covers Ross Island and encourages public acquisition of the island and preservation of the upland areas.

View Protection Conflicts

The M3 zone allows a broad range of residential, commercial and light industrial uses. Most uses, other than normal maintenance and repairs, of the property requires greenway review. The greenway setback is 25 feet measured from top of bank. This viewpoint is on the slope adjacent to the river; therefore, it is within the greenway setback. Only river-dependent and river-related uses are allowed to locate within the greenway setback unless a Greenway goal
exception is granted. The redevelopment of the site with a river-related or river-dependent use may conflict with preservation of this view.

Access to the viewpoint is severely limited since the greenway trail has not been constructed. Since the viewpoint is on private property, an easement or other mechanism would need to be in place to assure access. Such a mechanism could be a condition of approval for future development of the site.

Consequences of Protection

Economic Consequences

Since nonriver-dependent and nonriver-related uses are not allowed in the greenway setback, there are no economic consequences to prohibiting this type of development in order to preserve this view. Development on Ross Island is already restricted in order to maintain the upland vegetation and the vegetation around the periphery of the island. The economic consequences of restricting development for a river-dependent or river-related use cannot be accurately calculated until a use is proposed. However, this location is not particularly attractive for most river-dependent or river-related uses because the river narrows here at the bulge of Ross Island.

Social Consequences

This view is similar to other vantage points along the east bank of the river. The view from Sellwood Boulevard encompasses approximately the same view although at a location further south. More of the downtown is visible at this location and a more immediate view of Ross Island. This viewpoint is about halfway between two viewpoints designated in the Greenway plan. The more northern is located at the SE Franklin Street alignment where there is an Open Space Designation; the southern viewpoint is located at the SE Holgate alignment, also having an Open Space designation.

Environmental Consequences

The Lower Willamette River Wildlife Habitat Inventory, completed by the Bureau of Planning in 1986 as a part of the Greenway update, indicates that the area of the viewpoint is a Rank V site having little or no value for wildlife at the present time. The lower bank area is shown as Rank IV having minor value to wildlife, but seriously impacted by adjacent uses. Both areas could be considerably improved with revegetation.

The Lower Willamette River Management Plan indicates that the area around the viewpoint consists of light vegetation that is predominantly natural or "man-influenced". This applies to both the shoreline and the bank. There is good wildlife habitat on the lower bank below the viewpoint. Preservation of the view would not affect the quality of the existing habitat except as necessary to provide access to the viewpoint. The better quality habitat and vegetation occurs down slope from this viewpoint in the vicinity of the proposed Greenway trail.

Energy Consequences

There are no energy consequences associated with preservation of this view.
Conclusions of ESEE Analysis

The views from the slope along the area between the Ross Island Bridge and Oaks Bottom are quite striking. The area is undeveloped and, for the most part, not suitable for development. Consistent with the public acquisition list of the Greenway Plan, this area should be acquired for public use. This resource should be fully protected.

Tentative Recommendation

Designate the viewpoint in the Scenic Resources Protection Plan. Pursue public acquisition of the land on the slope down from SE McLoughlin to the river. Use Greenway review to acquire a public easement for the trail and require trail construction as a prerequisite to development.

Applicable Statewide Planning Goals

State Goal 9, Economy of the State, is intended to provide for the diversification and improvement of the economy of the state. Full protection of this resource would only limit allowed economic activities if they were water-dependent or water-related. All other development would have to be located at least 25 feet back from the top of bank.

State Goal 15, Willamette River Greenway, provides for the protection, conservation, enhancement and maintenance of the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River. The City has placed an rd, River Development, overlay zone on the area of the slope above the railroad tracks and an rn, River Natural, overlay zone on the lower slope adjacent to the river. These zones and the Greenway regulations will protect the greenway in conformance with Goal 15. Preservation of this viewpoint and of the view is supportive of Goal 15.

No other Statewide Planning Goals apply.
Panorama from Fremont Bridge
Score: 65.39

Description of Resource

A panoramic view of Portland can be seen from the Fremont Bridge. The view is a 360-degree panorama of Portland with views of the West Hills, Swan Island, downtown skyline, much of the Willamette and, on clear days, many of the mountains. The elevation of the bridge is roughly 225 feet. The view provides a dynamic view of the city.

The bridge is part of the Oregon Historic and Scenic Highway Program. It is a steel orthotropic tied arch type that was constructed in 1973. The bridge has a total length of 2,159 feet with a main span length of 1,255 feet. It is widely recognized as one of Portland’s most distinctive visual landmarks with its two decks. The top deck runs west and the bottom to the east. The bridge is on the Historic Resource Inventory for the City of Portland. It has been designated a Rank II (Rank I is highest) resource in the Historic Resource Inventory.

Surroundings

The Fremont Bridge is both a regional traffic street and transit street. The regional trafficway is to provide for inter-regional and inter-district movement, with long distance trips. The transit street has the same function for public transit. Both Interstate 405 and State Highway 61 use this bridge. There are no turnouts provided along the bridge, so this view is one that is obtained from a moving vehicle. The bridge is not designed for pedestrian use.

Vicinity Map
The west end of the bridge is in the northwest industrial district and the east end is in the Eliot neighborhood.

**Existing Development Potential**

The Oregon Historic and Scenic Highway Program provides that maintenance and safety related activities must not alter the historic and scenic quality of the highway. All new construction or major reconstruction will be reviewed by the Highway Division Environmental Section for possible impacts to the historic and scenic characteristics of the bridge, through its project environmental classification process.

**View Protection Conflicts**

There are no conflicts with protection of this view. The dynamic cityscape is the significant focal point of the view.

**Conclusions and Recommendation**

There are no conflicts associated with protection of this resource. Designation is consistent with its status under the Oregon Historic and Scenic Highway Program. Designate the viewpoint in the Scenic Resources Protection Plan.
Broadmoor Golf Course Panorama
Score: 62.76

Description of Resource

Broadmoor Golf Course is located on the north side of NE Columbia Boulevard near NE 33rd Avenue. The most impressive views and most accessible vantage points are from the east end of the parking lot. There are views of Mt. St. Helens to the north and of Mt. Hood to the east along Columbia Boulevard. The view of Mt. St. Helens is above the trees in the golf course beyond an open fairway. The view of Mt. Hood lies along the alignment of the Columbia Boulevard. Power poles intrude partially into the view and trees rise up in front of the mountain.

Surroundings

The golf course is located in an area of primarily industrially zoned land with a small area zoned R10 to the west. Environmental zoning has been placed on some areas of the golf course to protect wetland and wildlife habitat resource values.

Existing Development Potential

Broadmoor Golf Course is privately owned, but has an Open Space Comprehensive Plan Map designation on most of it because it is a golf course. However, the portion of the property adjacent to NE Columbia, including the viewpoint, is zoned GI-2, General Industrial, with an

Vicinity Map
L, Aircraft Landing, overlay zone. The GI-2 zone allows a wide variety of industrial uses. Golf courses are a conditional use in the GI-2 zone. There is no maximum height in the GI-2 zone.

The GI-2 zoning extends approximately 130 feet back from Columbia. The remainder of the golf course is zoned FF, Farm and Forest, with Aircraft Landing and Noise overlay zones on all or portions of the course.

**View Protection Conflicts**

View of Mt. St. Helens – The FF(OS) zone and map designation adequately protect the view of Mt. St. Helens from within the golf course proper as the golf course is currently laid out. A change of arrangement of fairways and new plantings could jeopardize the view in the future. The GI-2 zoning allows development that could obstruct the view. Expansion of the golf course under the GI-2 zoning would require conditional use review, but many other uses are allowed outright.

View of Mt. Hood – Columbia Boulevard provides a view corridor to Mt. Hood. Utility poles, particularly on the south side of Columbia create a discordant element in the view. Columbia Boulevard curves slightly north so that a clump of evergreen trees appears in the view of Mt. Hood. The land where these trees are located is zoned for industrial development although it is currently developed with a restaurant. Future development at the location of the trees could partially block the view of the mountain. The industrial zoning along NE Columbia in this area is GI-2, which has a 25-foot setback for buildings and most exterior activities. Exterior display must be set back six feet from the right-of-way. Typical industrial development is low in height and would not interfere with this view. The quality of the view could be impacted by development, and conditional uses, such as commercial activities may be more than one story in height.

**Zoning Map**
Consequences of Protection

Economic Consequences

The economic consequences of protecting these views depends on the amount of industrial development that would locate within the view corridor, especially adjacent to NE Columbia. In general, the golf course is already developed and is not zoned for industrial development except for the southernmost portion. Typical industrial development within the view corridor to Mt. Hood would be only one or two stories in height and would not significantly block the view. Setbacks help to assure that development would not obstruct the view corridor.

Social Consequences

The setting of the golf course contributes to the attractiveness of the view at this location. It is unusual to have views of both Mt. St. Helens and Mt. Hood from the same location along NE Columbia Boulevard without intervening industrial development. Columbia Boulevard is designated as a boulevard in the Arterial Streets Classification Policy (ASCP) as receiving special landscaping treatment intended to (among other things): "consider Portland’s unique natural setting, preservation of existing vegetation, local topography, vistas, ..." The ASCP policy goes on to say that trees should be planted and overhead utilities should be eliminated or their visual impact reduced to a minimum.

Environmental Consequences

There are no environmental consequences of protecting this view. Placement of environmental zones on areas of the golf course contributes to preservation of the vegetation which, in turn, enhances the view to Mt. St. Helens.

Energy Consequences

There are no energy consequences to protection of this resource.

Conclusions of ESEE Analysis

Protection of the views to Mt. Hood and Mt. St. Helens should have minimal impact on the economic potential of the area. The views of the mountains provide a visual amenity to the area that outweighs the modest consequences of protection. These two identified views should be preserved. Industrial development is unlikely to impact the view to Mt. Hood. Development in the GI-2 portion of the golf course adjacent to the viewpoint could completely obstruct the view to Mt. St. Helens. Therefore, different levels of protection are warranted.

Tentative Recommendation

The following measures should be instituted to partially protect the described views:

1. Designate the viewpoint in the Scenic Resources Protection Plan.
2. Place an Open Space Comprehensive Plan Map designation on the portion of the golf course (but not including the club house and the parking lot) adjacent to Columbia Boulevard.

3. Use the conditional use process to ensure that development within the view corridor to Mt. St. Helens remains open.

4. Underground utility wires adjacent to Columbia Boulevard for that portion of roadway which is in the immediate view corridor to Mt. Hood as development and/or road improvements occur.

5. Amend land use review criteria to address protection of identified scenic resources as a condition of approval for uses in Open Space zones.

Applicable Statewide Planning Goals

State Goal 3, Agricultural Lands, is intended to preserve and maintain agricultural lands. Even though the golf course is zoned FF, Farm and Forest, the zoning was placed on the site to reflect the low intensity use of the golf course rather than the agricultural viability of the land.

State Goal 8, Recreational Needs, provides for the recreational needs of the citizens of the state and visitors. The retention of the Open Space designation on the golf course and the expansion of the Open Space designation to the portion of the golf course currently zoned GI-2 would act to preserve this land for open space uses and would be supportive of this goal.

State Goal 9, Economy of the State, is intended to provide for the diversification and improvement of the economy of the state. Typical industrial development would not be impacted because development is characteristically no more than one to two stories in height, less than the existing trees within the view corridor.

No other Statewide Planning Goals apply.
VP 15-04

Skyline Memorial Gardens Panorama
Score: 61.47

Description of Resource

A panoramic view of the Tualatin Valley to the west and southwest can be seen from various locations along the internal road system of the cemetery. The entire cemetery is on the southwest slope of the hill. The sloping land provides an uninterrupted view of the valley. Land to the south and west is outside the city limits in unincorporated Multnomah County.

Surroundings

Skyline Memorial Gardens is a private cemetery located to the west of NW Skyline Boulevard. The cemetery has been preserved as a rolling open area with very few above ground monuments or other structures. The primary structure used as offices and for services is a one-story building that is situated on the down side of a slope.

Existing Development Potential

The zoning for the cemetery is FF, Farm and Forest, with an Open Space Comprehensive Plan Map designation. The Open Space designation is placed on low-intensity uses such as parks, golf courses and cemeteries. Cemeteries are a conditional use in the FF zone. As such, all development must be reviewed for compliance with the criteria stated in the zoning code. The conditional use review provides the City with an opportunity to impose conditions that protect

Vicinity Map
the public interest.

Conclusions and Recommendation

The existing zoning mechanisms are adequate to protect the identified view although more specific language in the conditional use criteria relating to the preservation of identified views would make applicants and others aware of the City's interest in view protection. Designate the view as a scenic viewpoint in the Scenic Resources Protection Plan.
View from the PCC-Sylvania Campus
Score: 61.32

Description of Resource

The views from the campus are predominantly to the west and northwest. One of the best vantage points is from the northwest corner of the gallery on the second floor of the Administration Building. The view looks out over a large parking lot to rolling, wooded hills. The elevation of the site and the additional height afforded by the outside galleries make this view possible.

Surroundings

The PCC-Sylvania campus is located in southwest Portland with access from SW 49th Avenue, south of SW Vacuna. The campus is made up of several multistory buildings linked by walkways. The buildings are constructed so that there are outside galleries on the upper levels. There are several good views of the Tualatin Valley from these upper-level walkways. The land surrounding the campus is residentially zoned, partially developed and partially vacant.

Existing Development Potential

The approximately 100-acre campus is owned by Portland Community College District. The original permits for the school were obtained from Multnomah County. The property was annexed to the City in 1979 and City zoning was placed on the property in 1980. Since that
time the college has received a conditional use approval for a 418-space surface parking lot at the northwest corner of the site.

The campus is zoned R10, Single-Family Residential. Outright uses are limited to single-family development. The college is a conditional use in the R10 zone. The surrounding property is predominantly single family except for a small commercial center to the east of the site. Development is limited to a height of 35 feet in the single-family areas.

View Protection Conflicts

Much of the area within the view corridor is under the jurisdiction of Multnomah County, changes to the zoning or approvals for other than single-family development could change elements of the view.

The college cannot construct additional buildings or parking lots without conditional use approvals from the City. The construction of additional structures or large paved areas within the view corridor could substantially alter the view and potentially interfere with it.

Consequences of Protection

Economic Consequences

The campus still has large areas where development could occur outside of the view corridor. Low-rise development and parking lots, if adequately screened, could be placed in the view corridor with a minimal impact on the view. There should be little or no economic impact associated with preservation of this view.
Social Consequences

This view is not likely to be used by the public except for those who attend or work on the campus. Access is allowed during normal hours of operation of the facility. This view, while not containing any particularly striking elements, is one of the more open views to the north and northwest in this part of the City.

Environmental Consequences

There are no environmental consequences associated with preservation of this view.

Energy Consequences

There are no energy consequences associated with preservation of this view.

Conclusions of ESEE Analysis

Public access to buildings where these views can be enjoyed should be encouraged. Careful siting of structures can assure that vantage points are available for enjoying these views. There are no substantial impacts associated with full protection of this resource. Preservation of these views should be incorporated into the overall campus layout and design.

Tentative Recommendation

Designate a scenic viewpoint and view corridor in the Scenic Resources Protection Plan. As a part of future conditional use reviews, prohibit new structures and parking lots from locating within the view corridor unless they are restricted so as to not interfere with the view and to be constructed to not lessen the quality of the view. Amend the conditional use criteria to specifically address preservation of inventoried scenic resources. In this case the exact location of the viewpoint is not fixed. Additional development may include new public viewpoints so long as they are of at least comparable quality.

Applicable Statewide Planning Goals

The PCC Campus has been committed to its use as an educational institution. Preservation of the views will not have an impact on compliance with any Statewide Planning Goals.
VP 19-14

View from Upper Level of The Grotto
Score: 61.09

Description of Resource

The primary views from The Grotto are from the higher elevations reached by elevator or on foot. The views are to the north with Mt. St. Helens, Mt. Rainier, and Mt. Adams visible on clear days.

Surroundings

The Grotto is located at NE 85th Avenue and NE Sandy Boulevard. The 60-acre site is privately owned by the Sanctuary of Our Sorrowful Mother, but is open to the public on a regular basis. The Grotto was first opened in 1924 by the Servite Fathers.

Existing Development Potential

The Grotto is zoned R7L, Single-Family Residential with an Aircraft Landing Overlay. The Comprehensive Plan designations for the site are a combination of Single-Family Residential and Attached Residential. The Grotto is a conditional use in the R7 zone. There have been several conditional use approvals on the site in the past. The land to the north of The Grotto is zoned both single-family (where there is a 35-foot height limit) and general commercial (where the height limit is 45 feet). The elevation of the identified viewpoints in The Grotto are at approximately 260 feet above sea level. The nearest residential or commercial areas to the

Vicinity Map
north are at approximately the 140 foot elevation, well below the viewpoint.

View Protection Conflicts

The existing views to the north of the viewpoint should not be impeded by development consistent with zoning.

The Grotto is required to obtain conditional use approval before changes to the facility are allowed. The City can use the conditional use review process to assure that these views are maintained. The property owner could sell the property for single family development. Single-family development could interfere with the identified view. The property owner has requested that this view be deleted from the inventory because it is in private ownership.

Consequences of Protection

Economic Consequences

It is to the advantage of the property owner to maintain the views on the site since The Grotto functions as a tourist attraction and source of revenue. There are no negative economic consequences to protection of the resource unless the owners would wish to redevelop the property.

Social Consequences

The Grotto is one of the top attractions in the City. Although the view is not the primary reason for visiting The Grotto, it contributes to the attractiveness of the setting. The views
from Rocky Butte are more spectacular, but many visitors who would not visit Rocky Butte do visit The Grotto.

**Environmental Consequences**

There are no environmental consequences with protection of the view. Portions of the site have been inventoried by the City as having wildlife habitat value. Environmental zoning may be placed on some portions of the site to protect these resource values.

**Energy Consequences**

There are no energy consequences with protection of the view.

**Conclusions of ESEE Analysis**

Protecting the views from The Grotto will have few negative consequences and have the positive consequence of enhancing the attractiveness of the site and reinforcing it as a destination for residents and visitors.

The Planning Commission found that, based on the long term care that had been provided at the Grotto, the property owner should have the flexibility to preserve or not preserve this particular view.

**Tentative Recommendation**

Do not designate as a scenic resource.

**Applicable Statewide Planning Goals**

There are no applicable Statewide Planning Goals associated with the preservation of this view.
NE 122nd Avenue Panorama
Score 55.05

Description of Resource

This viewpoint is located on a vacant parcel of open ground south of Interstate 84 and immediately east of NE 122nd Avenue. The viewpoint provides a wide vista to the west, north, and northeast with Mt. Hood, Mt. St. Helens and Mt. Adams visible.

Surroundings

The property consists of three parcels totaling over four acres in area, all owned by the Oregon Highway Commission. The property is generally level and approximately 240 feet above sea level. It slopes gently down to the north where the freeway is at an elevation of approximately 220 feet. The site is currently part of the construction project for the Banfield Freeway. The entire site has been torn up and is being used as a staging area for equipment. Further north, the land continues to slope down to the north. The single-family residential development north of the freeway is predominantly single story and does not intrude into the view.

Existing Development Potential

The zoning on the property is R7sr, Single-Family Residential, with Site Review requirements. The maximum height in the R7 zone is 35 feet.
View Protection Conflicts

The State could sell the land for single-family development, effectively losing the viewpoint for public purposes. In the past, surplus land owned by the state has sometimes had an Open Space designation placed on it in order to preserve its open character.

Single-family homes north of the freeway, built within the view corridor and to the maximum height allowed by zoning, could intrude somewhat into the view, but not block it.

Consequences of Protection

Economic Consequences

The economic consequences of not developing this land would be the value to the state from selling the land for single-family dwellings and the value in developing and selling the dwellings.

Social Consequences

This location is one of the few in the area where such a wide view to the north can be obtained. It provides an open area where local residents can view fireworks. The site is within the curve of the freeway and ramps leading to it making it extremely noisy for residential development.

Environmental Consequences

There are no environmental consequences associated with preservation of this view.
Energy consequences

There are no energy consequences associated with preservation of this view.

Conclusions of ESEE Analysis

The development potential, given its location within a freeway interchange, is limited. Residential development is not appropriate because of the freeway-associated noise and lack of safe access. This viewpoint should be preserved and development on the site limited.

Tentative Recommendation

Designate the site as a viewpoint in the Scenic Resources Protection Plan. Place an Open Space designation on the property and request a scenic easement from the State to assure public access to the site.

Applicable Statewide Planning Goals

Goal 10, Housing, provides for the housing needs of citizens of the state. Prohibiting development on the property could result in the loss of approximately 4.2 acres of single-family zoned land. However, there is no lack of single family housing opportunities in this area of the City. The site is relatively noisy as well, making it unsuitable for residential development.

No other Statewide Planning Goals apply.
Description of Resource

The viewpoint is along NE 82nd Avenue slightly north of the Columbia Slough. There are no specific areas where vehicles can pull off the road at this location so the view is generally seen as one drives north or south along NE 82nd. The view is north to Mt. St. Helens and easterly to Mt. Hood over property that is currently undeveloped. There is also a partial view of Rocky Butte to the southeast.

Surroundings

Northeast 82nd Avenue serves as a major route to the City from the airport. The west side of the road is developed with commercial uses such as motels. The east side of the road is beginning to be developed with uses allowed under the current zoning.

The Port of Portland received a conditional use approval in 1988 for a planned business park for approximately 460 acres of land immediately east of this viewpoint. Six phases of development are planned to include office, hotel, restaurant, warehouse, distribution, research and development, light manufacturing and other similar uses. Open space areas will include the existing sloughs and nearby vegetation, landscape setbacks, a central water feature, a water retention area, runway clear zone, and a clear zone buffer area. A portion of the 40-Mile Loop Trail will be included in the business park to the south of the viewpoint along the slough.

Vicinity Map
Existing Development Potential

The current zoning of the entire business park is a mixture of general employment (GE-2LN) and general industrial (GI-2LN). The entire area, including both the viewpoint and most of the land within the view corridors, is within the Columbia South Shore Plan District. The Environmental Conservation zone is in place along the drainage way north of the viewpoint and along the slough south of the viewpoint. The Environmental overlay will restrict development in order to protect the natural wetland and wildlife values of the resources.

The area immediately adjacent to the viewpoint area is zoned GE-2LN and is slated for manufacturing and distribution activities on the conceptual land use plan for the planned business park. The area north of the drainage way within the Mt. St. Helens view corridor has both GE-2LN and GI-2LN zoning. Both areas are slated for research and development activities and for office uses. Further to the north is a portion of the runways for Portland International Airport.

The area within the Mt. Hood view corridor is zoned GE-2LN and is slated for manufacturing and distribution activities within the proposed business park. The area further southeast is zoned GI-2LN and is slated for manufacturing and distribution. Further east, the area is zoned for general manufacturing and general employment activities.

There are no height limits in the GE or GI zones. The types of development proposed for the view corridors is generally low-rise, but placement of even low-rise buildings within the view corridors could interfere with the views of the mountains.

Zoning Map
View Protection Conflicts

The potential exists for blocking the views of both mountains with development within this proposed business park. Buildings of even one story would interfere with the identified views if placed within the view corridors. However, the business park concept provides for a great deal of flexibility in the placement of buildings.

Consequences of Protection

Economic Consequences

The economic consequences of complete protection of the views of the two mountains and of Rocky Butte depends on the type of development which would be placed on the lands within the view corridors. The zoning of these areas allows a high degree of flexibility in uses and building types. The planned business park also allows flexibility in uses and placement of buildings and roads. Full protection of the identified resource could result in less development than what is currently allowed by the zoning and by the planned business park approval. Shifting development out of the view corridors does not necessarily mean a large reduction in development, however. Some associated development such as surface parking lots and circulation areas could be located within the view corridor without interfering with the views of the mountains. Placement of this type of activity could change the context of the views and lessen their attractiveness unless adequately screened from view.

Social Consequences

The viewpoint location is noted as a City entrance way and major focal point in the beautification policies of the Arterial Streets Classification Policy (ASCP) along a designated boulevard. Locations with these designations are intended to have a special landscaping treatment to be coordinated with urban design and sign controls, utility placement and street lighting. The intent of the beautification policies is to encourage the beautification of the City. One of the policies states that the special landscape treatment should consider "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."

Entrances are an important part of the City’s image. Projecting a good image through the preservation of views enhances the City's attractiveness as a place to live and visit.

Environmental Consequences

Portions of the area within the view corridors that are undeveloped are along sloughs and drainage ways.

Both the slough and the drainage way to the north of the viewpoint have an Environmental Concern overlay. The EC overlay zone will provide setbacks from the resource that will restrict development. Retention of these areas in a natural state will contribute to protection of the views. Protection of the view will correspondingly restrict development along portions of these natural features.
Energy Consequences

If development were restricted to the extent that employment opportunities were forced to locate further from population centers, there would be an associated energy cost of long work trips. However, restrictions on development, in most cases, would be only through alternative placement on the site rather than displacement to a more distant location.

Conclusions of ESEE Analysis

To the extent that development plans have become final, it is not feasible to limit development within view corridors. This area of the City is becoming increasingly important for its light industrial development opportunities. Restriction of these opportunities would be inconsistent with the City's economic development policies. Where development plans are not final, the developer should work with the City to preserve, to the extent possible, the identified views.

Tentative Recommendation

Economic development interests outweigh the value of full protection of this resource. Encourage the property owner, through the development process, to protect views to the extent practical. Do not designate as a protected scenic resource.

Applicable Statewide Planning Goals

State Goal 8, Recreational Needs, provides for the satisfaction of the recreational needs of the citizens of the state and visitors. The slough to the south is designated as the location of a portion of the 40-Mile Loop Trail. Development of the trail is consistent with preservation of the natural qualities along the slough and the preservation of views to the mountains from the trail.

State Goal 9, Economy of the State, is intended to provide for the diversification and improvement of the economy of the state. Full protection of the views could place limitations on the location of structures in the view corridor. There could be impacts on development proposed for the planned business park.

No other Statewide Planning Goals apply.
Description of Resource

This viewpoint is from a long narrow strip of vacant land north of NE Klickitat Street and NE 108th Avenue. The strip of land is immediately south of Interstate 84 significantly above the freeway. The views are of Rocky Butte to the west and of Mt. St. Helens, the Glenn Jackson Bridge and the Columbia River to the north.

The view to the west of Rocky Butte is uninterrupted and may be expected to remain so since only the freeways (I-84 and I-205) intervene between the grass strip and the butte.

Surroundings

This vacant strip is planted in grass and is used by neighborhood people to walk dogs and to watch fireworks from. The elevation of the strip is approximately 260 feet. The freeway is approximately 220 feet in elevation and the residential land to the north slopes down away from the freeway. The nearest residential areas are at approximately 200 feet. This change in elevation of approximately 60 feet from the grass strip to the nearest residences means that the view to the north is unimpaired by any development allowed outright in the base zone. Much further north, the zoning is commercial, employment and industrial. The maximum height in the commercially-zoned area is 45 feet. There is no height limit in the industrially-zoned area.
Existing Development Potential

The land is owned by the State Highway Commission. The strip is not platted for development, but is part of the right-of-way for the freeway. It is zoned R7sr for single-family residential development. Development in the R7 zone is restricted to 35 feet (measured from the midpoint of the highest roof peak and averaged for the entire building).

View Protection Conflicts

The vacant strip that provides this view is owned by the State Highway Commission and is zoned for single-family development. Single-family homes could be constructed on the property if subdivided. The minimum lot depth in the R7 zone is 90 feet. Residential lots would be subject to a great deal of freeway noise.

The view corridor to Mt. St. Helens could be partially obstructed if high-rise development occurred in the GE zone to the north. The type of development most likely to occur would be office or hotel towers in the vicinity of Airport Way. The elevation of the ground in this area is less than 30 feet. Only development in excess of 200 feet high would have the potential for interference with the view of Mt. St. Helens. This is not an area that is likely to see 15 to 20 story buildings.

The glimpses of the Columbia River could be obstructed by development in the Columbia South Shore area.
Consequences of Protection

Economic Consequences

The economic consequences of protection would depend on the amount of development in the Columbia South Shore area that would be restricted if a height limit were imposed in order to preserve the view of Mt. St. Helens. The height limit would be approximately 200 feet within the view corridor to the mountain. Development within the area is not expected to include high rise buildings.

Social Consequences

This viewpoint serves a small neighborhood that, because it is cut-off at the west and north by freeways, has few accessible open spaces. The grassy area is used for walkers and as a location to view fireworks on the Fourth of July. The area also provides a buffer from the noise of the freeway.

Environmental Consequences

There are no environmental consequences associated with protection of the resource.

Energy Consequences

There are no energy consequences associated with protection of the resource.

Conclusions of ESEE Analysis

The views from this location can be protected with very little, if any, impact on the development potential of land to the north. Although there are no height limits in the industrial and employment zones to the north, development would rarely reach a height that could impact the view of the mountain. The resource should be protected.

Tentative Recommendation

Designate as a scenic viewpoint in the Scenic Resources Protection Plan. Provide partial protection to the resource by placing an Open Space designation on the vacant property owned by the State and request a public easement from the State to assure public access. Do not establish height limits to fully protect views to the mountains.

Applicable Statewide Planning Goals

Goal 8, Recreational Needs, provides for the satisfaction of the recreational needs of the citizens of the state and visitors. This open area provides a small area for passive recreational activities such as walking and viewing fireworks.

Goal 9, Economy of the State, is intended to provide for the diversification and improvement of the economy of the state. Full protection of both the view of Mt. St. Helens would have little impact on typical development that locates in GI and GE zones.
Goal 10, Housing, provides for the housing needs of the citizens of the state. The currently vacant area could develop at a density of one single-family dwelling per 7,000 square feet of site area. A maximum of 20 residential units could be constructed on this vacant area. There is no shortage of vacant R7-zoned land in the northeast portion of the City.

No other Statewide Planning Goals apply.
SCENIC VIEWS, SITES, AND CORRIDORS

ESEE Analysis and Recommendations

Views of The City — Volume II

Bureau of Planning
Portland, Oregon
October 1990
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Earl Blumenauer, Commissioner
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ESEE ANALYSIS

Views of the City

Planning Commission Recommendation to City Council

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# ESEE ANALYSIS

## TABLE OF CONTENTS

## I. INTRODUCTION

A. How are the ESEE Analyses Organized?  
B. What Does State Law Require for the Protection of Scenic Resources?  
C. What Factors are Considered in the ESEE Analyses for Scenic Resources?

## II. ESEE ANALYSES AND RECOMMENDATIONS

A. Panoramas – Volume I  
B. Views of the City – Volume II

<table>
<thead>
<tr>
<th>Page</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-79</td>
<td>VC 24-50: SW Madison from Oregon Art Institute</td>
</tr>
<tr>
<td>4</td>
<td>VC 23-34: Mt. Hood and City from Rose Garden</td>
</tr>
<tr>
<td>6</td>
<td>VC 24-06: River and Downtown from New Plaza</td>
</tr>
<tr>
<td>10</td>
<td>VC 24-52: Salmon Springs from SW Salmon</td>
</tr>
<tr>
<td>14</td>
<td>VC 23-29: City from SW Montgomery</td>
</tr>
<tr>
<td>18</td>
<td>VC 38-30: City from Sellwood Park</td>
</tr>
<tr>
<td>22</td>
<td>VC 24-47: Downtown from Red Lion-Coliseum</td>
</tr>
<tr>
<td>26</td>
<td>VC 23-04: Mt. Hood and City from Lewis &amp; Clark Monument</td>
</tr>
<tr>
<td>30</td>
<td>VC 24-16: Downtown from 12th Street Overpass</td>
</tr>
<tr>
<td>34</td>
<td>VC 24-51: US Bank Tower from E Burnside</td>
</tr>
<tr>
<td>38</td>
<td>VC 23-26: City and Mt. Hood from SW Mill Terrace</td>
</tr>
<tr>
<td>42</td>
<td>VC 23-34: City from SW Spring</td>
</tr>
<tr>
<td>46</td>
<td>VC 24-54: City from SW Rivington</td>
</tr>
<tr>
<td>50</td>
<td>VC 23-30: City from SW Montgomery above SW Vista</td>
</tr>
<tr>
<td>54</td>
<td>VC 24-44: RiverPlace from Montgomery St Stairs</td>
</tr>
<tr>
<td>58</td>
<td>VC 23-28: City from SW Market</td>
</tr>
<tr>
<td>62</td>
<td>VC 17-07: Albina Rail Yards from Overlook House</td>
</tr>
<tr>
<td>66</td>
<td>VC 23-35: City from Governors Park</td>
</tr>
<tr>
<td>70</td>
<td>VC 23-31: City from SW 18th at SW Jackson</td>
</tr>
<tr>
<td>74</td>
<td>VC 24-53: City from SW Cardinell</td>
</tr>
<tr>
<td>78</td>
<td>VC 17-04: Downtown from Albina Park</td>
</tr>
</tbody>
</table>

C. Views of Mountains – Volume III  
D. Views of Bridges – Volume IV

1-79  
1-105
E. Scenic Sites – Volume V
F. Scenic Drives – Volume VI

III. APPENDIX (under separate cover)

A. Correspondence
B. Planning Commission Minutes
   1. August 9, 1988
   2. November 8, 1989
   3. August 8, 1989
   4. August 15, 1989
SECTION I
INTRODUCTION

"Natural beauty... is the world that we live in. It is the environment in which we were born, and grow to maturity, and live our lives. It is more than a rich source of pleasure and recreation. It shapes our values. It molds our attitudes. It feeds our spirit, and it helps to make us the kind of men and women that we finally become."

(Lyndon B. Johnson, President
First White House Conference on
Natural Beauty, May 25, 1965)
I. INTRODUCTION

The three parts of the Scenic Resources Project include an inventory, the Economic, Social, Environmental, Energy (ESEE) analysis, and proposals for protecting significant resources. The project is part of Portland's periodic review of its Comprehensive Plan. The ESEE analyses are in six volumes, divided by category of scenic resources.

A. How are the ESEE Analyses Organized

Each volume contains the same introductory information on the State Goal 5 requirements which establishes the process that the project has followed. Additional background information on the project and the steps that were followed in developing the inventory and recommendations are found in the Scenic Resources Inventory and the Scenic Resources Protection Plan.

The bulk of each volume describes each resource in a given category. Each ESEE analysis for a resource includes paragraphs describing the resource; existing development potential; potential conflicts with protection of the resource; the economic, social, environmental and energy consequences of protecting the resource; conclusions of the ESEE analysis; and a tentative recommendation.

Based on the ESEE analysis, and in conformance with the state rules, some resources are recommended for no protection. Others are recommended to have full protection, even to the extent of limiting development, and some resources are protected to some extent while conflicting development is also allowed. The analyses are based on information gathered by staff; the input of the Technical/Citizen Review Committee, both through the rankings process and through additional written or verbal comments; on information received from the public; and from comments received from other agencies.

The recommendations for protection of significant scenic resources, including new policies and regulations are described in the Scenic Resources Protection Plan. In addition, several actions have been identified which, while not necessary to meet state requirements for scenic protection, comprise a strategy to enhance the visual appearance of the City. These actions, both public and private, will reinforce the image of Portland as a beautiful place to live or to visit.

The correspondence that has been received throughout this project are compiled in an appendix to the ESEE Analyses and Recommendations.
B. What Does State Law Require for the Protection of Scenic Resources?

Statewide Land Use Planning

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 LCDC 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.

Periodic Review

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 and to complete an ESEE analysis 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.

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

The Statewide Planning Goal 5 Administrative Rule

Statewide Planning Goal 5 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 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 inventory is done first and includes the location, quantity and quality of the resources present. Location of a resource must include a map or description of the boundaries of the resource site, and be as accurate as available information allows. Resource quantity requires consideration of the relative abundance of the resource. Quality of a resource is determined by comparing the resources within categories.

If a resource 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, 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.

The next step in the Goal 5 process includes the identification of conflicts with protection of inventoried resources. This is done primarily by examining the uses allowed in broad zoning categories. A conflicting use, according the the Goal 5 Administrative Rule, is one which, if allowed, could negatively impact the resource. These impacts are considered in analyzing the economic, social, environmental and energy (ESEE) consequences.

If there are no conflicting uses for an identified resource, the jurisdiction must adopt policies and regulations, to ensure that the resource is preserved. Where conflicting uses are identified, the ESEE consequences must be determined. The impacts on both the resource and on the conflicting use must be considered. Other applicable Statewide Planning Goals must also be considered. The ESEE analysis is adequate if it provides a jurisdiction with reasons why decisions are made regarding specific resources.
C. What Factors are Considered in the ESEE Analyses for Scenic Resources?

State Goal 5 states that "programs shall be provided that will (1) insure open space, (2) protect scenic and historic areas and natural resources for future generations, and (3) promote healthy and visually attractive environments in harmony with the natural landscape character. Scenic areas are defined in State Goal 5 as "lands that are valued for their aesthetic appearance." Goal 5 provides a list of resources that must be inventoried. This list includes "outstanding scenic views and sites."

The Goal 5 Administrative Rule lays out the steps to be followed in complying with Goal 5, but provides little direction in determining what factors should be considered as having potential economic, social, environmental or energy consequences. This lack of guidance is because relevant ESEE factors vary depending on the type of resource that is being evaluated.

In general, the economic consequences of protection of a resource will involve a comparison of the value of the resource to the economic impact to the local jurisdiction and the region if the land were used for development permitted by zoning. Economic factors considered in this analysis include the positive or negative impacts on employment, property values, and the tax base; a reduction in the development potential of affected land; the impact on tourism; impact on infrastructure costs; and marketing factors.

Social consequences considered in this analysis include the enhancement of recreational opportunities; educational opportunities; retention of historic or cultural values; opportunities to improve civic pride and the image of the city; enhancement of aesthetic values; visual variety; promotion of good urban design; and screening and buffering of incompatible uses.

Environmental consequences considered in this analysis include the retention of natural resource values such as habitat for fish and wildlife, recreational opportunities, visual amenities and character, pollution control, and heritage value and the potential loss of shade, privacy, or buffering if views are opened up.

Energy consequences considered in this analysis include the reduction in energy use by providing scenic and recreational opportunities near major population centers versus the potential increase in energy use resulting from limiting development and using land less efficiently.

The outcome of the ESEE analysis is one of three decisions. These decisions may be:

1. **Allow conflicting uses fully** (conflicting uses, notwithstanding the impact on the resource, are sufficiently important to warrant allowing the uses), or

2. **Limit conflicting uses** (both the resource and the conflicting uses are important relative to each other), or
3. **Protect the resource** (the resource, relative to conflicting uses, is so important that the resource should be protected and all conflicting uses prohibited).
SECTION II

ESSEE ANALYSES AND RECOMMENDATIONS

"The importance of natural beauty cannot be easily measured. It cannot be coded for computer or calculated by economists. But it is proven beyond doubt by the history of the race, and experience of our own lives."

(Lyndon B. Johnson, President First White House Conference on Natural Beauty, May 25, 1965)
Description of Resource

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 Street, 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. The Oregon Historical Society is in the process a completing an addition to its facility on the southeast corner of SW Park Avenue and SW Madison.

Surroundings

The towers of the bridge are an important element in the view, giving it a focus and sense of completion. The bridge signals a termination of the street and a transition to another area of the City. Skybridges across SW Madison would seriously diminish the scenic quality of this view by bisecting it, thereby eliminating many of its unique vertical qualities.

Existing Development Potential

The zoning at the viewpoint is RXD, Central Residential. The land within the immediate view corridor is zoned RXD with an Open Space Comprehensive Plan Map designation on the park blocks. The remainder of the area is zoned CXD, Central Commercial, to SW Front Avenue.

Vicinity Map
There is an Open Space designation on the area between SW Fourth and SW Fifth Avenues (Lownsdale Park.) The area east of SW Front Avenue is zoned CXDSrr and has an Open Space designation. This area at the Hawthorne bridge head is part of Tom McCall Waterfront Park. The Hawthorne Bridge is a City-designated historic landmark.

The entire area is within the Central City Plan District and is subject to design review under the Downtown Design Guidelines. Guideline 20, Structures over the Right-of-Way, states, "When placing structures over the public right-of-way, preserve significant views, pedestrian pathways and public access to light and air, and provide active pedestrian spaces below." Southwest Madison is also designated a primary view corridor in the Encroachments in the Right-Of-Way Policy. A standard in this policy for primary view corridors requires the preservation of significant views in the downtown. In primary view corridors, only a Type I sky structure is permitted, and then only if it meets the most stringent review criteria.

Conclusions and Recommendation

There are no conflicts with full protection of the resource. Designate as a scenic viewpoint in the Scenic Resources Protection Plan. The existing design guidelines and Encroachments in the Right-of-Way Policy for the area within the view corridor are adequate to protect the identified resource.
View of Mt. Hood and City from Rose Garden
Score: 80.66

Description of Resource

The vantage point for this view is from the top of the stairs above the stage in the Rose Garden in Washington Park. The view is of the downtown, with Mt. Hood prominent on the right. This is one of the views that is protected by existing height limits in the Central City.

Surroundings

Washington Park is owned by the City and maintained by the Parks Bureau. The Rose Garden is reached from SW Kingston and is east of a small parking lot.

Existing Development Potential

The park is zoned R7, Single Family Residential, and has an Open Space Comprehensive Plan Map designation. The height limits of the Central City area were developed, in part, to protect the views of Mt. Hood from the Rose Garden. This viewpoint is at approximately 425 feet in elevation. The area between the viewpoint and the central downtown skyline is zoned for a variety of residential densities with maximum height limits ranging from 35 to 250 feet. The commercial areas are zoned for from 100 to 350 feet.

The tall trees on the east side of the Rose Garden are part of the park and are maintained by the City.
the Parks Bureau. Some pruning may be necessary over time in order to preserve the view to the degree of openness that it now has. A minimal amount of pruning now could open up and shape the view to maintain it as one of the most outstanding and popular views in the City.

The view of Mt. Hood and the downtown from the Rose Garden is often photographed and reproduced in brochures and other documents that are used in promoting the City of Portland. The obstruction of this view would be a serious loss to the image of Portland.

Conclusions and Recommendation

The view of the City and Mt. Hood is adequately protected through existing mechanisms of height limits and Open Space designations; however, some pruning may be required to preserve the existing open quality of the view. Include this already designated scenic resource in the Scenic Resources Protection Plan.
View of River and Downtown from Future Convention Center Plaza
Score: 77.16

Description of Resource

The vantage point for this view is from an overgrown area south of NE Oregon Street and southeast of the Steel Bridge. The view from this location is to the south along the Willamette River and across it to downtown with Waterfront Park predominant. The zoning on the site is GI-1Srd, General Industrial, with Sign and River Development overlays. The area is within the Central City Plan District. The Greenway Trail designation is located down slope from the viewpoint adjacent to the existing rail lines. The Greenway Plan also denotes a location in the vicinity of the viewpoint as a designated Greenway viewpoint. 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. Currently, a fence adjacent to the sidewalk bars access to the site. The site is currently being developed as a viewpoint.

Surroundings

The site slopes down to the river. There are rail lines at the bottom of the slope near the river. The Interstate-5 freeway is east of the site and separates it from the Convention Center site. The majority of the site is owned by the Oregon Washington Railroad (Union Pacific) and the remainder is owned by the Oregon Highway Commission.

Vicinity Map
Existing Development Potential

The interim development of the viewpoint as outlined in the Convention Center Area Plan is for a small paved area with benches. The viewpoint may receive a more elaborate treatment at a later time as funding is obtained and it may also eventually lead down to the river. Greenway approval for the interim viewpoint development was made in July 1988 by the Bureau of Planning in conjunction with planned Interstate-5 changes to improve access to the convention center. As a condition of approval (GP 11-88), the City and the Oregon Department of Transportation (ODOT) must jointly provide a minimal level of site improvements to the portion of the site which is in ODOT ownership. Site improvements include grading, removal of site obscuring vegetation, planting low-growing ground cover, providing for the establishment of the plantings, and providing benches for seating. The approval was also conditioned to assure that views of the river from the pedestrian/bicycle pathway were maintained.

View Protection Conflicts

The zoning at this site allows a broad range of industrial uses. Poor access, however, would prohibit most kinds of activities since the site is in the curve of the off-ramp from the Steel Bridge and is steeply sloping down to the existing railroad tracks and the river. Development on the site consistent with the present zoning could interfere with this viewpoint. However, the plans for the convention center include the redevelopment of this site as a viewpoint. The City and State are negotiating with the property owners for use of the property as a viewpoint.
Consequences of Protection

Economic Consequences

There will be no short term economic consequences to the property owner since the railroad lines are already in place at the bottom of the slope and no railroad development could occur at the location of the viewpoint due to the topography of the site. The portion of the property with the viewpoint has little economic value. Construction of the viewpoint will enhance the area surrounding the convention center and contribute to its success in attracting people to the area.

Social Consequences

This viewpoint has been identified in the Central City Plan and the area plan for the convention center. It provides an excellent view of the downtown and upriver. Development of the viewpoint will enhance access to the Greenway Trail when it is constructed and will also connect with existing and planned bicycle and pedestrian routes. The development of the viewpoint will also enhance the attractiveness of the area surrounding the convention center and provide a more pleasant pedestrian environment.

Environmental Consequences

There are no environmental consequences associated with protection of the resource.

Energy Consequences

There are no energy consequences associated with protection of the resource.

Conclusions of ESEE Analysis

This viewpoint has been slated for construction in several planning and development documents. The impact of development will be relatively small as nearly the entire area devoted to the viewing platform and access to the river is within the Greenway and would be subject to severe development constraints. The Greenway Plan has designated this location as a Greenway viewpoint. Development of the viewpoint and preservation of the view is consistent with the intent of these documents and should be accomplished.

Tentative Recommendation

Designate the site as a scenic viewpoint in the Scenic Resources Protection Plan. Work with the Portland Development Commission to develop the viewpoint as part of the Convention Center project and as a part of the Convention Center Urban Renewal program for the area. Use the Greenway review process to ensure that structures are not located within the view corridor.

Applicable Statewide Planning Goals

Goal 8, Recreation Needs, provides for the satisfaction of the recreational needs of the citizens
of the state and visitors. The development of this viewpoint will provide a small open area (that is currently inaccessible) at a location of high public activity when the convention center is open. The viewpoint will eventually connect with the Greenway Trail and bicycle and pedestrian systems to enhance the network of trails and routes throughout the City.

Goal 9, Economy of the State, is intended to provide for the diversification and improvement of the economy of the state. There may be a small negative economic affect associated with the development of the viewpoint as the site is no longer usable for industrial uses. However, the site is currently in an awkward location that makes access problematic. Development of the viewpoint will not have a negative impact on the existing rail lines which are located down the slope from the viewpoint. Development of the viewpoint can have the positive economic impact of enhancing the convention center and environs and contributing to the success of the project.

Goal 15, Willamette River Greenway, is intended to protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of the lands along the river. This site is within the rd, River Development, Greenway zone. The future Greenway Trail will be located down slope from the viewpoint. There may be a future connection from the viewpoint to the trail. Development of the viewpoint will enhance the attractiveness of the Greenway Trail. The viewpoint is not desirable as a site for river-dependent or river-related industrial uses.

There are no other applicable Statewide Planning Goals.
View of Salmon Springs Fountain from SW Salmon
Score: 73.11

Description of Resource

This view is to the southeast along SW Salmon Street from approximately SW 3rd Avenue to the new fountain in Waterfront Park. A sky bridge spans SW Salmon between SW Front Avenue and SW First Avenue between two buildings of the World Trade Center (Willamette Center). The block between SW Third and SW Fourth Avenues is protected from intrusion from sky bridges because of designation as a primary view corridor in the City's Encroachments in the Right-Of-Way Policy.

Surroundings

There is multistory commercial development along either side of SW Salmon Street until one reaches the block between SW Fourth and SW Third Avenues. Lownsdale Park is on the south side of the street between Third and Fourth. It is at about this location that the view of the fountain becomes an important visual element of the street.

Existing Development Potential

The zoning within the view corridor is primarily CX, Central Commercial, with Design and Sign overlays. The design review process requires that all new development and changes to development require compliance with the Downtown Design Guidelines. Areas with parks

Vicinity Map
also have the Open Space Comprehensive Plan Map designation. The entire view corridor is within the Central City plan district.

The placement of the fountain at the terminus of the SE Salmon in the park creates an interesting focus for the pedestrian or driver. The Downtown Design Guidelines address "Structures over the Right-of-Way." The issue is addressed as follows:

"The downtown's character is largely dependent on its frequent intersections, high ratio of open space to building area, view of surrounding hills, mountains and the Willamette River, and the city's frequent, open and airy sidewalks. When buildings extend into or are placed over the right-of-way, care should be taken to protect these character-giving features. Sky bridges are permitted only under exceptional circumstances and will be judged on an individual basis."

The guideline associated with this issue states, "When placing structures over the public right-of-way, preserve significant views, pedestrian pathways and public access to light and air, and provide active pedestrian spaces below."

View Protection Conflicts

There are no inherent conflicts between the uses allowed by the underlying zoning and preservation of the view. A possibility exists that the sky bridge over the street may be removed as a part of a future remodeling project for the World Trade Center. Removal of the sky bridge could enhance the view. Other changes to the adjacent structures which are currently fairly transparent on the north side of the street could also impact the view. Greater enclosure from new structures, and removal of the sky bridge could enhance the view.
Consequences of Protection

Economic Consequences

There are no economic consequences to protecting the view as it now exists. Any changes to the World Trade Center will need to take the preservation of the view to the fountain into account.

Social Consequences

Although the fountain is a fairly recent addition to Waterfront Park, it is extremely popular as a stopping place. The fountain is programmed to provide many different patterns of water jets throughout the day. At times, the view of the top of the water jet is lost behind the sky bridge across SW Salmon. The view of the fountain provides an interesting element for drivers and pedestrians heading toward SW Front.

Environmental Consequences

There are no environmental consequences associated with protection of this resource.

Energy consequences

There are no energy consequences associated with protection of this resource.

Conclusions of ESEE Analysis

This resource can be protected without negative consequences. Full protection is warranted by the City's investment in creating view corridors and in public improvements along SW Salmon Street.

Tentative Recommendation

Designate the view in the Scenic Resources Protection Plan. Condition future development of the World Trade Center, as a part of the design review process, to remove the skybridge from across SW Salmon if it no longer is necessary to connect to an area which is open to the public. Prohibit new skybridges from being constructed across this view corridor.

Applicable Statewide Planning Goals

There are no applicable Statewide Planning goals.
City from SW Montgomery
Score: 72.37

Description of Resources

When going east on SW Montgomery from SW Vista there is a view of the city at the first curve turning south. At this curve there is a gravelled turnout providing limited parking. The elevation of the viewpoint is approximately 340 feet above sea level. A majority of the southern portion of the City can be seen from this viewpoint during the winter months. Shrubs and trees obscure the view during the summer months.

Surroundings

Southwest Montgomery is a primarily residential street with a steep grade, sharp curves and narrow lanes. The vacant land below the viewpoint is covered with deciduous undergrowth. The land further south on SW Montgomery is being developed with attached residences on the steep slope.

Existing Development Potential

The only land that is undeveloped along this portion of SW Montgomery along the east-northeast side is at this turnout point which is zoned R7S and has an Open Space Comprehensive Plan Map designation.

Vicinity Map
View Protection Conflicts

Full protection of the view from the viewpoint would require some limitations on privately-owned property adjacent to the viewpoint and to the south. Partial protection, to the extent that the view corridor is limited by the width of the parcel with the Open Space designation, would ensure that most of the view would remain. Removal or pruning of some vegetation would further improve the view.

Consequences of Protection

Economic Consequences

Protection of this view would require pruning to open up and maintain the view. This cost of maintenance would be considered an economic impact. Full protection would limit development potential on adjacent land. Partial protection would have no economic consequence other than pruning.

Social Consequences

The protection of this view would enhance the character of the neighborhood by preserving one of its natural resources of scenic beauty. Enhancement of the view would increase bicyclists' enjoyment of the street which is a designated bicycle route in the Arterial Streets Classification Policy.

Environmental Consequences

Pruning or clearing vegetation at the viewpoint could result in some loss of wildlife habitat.
Energy Consequences

There are no energy impacts associated with protection of this resource.

Conclusions of ESEE Analysis

Although the quality of view is not dissimilar from many others in the area, it is located on publicly-owned land, with very few impacts associated with protection. The positive value of an enhanced view at this location far outweighs any negative consequences of protecting it. However, only partial protection is warranted because of the potential impacts on adjacent development if fully protected.

Tentative Recommendation

This view should be designated as a scenic viewpoint and view in the Scenic Resources Protection Plan. Pruning should be pursued to open up the view so long as there is no substantial impact on wildlife habitat and slope stability.

Applicable Statewide Planning Goals

There are no applicable Statewide Planning Goals.
City from Sellwood Park
Score: 69.82

Description of View

Views overlooking Oaks Bottom and including the City skyline can be seen from various points within Sellwood Park. One of the views is near the north end of the parking lot off Sellwood Boulevard and SE Seventh Avenue. From the bluff, there is an overlook to Oaks Bottom, Oaks Park and the City skyline in the distance, along with the southern part of the west hills. Further along the bluff at the site of an old water tower recently removed, there is another vantage point for a view of Oaks Bottom. The city and amusement park are less visible from the old water tower viewpoint.

Both views are blocked to some degree by deciduous trees; especially the view near the old water tower. The views open up more during the winter but some pruning would enhance the view.

Surroundings

The whole of the viewing area is within Sellwood Park. The Park is in a residential area. Sellwood Blvd runs along the east side of the Park and the area east of the park is developed with single-family homes. A scenic viewpoint is inventoried as VP 38-03 at SE Sellwood at approximately 11th. and inventoried is Scenic Drive SD 38-29. The neighborhood has been active in enhancing the area and taking advantage of its scenic qualities. The Audobon Society and the neighborhood have been very active in promoting Oaks Bottom as a wildlife area.

Vicinity Map
Existing Development Potential

The areas that the view overlooks are either zoned Open Space and R5 or FF, with a Willamette Greenway overlay zone. Redevelopment of Sellwood Park is allowed through a conditional use. Oaks Amusement Park is zoned FFrd, without the OS designation. Reuse of the amusement park site is limited by the FF zone and by terms of agreement with the City which governs future use of the land. Should the park site be redeveloped, the Open Space designation may be applied. The Willamette Greenway zones are River Development along the park and River Natural along the bluff.

View Protection Conflicts

Development conforming to the existing zoning would be acceptable with protection of these views form the Park. However, the location and design of development, particularly of the Oaks Amusement Park site could have significant impact on the views from the Park.

Consequences of Protection

Economic Consequences

Protection and enhancement of the view could be implemented with minimal upkeep on the part of the Park Bureau. Pruning could be accommodated during regular maintenance of the park.
Expansion or major changes to Oaks Amusement Park could have a definite impact on the view. These changes would need to be reviewed by the City with mitigation of the neighborhood. Preservation and enhancement of the views support this identity and contribute to the livability of the area.

Social Consequences

Protection of these views would enhance the characteristics of Sellwood Park. This would provide areas that are available for those who wish to visit the park and take in the view without having to be along Sellwood Boulevard.

Environmental Consequences

No significant loss of habitat or vegetative buffering would result from the trimming. Prior to the removal of any large dead growth it should be surveyed for its use as a viable and used habitat.

Energy Consequences

There are no energy consequences associated with the protection of this view.

Conclusion of the ESEE Analysis

Protection of the view from the Sellwood Park are consistent with the effort to develop a management plan of Oaks Bottom. It would be to the public’s benefit if these views were to be protected and enhanced.

Tentative Recommendations

Designate a scenic viewpoint within the park in the Scenic Resources Protection Plan. No additional regulations are necessary at this time, but structural changes to Oaks Amusement Park should be reviewed with the aim of improving the appearance of the area. The City should support efforts to improve Oaks Bottom as a wildlife habitat area. pruning vegetation at the viewpoints should be incorporated into the regular maintenance of Sellwood Park. Removal of trees should be reviewed by the City Forester and the Audobon Society.

Applicable Statewide Planning Goals

There are no Statewide Planning Goals applicable to protection of this resource.
View of Downtown from Red Lion-Coliseum
Score: 69.53

Description of Resource

The view is up and down the Willamette River and across to the McCormick Pier Apartments, the Broadway Bridge and the Union Station tower. The downtown skyline is visible to the left.

Surroundings

The vantage point for this view is at the end of a short, vacated street behind the Red Lion Inn near the Memorial Coliseum. The viewpoint can be reached from N Thunderbird Way, south of the Coliseum. There is a sidewalk behind the motel parallel to the river. The viewpoint is above the river and the railroad tracks and separated from them by a retaining wall located approximately along the center line of vacated N Margin Street.

Existing Development Potential

The streets perpendicular to the river and the street parallel to the river were vacated in 1967 with several conditions. Conditions of that approval state,

"Reserving to the City of Portland for the use and benefit of the public an easement for pedestrian traffic over a strip of land six feet in width lying

Vicinity Map
northeasterly of and adjacent to an existing concrete and concrete block retaining wall, in N. Margin Avenue and N. Cherry Street, said retaining wall and its southeasterly and northwesterly extensions lying along a line described as follows: . . .  "

"That the petitioner agree to reconstruct at its expense and in accordance with the City Engineer's requirements the portion of the existing sidewalk and curbing within the pedestrian easement herein above reserved that is not presently six feet in width and that upon completion of said reconstruction the petitioner shall assume all future maintenance and expenses therefor."

"That the petitioner agree to deed to the City of Portland that portion of Block 1, McMillen's Addition that is covered by the six-foot sidewalk to be reserved for pedestrian traffic and described as follows: . . .  "

The conditions were attached to the street vacation approval in order to preserve pedestrian access adjacent to the river and provide views to the river and downtown. The conditions assure that there is a six-foot wide pedestrian easement along the vacated N Margin Street adjacent to the retaining wall and along the northern side of N Cherry Street.

In 1985, design review and Greenway applications were made for new signage for the motel. Both requests were approved with the condition that an easement be granted to the City for a Greenway Trail connection between the sidewalk easement parallel to the river and N Thunderbird Way. An ordinance authorizing the City Auditor to accept and execute a Willamette River Greenway Trail easement was adopted by the City, but it was not accepted and recorded by the property owner.

In 1987, a Greenway review was approved for erection of a new sign in order to reflect the

Zoning Map
change in ownership from Thunderbird Motel to Red Lion. The sign was proposed to be
against the side of the motel facing the river. A condition was attached to this approval
requiring the property owner to accept and record the ordinance for the trail easement. The
property owner refused to accept and record the greenway approval for the signage and has
not accepted and recorded the ordinance for the trail easement.

The property is zoned CXDSrd, Central Commercial, with Design, Sign, and River
Development overlays. A wide range of uses is allowed in the CX zone, but the Greenway
overlay requires review of uses for compatibility with the regulations. The land to the
southwest of the viewpoint is a narrow strip developed with railroad tracks. The zoning is the
same for this area.

**View Protection Conflicts**

Development along the railroad property could interfere with the view at this location. The
height limit at this location is 100 feet. It is unlikely that development will occur on the
railroad property because of its narrow configuration.

Access to the viewpoint is assured because the ordinance granting the street vacation requires
that the sidewalk where the viewpoint is located be maintained for public access.

**Consequences of Protection**

**Economic Consequences**

There are no direct economic consequences to protection of the viewpoint. The existing rail
lines do not interfere with the view. There are very few uses that could redevelop where the
tracks are. The motel was granted the street vacations that established the pedestrian access
in order to expand. Additional expansions or redevelopment of the site would need to honor
the conditions of the street vacation approval.

**Social Consequences**

This view and access to a viewpoint have been recognized as an important scenic resource at
least since 1967 when protection of it was incorporated into the conditions of approval for the
street vacation. There are other views of the downtown from along the eastbank Greenway
Trail system, but part of the importance of the trail derives from its continuity and the varying
views of the river and the City that it affords.

**Environmental Consequences**

There are no environmental consequences associated with protection of this view.

**Energy Consequences**

There are no energy consequences associated with protection of this view.
Conclusions of ESEE Analysis

This viewpoint and public access to it are required as part of previous street vacation approvals. The viewpoint is a public benefit that should be maintained and enhanced. There are few consequences of protection of this resource and full protection should be required.

Tentative Recommendation

Designate as a viewpoint in the Scenic Resources Protection Plan. As a part of Greenway review for development between the viewpoint and the river, locate buildings outside of the view corridor unless they are of a height not to interfere with the view. As a condition of any further land use approvals, require the property owner to accept and record the Greenway Trail easement that was a requirement of a previous Greenway approval. If the site is redeveloped, use the superblock and design review processes to assure that public access to the viewpoint is maintained and that the viewpoint is improved with pedestrian amenities.

Applicable Statewide Planning Goals

Goal 9, Economy of the State, is intended to provide for the diversification and improvement of the economy of the state. No changes to existing development would be required in order to protect this viewpoint. There may be a minimal negative economic impact associated with the restriction of development between the viewpoint and the river, but development of this area with other than rail tracks is unlikely.

Goal 15, Willamette River Greenway, is intended to protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of the lands along the river. This site is within the River Development Greenway overlay zone. The Greenway Trail designation is located along the public easement along the vacated portion of N Margin Street. However, it is not developed to current Greenway Trail standards. Development of a viewpoint along the trail will enhance the the attractiveness of the trail.

There are no other applicable Statewide Planning Goals.
View of Mountains and City from Lewis and Clark Monument
Score: 69.32

Description of Resource

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. The view is particularly attractive because the immediate foreground is a formally planted flower garden that slopes down from the viewpoint to the stairs leading up from SW Park Place.

Surroundings

This viewpoint is located at the eastern side of the Lewis and Clark Monument in Washington Park at the terminus of SW Park Place.

Existing Development Potential

The monument is a City-designated historic landmark. Washington Park, including the monument and flower beds, is zoned R7, Single Family Residential, and designated on the Comprehensive Plan Map as Open Space. The area immediately to the east of the monument is zoned R5, Single Family Residential, south of SW Park Place and R1, Medium Density Multifamily, north of SW Park Place. Further east on both sides of SW Park Place, the zoning is RH, High-Density Multifamily Residential. The area is a mixture of single and multifamily development with many tall apartment buildings within the view corridor.

Vicinity Map

NORTH
SCALE: 1" = 14,000'

26 ESEE ANALYSIS OF SCENIC RESOURCES
View Protection Conflicts

The level area of the monument is at an elevation of just over 360 feet. The top of the apartment building that is directly in line with the view of Mt. Hood is 394 feet above sea level. The view of the mountain is therefore partially blocked by this building. The maximum height allowed by the RH zoning at this site is 460 feet where the site is more than 20 feet from a front or rear property line. There are several blocks within this view corridor that are allowed to develop up to 460 feet in height under the RH zoning. There are several downtown blocks within the view corridor that also have a 460 foot height limit. Some of these blocks are in public ownership and are either in open space or some other use that will not interfere with the view. Height limits would have to be lowered in both the RH area near the monument and on several blocks downtown in order to preserve the view of Mt. Hood as it is currently seen from the monument. The Zoning Code Rewrite Project proposes a maximum height of 200 feet in the RH zone.

The view of Mt. St. Helens is visible only by standing at the southwest corner of the gardens near the monument. From this vantage point the mountain is visible over the top of an apartment complex. There are several blocks within this view corridor that could develop up to 460 feet in height under RH zoning. The height limits would need to be lowered substantially on several blocks with RH zoning in order to preserve the view of Mt. St. Helens from this vantage point. The view of Mt. Hood from this vantage point is just to the right of the tall apartment building in the foreground. There is the potential for this view to be blocked if sites within the view are built to the 460-foot maximum allowed under the RH zoning. As in the other view of Mt. Hood from this area, there are several downtown blocks with a height limit of 460 feet which could interfere with the view if allowed to fully develop under the existing regulations.

The view of downtown is visible over the rooftops of predominantly single family development.
where the height limit is 35 feet. The view of the downtown skyline will change as new construction occurs in the downtown, but a view of the downtown will continue to exist. There is no conflict with preservation of the view to downtown.

**Consequences of Protection**

**Economic Consequences**

The height reductions required to protect the view of Mt. Hood vary depending on distance from the viewpoint, and the currently permitted height limit. Floor area ratios do not need to be adjusted and, in all instances, the proposed heights are consistent with heights and FAR's in other parts of the downtown. This is also true of the proposed height reductions in the RH-zoned area within the view corridor. The affected blocks are listed below with both existing heights and heights necessary to protect the view.

<table>
<thead>
<tr>
<th>Legal Description Blk/Addition/portion</th>
<th>Zoning</th>
<th>Elev. of Ex. Dev.</th>
<th>Height to Protect View</th>
<th>Impact</th>
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</thead>
<tbody>
<tr>
<td>3 Johnsons (S1/2)</td>
<td>RH</td>
<td>460'</td>
<td>140'</td>
<td>200' / C.R.</td>
</tr>
<tr>
<td>11 &amp; 13 Amos King (S3/4)</td>
<td>RH</td>
<td>460'</td>
<td>180'</td>
<td>200' / C.R.</td>
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<tr>
<td>329 Portland (S1/4)</td>
<td>CXD</td>
<td>250' + Bonus</td>
<td>Remove Bonus</td>
<td>(-B)</td>
</tr>
<tr>
<td>320 Portland (S1/2)</td>
<td>CXD</td>
<td>250' + Bonus</td>
<td>Remove Bonus</td>
<td>(-B)</td>
</tr>
<tr>
<td>319 Portland (S1/2)</td>
<td>RH (RX)</td>
<td>250' + Bonus</td>
<td>Remove Bonus</td>
<td>(-B)</td>
</tr>
<tr>
<td>308 Portland (S3/4)</td>
<td>RH (RX)</td>
<td>250' + Bonus</td>
<td>Remove Bonus</td>
<td>(-B)</td>
</tr>
<tr>
<td>N1/2 G Portland (S1/4)</td>
<td>RXD</td>
<td>350' + Bonus</td>
<td>310' + Remove Bonus</td>
<td>(-40 + B)</td>
</tr>
<tr>
<td>259 Portland (S1/2)</td>
<td>RXD</td>
<td>350' + Bonus</td>
<td>315' + Remove Bonus</td>
<td>(-35' + B)</td>
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<tr>
<td>260 Portland (All)</td>
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<td>350' + Bonus</td>
<td>315' + Remove Bonus</td>
<td>(-35' + B)</td>
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<td>250 Portland (All)</td>
<td>CXD</td>
<td>460'</td>
<td>330'</td>
<td>Library</td>
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<tr>
<td>249 Portland (All)</td>
<td>CXD</td>
<td>460'</td>
<td>320'</td>
<td>Landmark</td>
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<tr>
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<td>350'</td>
<td>N 1/2</td>
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<tr>
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<td>CXD (OS)</td>
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<td>380'</td>
<td>(-110)</td>
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<tr>
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<tr>
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<td>(-95)</td>
</tr>
<tr>
<td>171 Portland (All)</td>
<td>CXD</td>
<td>460'</td>
<td>385'</td>
<td>Pioneer Court House</td>
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<tr>
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<td>460'</td>
<td>380'</td>
<td>(-75)</td>
</tr>
<tr>
<td>61 Portland (All)</td>
<td>CXD</td>
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<td>(-80)</td>
</tr>
<tr>
<td>60 Portland (All)</td>
<td>CXD</td>
<td>460'</td>
<td>425'</td>
<td>(-50)</td>
</tr>
<tr>
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<td>395'</td>
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<td>420'</td>
<td>(-65)</td>
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<tr>
<td>50 Portland (All)</td>
<td>CXD</td>
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<td>415'</td>
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</tr>
<tr>
<td>51 Portland (All)</td>
<td>CXD</td>
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</tr>
<tr>
<td>52 Portland (N1/4)</td>
<td>CXD</td>
<td>460'</td>
<td>410'</td>
<td>(-50)</td>
</tr>
<tr>
<td>20 Portland (S1/2)</td>
<td>CXD</td>
<td>460'</td>
<td>425'</td>
<td>(-55)</td>
</tr>
</tbody>
</table>
Social Consequences

The Lewis and Clark monument is a designated historic structure. The view from the monument greatly enhances its importance and historic value. This view from Washington Park is the most striking one available from the lower level of Washington Park even though partially blocked by existing development.

Environmental Consequences

There are no environmental consequences associated with protection of this view.

Energy Consequences

There are no energy consequences associated with protection of this view.

Conclusions of ESEE Analysis

This viewpoint is at a prominent location within the City, visited by many people throughout the year. It has historic value because of the Lewis and Clark Monument. There may be economic consequences to protection of this resource through the reduction of heights of some blocks within the Central City area. However, the maximum FAR's can generally be achieved within the heights proposed. The importance of this viewpoint and the views outweigh other consequences of protection.

Tentative Recommendation

Designate the viewpoint in the Scenic Resources Protection Plan. Protect the view by amending the Central City Plan District height limits as necessary to preserve the view to Mt. Hood. Adjust other height limits outside the Central City Plan District as necessary. (Height limit changes are those stated under "Economic Consequences.

Applicable Statewide Planning Goals

Goal 9, Economy of the State, is intended to provide for the diversification and improvement of the economy of the state. The Full protection of this resource will restrict development on several blocks downtown currently zoned CX with a height limit of 460 feet. It would also restrict development on several blocks in the Central City zoned RX with a height limit of 350 feet. In addition, reduction of the height limit in the RH zone may reduce the value of property although this reduction is minimal since the FARs can still be achieved.

Goal 10, Housing, provides for the housing needs of citizens of the state. Restricting the height of development in residentially zoned areas may have the impact of reducing the housing potential on some sites. The height reductions do not impact the FAR limits, however, so any impact on housing should be in the configuration of the building rather than on its allowed density.

There are no other Statewide Planning Goals that are applicable to protection of this resource.
View of Downtown from 12th Street Overpass at Interstate 84
Score: 67.70

Description of Resource

This viewpoint is on the NE 12th Street overpass above Interstate-84 (Banfield Freeway). The view is to the southwest with the freeway in the foreground and the west hills forming a backdrop for the the downtown skyline.

Surroundings

The view is particularly open because the freeway is at the bottom of the gully with the landscaped sides of Sullivan’s Gulch rising up on either side. The light rail line runs along the gulch, parallel to and north of the freeway, at this location. In the Central City Plan, the 12th Street overpass is designated as a district gateway leading to the Lloyd Center/Coliseum area.

Existing Development Potential

The area along the freeway is zoned CXD, Central Commercial, on the north and a combination of GI-1, General Industrial, and CED, Central Employment, on the south. The CX and CE zones are within the Central City design zone. The GI-1 area is not subject to design review.

Vicinity Map
View Protection Conflicts

The existing freeway ramps are the highest structure in the view corridor. The GI-1 base zoning does not have a height limit, but development is currently restricted by the freeway ramps above. The only building in the view corridor is a warehouse which is lower than the freeway. Changes to the freeway ramp system could open up new areas to development that could interfere with the view.

Consequences of Protection

Economic Consequences

There are no immediate economic consequences of preservation of this view. The only building directly in the view corridor is a two-story warehouse that is located directly below the freeway ramp. If a height limit were instituted to preserve the view, the development potential of the site could be impacted.

Social Consequences

There are several views of the downtown from various locations on the east side of the river. This view, however, has a particularly wide angle because of the sunken freeway. The downtown skyline is strikingly framed by the sides of the gulch.

Environmental Consequences

There are no environmental consequences associated with preservation of this view.

Zoning Map
Energy Consequences

There are no energy consequences associated with preservation of this view.

Conclusions of ESEE Analysis

The existing freeway system effectively protects this resource. The consequences of full protection of this view are minimal. The resource should be protected in order to preserve an interesting view of the city.

Tentative Recommendation

Designate the view in the Scenic Resources Protection Plan. Establish height limits within the view corridor to preserve the view of the downtown skyline. The proposed heights are 50 feet from the view point to NE Grand and 80 feet from NE Grand to the Willamette River.

Applicable Statewide Planning Goals

Goal 9, Economy of the State, is intended to provide for the diversification and improvement of the economy of the state. The full protection of this view will have a minimal impact on the value of the land within the view corridor. The majority of the land is owned by the State Highway Commission and is developed with freeways and their ramps. The one block within the view corridor that is privately owned has recently been developed with a warehouse. The structure does not impact on the view. Redevelopment of the site with a taller building would be unlikely because of the industrial zoning on the site and because of the freeway ramps over portions of sites within the corridor.

No other Statewide Planning Goals apply.
View of U.S. Bank Tower from East Burnside
Score: 65.67

Description of Resource

This view is best seen driving west along East Burnside from its intersection with NE Sandy. The view can also be seen by pedestrians walking toward the river along East Burnside. Because East Burnside is a wide street, there is a good view of the west hills. The U.S. Bank Tower provides a strong vertical element on the south side of Burnside. The buildings along E Burnside frame the view, but the vista is somewhat marred by numerous overhead utility lines, sign poles and billboards. As one nears the Burnside Bridge, the view widens out with much of the downtown area visible. The river and several bridges are within the view at this point.

Surroundings

The intersection of E Burnside and NE Sandy with NE 12th Avenue is designated as a gateway to the Central City in the Central City Plan. The plan recommends that the intersection be reconstructed to improve safety and to enhance the location as a gateway. The plan also recommends that E Burnside be improved as a boulevard to match the treatment of W Burnside. The plan suggests a deck over the I-5 freeway from the south side of the Burnside Bridge to SE Pine.
Existing Development Potential

The zoning along E Burnside is CED, Central Employment from its intersection with NE Sandy to just west of NE Martin Luther King Jr. Boulevard. From that point west the zoning is GI-1S, General Industrial. A small area with this zoning also has a Central Employment Comprehensive Plan Map designation. The last two blocks before Burnside crosses the river are zoned GI-1S, except for the strip immediately adjacent to the river that is in the Greenway and is zoned GI-1SrD. The length of this street from 12th and Sandy to the river is within the Central City Plan District. Design guidelines are being developed to assure that development will be compatible with the desired character of the area and with the goals of the Central City Plan.

View Protection Conflicts

There are no conflicts between what is allowed by the zoning and preservation of this view. Conflicts with preservation of this view arise primarily from the types of structures that are permitted in the right-of-way and along the streets. These structures include billboards, utility lines, sign posts. Numerous billboards are located at the Burnside and Sandy intersection and along E Burnside. These billboards are regulated, not by zoning but rather through a written agreement between the City and Ackerly Communications. That agreement includes a restriction on new billboards within 100 feet of bridges, bridgeheads, and bridge approach ramps over the Willamette River, but do allow new billboards along East Burnside under certain circumstances.

This view would be seriously damaged by the construction of skybridges or other structures spanning E Burnside. The Encroachments in the Right-Of-Way Policy addresses

Zoning Map
skystructures and establishes standards for their construction, but E Burnside is not listed as a view corridor in that document.

The other kind of interruption of the view is from utility wires and sign structures. These distracting elements could be substantially eliminated by undergrounding utility lines along the street, installing decorative lighting standards, and by creating a boulevard treatment along the street.

Consequences of Protection

Economic Consequences

The economic consequences associated with protection of the view down E Burnside are minimal. No development allowed by the base zone would interfere with the view. Development adjacent to Burnside on the west side of the river could contribute to blocking the view of the west hills, but the view is an inherently urban one where development is an integral part of the vista. Enhancement of the view could impose an economic impact if utilities are put underground and signs and billboards are moved or removed.

Social Consequences

Reconstruction of the intersection at Sandy and Burnside could enhance the motorist's view by removing many of the discordant elements and creating a gateway to the Central City. This view creates a corridor that leads to the Central City. As one approaches nearer and nearer to the bridge, the sense of place and arrival increases, until the entire downtown is visible from the bridge. The White Stag sign provides a signal that the City core has been reached.

Environmental Consequences

There are no environmental consequences associated with protection of this view.

Energy Consequences

There are no energy consequences associated with protection of this view.

Conclusions of ESEE Analysis

This view is from a major entrance to the Central City. It provides many visitors with their first glimpse of the downtown, the Willamette River and the many bridges that span the river. As a major entrance, the viewpoint should be enhanced as future road reconstruction occurs, and the view should be protected and enhanced. Development potential will not be impacted since the issues in preserving the view and enhancing it are primarily design-related.

Tentative Recommendation

Designate the intersection of NE Sandy, E Burnside and NE 12th as a scenic viewpoint in the Scenic Resources Protection Plan. Amend design guidelines as needed to address preservation
of the view and enhancement of the viewpoint. Require utilities to be placed underground when major street or property development occurs.

**Applicable Statewide Planning Goals**

None of the Statewide Planning Goals are applicable to preservation of this view.
View of the City and Mt. Hood from SW Mill Terrace
Score: 64.98

Description of Resource

The viewpoint is above the Vista Tunnel on SW Mill Terrace looking southeast. Mt. Hood is visible to the north of the KOIN Tower. The viewpoint is accessible by both foot and car and the view can be seen from the sidewalk or from the roadway. Existing low shrubbery along the sidewalk could partially block the view if not occasionally trimmed.

Surroundings

The area is zoned R7S with a low density multifamily Comprehensive Plan designation. Southwest Mill Terrace is a dead end street, with limited access from the south side of the freeway up a steep, winding street. There are only three single family homes that have access onto this portion of the street.

Existing Development Potential

The Comprehensive Plan designation allows one unit per 2000 square feet of area. The difficult access and topography make development to the maximum allowed by the Comprehensive Plan unlikely. Development directly above the tunnel is not feasible so blockage of the foreground of the view is extremely unlikely.

Vicinity Map
View Protection Conflicts

Protection of this view would not interfere with the present land uses. The view of Mt. Hood could significantly limit development to the north side of the KOIN Tower where existing height limits are currently 350 feet in elevation. The viewpoint elevation is approximately 280 feet.

Consequences of Protection

Economic Consequences

There are no economic consequences of protection of this view, unless height limits are imposed to protect the view of Mt. Hood. Development within the Mt. Hood view corridor is currently allowed to a height of 350 feet on at least one block. The KOIN tower is 435 feet in height.

Social Consequences

The protection of this view would maintain the character of the neighborhood by preserving one of its natural resources of scenic beauty.

Environmental Consequences

There are no environmental consequences of protection of this view.
Energy Consequences

There are no energy consequences of protection of this view.

Conclusion of the ESEE Analysis

If the view of Mt. Hood is protected then there could be significant economic impacts due to the limitations on height on the blocks within the view corridor. Partial protection of the resource would have no economic or other negative impacts. Full protection of this resource is not warranted because of the relative difficulty in reaching this viewpoint and the relatively small number of people who could enjoy it.

Tentative Recommendation

Designate this resource as a scenic viewpoint in the Scenic Resources Protection Plan. It should be shown as a viewpoint and view corridor on City maps. Height limits should not be implemented to protect the view of Mt. Hood.

Applicable Statewide Planning Goals

There are no Statewide Planning Goals applicable to partial protection of this resource.
View of City from SW Spring
Score: 62.32

Description of Resources

The view from SW Spring is at the end of SW 15th. The view is in a north-northeast direction that encompasses a large area of the city. Mt. St. Helens, Mt. Adams and Mt. Rainier can be seen on a clear day. Southwest Spring’s right-of-way drops roughly 30 feet in elevation at this view point. The view point is from an elevation of roughly 640 feet. In the foreground, single family homes are being built.

Surroundings

The viewpoint is in a hilly part of the City. To the east side of SW Spring is Governors Park, an undeveloped wooded area. Southwest Spring is undeveloped east of SW 15th. A single-family residence on a large lot is south of the viewpoint. Currently the only access is from a grassy area extending east of the improved street. A chain has been placed across the undeveloped portion of the street. The immediate foreground has been recently partitioned and cleared, and is now being developed with single family homes. Clearing this area for development opened up the view.

Existing Development Potential

All the lands surrounding the viewpoint and those that it immediately overlooks are R10. Most lots, other than those in the foreground, are already developed with homes.

Vicinity Map
View Protection Conflicts

At the point where SW 15th would intersect SW Spring, SW Spring's right of way continues on toward Governors Park. It is at this point that the land drops about 30 feet in elevation. The viewpoint is at an elevation of 640 feet. Residential development will not obstruct the view because of the difference in elevation between the viewpoint and the land in the foreground. Over time, however, new trees may be planted that will begin to obstruct the view. Other objects not governed by the 35 foot height limit such as antennas and flagpoles could intrude into the view.

Consequences of Protection

Economic Consequences

Protection would not prohibit development allowed by zoning. Protecting this view could help to increase the economic value of the area by giving it a more attractive environment.

Social Consequences

Protection will enhance the scenic character of the area. Since the viewpoint is at the dead end of a local street it is not easily accessible. No immediate increase in pedestrians or vehicles is to be expected. Further development of Governors Park could change accessibility.

Environmental Consequences

There are no environmental consequences with the protection of this view. Limitations on the height of vegetation within the view corridor do not need to have a negative impact.

Zoning Map
Energy Consequences

There are no energy consequences associated with the protection of this view as it now is.

Conclusions of the ESEE Analysis

There are few consequences associated with protecting this view. The quality of this view warrants protection even though accessibility is difficult. This can currently be considered a neighborhood view that benefits only a few residents. Future development of Governors Park and/or the SW Spring right-of-way could increase the number of users.

Tentative Recommendation

Designate the view as a scenic resource in the Scenic Resource Protection Plan. Place a scenic overlay on the area immediately in the foreground of the view. Limit all structures and vegetation to no more than 35 feet in height within the view corridor.

Applicable Statewide Planning Goals

There are no Statewide Planning Goals applicable to protecting this resource.
View of the City from SW Rivington
Score: 62.15

Description of Resource

Along the east side of SW Rivington north of SW Myrtle, there is a panoramic view of the City and mountains. The view includes the Willamette River from the north end of the Fremont Bridge to south to the Marquam Bridge. On a clear day Mt. Hood, Mt. St. Helens, Mt. Adams, and even Mt. Rainier. There is some vegetation below the view point that is intruding slightly into the view. The viewpoint is at an elevation of approximately 340 feet.

Surroundings

The area is residential and zoned R10. Southwest Rivington is a narrow residential street with very little on-street parking except on its east shoulder. The view is over land that is zoned R10 and is privately owned. It is developed with one single family house on an oversized lot.

Existing Development Potential

The land is presently developed to the maximum potential that can be achieved without variances.

Vicinity Map
View Protection Conflicts

Additions or additional development of the lot immediately adjacent to the view could impact the view of downtown. Development in the downtown could obscure views of some mountains if built to the maximum allowed heights.

Consequences of Protection

Economic Consequences

Full protection of this view would limit development within the downtown by reducing height limits. There would be no economic impact on the vacant land adjacent to the viewpoint.

Social Consequences

The protection of this view would maintain the character of the neighborhood by preserving one of its natural resources of scenic beauty. Southwest Rivington is part of the Southwest Portland bicycle route system. Protection of the view would enhance the quality of the bicycle system.

Environmental Consequences

Removal of the shrubbery and other deciduous growth in the immediate vicinity of the viewpoint would have a small impact on the habitat of the area.
Energy Consequences

There are no energy consequences associated with protection of this resource.

Conclusion of ESEE Analysis

Full protection of this resource is not warranted since, due to its inaccessibility, it cannot be considered a major view. The consequences of partial protection of the view are minimal and should be pursued. Partial protection would be in the form of height limits across a portion of the already developed property.

No height limits should be imposed to protect views of specific mountains since the viewpoint is not sufficiently accessible to warrant this level of protection.

Tentative Recommendation

Designate the viewpoint in the Scenic Resources Protection Plan. Provide partial protection through the establishment of height limits within a portion of an already developed lot.

Applicable Statewide Planning Goals

There are no applicable Statewide Planning Goals.
View of the City from SW Montgomery above Vista
Score: 58.72

Description of Resource

There is a narrow view of the City from SW Montgomery above SW Vista. The view is framed by trees and looks out over a residential area. The view is to the southeast, providing a dramatic glimpse of the southern portion of the City. The view is visible from a vehicle or from the sidewalk. The view is partially obscured by deciduous vegetation.

Surroundings

The area is characterized by winding streets, sometimes immediately above one another as is the case here. The area is completely single family residential in character.

Existing Development Potential

The area is zoned R10. The view is out over a right-of-way.

View Protection Conflicts

Potential view protection conflicts are limited to the degree to which vegetation continues to grow and obstruct the view.
Consequences of Protection

Economic Consequences

Economic consequences associated with protection of this view consist of any additional maintenance costs resulting from occasional pruning of vegetation.

Social Consequences

The protection of this view would maintain the character of the neighborhood by preserving one of its scenic resources. Southwest Montgomery is designated a bicycle route in the Arterial Streets Classification Policy. Protection and enhancement of the view would benefit bicyclists, motorists and pedestrians.

Environmental Consequences

There are minimal environmental consequences of protecting this view.

Energy Consequences

There are no energy consequences associated with protection of this resource.

Conclusions of ESEE Analysis

Although this view is not of particularly high quality, it could be considerably enhanced with occasional pruning that would open up the view while having little impact on neighborhood
quality or the environment.

**Tentative Recommendation**

This resource should be designated as a scenic viewpoint and view in the *Scenic Resources Protection Plan*. Additional objectives should be included in the Comprehensive Plan which encourage pruning vegetation as necessary to protect designated scenic resources.

**Applicable Statewide Planning Goals**

There are no applicable Statewide Planning Goals.
View of RiverPlace from Montgomery Street Stairs  
Score: 58.41

Description of Resource

The vantage point for this view is from the Montgomery Street stairs on the east side of SW Front Street at the Montgomery Street alignment. The view is to the southeast down SW Montgomery Street in the RiverPlace development. The right-of-way provides an uninterrupted view to the river. The Marquam bridge rises above the river and frames it.

Surroundings

The RiverPlace development consists of three and four story mixed-use buildings on the north side of the street and an athletic club on the south side. Later phases of the RiverPlace development are under construction on the south side of Montgomery.

Existing Development Potential

The zoning for RiverPlace is CXDSrd, Central Commercial with Design, Sign, and River Development Greenway overlay zones. The terminus of SW Montgomery is Waterfront Park which is zoned the same as the surrounding area but also has an Open Space Comprehensive Plan Map designation. The Open Space designation and the Greenway overlay assure that the view to the river will remain uninterrupted and that any changes to the area must go
through a land use review.

View Protection Conflicts

Depending on the final configuration of the development proposed for the next phase at RiverPlace, structures could interfere with a portion of the view. If buildings were constructed to the property line adjacent to the right-of-way, as they are on the north side of SW Montgomery, a portion of the view to the river would be obstructed. The width of the right-of-way would continue to provide a view to the river at this location. The portion of the site within the view corridor with an Open Space designation is shown as remaining undeveloped.

Consequences of Protection

Economic Consequences

The economic consequences of protecting the view as it currently exists includes preserving a setback from SW Montgomery Street on the south. Imposing a setback at this time could necessitate changes to the proposed development, including redesign. There could be a significant cost associated with any changes.

Social Consequences

The existing view includes not only a view of the river but also a view of the Marquam Bridge and the Central Eastside Industrial District across the river. The existing steam plant is screened from view by a tall, compact row of trees. Redevelopment of the site will include demolition of the steam plant, removal of the trees, and construction of several office and
residential structures. This redevelopment will substantially alter the existing view, both narrowing the angle of the view and also changing the context for the view. Setting the new development back from SW Montgomery equal to the setback for the athletic facility would retain nearly all of the view corridor as it currently exists. The view to the river is quite striking from this viewpoint. The height of the stairs provides a better vantage point than most downtown streets where the sea wall usually blocks views to the river.

**Environmental Consequences**

There are no environmental consequences associated with preservation of this view.

**Energy Consequences**

There are no energy consequences associated with preservation of this view.

**Conclusions of ESEE Analysis**

Full protection of this view as it currently exists could require that development that has already been planned for the next phase of RiverPlace be set back from the right-of-way. The key elements of the view can be retained with no impact.

**Tentative Recommendation**

Designate this viewpoint in the Scenic Resources Protection Plan. Amend design guidelines to include preservation of designated scenic views. Use the Greenway review process to ensure that development is not permitted within the area at the extension of SW Montgomery that is currently designated as Open Space.

**Applicable Statewide Planning Goals**

State Goal 10, Housing, provides for the housing needs of citizens of the state. Requiring a setback from SW Montgomery Street could have a negative impact on the number of housing units that could be built as a part of Phase 2. Any displaced housing could be located in a different structure that is proposed for the site, for instance, one of the structures planned for office development.

State Goal 15, Willamette River Greenway, provides for the protection, conservation, enhancement and maintenance of the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River. The City has placed an rd, River Development, Greenway overlay zone on the area within the view corridor. The Greenway Plan designates SW Montgomery through the site as an access path to the Greenway Trail.

There are no other Statewide Planning Goals applicable to preservation of this view.
View of the City from SW Market  
Score: 57.29

Description of Resource

The view originally analyzed is from SW Market Street between SW Vista and SW 18th. It is a narrow view of the City seen through small trees. The view is northeasterly along the alignment of unimproved SW 21st Avenue. The viewpoint is at an elevation of only 250 feet which limits the scope of the view to a variety of buildings. Based on a request from residents of the area, an alternative view was identified. This second view also provides a view of the nearby downtown area.

Surroundings

Southwest Market is residential in this area with several vacant parcels on both sides of the street. Both views are above vacant land and look toward the downtown. The alternative viewpoint is above a church parking lot, but vegetation somewhat softens this element of the view.

Existing Development Potential

The land on either side of the SW 21st alignment is zoned R1 and R7. The SW 21st right-of-way is the dividing line for these two zones. The land on both sides of the SW 21st Ave right-of-way is vacant and could be developed. The land within the view corridor of the alternative view is across land that is zoned R1S. The total site area adjacent to the viewpoint is

Vicinity Map

58 ESEE ANALYSIS OF SCENIC RESOURCES
View Protection Conflicts

Development on the vacant lots adjacent to both viewpoints could impact the views by obscuring all or portions of the view depending on the height of future development. The R1 zoning allows development up to 45 feet in height. Some development could have a positive impact by screening elements in the foreground of the view such as the church parking lot. The property owner of land within the alternative view corridor has submitted an application for a land partition in order to redivide the lots and construct seven townhouses and one detached dwelling. The proposed townhouse development would be across the entire width of the view corridor and would completely obscure the view to the downtown. A narrow view corridor could be created along the alignment of SW 20th Avenue that would allow a partial view and which would avoid the proposed development.

Consequences of Protection

Economic Consequences

Full protection of either view could impact development in the vicinity of the viewpoints. Taller development could be placed on a portion of affected properties to preserve most of the view and to ensure development at or near the density allowed by zoning. An analysis of the alternative view corridor would allow heights within the view corridor as follows:

Size of area affected: 1,814.75 sf

Maximum height (approximate): under 22' (some of the area affected is in front setbacks where structures

Zoning Map
are not allowed)

1,814.75 sf  22'
7,259.00 sf  32'
3,629.50 sf  42'

The view corridor would severely limit or prohibit construction of three to five of the proposed units because of the way the development is proposed. Other development types, such as multifamily rather than townhouse could be less impacted by the view corridor.

Social Consequences

Protection of a view from SW Market will enhance the character of the neighborhood by protecting one of its scenic resources. The view is not one that is likely to be a destination for visitors or residents from other parts of the City, but the view does provide an amenity to neighborhood residents who frequent SW Market for recreational purposes or as access between the neighborhood and the downtown. The petition submitted states that "the prospect affords an intimate view of the texture of downtown and of the historical variety of downtown architecture, that is unique and unavailable to panoramas at higher elevations. Market Street and the downtown view are paramount of maintaining a connection to the historical roots of Goose Hollow as well as a visual connection to the greater city and our orientation to it. Some of Goose Hollow's oldest residences are located along Market Street and the view has been an integral and much enjoyed part of the neighborhood since our inception, over 100 years ago."

Environmental Consequences

There are no environmental consequences associated with the protection of this view.

Energy Consequences

There are no energy consequences associated with the protection of this view.

Conclusions of the ESEE Analysis

The original viewpoint and view are not superior to the alternative although the elevation is somewhat higher. The residents of the area who signed the petition requested that the entire stretch of SW Market from north of SW 21st to approximately 19th be protected. Further discussion with a representative narrowed the vista to a single viewpoint and view corridor that between SW 20th and SW 19th. The value of this alternative viewpoint to the neighborhood should be weighed against the potential impact on residential development. The property owner has already submitted an application for land division and has plans for development in the near futures. It would be unreasonable to designate a viewpoint that would immediately impact a housing development in such a negative way. By limiting the angle of this view and by carefully locating the viewpoint, the potential impact on future development will not necessarily result in a loss of housing potential.

Tentative Recommendation

Designate a viewpoint in the Scenic Resources Protection Plan from SW Market Street
at the alignment of SW 20th Avenue looking north-northeast. Limit the angle of view to the width of the right-of-way and the area of setback on the adjacent private property. Establish a maximum height limit with the view corridor not to exceed 212 feet above sea level.
View of the Albina Rail Yards from Overlook House
Score: 56.81

Description of Resource

There are several framed views of the Albina rail yards and the west hills from this viewpoint behind Overlook House. The views are more restricted during the summer when vegetation on the property and down slope is in foliage.

Surroundings

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. The house sits on a steep bluff that is undeveloped. The area at the top of the bluff is developed with single family residences.

Existing Development Potential

The zoning on the property is R5, Single Family Residential, with an Open Space Comprehensive Plan Map designation. Immediately down slope from Overlook House is a large vacant parcel zoned R5 that is owned by Union Pacific Land Resources Corporation. North Greeley runs along the bottom of the slope. The flat land at the bottom of the bluff is zoned Heavy Industrial and is developed with rail lines. Immediately adjacent to the river the zoning is HI with an River Industrial Greenway overlay zone. The maximum allowed height
in the R5 zone is 35 feet; there is no maximum height limit in the HI zone. Overlook House is approximately 175 feet above sea level. The bottom of the bluff is approximately 30 to 50 feet above sea level.

**View Protection Conflicts**

Redevelopment of the rail yards with some other use allowed in the HI zone could substantially alter the view from behind Overlook House. Most modern industrial uses are located in low-rise buildings that would not interfere with this view due to the height of the bluff.

Access to the R5-zoned property on the slope down the bluff is only from N Greeley Avenue. The property, due to its proximity to the rail yards, is not particularly attractive for single family residential development. If residential development on this parcel were to occur, it would be unlikely to interfere with the view from Overlook House due to the steepness of the slope and the height limit in the R5 zone, except where development would be near the top of the bluff.

The view is in most immediate danger from the growth of vegetation adjacent to the southwestern property line. This danger would be easily corrected by a modest amount of pruning at a few locations.
Consequences of Protection

Economic Consequences

The economic consequences associated with preservation of this view consist of possible development restrictions on the HI-zoned property currently developed with rail yards. This area consists of over 200 acres of property. Redevelopment of the property, even with structures as tall as the bluff could be accommodated outside of the view corridor. Redevelopment, under current zoning, is not likely to present a problem, since industrial development seldom exceeds 100 feet in height.

Social Consequences

This view adds greatly to the enjoyment of the grounds of Overlook House. The view includes a variety of land use activities against the backdrop of the west hills. Since Overlook House is owned by the City, it provides viewing opportunities for many people. This is one of the few locations in this part of the City that affords such a view. The view from Willamette Boulevard is similar but is at a greater distance from the City skyline. The view from Overlook Park is quite limited due to the heavy vegetation in the foreground.

Environmental Consequences

There are no environmental consequences associated with preservation of this view. The slope below the bluff (the area zoned R5) has been inventoried by the City as having a severe landslide potential and as having value as wildlife habitat.

Energy Consequences

There are no energy consequences associated with preservation of this view.

Conclusions of ESEE Analysis

This view can be preserved and significantly enhanced with very few impacts or consequences. The view is significant because of its location on Park Bureau property where many gatherings are held.

Tentative Recommendation

Designate the view as significant in the Scenic Resources Protection Plan. Establish height limits within the view corridor of 25 feet closest to the viewpoint and 50 feet over the primarily industrial area.

Identify the slope down from Overlook House (Tax Lot 86, Sec. 21, T1N, R1E) for public acquisition. Enhance the view by limited pruning and the provision of amenities such as benches. Consider application of the ec overlay zone in the City's environmental mapping project.
Applicable Statewide Planning Goals

Goal 9, Economy of the State, is intended to provide for the diversification and improvement of the economy of the state. Full protection of this view as it currently exists may include some limitations on development in the area southwest of the viewpoint which is now developed with rail yards. These limitations would restrict development only if it were proposed to be within the view corridor and higher than the bluff. Given the HI zoning of this area, these restrictions should not result in an negative economic impact.

Goal 10, Housing, provides for the housing needs of citizens of the state. Development of the slope below Overlook House with single-family development is problematic. It is unlikely that any residential development would interfere with the view given the steep slope of the bluff below the viewpoint.

No other Statewide Planning Goals apply.
View of the City from Governors Park
Score: 54.00

Description of Resource

The views of the City from Governors Park are to the northeast. The large trees and heavy vegetation limit the views to occasional glimpses of downtown office buildings. The park is unimproved except for a small grassy area adjacent to the roadway.

Surroundings

The park is located in a residential area on either side of SW Davenport. The park is unimproved and is heavily wooded. The park slopes steeply down from the small level area adjacent to the street.

Existing Development Potential

The park is zoned R10 and has an Comprehensive Plan Map designation of Open Space. Development within a park is required to have a conditional use approval.
View Protection Conflicts

The change in grade within the park ensures that development down slope from the park will not be able to block the views. Development within the park is allowed only through the conditional use process.

Consequences of Protection

Economic Consequences

The economic consequences of protection and enhancement of this resource is limited to the costs associated with occasional pruning to open up the view to the City.

Social Consequences

The protection and maintenance of this view would allow park users and passers-by to see the City. At the same time, pruning would alter the existing character of the park. Currently, the park has a secluded, mysterious feel that could be diminished if pruning occurred.

Southwest Davenport has been designated as a bicycle route in the Arterial Streets Classification Policy. More than local residents may be expected, therefore, to enjoy views if opened up by pruning. The large trees in the park are part of its scenic value and removal of more than small amounts of vegetation could have a negative impact on the park's appearance.

Environmental Consequences

Removal of the shrubbery and other deciduous growth could impact the natural habitat of the

Zoning Map

ESEE ANALYSIS OF SCENIC RESOURCES 67
park which currently provides food and cover for animals and birds.

Energy Consequences

There are no energy consequences associated with protection of this resource.

Conclusions of ESEE Analysis

The quality of the views from the park could be considerably enhanced, but pruning could have a negative impact on existing habitat and on the scenic beauty of the park as it currently exists. The existing views are extremely limited, but should not be improved unless consistent with future development of the park. The existence of potential views of high value should be acknowledged.

Tentative Recommendation

Designate this resource as a scenic view and view point in the Scenic Resources Protection Plan. No additional protection measures, other than the Open Space designation, are warranted. If the park is developed in the future, enhancement of the views should be taken into consideration.

Applicable Statewide Planning Goals

There are no applicable statewide planning goals.
City from SW 18th near Jackson
Score: 52.26

Description of Resource

This view is from SW Jackson Street looking northward along unimproved SW 18th. The view overlooks land that is covered with trees and other vegetation. The view is primarily of the downtown Portland skyline. The view is partially obscured by the trees and bushes. Access to this viewpoint is from the sidewalk for pedestrians or from vehicles.

Surroundings

Both SW Jackson and SW 18th are local streets that serve the residents of the area. The area surrounding the viewpoint is developed with older single family homes. The steep hill which the viewpoint is on provides an excellent vantage point as the foreground drops away sharply. This portion of SW 18th was the location of a cog rail road line.

Existing Development Potential

The surrounding land is all zoned R5 and at this time it is fully developed. Redevelopment of the surrounding area at the R5 density would allow structures up to 35 feet in height.

Vicinity Map
View Protection Conflicts

The view is along the right away of SW 18th and continues between two homes along the path of the old cog railway. This is in a well developed neighborhood that does not have much growth potential as currently zoned. As long as the right-of-way from the cog railway is kept in public ownership, there is no direct conflict with the protection of this view.

Consequences of Protection

Economic Consequences

Preservation of the view will have a positive economic impact by enhancing the attractiveness of the neighborhood as a place to live thereby keeping close-in neighborhoods competitive with suburban locations.

Social Consequences

Protection of the view will have a positive impact on how people feel about this neighborhood and preserve the location of a historic feature.

Environmental Consequences

There are no environmental consequences associated with protection of this view.

Energy Consequences

There are no energy consequences of protection of this view.
Conclusions of the ESEE Analysis

There are no negative consequences associated with protection of this view. The resource should be protected.

Tentative Recommendations

Designate SW 18th and Jackson as a scenic viewpoint in the Scenic Resources Protection Plan. Encourage occasional pruning efforts as a way to maintain and enhance the view. Retain the undeveloped portion of SW 18th as right-of-way.

Applicable Statewide Planning Goals

There are no Statewide Planning Goals applicable to protection of this resource.
View of City from SW Cardinell
Score: 50.66

Description of Resource

A framed view of the city is visible along the length of the public stairs that joins the upper and lower portions of SW Cardinell. The view is in a northeasterly direction and includes the Fremont Bridge. The view is partially obscured by heavy deciduous vegetation along and within the right-of-way.

Surroundings

The view is from a public right-of-way that is flanked by wooded lots that are developed with a few homes. Southwest Cardinell is a narrow residential street with primarily local traffic. The I-405 freeway is north of the viewpoint.

Existing Development Potential

The area within the view corridor is a public right-of-way. The area around it is developed with a few single family homes. Since the view is along public right-of-way, future residential development will change the context of the view but will not obstruct it. Vegetation partially obscures the view and could further obstruct it if pruning is not done.

Vicinity Map

74 ESEE ANALYSIS OF SCENIC RESOURCES
View Protection Conflicts

The growth of vegetation over time is the only conflict with protection of this resource.

Consequences of Protection

Economic Consequences

Pruning or removal of the deciduous growth along this public right-of-way would result in increased maintenance costs to the City.

Social Consequences

Protection of this view would enhance the livability of the area. Pruning or removal of trees could have a negative impact if not done carefully. Pruning could decrease the sense of privacy and separation from the freeway that the heavy vegetation provides.

Environmental Consequences

Pruning or removing of some of the deciduous growth could have an environmental impact by eliminating some wildlife habitat in the area.

Energy Consequences

There are no energy consequences with the protection of this resource.
Conclusion of the ESEE Analysis

Although this view is not of particularly high value, protection has little impact. Each view adds incrementally to the enjoyment of the City by residents and visitors. The positive consequences of protecting the view outweigh the slight increases in maintenance costs.

Tentative Recommendation

Designate the viewpoint as a scenic resource in the Scenic Resources Protection Plan. Adopt Comprehensive Plan policies which support pruning as a means of protecting and enhancing scenic views. Encourage the neighborhood association to maintain the view corridor as volunteers by removing vegetation after obtaining approval from the appropriate City agency.

Applicable Statewide Planning Goals

There are no Statewide Planning Goals applicable to protection of this resource.
View of Downtown from Albina Park
Score: 49.37

Description of Resource

This viewpoint is from Albina Park and looks southwest to the downtown and west hills. The foreground of the view contains blackberry and other brush; a parking area for the school also detracts from the view. Further away, the Interstate-5 freeway crosses the view. The downtown skyline rises above industrial buildings on the east side of the Willamette River.

The cut-off point for dropping resources from further consideration for "Views of the City" was 50. This view scored 49.37, just below the cut-off point. It was retained for further analysis because it is currently in public ownership and offered some enhancement opportunities.

Surroundings

The park is in public ownership and is adjacent to the Harriet Tubman Middle School property. The park is used by the school as a playground and includes a paved, fenced area near the viewpoint.

Existing Development Potential

The viewpoint is located in the park which is zoned M3S, Light Manufacturing, with a Sign overlay. The site also has an Open Space Comprehensive Plan Map designation based on its

Vicinity Map
use as a park. The park is immediately outside the Central City Plan District (I-5 is the boundary). The land to the west of the viewpoint is zoned GI-1, General Industrial, and HI, Heavy Industrial. There is no height limit in the GI and HI.

The viewpoint is at an elevation of approximately 145 feet. The elevation of the freeway varies, but is generally about 45 feet below the viewpoint. The land to the west slopes gradually down from the freeway and is generally at an elevation of approximately 30 to 50 feet.

View Protection Conflicts

Development in the area zoned GI-1 west of the viewpoint has the potential for substantially blocking the view of the downtown skyline and large portions of the west hills that are currently visible. A height limit would need to be established within the view corridor in order to ensure that the view will continue to exist as it does today. Generally, industrial development would not include multistory structures. Development up to 50 feet in height could be allowed without blocking this view.

Vegetation also contributes to limiting the view. Generally, the western perimeter of the park adjacent to the freeway is lined by tall trees. These trees effectively block the view in most directions. The trees act as a visual and sound barrier from freeway noise, dust and activity, but they also limit the view to a small area on the southwest corner of the park.
Consequences of Protection

Economic Consequences

The economic consequences of preserving this view would depend on the kinds of activities that might locate within the view corridor. For the vast majority of uses, there would be no impact since typical industrial development is only one to two stories in height. Some industrial uses, such as grain storage, are frequently in tall silos more than 50 feet in height. This type of development, which is already located along the river bank within the view, can block views of the west hills. Restricting height within this view corridor could have a negative impact on a limited number of industrial developments.

Social Consequences

Views from parks are particularly important because people using the parks have the leisure to enjoy the views. Views from parks enhance the park as a place to visit and spend time in. This park is heavily used by students of the Harriet Tubman Middle School.

Environmental Consequences

There are no environmental consequences associated with preservation of this view.

Energy Consequences

There are no energy consequences associated with preservation of this view.

Conclusions of ESEE Analysis

The potential for an economic impact on development within the view corridor exists. The relative low quality of this view and the relative abundance of similar views argue against full protection. Partial protection can be achieved with little impact and should be accomplished to enhance the quality of visits to the park.

Tentative Recommendation

Designate this view in the Scenic Resources Protection Plan. Establish a height limit of 50 feet within the view corridor. Work with the Parks Bureau to open up the view from greater areas of the park, while maintaining a vegetative buffer between the park and the freeway.

Applicable Statewide Planning Goals

Goal 9, Economy of the State, is intended to provide for the diversification and improvement of the economy of the state. Full protection of this view as it currently exists would necessitate imposition of a height limit in the GI and HI area within this view corridor. This limitation would have the potential for restricting some kinds of development that would be allowed in these zones. Since most modern industrial uses occupy low-rise structures, this limitation would have a minimal impact.
There are no other Statewide Planning Goals that are applicable to preservation of this resource.
SCENIC VIEWS, SITES, AND CORRIDORS

ESEE Analysis and Recommendations

Views of Mountains — Volume III

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Portland, Oregon
March, 1990
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ESEE ANALYSIS

TABLE OF CONTENTS

I. INTRODUCTION
   A. How are the ESEE Analyses Organized?  i
   B. What Does State Law Require for the Protection of Scenic Resources?  ii
   C. What Factors are Considered in the ESEE Analyses for Scenic Resources? iii

II. ESEE ANALYSES AND RECOMMENDATIONS
   A. Panoramas – Volume I  1 – 79
   B. Views of the City – Volume II  1 – 81
   C. Views of Mountains – Volume III  1 – 79

   VM 38-31: Mt. Hood from Lewis and Clark College  2
   VM 31-21: Mt. St. Helens from VA Hospital  6
   VM 31-39: Mt. Hood from SW Corbett  10
   VM 23-19: Mt. Hood from Oregon Vietnam Memorial  14
   VM 23-08: Mt. Hood from the Rose Garden  16
   VM 04-04: Mountains from NW Wilaruk  18
   VM 31-26: Mt. Hood from VA Hospital  22
   VM 31-36: Mt. Hood from Broadway Drive  26
   VM 23-18: Mt. Hood from the Vista Bridge  30
   VM 30-05: Mt. Hood from SW Patrick Place  34
   VM 24-21: Mt. Hood from South Park Blocks  38
   VM 23-23: Mt. St. Helens from Mt. Calvery Cemetery  42
   VM 24-19: Mt. St. Helens from Gazebo at SW Front  44
   VM 31-25: Mt. Hood from OHSU  48
   VM 24-45: Mt. Hood from Waterfront Park at SW Salmon  52
   VM 37-01: Mt. Hood from SW Capitol at SW Huber  56
   VM 24-46: Mt. Hood from south side Morrison Bridge  60
   VM 24-42: Mt. Hood from NW Lovejoy Ramp  64
   VM 24-22: Mt. St. Helens from SW Jefferson Overpass  68
   VM 14-03: Mt. Hood from Airport Way  72
   VM 24-38: Mt. Hood from Broadway Bridge  76

   D. Views of Bridges – Volume IV  1 – 107
   E. Scenic Sites – Volume V  1 – 33
F. Scenic Drives – Volume VI

III. APPENDIX (under separate cover)

A. Correspondence
B. Planning Commission Minutes
   1. August 9, 1988
   2. November 8, 1989
   3. August 8, 1989
   4. August 15, 1989
SECTION I

INTRODUCTION

"Natural beauty . . . is the world that we live in. It is the environment in which we were born, and grow to maturity, and live our lives. It is more than a rich source of pleasure and recreation. It shapes our values. It molds our attitudes. It feeds our spirit, and it helps to make us the kind of men and women that we finally become."

(Lyndon B. Johnson, President
First White House Conference on Natural Beauty, May 25, 1965)


I. INTRODUCTION

The three parts of the Scenic Resources Project include an inventory, the Economic, Social, Environmental, Energy (ESEE) analysis, and proposals for protecting significant resources. The project is part of Portland's periodic review of its Comprehensive Plan. The ESEE analyses are in six volumes, divided by category of scenic resources.

A. How are the ESEE Analyses Organized

Each volume contains the same introductory information on the State Goal 5 requirements which establishes the process that the project has followed. Additional background information on the project and the steps that were followed in developing the inventory and recommendations are found in the Scenic Resources Inventory and the Scenic Resources Protection Plan.

The bulk of each volume describes each resource in a given category. Each ESEE analysis for a resource includes paragraphs describing the resource; existing development potential; potential conflicts with protection of the resource; the economic, social, environmental and energy consequences of protecting the resource; conclusions of the ESEE analysis; and a tentative recommendation.

Based on the ESEE analysis, and in conformance with the state rules, some resources are recommended for no protection. Others are recommended to have full protection, even to the extent of limiting development, and some resources are protected to some extent while conflicting development is also allowed. The analyses are based on information gathered by staff, the input of the Technical/Citizen Review Committee, both through the rankings process and through additional written or verbal comments; on information received from the public; and from comments received from other agencies.

The recommendations for protection of significant scenic resources, including new policies and regulations are described in the Scenic Resources Protection Plan. In addition, several actions have been identified which, while not necessary to meet state requirements for scenic protection, comprise a strategy to enhance the visual appearance of the City. These actions, both public and private, will reinforce the image of Portland as a beautiful place to live or to visit.

The correspondence that has been received throughout this project are compiled in an appendix to the ESEE Analyses and Recommendations.
B. What Does State Law Require for the Protection of Scenic Resources?

Statewide Land Use Planning

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 LCDC 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.

Periodic Review

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 and to complete an ESEE analysis 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.

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

The Statewide Planning Goal 5 Administrative Rule

Statewide Planning Goal 5 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 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 inventory is done first and includes the location, quantity and quality of the resources present. Location of a resource must include a map or description of the boundaries of the resource site, and be as accurate as available information allows. Resource quantity requires consideration of the relative abundance of the resource. Quality of a resource is determined by comparing the resources within categories.

If a resource 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, 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.

The next step in the Goal 5 process includes the identification of conflicts with protection of inventoried resources. This is done primarily by examining the uses allowed in broad zoning categories. A conflicting use, according the the Goal 5 Administrative Rule, is one which, if allowed, could negatively impact the resource. These impacts are considered in analyzing the economic, social, environmental and energy (ESEE) consequences.

If there are no conflicting uses for an identified resource, the jurisdiction must adopt policies and regulations, to ensure that the resource is preserved. Where conflicting uses are identified, the ESEE consequences must be determined. The impacts on both the resource and on the conflicting use must be considered. Other applicable Statewide Planning Goals must also be considered. The ESEE analysis is adequate if it provides a jurisdiction with reasons why decisions are made regarding specific resources.
C. What Factors are Considered in the ESEE Analyses for Scenic Resources?

State Goal 5 states that “programs shall be provided that will (1) insure open space, (2) protect scenic and historic areas and natural resources for future generations, and (3) promote healthy and visually attractive environments in harmony with the natural landscape character. Scenic areas are defined in State Goal 5 as “lands that are valued for their aesthetic appearance.” Goal 5 provides a list of resources that must be inventoried. This list includes “outstanding scenic views and sites.”

The Goal 5 Administrative Rule lays out the steps to be followed in complying with Goal 5, but provides little direction in determining what factors should be considered as having potential economic, social, environmental or energy consequences. This lack of guidance is because relevant ESEE factors vary depending on the type of resource that is being evaluated.

In general, the economic consequences of protection of a resource will involve a comparison of the value of the resource to the economic impact to the local jurisdiction and the region if the land were used for development permitted by zoning. Economic factors considered in this analysis include the positive or negative impacts on employment, property values, and the tax base; a reduction in the development potential of affected land; the impact on tourism; impact on infrastructure costs; and marketing factors.

Social consequences considered in this analysis include the enhancement of recreational opportunities; educational opportunities; retention of historic or cultural values; opportunities to improve civic pride and the image of the city; enhancement of aesthetic values; visual variety; promotion of good urban design; and screening and buffering of incompatible uses.

Environmental consequences considered in this analysis include the retention of natural resource values such as habitat for fish and wildlife, recreational opportunities, visual amenities and character, pollution control, and heritage value and the potential loss of shade, privacy, or buffering if views are opened up.

Energy consequences considered in this analysis include the reduction in energy use by providing scenic and recreational opportunities near major population centers versus the potential increase in energy use resulting from limiting development and using land less efficiently.

The outcome of the ESEE analysis is one of three decisions. These decisions may be:

1. **Allow conflicting uses fully** (conflicting uses, notwithstanding the impact on the resource, are sufficiently important to warrant allowing the uses), or

2. **Limit conflicting uses** (both the resource and the conflicting uses are important relative to each other), or
3. **Protect the resource** (the resource, relative to conflicting uses, is so important that the resource should be protected and all conflicting uses prohibited).
SECTION II

ESEE ANALYSES AND RECOMMENDATIONS

"The importance of natural beauty cannot be easily measured. It cannot be coded for computer or calculated by economists. But it is proven beyond doubt by the history of the race, and experience of our own lives."

(Lyndon B. Johnson, President
First White House Conference on Natural Beauty, May 25, 1965)
View of Mt. Hood from Lewis and Clark College
Score: 82.60

Description of Resource

A spectacular view of Mt. Hood, framed by the lower campus gardens, can be seen behind Odell Manor at Lewis and Clark College. The view is from directly behind the house, now the administration building for the college, at an elevation of 440 feet. The view can be seen as one descends the gardens down to an elevation of 390 feet.

Access to the gardens is open to the public. They can be reached by walking to the back of Odell Manor (near the center of the campus) or by entering Gate 4.

Surroundings

The manor is on the National Register of Historic Landmarks and was built in 1926 for Mr. M. Lloyd Frank, of the Meier and Frank department store chain, as Fir Acres. The campus of Lewis and Clark College is hilly and has a diverse mix of buildings. The viewpoint is in a landscaped garden that is part of the original grounds of the manor. Student support buildings are nearby, but the gardens and manor are set somewhat apart from the main activity of the campus.

The eastern boundary of the campus is contingent with the City limits. The primary land use in the vicinity of the campus is single family residential development.

Vicinity Map
Existing Development Potential

The college is zoned R20 with an R10 Comprehensive Plan Map designation, as is most land in the immediate vicinity of the campus. The area east of the campus is under Multnomah County jurisdiction. This low density single family area, known as Dunthorpe, has a maximum height limit of 35 feet.

The lower portion of the Lewis and Clark College campus is developed with gardens and recreational uses. Development of the campus requires a conditional use approval. Residential development consistent with zoning would be reviewed through the land partitioning process.

View Protection Conflicts

Residential development in the area of the viewpoint or foreground of the view could have a negative impact on the quality of the view by limiting access to the viewpoint and by introducing discordant elements. Development of the college campus could also have a negative impact on the view, particularly if the gardens were removed and replaced with structures.

Consequences of Protection

Economic Consequences
There are no immediate economic consequences of protecting this view. Future development at
the lower campus of the college could be limited if this view were protected. Such limitations could result in increased building costs for the college.

Social Consequences

Protection of this view of Mt. Hood would preserve it for campus users as well as members of the community. It is a quiet and peaceful place that provides a retreat within an urban area. Protection would mean that the original efforts in the careful placement of the manor house and the gardens in alignment with peak of Mt. Hood would not be eliminated by careless development by the college, or by future development of the property if the college should ever relocate.

Environmental Consequences

There are no environmental consequences associated with protection of this view.

Energy Consequences

There are no energy consequences associated with protection of this view.

Conclusions of ESEE Analysis

A significant amount of effort was put into developing this viewpoint and enhancing the view to Mt. Hood when the original site development was done in 1926. The view is extremely impressive and is accessible to the public. The protection of this view would be in keeping with manor's historic landmark designation. The view is maintained by the college and its protection is valuable to the image of the campus.

Tentative Recommendation

Protect this view by designating it in the Scenic Resources Protection Plan. No additional restrictions need to be applied at this time since the conditional use process offers the opportunity to review development to be consistent with protection of the view. If the college were sold for residential development and subdivided, conditions should be applied to any land use actions to ensure that the view remains.

Applicable Statewide Planning Goals

State Goal 9, Economy of the State, is intended to provide for the diversification and improvement of the economy of the state. Full protection of this view may include some limitations on development in the lower campus gardens area. These limitations would restrict development only if it were proposed to be in the view corridor.

State Goal 10, Housing, provides for the housing needs of the citizens of the state. In the event that the college sold its land for housing development, the protection of this view could restrict the potential for achieving the maximum density allowed by the Comprehensive Plan designation.
View of Mt. St. Helens from Veteran’s Administration Hospital
Score: 78.12

Description of Resource

The view is to parts of downtown, the Willamette River and several bridges, the east side of the City, and of Mt. St. Helens. Dense vegetation in the foreground frames the view on both sides. The viewpoint is part of the parking and loading area of the new hospital.

Surroundings

This viewpoint is located behind the new Veteran’s Hospital at the edge of the loading area. The loading area is reached by following the road to the hospital and veering to the right.

Existing Development Potential

The zoning on the Veteran’s Hospital site is R1D, Multifamily Residential, with a Design overlay due to its proximity to SW Terwilliger Parkway. The viewpoint is approximately 425 feet in elevation. The view is across the southern portion of the downtown, where height limits are generally 225 feet or less. The view to Mt. St. Helens is across the Lloyd Center area where height limits are up to 250 feet with provision for bonus height up to 75 feet more under certain conditions. The tops of the existing office towers near Lloyd Center appear at the base of the visible portion of the mountain from this viewpoint.

Vicinity Map
View Protection Conflicts

The Veteran's Hospital is a federal facility and, as such, is not subject to local or state land use planning regulations. Facilities built with federal funds are subject to an environmental impact review prior to construction.

Additional construction at the Veteran's Hospital has the potential for blocking this view. However, the area adjacent to the viewpoint slopes down steeply in an area of severe landslide potential. Construction on this slope is unlikely. Additional hospital construction is not anticipated at this time although a pedestrian skybridge is proposed to be constructed between the south hospital on the Oregon Health Sciences campus and the new Veteran's hospital building. That skybridge will be located behind and above the viewpoint.

The view of Mt. St. Helens may be partially obstructed if high-rise development in the Lloyd Center area is built to the maximum allowed by the Central City Plan and if height bonuses are used to obtain additional height above the base height limit.

Consequences of Protection

Economic Consequences

Reductions in the height limits and the availability of height bonuses in the Lloyd Center area would have an economic impact by restricting the amount of development that could occur on some blocks. However, such restrictions do not appear to be necessary in order to preserve the view of Mt. St. Helens, but only to keep the view as it is today.
The Veteran's Hospital has just completed a major expansion. The opening up of this view is due to the development of a loading and circulation area for the new hospital building. No further expansion is planned so there is no economic consequence to preserving the viewpoint as it is.

Social Consequences

This view was ranked high among views containing mountains as a key element, despite the rather unfortunate setting of the viewpoint itself. The varied elements of the view and the elevation of the viewpoint contribute to this high ranking. Similar views, for instance from SW Terwilliger Boulevard, are from a lower elevation and downtown buildings tend to partially block the view of Mt. St. Helens. This view contains all of the elements that contribute to an interesting and valued scenic resource – water, man-made elements such as bridges and buildings, mountains, sweeping view, and natural vegetation.

Environmental Consequences

The slope downward from the viewpoint has been inventoried as having significant wildlife habitat values. Whether an environmental overlay zone will be applied to this slope depends on the outcome of the ESEE analysis relating to the preservation of wildlife habitat.

Energy Consequences

There are no energy consequences associated with preservation of this resource.

Conclusions of ESEE Analysis

This view should be protected and enhanced. Although the City has very limited ability to impact development on federally-owned lands, every attempt should be made to insure that this view is not lost.

Tentative Recommendation

Designate this view as significant in the Scenic Resources Protection Plan. Work with the Veteran's Administration to ensure that changes to the facility preserve significant views and enhance viewpoints.

Applicable Statewide Planning Goals

Goal 9, Economy of the State, is intended to provide for the diversification and improvement of the economy of the state. Full protection of this view as it exists today could restrict a relatively small amount of development in the Lloyd Center area because of the need to limit bonus heights on some blocks. The view of the mountain would still exist even if the area were developed to its full capacity, though the attractiveness of the view would be diminished.

Goal 10, Housing, provides for the housing needs of citizens of the state. This site is fully committed to its hospital use. The use of the site, including the viewpoint and the downhill slope, for housing is not realistic. Therefore, preservation of this view will have no effect on
the housing potential of the site.

No other Statewide Planning Goals apply.
View of Mt. Hood from SW Corbett
Score: 78.03

Description of Resource

There is a striking view of Mt. Hood from the intersection of SW Corbett and SW Seymour, looking east. The view is unobstructed because the land to the east is at a lower elevation than the immediate foreground. The view is at the north end of the Corbett bridge where it crosses Interstate-5. Mt. Hood rises above a wooded area on the east side of the river. The view includes the Willamette River and the hills on the east side.

Surroundings

The overpass bridge is south of the viewpoint; the area to the north is residential. The entire area is predominantly residential with some commercial development. Southwest Corbett is frequently used by pedestrians, bicyclists, and motorists in keeping with its designation as a neighborhood collector, minor transit street, bicycle route and pedestrian path.

Existing Development Potential

The area including the viewpoint is zoned R2S. The view overlooks land that is zoned C2D and C2Drd. The maximum heights in the C2 area is 45 feet. The freeway is directly below the viewpoint approximately 50 feet below the overpass. The viewpoint is at an elevation of

Vicinity Map
180 feet. The land between the overpass and the river is significantly lower, ranging from 75 to 125 feet between I-5 and SW Macadam and from 25 to 75 feet between SW Macadam and the river.

**View Protection Conflicts**

There are no conflicts with protection of this view. Elevations and allowed height limits on the east side of the river will not conflict with protection of the view. Existing zoning, height limits, the lower elevations and the two rights-of-way ensure that there are no conflicts with protection on the west side of the river.

The possibility exists that fencing or some other material may be placed along the overpass to prevent objects from being thrown down onto the freeway. This kind of protective measure could partially obscure the view and certainly create an unattractive screen through which to view it.

**Consequences of Protection**

**Economic Consequences**

There are no economic consequences of protecting this view.

**Social Consequences**

Preservation of this view will have a positive impact on the attractiveness of this neighborhood as a place to live. In addition, it provides an amenity for all who travel along this portion of the freeway.
of SW Corbett. Motorists on I-5 should be protected from thrown objects, but this can be accomplished without diminishing the quality of the view.

**Environmental Consequences**

There are no environmental consequences associated with protection of this view.

**Energy Consequences**

There are no energy consequences associated with protection of this view.

**Conclusions of ESEE Analysis**

This view is highly ranked and has a positive impact on the neighborhood. Easy access to the viewpoint also points toward protection. There are no impacts associated with protection of the view.

**Tentative Recommendation**

Designate the view as a scenic resource in the *Scenic Resources Protection Plan*. No other measures are necessary for full protection of the resource.

**Applicable Statewide Planning Goals**

There are no Statewide Planning Goals applicable to protection of this resource.
View of Mt. Hood from the Oregon Vietnam Living Memorial
Score: 73.00

Description of Resource

This view of Mt. Hood is from the Oregon Vietnam Living Memorial. The vantage point is from the westernmost section of the memorial trail. Mt. Hood is visible above a rise of ground framed by tall fir trees. This view is very natural and undisturbed except as modified for the memorial itself.

Surroundings

Hoyt Arboretum is part of the Washington Park complex, including the zoo, the Western Forestry Center and OMSI. The memorial was recently constructed in the Hoyt Arboretum near the World Forestry Center. There is a small parking lot across the roadway from the memorial as well as extensive parking areas at the zoo.

Existing Development Potential

Hoyt Arboretum is zoned R7, Single-Family Residential and also has an Open Space Comprehensive Plan Map designation. The Open Space designation is placed on low-intensity uses such as parks. Development within the arboretum is subject to conditional use approval. The war memorial is at an elevation of approximately 750 feet, high enough to assure that the view to the mountain will remain unobstructed.

Vicinity Map
Conclusions and Recommendation

The existing Open Space designation and the requirements for a conditional use review of development within the arboretum are adequate protection measures to assure that the view will be preserved. Some pruning may be necessary to maintain the view as it currently is. There are no conflicts with full protection of the resource. Designate this view as a significant scenic resource in the Scenic Resources Protection Plan.

Zoning Map
View of Mt. Hood from the Rose Garden
Score: 72.49

Description of Resource

This view of Mt. Hood and the downtown skyline is from above the gazebo in the Rose Garden. The vantage point is a little to the left of the steps leading down to the gazebo. Mt. Hood is framed by large trees with the skyline below the mountain. The rose bushes of the garden in the foreground significantly enhance the quality of this view. The view of Mt. Hood from the Rose Garden is protected through the height limitations established for the Central City.

Surroundings

The Rose Garden is in Washington Park, east of the tennis courts and SW Kingston. The area immediately below the Rose Garden is also park property. The viewpoint is approximately 425 feet above sea level.

Existing Development Potential

The park is zoned R7, Single-Family Residential, and has an Open Space Comprehensive Plan Map designation on it. The Open Space designation is placed on low-intensity uses such as parks.

Vicinity Map
The view is in the most danger of being obstructed from the vegetation of the park. Although the view of the mountain will in all likelihood be safe, the view of the downtown skyline may become increasingly more hidden over the coming years due to growing vegetation.

Conclusions and Recommendation

Designate this view as a significant scenic resource in the *Scenic Resource Protection Plan*. The height limits of the Central City and the Open Space Comprehensive Plan Map designation are adequate mechanisms to protect this resource. There are no conflicts with full preservation of the view. Some pruning may be required in the future in order to preserve this view as it is today.
View of Mountains and River from NW Wilark
Score: 70.65

Description of Resource

This viewpoint is at the intersection of NW Wilark and NW Mackay Streets above and west of St. Helens Road. The Willamette River and Port of Portland unloading facilities are the dominant features in the middle ground of the view. Mt. St. Helens, Mt. Adams, Mt. Hood, and Mt. Rainier are visible in the distance, depending on weather and air conditions.

Surroundings

Northwest Wilark dead ends at this location and NW Mackay is unimproved. The view is over vacant property in private ownership. The area is sparsely developed with single family homes. Forest Park lies to the west of the viewpoint.

Existing Development Potential

The viewpoint is in an area that is zoned R7, Single Family Residential, and has a High Density Single Family Comprehensive Plan Map designation. The land slopes sharply down from the viewpoint (which is in the public right-of-way). The land in the foreground is vacant but has been maintained by a nearby resident so that the view is open. The six vacant lots are platted at the R5 standard (except for lot 13 which is slightly smaller) but are zoned R7. The height limit in the R7 zone is 35 feet.

Vicinity Map
A variance was granted in 1986 for three of the vacant lots (Lots 17-19). The variance was to allow construction of a single family residence on two of the lots with the condition that the house be no more than one story above street level. That variance has not been acted upon. Lots 13-16 are all in one ownership; the inventoried view is primarily over these lots.

The elevation of the viewpoint is just over 200 feet. The nearest development within the view corridor are residences that face NW Hodge and are at an elevation of approximately 150 feet.

**View Protection Conflicts**

The view would be substantially altered if development were to occur on the vacant lots east of NW Mackay (currently zoned for residential structures up to 35 feet in height). Portions of the view would remain where setbacks between residential structures are required, but this limited view would not contain the striking panorama of mountains, river and urban activities that is currently available. Other development in the residually-zoned area is enough below the elevation of the viewpoint to not obstruct the view.

Across St. Helens Road the area is zoned for industrial development. Although there is no height limit in the industrial zones, typical development is low-rise and is unlikely to interfere with the view in any substantive way. The industrial area is at an elevation of approximately 40 feet. The existing development, including several chemical storage tanks, are no more than 90 feet above sea level.
Consequences of Protection

Economic Consequences

Preservation of this view as it currently exists would require either the purchase of this property which is assessed at $6,100 (for Lots 13-16 of Block 4) and $3,100 (for Lots 17-18) or the purchase or donation of a view easement from the property owner to restrict development within the view corridor. Such an easement would not necessarily need to prohibit all development. Instead it could allow development on some of the six vacant lots or it could restrict the height of structures. The economic impact of these actions would be the cost of the land or the lost value of being able to build housing in conformance with current zoning.

Social Consequences

This viewpoint is somewhat difficult to get to and, because it is at the end of two deadend streets (one of which is not developed at all), relatively few people visit it. Such a wide-angle view is unusual in this area which is typically characterized by heavy vegetation. Forest Park to the west provides many striking views to the east but they are frequently partially obstructed by trees.

Environmental Consequences

The area to the west of the viewpoint is undeveloped land in private ownership or part of Forest Park. This area has been inventoried by the City as having significant wildlife habitat value. However, the area within the view corridor has been substantially altered by man. There are no environmental consequences associated with protection of this view.

Energy Consequences

There are no energy consequences associated with preservation of this view.

Conclusions of ESEE Analysis

This view is very striking and interesting. Access is very limited however, and the viewpoint is not likely to be a destination except for the immediate residents of the area. There are economic consequences relating to the protection of this view by restricting development on currently vacant parcels in private ownership. Similar views, although in need of pruning in some instances, can be obtained from various vantage points in Forest Park.

Tentative Recommendation

No protection is recommended for this resource except to amend the variance (adjustment) approval criteria to include a requirement that variances not be granted if they would result in the loss or diminishment of an inventoried scenic resource.
Applicable Statewide Planning Goals

Goal 10, Housing, provides for the housing needs of citizens of the state. Full protection of this view would reduce the number of housing units that could be constructed on the vacant land within the view corridor up to the maximum of six that would be permitted under the Comprehensive Plan Map designation.

There are no other Statewide Planning Goals applicable to protection of this resource.
View of Mt. Hood from Veterans Administration Hospital
Score: 70.02

Description of Resource

This viewpoint is from a pedestrian walkway adjacent to the drive that leads past the older hospital structures at the Veterans Administration facility. The view of Mt. Hood is framed by tall trees with the east side of the City visible in the middle ground.

Surroundings

From the walkway, a platform and stairs lead to a lower parking lot. The viewpoint is only a few steps from a bus stop. The viewpoint is accessible to a large number of pedestrians and others on their way to and from the medical center.

Existing Development Potential

The Veterans Medical Center is owned by the federal government. Federally-owned property is not subject to state and local land use regulations. The zoning on the property is R1D, Multifamily Residential, with a Design overlay zone due to its proximity to the Terwilliger Parkway Corridor.

The view to the east is over the lower parking lot and a mixture of residential and commercial areas where the maximum heights for structures are 125 feet and 250 feet (through a Central City master plan). The viewpoint is at an elevation of approximately 440 feet.

Vicinity Map
View Protection Conflicts

The existing zoning presents no difficulties in the preservation of this view. However, the Veterans Administration can, with limited local input, construct new structures that would interfere with the preservation of this view. The Veterans Administration has recently completed the new medical center on this site and no additional expansion is planned for the near future. The City recently approved the construction of a pedestrian bridge from the new hospital to connect with the south hospital on the Oregon Health Sciences University. Review was required for this project because part of it was on land not owned by the federal government.

The City may comment on the potential impacts of a planned project through the environmental impact review process required for federal projects.

Consequences of Protection

Economic Consequences

The economic consequences of full protection of this resource depend on the Veterans Administration's desires to use the land immediately adjacent to the viewpoint for future development. At the present time there are no plans for construction in the vicinity of the viewpoint that could potentially interfere with preservation of the resource.

Social Consequences

This view is a very narrow one of Mt. Hood. Similar views can be obtained from SW Terwilliger Boulevard, a short distance to the east. The view adds to the attractiveness of the

Zoning Map
setting for the medical center and provides a pleasant diversion for visitors or employees to the facility.

Environmental Consequences

There are no environmental consequences associated with full protection of this resource.

Energy Consequences

There are no energy consequences associated with full protection of this resource.

Conclusions of ESEE Analysis

The Veterans Hospital is visited by many people, including visitors to the City and State. To the extent practical, given the constraints of impacting federal decision-making, the City should work with the Veteran’s Administration to insure that this view is preserved. Enhancement opportunities also exist, such as limited pruning to open up the view and improvements to the viewpoint.

Tentative Recommendation

Designate this view as a significant scenic resource in the Scenic Resources Protection Plan. No additional regulation is recommended. Work with the Veteran’s Administration to preserve this view and to improve the viewpoint as development occurs. Provide input to any required reviews that proposed development may be subject to.

Applicable Statewide Planning Goals

Goal 9, Economy of the State, is intended to provide for the diversification and improvement of the economy of the state. The Veterans Administration Hospital is an important employer in the City. In addition, it is responsible for a considerable impact on the local economy through purchases, construction, etc. No additional construction is planned for the site in the near future. In the short run, there is no economic impact on the full preservation of this view.

Goal 10, Housing, provides for the housing needs of citizens of the state. This site is fully committed to hospital use. The use of the site, including this viewpoint and the downhill slope for housing is not likely given its development as a medical facility. Therefore, preservation of this view will have no effect on the housing potential of the site.

No other Statewide Planning Goals are applicable.
Description of Resource

Although there are several views of Mt. Hood from SW Broadway Drive, the majority of them are partially obscured all or part of the year by trees and other vegetation. This vantage point is one of the most unobstructed, although vegetation partially obscures it in summer. This view is from the narrow area adjacent to the roadbed near the alignment of SW Caruthers Street. This view is similar in angle to several of those along SW Terwilliger Boulevard. The elevation of this viewpoint is approximately 270 feet versus 250 to 325 feet for a similar view from SW Terwilliger.

Surroundings

The view is out over a four story office structure that has access from SW 6th Avenue. The land between the office building and SW Broadway Drive is under the same ownership as the office building but the land is vacant. A single family residence that fronts onto Broadway Drive is located to the south of the viewpoint.

Broadway Drive is a narrow winding road with no sidewalks or curbs. There are limited opportunities to pull off of the roadway and restricted parking. There is a small area near this viewpoint that can be used for parking. However, the Goose Hollow area is subject to a neighborhood parking program that limits on-street parking to either residents or no more than two hours for visitors. The purpose of the parking program is to prohibit parking by commuters in the neighborhood.

Vicinity Map
Existing Development Potential

The zoning immediately east of the viewpoint is RH, High Density Residential, with a floor area ratio (FAR) of 3:1. The maximum height in the RH zone where the FAR is more than 2:1 is 460 feet for structures (the purported zoning code will allow 200 feet in height where the FAR is 4:1. Within 20 feet of and adjacent to front and rear lot lines heights are limited to 65 feet in height.

The vacant land zoned RH is subject to the conditions of a zone change from A2.5 to A0 granted in 1962 which state that development cannot exceed the height of the SW Broadway roadbed adjacent to the property. The roadbed is at a height of approximately 270 feet, and the adjacent land drops off steeply to a level area at approximately 250 feet in elevation. The conditions of the zone change continue to be binding on the property even if developed in the future under the current RH zoning.

The zoning east of the vacant site is C2, General Commercial, where the maximum height allowed is 45 feet. The existing building is less than 45 feet in height. Additions to the top of the building up to a height of 45 feet could partially block the view of Mt. Hood.

Consequences of Protection

Economic Consequences

There are no immediate economic consequences to protection of this view. This view will be maintained so long as the existing structures on the C2 property are not increased in height or the site is not redeveloped to the maximum height of 45 feet. New development on the RH land is subject to the condition of the zone change. Protection of the view could affect redevelopment of the C2 area although the maximum permitted floor area ratio in the zone

Zoning Map
may be achieved without impacting the view.

Social Consequences

The views of Mt. Hood and of Mt. St. Helens visible as one drives north on SW Broadway Drive enhance the aesthetic quality of the drive. However, SW Broadway Drive is heavily used and speeds are relatively high considering the narrow and curvy nature of the roadway. There are no sidewalks to allow pedestrians safe passage along SW Broadway. The views of the mountains are frequently blocked by vegetation during half of the year.

Environmental Consequences

There are no environmental consequences associated with protection of this resource.

Energy Consequences

There are no energy consequences associated with protection of this resource.

Conclusions of ESEE Analysis

The view is only partially visible for most of the year and there is no safe pedestrian walkway. Development would be constrained but not eliminated on the two properties within the view corridor. Protection and enhancement could be accomplished with little economic impact on the affected properties.

Tentative Recommendation

Do not protect this resource except to the extent of enforcing existing conditions of the zone change.

Applicable Statewide Planning Goals

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Full protection of the resource will have little impact on the commercial use of the property within the view corridor.

State Goal 10, Housing, provides for the housing needs of the citizens of the state. The existing conditions of the zone change granted in 1962 limits the height of construction on the vacant lot. The allowed floor area ratio of 3:1 would be difficult to accomplish under the limitations of the zone change. Protection of this view could result in a small loss of housing potential on this site due to limiting the height of structures within the view corridor. The entire site would not be subject to this limitation.

No other Statewide Planning Goals apply.
Description of Resource

This view of Mt. Hood and the downtown from the Vista Bridge is a dynamic one that changes as new buildings rise in the downtown. Unfortunately, some of the more recent construction has begun to obscure the view of Mt. Hood from this vantage point. The Vista Bridge provides an excellent view to the east because of its location above SW Jefferson which leads into the middle of downtown.

Surroundings

The bridge is at an elevation of approximately 272 feet. Below the bridge and immediately to the east is an area of mixed commercial and office buildings. The height limits within the view corridor are 300 feet or less. The Orbanco building on the block bounded by SW Salmon, SW Main, SW 5th and SW 6th is directly in the center of the view corridor to Mt. Hood. The top of the building intrudes into the view of the mountain, blocking the view of the bottom part of the mountain. This resource was ranked relatively low because the intrusion of new office towers significantly diminishes the quality of the view. The height limit on the block containing the Orbanco building is 300 feet. The height of the building is 280 feet.

Vicinity Map
Existing Development Potential

All of the blocks within the view corridor have maximum heights of 350 feet or less with the exception of Lownsdale Square which has a height limit of 460 feet. The block immediately west of the Orbanco building is also in the Mt. Hood view corridor. The eastern half of this block is currently developed with an eight-story parking structure. The western half was the site of the Broadway Theater which was recently demolished for construction of an office tower and multistory parking structure. The height of this proposed tower is approximately 315 feet with the tallest part of the structure toward the center of the block.

The critical portion of the view corridor to Mt. Hood (where height limits are greater and there is most likely to be structures of more than a few stories) is within the Central City, specifically the downtown area. The Central City's height limits are regulated by the Central City Plan District regulations. There are design guidelines for the Central City, but they do not specifically address maintenance of specific view corridors.

View Protection Conflicts

The Broadway/Moyer project now under construction will block most of the view of Mt. Hood from the center of the bridge above SW Jefferson. Protecting this view is no longer possible. An alternative vantage point is farther south on the bridge where a stone bench is located. The vantage point is partially blocked by evergreen trees on property adjacent to the bridge that is owned by the highway department. By shifting the vantage point, a view of the mountain is still possible although the Orbanco building intrudes into the view corridor at this angle.

Several blocks within the view corridor have the potential for obstructing this alternative
view, but in most instances only portions of blocks are affected. Heights within the view corridor currently range form 45 feet to 460 feet and would need to range from 45 feet to 300 feet to fully protect the view. The only block with a 460 foot height limit is Lownsdale Square. A summary of the affected block, currently allowed heights and heights necessary to protect the view are listed below under "Economic Consequences."

**Consequences of Protection**

**Economic Consequences**

The chart below summarizes the blocks that would be affected by height limitations, if implemented to protect the view to Mt. Hood. In most instances, potions of blocks, rather than whole blocks, would be affected. Full development potential is possible on the affected blocks if the lower height limits are implemented.

<table>
<thead>
<tr>
<th>Legal Description</th>
<th>Zoning</th>
<th>Existing Hgt. Limit</th>
<th>Height to Protect View</th>
<th>Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>PORTLAND BLK 24(ALL)</td>
<td>CXD</td>
<td>350 feet</td>
<td>300 feet</td>
<td>(-50 feet)</td>
</tr>
<tr>
<td>PORTLAND BLK 53(ALL)</td>
<td>CXD(OS)</td>
<td>460 feet</td>
<td>290 feet</td>
<td>(-70 feet)</td>
</tr>
<tr>
<td>PORTLAND BLK 169(S1/2)</td>
<td>CXD</td>
<td>300 feet</td>
<td>270 feet</td>
<td>(-30 feet)</td>
</tr>
<tr>
<td>PORTLAND BLK 168(N1/2)</td>
<td>CXD</td>
<td>300 feet</td>
<td>255 feet</td>
<td>(-45 feet)</td>
</tr>
<tr>
<td>PORTLAND BLK 182 (SE 1/4)</td>
<td>CXD</td>
<td>300 feet</td>
<td>250 feet</td>
<td>(-50 feet)</td>
</tr>
<tr>
<td>PORTLAND BLK 183(N2/3)</td>
<td>CXD</td>
<td>300 feet</td>
<td>240 feet</td>
<td>(-60 feet)</td>
</tr>
<tr>
<td>PORTLAND BLK 207(ALL)</td>
<td>RXD/CXD</td>
<td>300 feet</td>
<td>220 feet</td>
<td>(-80 feet)</td>
</tr>
<tr>
<td>PORTLAND BLK 247(S1/2)</td>
<td>RXD</td>
<td>250 feet</td>
<td>200 feet</td>
<td>(-50 feet)</td>
</tr>
<tr>
<td>PORTLAND BLK 246(N1/3)</td>
<td>RXD</td>
<td>250 feet</td>
<td>200 feet</td>
<td>(-50 feet)</td>
</tr>
<tr>
<td>PORTLAND BLK 262(S1/3)</td>
<td>RXD</td>
<td>250 feet</td>
<td>185 feet</td>
<td>(-65 feet)</td>
</tr>
<tr>
<td>PORTLAND BLK 263(N1/3)</td>
<td>RXD</td>
<td>250 feet</td>
<td>185 feet</td>
<td>(-65 feet)</td>
</tr>
<tr>
<td>PORTLAND BLK E(S1/4)</td>
<td>RXD</td>
<td>250 feet</td>
<td>175 feet</td>
<td>(-75 feet)</td>
</tr>
<tr>
<td>PORTLAND BLK N1/2D (N1/2)</td>
<td>RXD</td>
<td>250 feet</td>
<td>175 feet</td>
<td>(-75 feet)</td>
</tr>
<tr>
<td>N side of Jefferson 16th thru 14th</td>
<td>CXD</td>
<td>250 feet</td>
<td>180 feet</td>
<td>(-70 feet)</td>
</tr>
<tr>
<td>N side of Jefferson 19th thru 18th(S50')</td>
<td>CXD</td>
<td>100 feet+Bonus</td>
<td>165 feet</td>
<td>(-Bonus)</td>
</tr>
</tbody>
</table>
Social Consequences

This view of Mt. Hood is similar in angle to the view from the Rose Garden, but it provides a much wider and more complete view of the downtown. The Vista Bridge is a popular approach to Washington Park and has been recently restored. It is designated a pedestrian path by the Arterial Streets Classification Policy.

Environmental Consequences

There are no environmental consequences associated with full protection of this resource.

Energy Consequences

There are no energy consequences associated with full protection of this resource.

Conclusions of ESEE Analysis

The building under construction on Block 182 has effectively eliminated this view of Mt. Hood as originally inventoried. However, an alternative vantage point is possible if some vegetation is pruned from State Highway Department land. This view is an important one, frequently enjoyed by motorists and pedestrians. Although many blocks are affected, the amount of height reduction required on any particular block is relatively small and will still allow full amount of development potential allowed under current zoning.

Tentative Recommendation

Designate the alternative vantage point as a scenic viewpoint in the Scenic Resources Protection Plan. Amend height limits in the Central City as necessary to protect the resource. Encourage immediate removal of vegetation on state-owned land as necessary to open up the view to Mt. Hood.

Applicable Statewide Planning Goals

Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Full development of blocks within the view corridor can be achieved within reduced height limits. Adequate development potential exists within the Central City to meet the need for commercial space.

No other Statewide Planning Goals apply.
View of Mt. Hood and City from SW Patrick Place
Score: 63.24

Description of Resource

From near the intersection of SW Patrick Way and SW Patrick Place (east of Council Crest Drive) there is a vista of a portion of the City and Mt. Hood. The best vantage point for the view is slightly past the intersection and down SW Patrick Way. The view is primarily between two residences at the end of the street, but Mt. Hood rises above the house to the right of the deadend.

Surroundings

The area, including the viewpoint, is zoned R10, Single-Family Residential. The maximum height in the R10 zone is 35 feet and the minimum distance to a side property line is 10 feet. The area is built up with single-family homes except on a few extremely steep lots.

Existing Development Potential

The elevation of the viewpoint is approximately 1,000 feet above sea level. The land to the east slopes steeply down from the viewpoint with the houses at either side of the view at approximately 975 feet in elevation, and the lots to the east at 950 feet or less in elevation. The existing zoning allows only single family development and some conditional uses. It is unlikely that the lots within the view corridor would be used for other than single-family homes. However, the existing homes could be added to or replaced.

Vicinity Map
View Protection Conflicts

Additions to the house at the right of the view could block all or portions of the view of Mt. Hood if constructed higher than the existing structure. The maximum height of the structure would be limited by the 35 feet allowed in the R10 zone. Requests for additional height would have to be approved through the variance process.

Consequences of Protection

Economic Consequences

The economic impact of preserving this view as it exists today lies in the value of not adding to the portion of the house that is within the view corridor. This value may range from zero to many thousands of dollars depending on the wishes of the property owner and the way the addition is planned. Maximum height on a sloping lot is calculated using average heights.

Social Consequences

The view down SW Patrick Way, along with the view down SW McDonnell (VC 30-06), is one of the few views from such a high elevation looking to the east. The view from Council Crest Park is higher and provides a more sweeping panorama, but can not be seen as well from an automobile. The view has very little likelihood of being completely eliminated because of the required setbacks in the R10 zone.
Environmental Consequences

There are no environmental consequences associated with full protection of this resource.

Energy Consequences

There are no energy consequences associated with full protection of this resource.

Conclusions of ESEE Analysis

This view is attractive but falls far short of the panoramic view from the nearby Council Crest Park. Because the vantage point is visited only infrequently except by the immediate residents, it cannot be considered of the quality of the view from Council Crest. However, there are very few consequences of full protection of the view. The sloping lots within the view corridor are currently not built to the maximum height allowed, and additions or new development could be constrained if the view were protected. Partial protection can be accomplished, however, if requests for variances or other adjustments to existing regulations are approved only if there would be no impact on the view.

Tentative Recommendation

Designate as a scenic viewpoint in the Scenic Resources Protection Plan. Provide partial protection of the view by requesting a view easement from the property owner of Tax Lot 2 of Lots 1 and 15, Healy Heights. Enforce existing setbacks and height limits. Grant variances or adjustments only if the view would be no more impacted than under code requirements. Amend the variance and adjustment criteria to require this as a finding prior to granting approvals.

Applicable Statewide Planning Goals

Goal 10, Housing, provides for the housing needs of the citizens of the state. Full protection of the resource would not eliminate any housing opportunities, although an existing house may be restricted from reaching the full development envelope allowed by the zoning code.

No other Statewide Planning Goals apply.
VM 24-21

View of Mt. Hood from South Park Blocks
Score: 62.02

Description of Resource

The vantage point for this view of Mt. Hood is from approximately the center of the southernmost block of the South Park Blocks. Mt. Hood is visible between buildings and is also framed by the large elm trees in the park. The viewpoint is at an elevation of approximately 180 feet.

Surroundings

The South Park Blocks are a public open space zoned RXD, Central Residential, with a design overlay. It also has an Open Space Comprehensive Plan Map designation on it denoting its low-intensity use. The view is to the east across the park block and across the southern part of the downtown area. The block immediately to the east of the viewpoint is owned by Portland State University and is currently developed with a tennis court and surface parking lot. Other blocks within the view corridor are developed with a variety of low-rise commercial buildings. The view is also across a portion of the South Auditorium District developed with office buildings.

Vicinity Map
Existing Development Potential

The block containing the viewpoint is in no danger of redeveloping. However, as the tall elm trees die off, the Parks Bureau will replant the area with smaller trees.

The block to the east has split zoning, RXD on the west half and CXD on the east half. Portland State University has no immediate plans for developing this block according to their master plan, but their long range plan includes constructing a multistory health and physical education building on the site.

The other blocks directly in the view corridor include block 155 which is currently almost entirely vacant. This block is zoned CXD and has an allowed height limit of 125 feet with additional height available through height bonuses. The area of the South Auditorium District within the view corridor has allowed heights varying from 75 feet to 225 feet.

Further to the east the view corridor includes the portion of the RiverPlace development that will be developed in the next phase with a mixture of office and residential uses. This development is planned to be no more than three and four stories in height and would not conflict with the view given the 30 to 40 foot elevations of existing RiverPlace development.

View Protection Conflicts

Development on any of the blocks within the view corridor has the potential for seriously blocking the view of Mt. Hood from this vantage point. The relatively low elevation of the viewpoint (the land slopes gradually down to the river) would require that nearly all development other than the level currently existing would interfere with the view.
The land on the east side of the river within the view corridor is zoned for industrial uses. Since there is no height limit in the industrial zones there is a chance, although an unlikely one, that some industrial use that is allowed by right in the zone could interfere with this view.

**Consequences of Protection**

**Economic Consequences**

The block owned by Portland State University immediately east of the viewpoint is the most critical in protection of the view. Development of more than one story in height on this block would significantly block the view of the mountain. Prohibiting development on this block or allowing only a one-story structure would have a significant economic impact on the university. A restriction of the severity required for protection of the resource would also have a severe economic impact on the owners of the other blocks within the view corridor. However, because these blocks are at a lower elevation, buildings of more than one story could be constructed.

**Social Consequences**

This is the only location in the South Park Blocks where Mt. Hood can be seen. This framed view is interesting but much less spectacular than other views where there is an uninterrupted view of the sky as a background for the mountain.

**Environmental Consequences**

There are no environmental consequences associated with full protection of this resource.

**Energy Consequences**

There are no energy consequences associated with full protection of this resource.

**Conclusions of ESEE Analysis**

The potential economic consequences of protecting this resource could be significant as the view is from a relatively low elevation and the view corridor cuts across many blocks which are currently underdeveloped. The view is not particularly striking as it is partially cut off by existing development.

**Tentative Recommendation**

Do not protect this resource; however, during future conditional use processes for Portland State University development, work to create new viewpoints on the campus that are oriented to Mt. Hood and are accessible to the public. Updates of the campus master plan should incorporate language to reinforce this provision and should be included in City-adopted policy relating to the campus such as district guidelines or a plan district.
Applicable Statewide Planning Goals

State Goal 9, Economy of the State, is intended to provide for the diversification and improvement of the economy of the state. Full protection of this view would result in a significant decrease in the development potential of many parcels of land within the view corridor.

No other Statewide Planning Goals apply.
View of Mt. St. Helens From Mt. Calvary Cemetery
Score: 58.82

Description of Resource

The vista from this recent addition to the Mt. Calvary Cemetery includes a view of Mt. St. Helens and Mt. Adams. The cemetery annex is located off of NW Skyline Boulevard west of its intersection with W Burnside. The view looks out over a wooded area that slopes down from the cemetery. The cemetery is at an elevation of over 1000 feet, well above the surrounding area within the view.

Surroundings

The Mt. Calvary Cemetery is the predominant land use of the area occupying a large hilly area on the north side of NW Skyline. Most of the land within the view is vacant and covered with trees.

Existing Development Potential

The zoning on the cemetery is R20, Low-Density Residential, with a Site Review overlay. The cemetery also has an Open Space Comprehensive Plan Map designation consistent with its low intensity open space use. The area to the north of the cemetery is in unincorporated Multnomah County and has a MUF-19 zoning designation. The MUF-19 zone provides for multiple use forest uses with minimum lot sizes of 19 acres or more.

Vicinity Map

42 ESEE ANALYSIS OF SCENIC RESOURCES
Conclusions and Recommendation

Designate this viewpoint in the Scenic Resources Protection Plan. The existing zoning and Open Space map designation adequately protect this resource. No further measures need to be taken. As a part of any future conditional use approval, public access should be allowed during daylight hours.
Description of Resource

The gazebo is located on the east side of SW Front Avenue, halfway between SW Market and SW Harrison Streets. The gazebo is built out over a small parking lot. A narrow strip of grass separates the parking lot from SW Harbor Drive. The view is to the northeast of Mt. St. Helens and to the east of the RiverPlace development. The Hawthorne Bridge and Waterfront Park are visible in the middle of the view.

Surroundings

The parking lot is owned by the City and managed by the Portland Development Commission. It is an open lot with little landscaping to screen it from the viewer. The view runs the length of the parking lot with Mt. St Helens visible above the parking lot and the western end of the Hawthorne Bridge. The view corridor to the mountain is across a portion of Waterfront Park and the Willamette River. On the east side of the river the view is across the Convention Center site and the area west of Lloyd Center. This area is currently undergoing construction of the Convention Center and other associated projects.
**Existing Development Potential**

The area on the west side of the river within the view corridor is unlikely to develop because of the Open Space Comprehensive Plan Map designation and the public ownership of this area. The exception is the parking lot area. The parking lot is zoned CXD, Central Commercial, with a design overlay. The maximum allowed height on this parcel is 75 feet.

Across the river, the view corridor crosses an industrially zoned area that has no height limit but is currently developed with freeway ramps. Further northeast the Convention Center site is under construction. This structure will be approximately 40 feet in height with two spires rising above the roof line. West of Lloyd Center, is the area recently purchased by Pacific Development, Inc. Redevelopment of the area, including the blocks within the view corridor, can be expected to redevelop, probably with additional office towers built up to the allowed height of 250 feet. Currently many of the blocks are developed with one and two story structures.

**View Protection Conflicts**

The potential for development, particularly the Convention Center and office development west of Lloyd Center, has a high probably of blocking this view. The viewpoint is at a relatively low elevation (68 feet), lower than the Convention Center (90 feet) or the area west of Lloyd Center (130 feet). Multistory structures in this portion of the view corridor will substantially block the view of Mt. St. Helens.

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**Zoning Map**

![Zoning Map Image]
Consequences of Protection

Economic Consequences

The economic consequences of full protection of this resource would require substantial reductions in the permitted heights of several blocks in the area west of Lloyd Center. These reductions would have a significant impact on the value of the land and the value of structures that could be built under the reduced height limits. Development up to the maximum floor area ratio would not be possible under the height restrictions allowed by zoning.

Social Consequences

The gazebo is a developed viewpoint that currently provides an excellent vantage point for the view of Mt. St. Helens. Generally, because of the development pattern of the downtown, Mt. St. Helens is visible only at the periphery of the area where it lines up with the freeways or the river or from taller office buildings.

Environmental Consequences

There are no environmental consequences associated with full protection of this resource.

Energy Consequences

Full protection of this view would require restrictive of development in the Lloyd Center Convention Center area. This area is served by Portland's light rail line and is the target for convention center-related development as part of the area's urban renewal district. Limiting development near light rail stations would fail to take advantage of the energy-efficient light rail line.

Conclusions of ESEE Analysis

This view of Mt. St. Helens is from a low elevation that makes protection difficult without impacting development opportunities in the Coliseum/Lloyd Center area. However, the gazebo also provides an excellent vantage point for viewing Waterfront Park, the river and bridges. As a viewpoint this resource should be protected, but the view of Mt. St. Helens should not.

Tentative Recommendation

Designate this viewpoint in the Scenic Resources Protection Plan, but do not protect the view to Mt. St. Helens. Protect the viewpoint and gazebo through the existing design review process. Amend applicable design guidelines, if necessary, to address preservation of identified viewpoints and view corridors.

Applicable Statewide Planning Goals

Goal 9, Economy of the State, is intended to provide for the diversification and improvement of the economy of the state. Full protection of the view would result in a significant decrease in the development potential of many blocks within the view corridor. Given the public and
private investment in the Convention Center and light rail (which runs directly across the view corridor), restricting development would have a severe economic impact and the potential for some energy impacts.

No other Statewide Planning Goals apply.
View of Mt. Hood from Oregon Health Sciences University
Score: 57.41

Description of Resource

The vantage point for this resource is near 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 landscaped grounds in the foreground of the view enhances its attractiveness.

Surroundings

The Health Sciences University has a large campus consisting of many multistory buildings. The older buildings in the complex are clustered around the landscaped area adjacent to Sam Jackson Park Road. This landscaped area contains walkways, a fountain, flowering shrubs, and open grassy lawns.

The viewpoint is at an elevation of approximately 566 feet. The view is across the landscaped area, the roof of a parking structure, and the top of the skybridge between buildings on either side of the roadway. Past the skybridge on the south side of Sam Jackson Park Road, vacant land slopes steeply down from an elevation of 500 feet to 450 feet to an access street.

The view is out over the dental school and its parking lots and then across the Terwilliger Parkway.

Vicinity Map
Existing Development Potential

The zoning on the Health Sciences University property is R1, Multifamily Residential. The hospital and university are conditional uses in the R1 zone. All development other than single and multifamily residential uses goes through a public review process. The R1 zoning allows structures up to 45 feet in height. The university buildings are frequently higher than 45 feet, requiring variance approval. Redevelopment of the site with residential structures would be permitted outright, but the substantial investment in the property by the university makes redevelopment unlikely.

Approximately where the view corridor crosses Sam Jackson Park Road the design zone in conjunction with the Terwilliger Parkway Corridor Plan has been applied. All development within the design zone goes through design review. The zoning is R1 at this location. The university is working with the Homestead neighborhood to develop a neighborhood plan. The plan will guide the growth of the university and address many neighborhood concerns including the preservation of views.

The view corridor continues over land in a variety of residential and commercial zones where the height limit is generally 45 feet. The view corridor contains a large area of land east of SW Macadam that is zoned CX and is within the Central City Plan District. The maximum heights allowed in this area vary from 75 to 125 feet (allowed outright) or up to 250 feet through a Central City Master Plan.

View Protection Conflicts

Future development on the Health Sciences University campus could interfere with this view. However, the conditional use and design review process can be used to preserve views if more

Zoning Map
specific criteria is adopted relating to view protection or the adopted plan requires view protection.

Development at the dental school where the elevation is approximately 400 feet could interfere with the view if constructed higher than the elevation of the viewpoint.

There are no other conflicts with protection of this view. The elevation of the viewpoint relative to the other areas within the view corridor assure that even if built to the maximum heights allowed under current zoning development will not interfere with the view.

Consequences of Protection

Economic Consequences

The economic consequences of full protection of this resource are the impact on the university or dental school if land within the view corridor is unavailable for development. The area within the view corridor, and owned by these institutions, is generally sloping and somewhat difficult to build on. However, the university is continually expanding and has a limited area where development can go without negatively impacting the neighborhood to the west. The University is a key biomedical research facility in Oregon and plays a significant part in the State's economic diversification program.

Social Consequences

The views of Mt. Hood from the Homestead neighborhood are very important to the residents of the area. The neighborhood organization is working with the university to assure that future development will minimize negative impacts on the neighborhood. A similar view of Mt. Hood can be seen from SW Gibbs west of the university campus. This view, however, is less attractive due to overhead wires across the right-of-way.

Environmental Consequences

Areas within the view corridor, particularly near SW Terwilliger, have been inventoried as having resource values for wildlife habitat areas. Full protection of this scenic resource will have no environmental consequences.

Energy Consequences

There are no energy consequences associated with full protection of this resource.

Conclusions of the ESEE Analysis

This view is over land that is currently used as the "front yard" of the campus. Future development of the campus can generally be accommodated without impacting this view. The view should be included in future planning efforts for the campus.

Tentative Recommendation
Designate this view as a significant scenic resource in the Scenic Resources Protection Plan. Amend the conditional use approval criteria to address preservation of identified scenic resources. Use the conditional use process to address location of buildings and other structures, such as skybridges, to preserve this view. Amend the variance or adjustment criteria to address preservation of identified scenic resources.

Applicable Statewide Planning Goals

There are no Statewide Planning Goals that apply.
VM 24-45

View of Mt. Hood from Waterfront Park near SW Salmon/Main
Score: 56.24

Description of Resource

This viewpoint is in Tom McCall Waterfront Park at approximately the location proposed to dock the Steamer Portland. The viewpoint is from the extended alignments of SW Main and SW Salmon Streets. The view is across the Willamette River to Mt. Hood which rises above the on-ramp for the Hawthorne Bridge.

Surroundings

The viewpoint is within Tom McCall Waterfront Park from the esplanade adjacent to the river. The esplanade is a favorite noontime walk for workers in the downtown as well as for weekend visitors. The view corridor includes portions of the east bank esplanade, the I-5 freeway, bridge ramps, and industrial and office development.

Currently the development directly in the view corridor is limited to one or two story buildings that do not interfere with the view. The Benjamin Franklin Center located in a structure remodeled in 1984 is immediately to the right of the view of Mt. Hood. At six floors and approximately 90 feet in height, its bulk is approximately the same as Mt. Hood appears to be from this vantage point.

Vicinity Map

52 ESEE ANALYSIS OF SCENIC RESOURCES
Existing Development Potential

The area within the view corridor was recently rezoned and new height limits were established as a part of the Central City Plan. The view to Mt. Hood is across industrial land zoned GI-1, General Industrial, where there is no maximum height limit. It also is across the Grand/Martin Luther King, Jr. corridor where the zoning is CED, Central Employment, and 200 foot maximum height has been established. Further east, the zoning is GI-1 with no height limit.

The view corridor covers all or parts of nearly 20 blocks that are zoned GI-1. It also crosses one full block and one half block with GI-1 zoning but Central Employment Comprehensive Plan Map designations. There are one full block and one half block completely within the CE zone. The CE zoning has a design overlay.

Generally, modern industrial development is only one or two stories in height and may not completely block the view of the mountain. The Central Employment area, however, can reasonably be expected to develop up to or near the height limit since the blocks within the view corridor have an FAR limit of 9:1.

View Protection Conflicts

Industrial or commercial development of more than two stories within the view corridor, particularly on whole blocks within the view corridor, would effectively eliminate this view. Multistory commercial development on the blocks zoned CE north of the Benjamin Franklin Center would be the most likely to develop in this manner and to completely obscure the view.

Zoning Map
Consequences of Protection

Economic Consequences

The full protection of this view would require a substantial reduction in potential development on the blocks within the view corridor. The potential of the blocks in the CE zone would be severely reduced from a maximum height of 200 feet to no more than approximately 30 feet or two stories. The maximum FAR allowed on these blocks, 9:1, could not be met within this limitation.

A lesser reduction of development potential would occur on the blocks in the view corridor that are zoned GI-1. Development in this zone would not usually be expected to exceed one or two stories, but some industrial uses could exceed that height.

Social Consequences

The viewpoints in Waterfront Park of Mt. Hood are some of the few public areas where the mountain can be seen from downtown. The view is not as attractive as other views of the mountain because of the bridge ramps. However, the river provides an open and interesting foreground to the view which is frequently not available from higher elevations.

A background document for the Central City Plan identified this view as worthy of preservation even though a significant reduction in height would be required for some blocks within the view corridor.

Environmental Consequences

There are no environmental consequences associated with protection of this view.

Energy Consequences

There are no energy consequences associated with protection of this view.

Conclusions of ESEE Analysis

The potential economic impact of protecting this view outweighs the other benefits of protection. The necessary reduction in the allowed heights of the blocks within the view corridor would nearly eliminate the blocks as viable development sites, particularly in the CE zone.

Tentative Recommendation

Do not protect this resource.

Applicable Statewide Planning Goals

State Goal 9, Economy of the State, provides for the diversification and improvement of the
economy of the state. Full protection of this view would decrease opportunities for commercial development on the east of the river. There is no documented shortage of commercial opportunities on the east side, particularly with the large area near Lloyd Center providing large areas of land zoned for both office and retail uses and located in proximity to light rail. The potential impact on industrial development in the central eastside area has more important City-wide impacts. This area has been zoned and designated as an industrial sanctuary. However, many industrial uses would be able to locate within the view corridor without severely impacting the view of Mt. Hood.

No other Statewide Planning Goals apply.
Description of Resource

This viewpoint is at the intersection of SW Capitol Highway and SW Huber. There is a view to the east of Mt. Hood rising above a stand of trees. The foreground of the view is occupied by small commercial buildings.

Surroundings

The area immediately within this view is in private ownership and is developed with single story commercial buildings. The viewpoint is at an elevation of approximately 580 feet. The land in the immediate vicinity of the view slopes down to the north and east. The I-5 freeway is to the north of the viewpoint and at a lower elevation which helps to contribute to the open view of the mountain. There is a similar view of Mt. Hood from the Pacific Highway (99W) overpass above and looking east and north along the alignment of the I-5 freeway. However, the heavy traffic along Pacific Highway discourages leisurely enjoyment of the view.

Existing Development Potential

The viewpoint is from the public right-of-way in SW Capitol looking across land that is zoned C2, General Commercial. The maximum height permitted in the C2 zone is 45 feet. The land immediately to the east of the viewpoint is zoned C4, Neighborhood Commercial, with a

Vicinity Map
maximum allowed height of 20 feet. Further east, the area is zoned for single family development with a maximum permitted height of 35 feet.

**View Protection Conflicts**

Development on the block containing the viewpoint, if developed to its full potential, could block the view from the Pacific Highway. This block has recently been developed with a one-story car wash. The view has not been impacted by this development. Redevelopment of the site could limit the view from SW Capitol although it would still be visible from the east side of the block.

The block immediately in the foreground of the view is zoned C4 where the height limit is 20 feet. Development to this height, because of the lower elevation of this site and the low height limit will not block this view.

Residential development farther east will not block the view of the mountain.

**Consequences of Protection**

**Economic Consequences**

There are no economic consequences to protection of this view. Both commercially-zoned blocks within the view corridor have recently been developed with commercial uses. Although redevelopment of the C2 block could block the view, a tall building could be located on the portion of the block not within the view corridor.
Social Consequences

Views of Mt. Hood are an important identifying element for Portland. Although the mountain is located 50 miles away from the City, it provides immediate recognition to those familiar with the area. Capitol Highway is designated as a pedestrian path with crossings and a bicycle route in the Arterial Streets Classification Policy (ASCP) and also as a boulevard worthy of special treatment. The boulevard policy of the ASCP requires that the landscape treatment consider "Portland's unique setting, preservation of existing vegetation, local topography, vistas, . . . " The highway is heavily used by motorists and non-motorists alike, due in part to the location of the transit center nearby.

The view of Mt. Hood is more striking from Capitol as it passes over the I-5 freeway where the mountain is visible above treetops, but this vantage point does not provide any convenient stopping places except for pedestrians. The SW Capitol and Huber vantage point generally allows vehicles to at least slow down as they approach the intersection so that the view can be seen. The foreground of both views is marred; the inventoried view by the commercial buildings and parking in the foreground, the overpass view by heavy auto traffic.

Environmental Consequences

There are no environmental consequences associated with protection of this resource.

Energy Consequences

There are no energy consequences associated with protection of this resource.

Conclusions of ESEE Analysis

Views of Mt. Hood help to ease the hectic and confusing aspects of this intersection with its heavy auto-orientation and array of signs. On balance, the view at the overpass is preferred as it offers a wider angle view with fewer potential impacts and the more opportunities for motorists and pedestrian viewing.

Tentative Recommendation

Designate the overpass vantage point as a scenic viewpoint in the Scenic Resources Protection Plan. No additional regulations are required.

Applicable Statewide Planning Goals

Protection of this resource can occur without having a negative impact on potential development in the area. Therefore, there are no Statewide Planning Goals that are applicable to preservation of this view.
View of Mt. Hood from south side of Morrison Bridge
Score: 54.20

Description of Resource

This viewpoint is in Tom McCall Waterfront Park on the south side of the Morrison Bridge along the esplanade. Mt. Hood is visible above the eastern off-ramps of the Morrison Bridge in the central eastside. The Willamette River forms the foreground of the view.

Surroundings

The view looks across the Willamette River to the central eastside industrial area. The area within the view corridor is developed primarily with one and two story industrial and commercial buildings.

Existing Development Potential

The viewpoint is located in the CX zone with Design, Sign and River Recreational overlay zones. It also has an Open Space Comprehensive Plan Map designation denoting its use as a park.

The view corridor extends over the central eastside industrial district which is zoned GI-1, General Industrial. There are no height limits in the GI-1 zone. Further east along the Martin Luther King, Jr./Grand corridor the zoning is CE, Central Employment. The Vicinity Map
maximum heights at this location are controlled by the Central City Plan District which allows heights up to 100 feet for the CE-zoned blocks within the view corridor. Development in the CE zone is subject to design review. Further east, the zoning is again GI-1 with no height limit.

The view corridor covers all or parts of several blocks that are zoned GI-1. Modern industrial development is generally only one or two stories in height and may not completely block the view of the mountain. The Central Employment area, however, can reasonably be expected to develop up to or near the height limit since the blocks within the view corridor have a floor area ratio (FAR) limit of 6:1.

View Protection Conflicts

Industrial or commercial development of more than two stories within the view corridor, particularly on whole blocks, would effectively eliminate this view. Multistory commercial development on the blocks zoned CE within the view corridor would be the most likely to develop in a way to completely obscure the view.

Consequences of Protection

Economic Consequences

The full protection of this view would require a substantial reduction in the potential for development on the blocks within the view corridor. The potential of the blocks in the CE zone would be severely reduced from a maximum height of 100 feet to approximately 30 feet or two to three stories. The maximum FAR allowed on these blocks of 6:1 could not be met within this limitation. However, there is no shortage of commercial opportunities on the east side of

Zoning Map
the City, particularly with the area near Lloyd Center providing large parcels zoned for both office and retail uses and located immediately adjacent to the light rail line. A lesser reduction in development potential would occur on the blocks in the view corridor that are zoned GI-1. Development in this zone would not usually be expected to exceed one or two stories, although some industrial uses do.

**Social Consequences**

The views of Mt. Hood from Waterfront Park are some of the few public areas where the mountain can be seen from downtown. The view is not as attractive as some others of the mountain because bridge ramps partially block the view. However, the river provides an open and interesting foreground to the view which is frequently not available from higher elevations.

**Environmental Consequences**

There are no environmental consequences associated with protection of this resource.

**Energy Consequences**

There are no energy consequences associated with protection of this resource.

**Conclusions of the ESEE Analysis**

The potential economic impact of protecting this view outweighs the other benefits of protection. The necessary reduction in the allowed heights for the CE-zoned blocks within the view corridor would nearly eliminate the blocks as viable redevelopment sites.

**Tentative Recommendation**

Do not protect this resource.

**Applicable Statewide Planning Goals**

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Full protection of this view would decrease opportunities for commercial development on the east side of the river. There is, however, no documented shortage of commercial opportunities on the east side, particularly given the large areas of CX zoning that was recently created by the adoption of new zones for the Central City.

Of more importance to the overall economy of the City and state is the potential impact on industrial development in the central eastside area. This area has been zoned and designated as an industrial sanctuary. Many industrial uses would be able to locate within the view corridor without severely impacting the view of Mt. Hood.

No other Statewide Planning goals apply.
View of Mt. Hood from NW Lovejoy Ramp to Broadway Bridge
Score: 53.87

Description of Resource

This view is east to Mt. Hood which rises above the central eastside. The vantage point for the view is the NW Lovejoy on-ramp to the Broadway Bridge. Union Station and the Steel Bridge are to the right of the mountain and the Broadway Bridge is to the left.

Surroundings

The view corridor area is over the nearby rail yards and across the Willamette River to the central eastside. This area is developed primarily with older single and multistory industrial buildings. There are grain elevators to the left of the mountain and the spires of the Steel Bridge to the right. The view corridor continues east and includes the southern portion of the convention center site. There are blocks currently developed with one and two story commercial buildings within the view corridor southeast of the convention center site.

The view corridor crosses the I-84 freeway and the area immediately south of the freeway between NE 9th and 12th Avenues. The view corridor includes the property developed with Benson High School. Between NE 16th and 18th south of NE Irving, the view corridor crosses an area developed with multifamily development.

Vicinity Map
Existing Development Potential

The view corridor is over a portion of the Central City area where maximum heights are controlled by the Central City Plan District. The view is first over the Union Station area where the zoning is CXD and the maximum height is 75 feet. The Portland Development Commission (PDC) has purchased the Union Station area for redevelopment and has developed a conceptual plan for the area. The station itself will be rehabilitated and retained as a landmark.

The area east of the Union Station area is zoned RXD, Central Residential. The maximum height is also 75 feet for this area which is currently developed with three to four story apartment buildings.

Across the Willamette River, the zoning is GI-1, General Industrial, with Sign and River Development overlay zones. There is no height limit in this area, but the small area within the view corridor is developed with bridge ramps.

The area farther east is zoned CXD, Central Commercial, and is the location of the new convention center currently under construction. The maximum height allowed at this location is 250 feet. However, the convention center is lower than that height except for the two thin spires rising from the roof. The spires are not within the view corridor.

The area east of the convention center is also zoned CXD with a 250 foot maximum height. The FAR on these blocks is 9:1, however, and height bonuses are allowed.

The view corridor crosses the area south of the I-84 freeway over land that is zoned GI-1 and with no maximum height limit. The last significant area within the view corridor is the area zoned RH, High Density Multifamily, and having a maximum height permitted of 460 feet.

Zoning Map
The first of these areas is developed with a school. The second is currently developed with multifamily development, but only of two to three stories in height.

View Protection Conflicts

The most significant conflict for protection of this resource can be expected from development on the blocks zoned CXD which are located to the east of the convention center. This is an area where redevelopment potential is high due to its proximity to the convention center, light rail and the freeway.

A second potential conflict could occur if the blocks within the view corridor currently zoned RH were redeveloped to their maximum potential with tall residential towers.

Consequences of Protection

Economic Consequences

The economic consequences of protecting the view corridor would be a reduction in the development potential on several blocks east of the convention center. There are no immediate plans for these blocks which are developed with the former Sears building. There is no shortage of land zoned for commercial uses either in the area or in the City so a reduction in the development potential of these blocks will not have a detrimental effect on the overall economy of the City.

The Portland Development Commission’s plans for the Union Station area include redevelopment of the land both north and south of the Lovejoy ramp. There is a possibility that this ramp will be reconstructed as a part of those redevelopment plans.

Social Consequences

The view is at a frequently travelled location and is designated as a district gateway for the Northwest Triangle area in the Central City Plan. The view is particularly interesting because it incorporates many vertical elements, such as the bridge structures and the Union Station tower (which is being rehabilitated), that frame the view of the mountain.

Environmental Consequences

There are no environmental consequences associated with full protection of this resource.

Energy Consequences

Full protection of this resource could restrict development where energy-efficient transit is available.

Conclusions of the ESEE Analysis

Preservation of this view could be incorporated into the redevelopment scheme for the Union Station area with little or no impact on the development potential of the area. The
development potential of the blocks east of the convention center would be severely constrained if preservation of this view was required. The location of these blocks, their proximity to the convention center and to light rail, makes their redevelopment extremely likely.

The economic consequences of protection of this resource outweigh the advantages of protection.

Tentative Recommendation

Do not protect this resource.

Applicable Statewide Planning Goals

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Full protection of this view would decrease opportunities for commercial development on the east side in the vicinity of the convention center. There is however, no documented shortage of commercial opportunities on the east side, particularly given the large areas of CX zoning that was recently adopted with the Central City plan. There has been a large investment of public funds in the convention center and in light rail. Repayment of that investment comes through increased development opportunities near the new facilities.

State Goal 10, Housing, provides for the housing needs of the citizens of the state. A reduction in the allowed height on the blocks within the view corridor that are zoned RH will not affect the maximum development potential on those blocks. The allowed FAR on the blocks is only 2:1 which can easily be met with a substantial reduction in the allowed height from 460 feet.

No other Statewide Planning Goals apply.
View of Mt. St. Helens from SW Jefferson Street Overpass
Score: 52.26

Description of Resource

There are views of Mt. St. Helens from several of the bridges across the I-405 freeway between downtown and Goose Hollow. The vantage point at SW Jefferson on the overpass above the freeway provides the most striking view of the mountain. The elevation of the viewpoint is approximately 150 feet. The submerged freeway coupled with relatively low development further north opens up a nearly unobstructed view of the mountain (except for the storage tanks at the Blitz Weinhard Brewery).

Surroundings

The freeway separates the more industrial/commercial area of Goose Hollow from the Downtown. In the Central City Plan, the location of the viewpoint is designated as a district gateway to both areas. The view to the mountain aligns with the freeway below the overpass and then widens out south of W Burnside where it is across an area developed with a mixture of institutional, commercial, and residential structures. On the north side of Burnside, the view corridor crosses primarily industrially-developed lands consisting of multistory buildings. The view corridor also contains a portion of the main post office and the rail yards to the north. Across the Willamette River the view corridor crosses over the lower Albina area.
Existing Development Potential

The area within the view corridor includes the several blocks south of W Burnside currently zoned RXD, Central Residential, with a maximum permitted height of 350 feet and an additional allowance for height bonuses. All of these blocks are currently developed, but all of them have substantial redevelopment potential.

The area north of W Burnside that is in the view corridor, is zoned CED, Central Employment, or GI-1, General Industrial, with a Central Employment Comprehensive Plan Map designation. The maximum heights permitted in this area range from no limit (under GI-1 zoning) to 75 to 100 feet with additional height permitted through the bonus provisions of the Central City Plan District.

The area across the river within the view corridor is primarily industrial with no height limit for development. There is a small area of CED zoning along NE Russell Street where the height limit is 50 feet.

All of the areas within this view corridor must be considered to have significant redevelopment potential, particularly the area on either side of W. Burnside.

View Protection Conflicts

Development to the maximum height allowed under the current zoning on the blocks south of Burnside are the ones most likely to create a conflict with preservation of this view. This area includes all or portions of six blocks. The maximum FAR for this area is 6:1; full development potential could be achieved under lower height limits. However, this area also is allowed to achieve heights of greater than 350 feet through the bonus provisions of the Central City Plan District.
A secondary area of potential conflict includes the blocks north of Burnside where bonus heights can be obtained to increase the permitted height from 100 feet up to 175 feet on some blocks within the view corridor.

Although there could theoretically be some conflict with the areas that are zoned GI-1 and have no maximum height allotted, modern industrial development generally develops with one or two-story buildings. The exception would be additional storage tanks, either for the brewery or for a grain company.

Consequences of Protection

Economic Consequences

The reduction of height limits on the blocks north of Burnside to less than the current 75 to 100 feet could have an economic impact on an area that is targeted for redevelopment by the City and the Portland Development Commission. That area is intended to be one of mixed office, commercial, industrial and residential uses, and public attractions. This is particularly true for the area north of NW Lovejoy.

Social Consequences

This viewpoint serves as a gateway to two districts within the Central City. The view of Mt. St. Helens enhances the location as a gateway. The staff report, "Urban Form for the Central City" (a background document for the Central City Plan), describes this view as "impressive" and one that is "an important public view that should be preserved."

Preservation of this view could lead to a reduction in the redevelopment potential of the blocks south of W Burnside that are zoned for high-density multifamily development. The maximum FAR's can be achieved within a height of 100 feet, but the opportunities for a variety of development configurations and the ability to increase height through the provision of amenities or additional residential space could be curtailed.

Environmental Consequences

There are no environmental consequences associated with full protection of this view.

Energy Consequences

There are no energy consequences associated with full protection of this view.

Conclusions of ESEE Analysis

Full protection of this resource would require a reduction in the redevelopment opportunities in two areas of the Central City that have been targeted for residential use (south of Burnside) and mixed use (north of Burnside). The economic and social consequences of protecting this view outweigh the advantages of protecting it.
Tentative Recommendation

This resource should be protected only to the extent practical through design review. The design guidelines for the downtown and northwest triangle area should include preservation of significant scenic resources.

Applicable Statewide Planning Goals

State Goal 9, Economy of the State, is intended to provide for the diversification and improvement of the economy of the state. Full protection of this view could potentially decrease opportunities for a range of mixed uses in the area north of NW Lovejoy. This is an area of high redevelopment potential, that can add to the attractiveness of the central city as a place to live, work, shop and play.

State Goal 10, Housing, provides for the housing needs of the citizens of the state. A reduction in the allowed height on the several blocks within the view corridor south of W Burnside that are zoned RX could limit the full redevelopment potential. It would be more difficult to achieve the maximum FAR permitted within a 100 foot height limit than under the current limit of 350 feet.

No other Statewide Planning Goals apply.
VM 14-03

View of Mt. Hood from Airport Way
Score: 51.69

Description of Resource

There is a relatively unobstructed view of Mt. Hood at the intersection of Airport Way and NE 122nd Avenue looking east. The mountain rises above a stand of trees on the north side of Airport Way.

Surroundings

The vicinity of Airport Way and NE 122nd is a mixture of vacant land and new industrial development, generally in one to two-story structures. The area is within the Columbia South Shore Plan District and is also subject to review by the Portland Development Commission because it is within an urban renewal district. The view is at a location that is rapidly developing with a mixture of industrial, flex space and office uses.

To the north of this viewpoint, Marine Drive and the area adjacent to Marine Drive have an SEC overlay which is intended to preserve significant views from Marine Drive to both the north and south. To the south of the viewpoint the Columbia Slough has environmental zoning to protect wetland and wildlife habitat values.

The Columbia South Shore Plan District and the industrial zoning pattern extends from this location to the easternmost extension of the City limits at approximately NE 185th Avenue.

Vicinity Map
Existing Development Potential

The area at the viewpoint and immediately within the view corridor is zoned GI-2, General Industrial, with Noise and Site Review overlays. It is also in an industrial business opportunity subarea of the Columbia South Shore Plan District where additional uses are allowed under certain conditions beyond those normally permitted in the GI zone.

There are no height limits in the GI zone, so the potential exists for multistory buildings blocking this view. The site review process can be used to place buildings, parking and landscaping in such a way as to minimize disruption of the view although none of the existing site review criteria currently address preservation of views.

The Portland Development Commission is proposing design and site development guidelines for the area within the urban renewal district which may include setbacks and landscaping which could enhance views. These guidelines and standards may be incorporated as a part of their urban renewal plan or as an amendment to the plan district regulations.

View Protection Conflicts

Development to the north of NE Airport Way along its current alignment has the potential for blocking the view of Mt. Hood from this intersection since the land is relatively flat and the view is across land that is currently vacant. Low rise buildings of no more than one story would have the least impact on the view. More effective would be setbacks from Airport Way for buildings or other elements, such as tall trees, that would have the potential for blocking the views. These areas could be developed with surface parking or landscaped without obstructing the view to Mt. Hood.

Zoning Map
Consequences to Protection

Economic Consequences

Full protection of this view has the potential for restricting development within the view corridor. However, one story buildings would generally not interfere with the view. Typical industrial development is one to two stories in height. The Portland Development Commission is interested in enhancing the marketability of this area and view protection can be seen as an advantage to an enhanced image for the area.

Social Consequences

The views of Mt. Hood are increasingly sharp and prominent as one moves to the east. The mountain views are most visible along the street alignment, but because of the relatively flat topography are only infrequently unobstructed by buildings or trees. The Columbia South Shore is developing rapidly and will serve as a destination for business travellers. Enhancing the City's image through preservation of outstanding views adds to the prestige of the district and the City.

Environmental Consequences

The areas along Marine Drive currently have the Significant Environmental Concern (SEC) regulations in place to protect scenic qualities. The slough and the Columbia River shore are protected through the environmental regulations. These regulations will help to preserve natural vegetation which in turn helps to enhance the view of the mountain by softening the appearance of nearby industrial development.

Energy Consequences

There are no energy consequences associated with protection of this resource.

Conclusions of the ESEE Analysis

There are substantial economic consequences to prohibiting development completely on land that has been earmarked for industrial development and which is part of an urban renewal area. This resource could be partially protected through careful placement of proposed development and landscaping.

Tentative Recommendation

Do not protect this resource based on the potential economic value of property within the view corridor.

Applicable Statewide Planning Goals

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Full protection of this view could potentially decrease opportunities for the full range of industrial uses that area currently permitted in the GI zone and in the
subarea for the Columbia South Shore Plan District.

No other Statewide Planning Goals apply.
Description of Resource

This view is from the sidewalk on the westerly end of the Broadway Bridge. The vantage point for this view is approximately 90 feet above sea level. The view is to Mt. Hood which is framed by the bridge's metal supports. The view is across the Willamette River, south of the Coliseum and north of the BPA building.

Surroundings

The view corridor contains blocks that are currently developed with low rise buildings containing a mixture of commercial and industrial uses. The north end of the convention center is also within the view corridor.

Existing Development Potential

The area immediately across the river from the viewpoint and within the view corridor is zoned CXDSrd, Central Commercial, with Design, Sign and Greenway overlays. The height limit at this location is 100 feet. The area is currently developed with rail lines (adjacent to the river) and a motel.

The view crosses an area zoned GI-1Srd, General Industrial, which is currently vacant or developed with bridge ramps. The GI-1 zone does not have a maximum allowed height.

Vicinity Map
Further east, the view corridor passes across the convention center site. The height limit at this location is 250 feet. The convention center is approximately 50 feet above the level of the street with two spires reaching 250 feet in height. The spires are located at the north end of the building within the view corridor.

East of the convention center site, the area is also zoned CXD with allowed heights of 250 feet. Bonus heights above 250 feet are possible on the blocks in this area that are located east of NE Grand Avenue.

The view corridor also crosses the I-84 freeway and a small area south of the freeway zoned GI-1 where there are no height limits. The view is also across the Benson High School site which is zoned RHS, High Density Multifamily, which has a height limit of 460 feet and across an RH-zoned site that is currently developed with a two-story apartment complex.

View Protection Conflicts

Virtually all of the area within this view corridor has the potential for redeveloping to structures and heights that will conflict with preservation of this view. The relatively low height of the vantage point (90 feet) means that development within the view corridor has the potential for obstructing this view. The blocks that are most likely to redevelop are those located east of the convention center and north of the freeway. This area will in all likelihood be redeveloped with a mixture of hotels, offices and other uses that are supportive of the convention center development.

Areas within the view corridor that are zoned for industrial uses would be unlikely to intrude into the view corridor due to the low rise nature of modern industrial development. Some industrial uses that are already in the area, but just outside the view corridor, include grain

Zoning Map
towers that are nearly 100 feet in height. Additional structures of this type could interfere with protection of the resource.

Areas within the view corridor that are zoned for high density multifamily development are currently developed with a high school and with low rise multifamily structures. Redevelopment of these blocks to the maximum height permitted, or even to structures over 45 feet in height, have the potential for partially or completely blocking this view.

Consequences of Protection

Economic Consequences

Reduction of allowed heights to the extent necessary to protect this view would mean that at least three blocks east of the convention center would only be allowed to develop with single story buildings. These blocks are in an area that is expected to provide support services to the convention center. Severely reduced heights such as is needed to protect this view has the potential for undermining the economic viability of the convention center and other economic development opportunities associated with the convention center.

The economic consequences of prohibiting development higher than single story on the other blocks within the view corridor are much less than on the commercially zoned blocks since high rise development is unlikely in the industrial zones.

Social Consequences

The Broadway Bridge provides a direct connection between the northwest triangle area and the lower Albina and Lloyd Center Coliseum areas. This viewpoint is at a location that is easily accessible and frequently used not only motor vehicles but also by pedestrians and bicyclists. The view of Mt. Hood is similar to the one from the NW Lovejoy ramp leading to the bridge.

Environmental Consequences

There are no environmental consequences associated with full protection of this resource.

Energy Consequences

There are no energy consequences associated with full protection of this resource.

Conclusions of ESEE Analysis

The potential economic consequences of limiting development through height restrictions outweigh the protection of this resource. The view is not striking enough or rare enough to warrant protection given the economic impact on the City that would result from protection.
Tentative Recommendation

Do not protect this resource.

Applicable Statewide Planning Goals

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. State and city monies have been spent on development of the Oregon Convention Center based on the economic benefits that will result. Some of these benefits are expected to come from redevelopment of land in the vicinity of the convention center to uses such as hotels. Restriction of heights on the blocks east of the convention center could have a negative economic result, discouraging and limiting redevelopment rather than encouraging it.

State Goal 10, Housing, provides for the housing needs of the citizens of the state. A reduction in the allowed height on the blocks within the view corridor from 460 feet to 45 feet could lessen the likelihood that the maximum permitted floor area ratio of 2:1 could be achieved.

No other Statewide Planning Goals apply.
SCENIC VIEWS, SITES, AND CORRIDORS

ESEE Analysis and Recommendations

Views of Bridges — Volume IV

Bureau of Planning
Portland, Oregon
March, 1990
PORTLAND CITY COUNCIL

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Earl Blumenauer, Commissioner
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ESEE ANALYSIS

Bureau of Planning Recommendation to Planning Commission

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I. INTRODUCTION

A. How are the ESEE Analyses Organized? i
B. What Does State Law Require for the Protection of Scenic Resources? ii
C. What Factors are Considered in the ESEE Analyses for Scenic Resources? iii

II. ESEE ANALYSES AND RECOMMENDATIONS

A. Panoramas – Volume I
B. Views of the City – Volume II
C. Views of Mountains – Volume III
D. Views of Bridges – Volume IV

VB 13-06: Mt. Hood and I-205 from NE Marine Drive 2
VB 31-24: Ross Island Bridge from near SE McLoughlin 4
VB 24-32: Fremont Bridge from Broadway Bridge 6
VB 38-26: Sellwood Bridge from Sellwood Riverfront Park 8
VB 24-25: Hawthorne Bridge from Eastbank Esplanade 12
VB 09-03: St. Johns Bridge from Cathedral Park 14
VB 23-14: Vista Bridge from SW Jefferson 16
VB 38-23: Sellwood Bridge from Macadam Bay Club 20
VB 24-18: Marquam Bridge from south 22
VB 41-03: Covered Bridge over Johnson Creek 26
VB 24-28: Steel Bridge from Burnside Bridge 30
VB 09-13: St. Johns Bridge from Bridge approach 32
VB 24-37: Morrison Bridge from Hawthorne Bridge 36
VB 04-03: St. Johns Bridge from St. Helens Road 40
VB 16-06: Thurman St Overpass from Macleay Park 44
VB 09-14: St. Johns Bridge from NW Germantown 46
VB 24-29: Broadway Bridge from west side of river 50
VB 24-31: Hawthorne Bridge from Waterfront Park 52
VB 07-02: I-5 Bridge from Marine Drive 56
VB 24-30: Broadway Bridge from Rail Yards 60
VB 17-05: Fremont Bridge from Overlook Park 64
VB 17-06: Broadway Bridge from Lower Albina 68
VB 09-12: St. Johns Bridge from N Willamette 72
III. APPENDIX (under separate cover)

A. Correspondence

B. Planning Commission Minutes
   1. August 9, 1988
   2. November 8, 1989
   3. August 8, 1989
   4. August 15, 1989
SECTION I
INTRODUCTION

"Natural beauty... is the world that we live in. It is the environment in which we were born, and grow to maturity, and live our lives. It is more than a rich source of pleasure and recreation. It shapes our values. It molds our attitudes. It feeds our spirit, and it helps to make us the kind of men and women that we finally become."

(Lyndon B. Johnson, President
First White House Conference on Natural Beauty, May 25, 1965)
I. INTRODUCTION

The three parts of the Scenic Resources Project include an inventory, the Economic, Social, Environmental, Energy (ESEE) analysis, and proposals for protecting significant resources. The project is part of Portland's periodic review of its Comprehensive Plan. The ESEE analyses are in six volumes, divided by category of scenic resources.

A. How are the ESEE Analyses Organized

Each volume contains the same introductory information on the State Goal 5 requirements which establishes the process that the project has followed. Additional background information on the project and the steps that were followed in developing the inventory and recommendations are found in the Scenic Resources Inventory and the Scenic Resources Protection Plan.

The bulk of each volume describes each resource in a given category. Each ESEE analysis for a resource includes paragraphs describing the resource; existing development potential; potential conflicts with protection of the resource; the economic, social, environmental and energy consequences of protecting the resource; conclusions of the ESEE analysis; and a tentative recommendation.

Based on the ESEE analysis, and in conformance with the state rules, some resources are recommended for no protection. Others are recommended to have full protection, even to the extent of limiting development, and some resources are protected to some extent while conflicting development is also allowed. The analyses are based on information gathered by staff; the input of the Technical/Citizen Review Committee, both through the rankings process and through additional written or verbal comments; on information received from the public; and from comments received from other agencies.

The recommendations for protection of significant scenic resources, including new policies and regulations are described in the Scenic Resources Protection Plan. In addition, several actions have been identified which, while not necessary to meet state requirements for scenic protection, comprise a strategy to enhance the visual appearance of the City. These actions, both public and private, will reinforce the image of Portland as a beautiful place to live or to visit.

The correspondence that has been received throughout this project are compiled in an appendix to the ESEE Analyses and Recommendations.
B. What Does State Law Require for the Protection of Scenic Resources?

Statewide Land Use Planning

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 LCDC 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.

Periodic Review

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 and to complete an ESEE analysis 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.

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

The Statewide Planning Goal 5 Administrative Rule

Statewide Planning Goal 5 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 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 inventory is done first and includes the location, quantity and quality of the resources present. Location of a resource must include a map or description of the boundaries of the resource site, and be as accurate as available information allows. Resource quantity requires consideration of the relative abundance of the resource. Quality of a resource is determined by comparing the resources within categories.

If a resource 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, 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.

The next step in the Goal 5 process includes the identification of conflicts with protection of inventoried resources. This is done primarily by examining the uses allowed in broad zoning categories. A conflicting use, according to the Goal 5 Administrative Rule, is one which, if allowed, could negatively impact the resource. These impacts are considered in analyzing the economic, social, environmental and energy (ESEE) consequences.

If there are no conflicting uses for an identified resource, the jurisdiction must adopt policies and regulations, to ensure that the resource is preserved. Where conflicting uses are identified, the ESEE consequences must be determined. The impacts on both the resource and on the conflicting use must be considered. Other applicable Statewide Planning Goals must also be considered. The ESEE analysis is adequate if it provides a jurisdiction with reasons why decisions are made regarding specific resources.
C. What Factors are Considered in the ESEE Analyses for Scenic Resources?

State Goal 5 states that "programs shall be provided that will (1) insure open space, (2) protect scenic and historic areas and natural resources for future generations, and (3) promote healthy and visually attractive environments in harmony with the natural landscape character. Scenic areas are defined in State Goal 5 as "lands that are valued for their aesthetic appearance." Goal 5 provides a list of resources that must be inventoried. This list includes "outstanding scenic views and sites."

The Goal 5 Administrative Rule lays out the steps to be followed in complying with Goal 5, but provides little direction in determining what factors should be considered as having potential economic, social, environmental or energy consequences. This lack of guidance is because relevant ESEE factors vary depending on the type of resource that is being evaluated.

In general, the economic consequences of protection of a resource will involve a comparison of the value of the resource to the economic impact to the local jurisdiction and the region if the land were used for development permitted by zoning. Economic factors considered in this analysis include the positive or negative impacts on employment, property values, and the tax base; a reduction in the development potential of affected land; the impact on tourism; impact on infrastructure costs; and marketing factors.

Social consequences considered in this analysis include the enhancement of recreational opportunities; educational opportunities; retention of historic or cultural values; opportunities to improve civic pride and the image of the city; enhancement of aesthetic values; visual variety; promotion of good urban design; and screening and buffering of incompatible uses.

Environmental consequences considered in this analysis include the retention of natural resource values such as habitat for fish and wildlife, recreational opportunities, visual amenities and character, pollution control, and heritage value and the potential loss of shade, privacy, or buffering if views are opened up.

Energy consequences considered in this analysis include the reduction in energy use by providing scenic and recreational opportunities near major population centers versus the potential increase in energy use resulting from limiting development and using land less efficiently.

The outcome of the ESEE analysis is one of three decisions. These decisions may be:

1. **Allow conflicting uses fully** (conflicting uses, notwithstanding the impact on the resource, are sufficiently important to warrant allowing the uses), or

2. **Limit conflicting uses** (both the resource and the conflicting uses are important relative to each other), or
3. **Protect the resource** (the resource, relative to conflicting uses, is so important that the resource should be protected and all conflicting uses prohibited).
SECTION II

ESEE ANALYSES AND RECOMMENDATIONS

"The importance of natural beauty cannot be easily measured. It cannot be coded for computer or calculated by economists. But it is proven beyond doubt by the history of the race, and experience of our own lives."

(Lyndon B. Johnson, President
First White House Conference on Natural Beauty, May 25, 1965)
View of Mt. Hood and I-205 Bridge from NE Marine Drive
Score: 72.19

Description of Resource

This view of Mt. Hood rises above the I-205 (Glenn Jackson) bridge and the trees on Government Island across the south channel of the Columbia River. The view is from NE Marine Drive east of NE 82nd Avenue looking east.

Surroundings

The viewpoint is from a portion of Marine Drive that is north of Airport Way. The 40-Mile Loop trail is located on the north side of Marine Drive and parallel to it. The trail is on land that is otherwise undeveloped and which slopes down to the Columbia River.

Existing Development Potential

The narrow strip of land north of Marine Drive is zoned FF, Farm and Forest, with an Open Space Comprehensive Plan Map designation because it is in public ownership (Port of Portland). The zone and designation protects public access and open views to the Columbia River. The area also has the ec, Environmental Conservation, overlay placed on it to further protect its wildlife habitat values.

Adoption of this zoning pattern will provide full protection for this resource to the extent

Vicinity Map
possible within the City's jurisdictional authority. Government Island is under the jurisdiction of Multnomah County and is zoned for low intensity uses such as mixed forest. Development that would conflict with preservation of this view is unlikely.

Conclusions and Recommendation

Designate this view as a significant resource in the Scenic Resources Protection Plan. The zoning and Comprehensive Plan Map designation for this site are adequate to protect the identified resource to the extent possible under the City's authority. Public acquisition of Government Island would assure that this view remains as pristine in the future as it is today.
View of Ross Island Bridge from slope adjacent to SE McLoughlin
Score: 71.97

Description of Resource

The viewpoint is an undeveloped area adjacent to SE McLoughlin and sloping down to the Willamette River. It is on a parcel of land at approximately the alignment with SE Haig. The view is to the northwest of the Ross Island Bridge, the river, and the downtown skyline with the west hills rising behind. The northern end of Ross Island is to the left in the view.

Surroundings

Heavy brush limits access to this viewpoint. It is most easily reached by getting to the railroad tracks further south and then following them to this viewpoint. The land that the view is from is owned by Portland General Electric and consists of 1.22 vacant acres above the tracks and portions of two other parcels down from the tracks. The Greenway trail designation follows the river along this bank and will be constructed in the future as development occurs or funds become available.

Existing Development Potential

The land at this viewpoint is zoned R5, Single Family Residential, and has a River Natural Greenway overlay and an Open Space Comprehensive Plan designation. The River Natural designation is intended to protect, conserve, and enhance land within the Greenway that has

Vicinity Map

[Diagram of Vicinity Map]
significant scenic quality or importance as wildlife habitat. Within the the River Natural overlay and the R5 zoning, the uses permitted by the base zone are allowed, along with utility corridors and public and rail rights-of-way, so long as the proposed development will not have a significant detrimental environmental impact on the wildlife, wildlife habitat and scenic qualities of the site and adjacent lands.

This parcel, along with several other parcels along the east bank of the river between Ross Island Bridge and Oaks Bottom have been designated for public ownership as a part of the Willamette Greenway Plan. Purchase of these properties would provide the City with the opportunity to develop a linear park system along the east bank of the river from the Ross Island Bridge to Sellwood Riverfront Park. The property could also serve as an access point to Ross and Hardtack Islands, and provide the Brooklyn and other southeast neighborhoods with the opportunity for waterfront access. The properties could be developed as a combination wetland/riparian habitat and park.

Conclusions and Recommendation

Designate this resource in the Scenic Resources Protection Plan. The existing Open Space designation and the River Natural overlay offer sufficient protection measures to ensure that the viewpoint will continue to exist and, ultimately, be in public ownership and developed to provide public access. The view is an essentially dynamic one that will provide a changing but continuing opportunity for public enjoyment. Development in accordance with the Comprehensive Plan and existing zoning will not have a negative impact on the scenic quality of this view.
View of Fremont Bridge from Broadway Bridge
Score: 71.95

Description of Resource

This viewpoint is on the north sidewalk of the Broadway Bridge looking northwest toward the Fremont Bridge. The bridge provides a vantage point for viewing the river activity of this industrial area. The Fremont Bridge acts as a unifying element in the view and contributes to the viewer’s enjoyment of it.

Surroundings

The Broadway Bridge is used by motorists, bicyclists, and pedestrians. It connects the northwest triangle area to the Coliseum area.

Existing Development Potential

The Broadway Bridge is listed as a Rank II resource in the Historic Resource Inventory. It is owned by Multnomah County. It is designated a pedestrianway in the Central City Plan and as a bicycle route in the Arterial Streets Classification Policy. The Central City Plan indicates that "river views" are provided from the Broadway Bridge. The City does not currently place zoning on land between the low water lines of the river. Redevelopment of the bridge could affect access to this or a similar viewpoint. No change to the bridge is planned at this time. The existing zoning pattern and Comprehensive Plan Map designations allow for the

Vicinity Map

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6 ESEE ANALYSIS OF SCENIC RESOURCES
continuance of the kind of activities present today along the east bank of the river. The Central City Plan envisions an intensification of activities and development of open space along the west bank of the river within the Greenway and a water taxi system that would have stops on both sides of the river.

The Fremont Bridge is owned by the State and is designated as a Rank II historic resource in the City's Historic Resource Inventory. The bridge was constructed between 1971 and 1973 and can be expected to continue in its present form for many years to come.

Conclusions and Recommendation

The existing zoning pattern and planned improvements will enhance a variety of activities which contribute to the value of this view. No changes are planned for the Broadway Bridge that would preclude public access for motorists, pedestrians and bicyclists. No further protection measures are needed at this time. Consideration of preservation of this view should be a contributing factor in any repair, reconstruction or replacement of both the Broadway and Fremont Bridges. Designate this view in the Scenic Resources Protection Plan.
Description of Resource

This viewpoint is in the recently developed Sellwood Riverfront Park. The viewpoint is developed with picnic benches, both sandy and grassy areas, and direct access to the river. The view is up and down and across the river; the Sellwood Bridge is prominent in the view. The view includes areas directly across the river where there are both commercial development and open spaces. The wooded hillsides of Riverview Cemetery are visible above the bridge.

Surroundings

Sellwood Riverfront Park is primarily an open grassy park providing picnic and recreational opportunities. Stairs lead down to the river and to a pier where fishing is allowed. The areas across the river are developed with a marina, but a large portion of the riverbank area is in public ownership.

Existing Development Potential

Sellwood Riverfront Park is zoned FFrr, Farm and Forest, with a River Recreational overlay zone. It also has an Open Space Comprehensive Plan Map designation reflecting its use as a park. The Greenway recreational trail runs through the park.

Vicinity Map
The Sellwood Bridge is a Rank III (Rank I is highest) resource in the City's Historic Resource Inventory. It was constructed in 1925 and incorporates some parts of the first Burnside Bridge constructed in 1892-94. The bridge has a limited life span and may need to be replaced in the future.

Across the river, the area beneath and immediately to either side of the bridge is zoned R10, Single Family, and has an Sign overlay and a River Recreational Greenway overlay. It also has an Open Space Comprehensive Plan Map designation. Redevelopment of the bridge would need to take these zoning and plan designations into consideration.

The land immediately north of the bridge is zoned C2, General Commercial, and has a Design overlay and River Development overlay. The area north of the bridge is located within the Macadam Plan District area and is subject to the design guidelines adopted for that district. Development must be sensitive to the natural qualities of the river and and riverbank as well as maintain views from SW Macadam to the river.

The forested hills above the bridge and SW Macadam are part of the Riverview Cemetery. The majority of the cemetery is designated as Open Space and so cannot develop up to the base zone density of R10. An area south of the bridge and above SW Macadam is zoned R10 and has a Comprehensive Plan Map designation of R2.5. This land is part of the cemetery property. Redevelopment to the allowed designation of R2.5 would change an area that is currently wooded to a more urban character. However, this land is partially hidden by the bridge and is not prominent in the view.
Conclusions and Recommendation

There are no conflicts with protection of this resource. Although development in conformance with the Comprehensive Plan and existing zoning may somewhat alter the view, the changing elements will be compatible with the overall view. Repair, reconstruction or replacement of the Sellwood Bridge should be done in such a way as to preserve views to the forested hills and to not become a discordant element in the view.

Designate this view in the Scenic Resources Protection Plan. The existing zoning and Comprehensive plan designations provide adequate protection for preservation of this viewpoint. Design guidelines control development north of the bridge to be compatible with the desired character for SW Macadam. The Greenway regulations and design guidelines provide additional assurance that development will be consistent with the character established for this part of the river.
View of Hawthorne Bridge from Eastbank Esplanade
Score: 69.60

Description of Resource

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

Surroundings

The Eastbank Esplanade is currently an asphalted path a few feet wide that runs parallel to the river on the east bank of the Willamette River. Freeway ramps separate the esplanade path from the central eastside. Access to the esplanade path is from a pedestrian walkway at the east end of the Morrison Bridge.

Existing Development Potential

The Bureau of Parks and Recreation has developed the Eastside Esplanade Plan for improving the riverfront between the Marquam and Steel Bridges. The plan includes floating piers and walkways on the river, water features, and pedestrian and bicycle linkages to each of the four bridges along the esplanade.

Proposed changes to the Eastbank freeway would include the construction of some of the
elements of the Eastbank Esplanade Plan. A portion of the river will be filled in order to move the existing path riverward to make way for the widened freeway.

The area containing the esplanade is zoned GI-1Srd, General Industrial, with Sign and River Development overlays. The potential for development within this narrow band is severely constrained due to the location of the freeway ramps. A full range of industrial uses would be permitted under the current zoning, but the location of the Greenway recreational trail and the requirement that it be maintained for public access precludes development at the location of the viewpoint.

The view is to the downtown and west hills rising above. Current zoning provides for development that is consistent with the existing view. Changes may occur to specific elements of the view, but the overall view will remain, given the existing zoning pattern.

The Hawthorne Bridge was constructed in 1909-1910, new approaches were constructed in 1957 and 1959, and it is owned by the state. The Hawthorne Bridge has been designated as a historic landmark. Replacement of the bridge could significantly change a major element of the view, but careful reconstruction or replacement can assure that the bridge maintains the same proportion and significance in the view that it now has.

Conclusions and Recommendation

There are no conflicts with protection of this resource. The existing Greenway trail provides adequate opportunities for enjoying this view. Redevelopment of the esplanade, either under the current proposal or under one of the scenarios to move the freeway, would include provision of a recreational path, sidewalk or some other device which maintains the esplanade. Designate this view in the Scenic Resources Protection Plan.
View of the St. Johns Bridge from Cathedral Park
Score: 69.02

Description of Resource

Cathedral Park is located directly under the St. Johns bridge on the east side of the Willamette River in north Portland. This vantage point in the park is north of the bridge near the public boat ramp. From the park, the bridge looms above the viewer and the west hills form a dark green backdrop for the lighter green bridge.

Surroundings

Cathedral Park is a City park, located directly under the St. Johns Bridge that provides picnic sites, boat access, a fishing pier, and a setting for special events such as the Cathedral Park Jazz Festival.

Existing Development Potential

The view encompasses portions of the west hills that are in public ownership (Forest Park) as well as lower elevations of the hills that are zoned for low-density residential development.

The St. Johns Bridge is a designated landmark. It was erected in 1931 and is owned by Multnomah County. It is the most graceful bridge in the City with two towers with gothic details. The bridge is part of the Oregon’s Historic and Scenic Highway Program.

Vicinity Map
The area beneath the west end of the bridge is zoned HIri, Heavy Industrial, with a River Industrial Greenway zone. A Sign overlay is placed on the area immediately under and to either side of the bridge to limit the size of signs. The HI zone allows the full range of industrial uses with no limit on the height of structures. The land to either side of the bridge on the west side of the river is developed with some low industrial buildings that have white roofs that stand out against the dark hills. This type of development presents an intrusive element that detracts from the attractive qualities of the bridge.

Conclusions and Recommendation

The view of the bridge from Cathedral Park is fully protected through the Open Space designation of the park and the historic landmark status of the bridge. No conflict exists for full protection of the resource.

The zoning on the area surrounding the west bridge head does not provide protection from potential negative impacts due to unsightly industrial development except where Greenway regulations apply. These regulations establish a 25-foot setback from the top of bank of the river, a requirement for landscaping which preserves or re-establishes vegetative cover within the Greenway setback, and design guidelines that further enhance the Greenway. These regulations are adequate to soften the effect of industrial development which might locate in the vicinity of the western bridge head.

Designate this view in the Scenic Resources Protection Plan. No further protection measures are necessary to protect the view of the bridge.
View of the Vista Bridge from SW 14th and SW Jefferson
Score: 66.58

Description of Resource

The view of the Vista Bridge is most striking from the Jefferson Street overpass above the I-405 Freeway and proceeding northwesterly along SW Jefferson from SW 14th. The view is partially obscured as one proceeds along SW Jefferson to where dips down at SW 18th. The Vista Bridge was built in 1926 and is a designated city and national landmark. Restoration work to repair the bridge and the lighting standards which top the arched span of the bridge was recently completed.

Surroundings

Southwest Jefferson between the freeway overpass and the bridge is developed with a mixture of office, residential and commercial uses. All of the buildings within the view corridor are two or fewer stories. An island of land in the SW Jefferson Street right-of-way is in public ownership and has been heavily planted with a mixture of shrubs and trees. Billboards and overhead utility wires create a discordant element in the view.

Existing Development Potential

The area within the view corridor is primarily within the SW Jefferson right-of-way and along the northern side of SW Jefferson. Most of this area (from SW 20th to the I-405 overpass) is in

Vicinity Map

16 ESEE ANALYSIS OF SCENIC RESOURCES
the Central City Plan District and is zoned CXD, Central Commercial. The height limit is 100 feet with up to 45 feet in additional height available through bonus provisions of the Central City Plan. The area within the Central City Plan District is subject to design review. The zoning from SW 20th to the bridge is C2, General Commercial; the allowed height in this area is 45 feet. None of the existing development within the view corridor is built up to the allowed heights. Most of the development consists of one- and two-story buildings and surface parking lots. Development on the south side of SW Jefferson generally is not within the view corridor. A new three-story office building was recently completed on the corner of SW Jefferson and SW 21st which does not intrude into the view of the bridge.

Southwest Jefferson is an important entrance and exit from the Central City area. The I-405 overpass is shown as a district gateway and the intersection of SW 18th and Jefferson is shown as a Central City gateway in the Central City Plan. The west side light rail line alignment is proposed to be routed along a portion of SW Jefferson from SW 18th to the bridge. The location of light rail along SW Jefferson will enhance the area for redevelopment, but will also have a visual impact on the quality of the view.

View Protection Conflicts

Development to the potential possible under current zoning regulations could eliminate this view through the construction of multi-story buildings to the street property line (allowed by existing zoning). An additional type of impact is the appearance of buildings, signs, etc. which would compete with the simplicity of the bridge structure and diminish the quality of the view. In general, only development within the first 50 to 75 feet back from SW Jefferson, on the north side of the street, could impact the ability to see the bridge.
Consequences of Protection

Economic Consequences

There are significant development opportunities along SW Jefferson that would be constrained if allowed heights were reduced within the view corridor. These constraints could result in a reduction in property values for the affected properties, and a consequent reduction in the tax base. A restriction on signs and the undergrounding of utility lines would also create an economic impact on the area. The impacts on allowed heights include portions of three blocks within the Central City plan district that have height limits of 100 feet plus the provision for bonus height. The allowed floor area ratios (FAR) is 3:1. The total area impacted would be approximately 21,000 square feet. Height limits of 35 feet to 45 feet would preserve the view. Although this reduction is considerable, near full FARs could be achieved by placing the bulk of structures to the rear of properties and creating a stairstep development pattern.

Portions of several blocks zoned C2 are within the view corridor with existing height limits of 45 feet. Preservation of the view would restrict the first 75 feet of depth to heights of 15 to 30 feet. Again, a stairstep development could achieve allowable FAR's of 3:1.

Preservation of the view could also result in an increase in property values immediately adjacent to the view corridor, particularly if enhancement measures are instituted which would improve the appearance of the area.

A summary of height limitations necessary to protect this view are shown below.

<table>
<thead>
<tr>
<th>Legal Description</th>
<th>Zoning</th>
<th>Elev. of Ex. Dev.</th>
<th>Height to Protect View</th>
<th>Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>BLK 2, LOT 1-3 (S 50')</td>
<td>CXD</td>
<td>100' + Bonus</td>
<td>45'</td>
<td>-55' + Bonus</td>
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<td>BLK 2, LOT 4-6 (S 50') Davenport Tract</td>
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<tr>
<td>BLK 1, LOT 3-6 (S 75') Kaiser's Sub. A. N. Kings</td>
<td>CXD</td>
<td>100' + Bonus</td>
<td>40'</td>
<td>-60' + Bonus</td>
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<tr>
<td>BLK 8, LOT 7 + TL 8 (S 75') Amos N Kings</td>
<td>CXD</td>
<td>100' + Bonus</td>
<td>35'</td>
<td>-60' + Bonus</td>
</tr>
<tr>
<td>BLK 9, LOT 5 + 6 (S 75') BLK 15 (S 75') Amos N Kings</td>
<td>C2</td>
<td>45'</td>
<td>30'</td>
<td>-15'</td>
</tr>
<tr>
<td>BLK 16, LOT 5 (S 75') Amos N Kings</td>
<td>C2</td>
<td>45'</td>
<td>20'</td>
<td>-25'</td>
</tr>
<tr>
<td>BLK 6, LOTS 11-12, TL 7 (S 75') Ardmore</td>
<td>C2</td>
<td>45'</td>
<td>15'</td>
<td>-30'</td>
</tr>
<tr>
<td>SUBLOT 6, LOT 7 (N 75') Carter's Block E</td>
<td>C2</td>
<td>45'</td>
<td>20'</td>
<td>-25'</td>
</tr>
</tbody>
</table>
Social Consequences

The only significant views of the Vista Bridge are from SW Jefferson Street from the I-405 overpass and as one is heading west along SW Jefferson. The view from this direction is attractive partially because of the backdrop of heavily vegetated hills behind the bridge. This backdrop is part of Washington Park. Development which may alter the backdrop is reviewed through the conditional use process. The Vista Bridge is both a historic and social landmark for the City. This view ranked especially high in imageability because it is an easily recognized landmark. The view of the bridge enhances the area by creating a focus and making it a gateway to and from the City. The view to the bridge will be increasingly important when light rail is developed and thousands more people use this corridor as a route into and out of downtown Portland.

Environmental Consequences

There are no environmental consequences associated with the protection of this resource.

Energy Consequences

There are no energy consequences associated with the protection of this resource.

Conclusions of ESEE Analysis

This resource should be protected. The potentially negative economic impacts of requiring setbacks and/or step-down development is outweighed by the importance of protecting and enhancing the view of a feature of the City which contributes to its attractiveness and interest.

Tentative Recommendation

Designate this view as significant in the Scenic Resources Protection Plan. Establish a view corridor with maximum heights as described under "Economic Consequences". As a leadership element, encourage placing utilities underground (except as necessary to serve light rail) as a means of enhancing the quality of the view. Work with the City Forester to establish a tree-planting plan for SW Jefferson that will enhance the view of the bridge without obscuring it. If light rail is located in SW Jefferson, the appropriate agencies should be made aware that planned improvements should complement and enhance the view.

Applicable Statewide Planning Goals

State Goal 9, Economy of the State, is intended to provide for the diversification and improvement of the economy of the state. Protection would impact on the ability of some property owners to develop to the full extent allowed by zoning. Significant intensification of development can occur without impacting the view. No property would be be prohibited from developing to some extent. The enhancement of scenic resources can act as an amenity to the area that would encourage development to locate in the area and thereby enhance economic opportunities and property values.

No other Statewide Planning Goals apply.
View of Sellwood Bridge from the Macadam Bay Club
Score: 66.55

Description of Resource

The elevated ramp leading to the Macadam Bay Club houseboats provides a view south along the Willamette River to the Sellwood Bridge. The view also includes areas along both sides of the river that are relatively undisturbed.

Surroundings

The houseboat moorage was constructed in 1984 following a zone change, Comprehensive Plan Map amendment, conditional use and greenway approval. As part of the approvals, the applicant was required to construct a landscaped Greenway trail on the site to connect with the trail that runs through Willamette Park. The trail goes from the south end of SW Miles Place, west of a small wetland and connects to the parking lot on site. From there it connects to SW Macadam Avenue and the elevated ramp that leads to the moorage. Public access to the viewpoint is assured from 5 a.m. to 9 p.m. during the summer months except for major summer holidays when public access is prohibited. Public access is permitted from 6 a.m. to 6 p.m. the rest of the year.

Vicinity Map
Existing Development Potential

The site adjacent to the moorage is zoned C2Drd, General Commercial with Design and River Development overlays. A wide range of uses is permitted under this zoning, but the conditions of the zone change restrict development. The conditions attached to the zone change require the preservation of this viewpoint as a part of the Greenway trail system.

The view is of the Sellwood Bridge, a structure which may need repair or replacement in the future. The Sellwood Bridge is a Rank III historic resource (Rank I is highest) according to the City's Historic Resource Inventory. Although the view is more interesting with the bridge as a connecting element tying the two sides of the river together, the view would continue to have a great deal of visual interest whether the bridge were a part of it or not. The replacement of the bridge with another structure could have a negative or a positive impact on the view depending on the sensitivity with which a new structure is designed.

Conclusions and Recommendation

The viewpoint is fully protected through the provision of the zone change that occurred in 1984. No further protection measures are necessary at this time. The view is essentially a river view with the bridge as an interesting element of the view. Future reconstruction or replacement of the bridge should be sensitive to the role that the bridge plays in the scenic qualities of the area. Height, scale, structural elements, color and connections to the shore are all aspects of the bridge which can be used to enhance the quality of this view. Disregard for consideration of the importance of these elements would result in a bridge which could have a detrimental affect on the quality of this view. Designate this viewpoint in the Scenic Resources Protection Plan.

Zoning Map
View of the Marquam Bridge from south
Score: 66.31

Description of Resource

This viewpoint is located south of the Marquam Bridge on the west side of the Willamette River. The viewpoint is located on private property south of the bridge. The view is to the north under the bridge and to the RiverPlace development, the downtown and the river. The Hawthorne Bridge is also prominent in view beneath the bridge.

Surroundings

The viewpoint is located adjacent to the future location of the Greenway trail. A future Greenway viewpoint is located somewhat farther south. The site is currently being cleared of the previous industrial uses in preparation for redevelopment. The viewpoint is currently inaccessible to the public, but the Greenway trail will be constructed in conjunction with any new development on the site.

The Marquam Bridge was constructed in 1966 and is designated as a Rank III historic resource (Rank I is highest) in the City's Historic Resource Inventory. The bridge does not particularly enhance the view of the City behind it, but its height does allow for a view underneath.
Existing Development Potential

The site containing the viewpoint was recently rezoned with the adoption of the Central City Plan. The site is currently zoned CXDSrd, Central Commercial, with Design, Sign, and River Development overlay zones. Currently the Downtown design guidelines serve as the interim design guidelines for the area. Additional guidelines may be adopted that are specific to this district of the Central City. The River Development overlay permits all of the uses allowed by the base zone, but also provides for public use and enjoyment of the waterfront and enhancement of the river's natural and scenic qualities. The Sign overlay restricts the size and number of signs near bridgeheads.

The existing zoning permits a wide range of uses within the permitted floor area ratios (FARs) and height limits. This area containing the viewpoint has a permitted FAR of 2:1. Greater FAR's (4:1 and 6:1) can be obtained on a portion of the site to the west of the viewpoint through development of a Central City Plan master plan. Height limits on the area adjacent to the river are currently 75 feet. The area to the west has a current height limit of 125 feet with some portions farthest west able to achieve a 250 foot height limit through the Central City plan district master plan process.

Conclusions and Recommendation

This viewpoint can be developed and made accessible to the public through the construction of the Greenway Trail as shown in the Greenway Plan. Enforcement of the 25-foot Greenway setback will ensure that a view corridor remains open to the bridge and other focal points.

Redevelopment of the site should include construction of the Greenway trail. The Willamette Greenway design guidelines which are applicable to this site state under Issue G: Viewpoints,
that "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." As a condition of any Central City plan master plan approval, the property owner should be required to develop a viewpoint as near as possible to this location. The view of the downtown is more striking from this vantage point than it is farther south.

No further protection measures are needed at this time. Development of a viewpoint and enhancement of the view through strategic placement of landscaping materials, as well building setbacks to frame the view should be a part of the design and Greenway review that is required in order to redevelop the site.
View of the Covered Bridge over Johnson Creek
Score: 65.99

Description of Resource

The covered bridge is a fairly recently built structure that is located south of SE 134th Avenue at SE Deardorf Road. The bridge can be seen as one drives from either the north or the south along SE Deardorf Road. The bridge is a wooden structure that spans Johnson Creek.

Surroundings

There is a small gravelled area southwest of the bridge where a car can pull off the road. Pedestrian access is provided across the bridge by raised wooden sidewalks. Nearby parcels are either vacant or are developed with single family residences.

Existing Development Potential

The area surrounding the covered bridge is zoned R10V, Single Family Residential, with a Variable Density overlay. Due to the hilly topography of the area and the lack of a developed road system, the area can be expected to develop slowly and at a very low density. The variable density overlay may restrict development in areas where there are physiographic constraints to less than is allowed under the R10 density.
The covered bridge spans Johnson Creek, which has significance as a waterway and as wildlife habitat. It is expected that an Environmental overlay zone will be placed along the creek to retain its natural qualities. Currently, zoning regulations prohibit development within 25 feet of the center line of the creek.

The bridge is owned and maintained by Multnomah County.

View Protection Conflicts

The City has no control over maintenance or retention of the covered bridge. It serves as a visual amenity to the area. The County has authority to replace the bridge if needed. Because it is relatively new and not architecturally or historically significant, it is not appropriate to place the structure in the City's Historic Resource Inventory.

Consequences of Protection

Economic Consequences

The only economic consequences of protection of this resource is the cost of maintenance of the structure above the cost of maintaining some other kind of bridge.

Social Consequences

The bridge serves as a visual amenity to the area, contributing to its rural character. Protection of the resource enhances the attractiveness of the area as a place to live.
Environmental Consequences

The bridge spans Johnson Creek which has been inventoried as a water way and wildlife habitat area. Retention of the bridge has no more impact on these resource values of Johnson Creek than a similar uncovered structure would have. However, retention of natural vegetation enhances the view of the bridge by contributing to the rural character of the area.

Energy Consequences

There are no energy consequences associated with full protection of the resource.

Conclusions of ESEE Analysis

The covered bridge should be protected as a significant scenic resource. Its greatest value is in providing visual interest to the surrounding residential area and to contributing to its semi-rural character. It also provides viewing opportunities to Johnson Creek although vegetation along the banks of the creek makes access to the water difficult.

Tentative Recommendation

Designate this view of the bridge as a scenic resource in the Scenic Resources Protection Plan. This resource spans Johnson Creek, which will receive an Environmental overlay to protect its natural qualities. The intent of the Environmental zones can be expanded to encompass the protection of natural or manmade scenic elements in conjunction with its current intent of protecting wetlands, water bodies and wildlife habitat.

Applicable Statewide Planning Goals

No Statewide Planning Goals other than Goal 5 apply.
View of Steel Bridge from the Burnside Bridge
Score: 65.12

Description of Resource

This view is from the middle of the Burnside Bridge looking north to the Steel Bridge down the Willamette River. The Broadway and Fremont Bridges are visible in the background. The land on both sides of the river are also part of the view.

Surroundings

This version of the Burnside Bridge was built in 1924-1926 and is owned by Multnomah County. The Steel Bridge is owned by the Union Pacific Railway and the Southern Pacific Railway. It was built in 1912 and carries trains on its lower deck and vehicles and MAX on its upper deck.

To the left of the viewer, is Tom McCall Waterfront Park and the Skidmore/Old Town Historic District. To the right are the freeway ramps jutting out into the river.

Existing Development Potential

Both the Burnside Bridge and the Steel Bridge are listed as Rank II resources in the Historic Resource Inventory (Rank I is highest). The Steel Bridge has been determined to be eligible for the National Register according to the Inventory. The Burnside Bridge is designated as a pedestrian and bicycle path in the Arterial Streets Classification Policy and as a pedestrian way in the Central City Plan. River views from the Burnside Bridge are noted as a part of the

Vicinity Map
Urban Design Plan for the Central Eastside and Downtown districts in the Central City Plan.

The City does not place zoning on the river past the ordinary low water line. Redevelopment or replacement of the Burnside Bridge could affect access to this vantage point. Reconstruction or replacement of the Steel Bridge could affect the quality of this view since the Steel Bridge is a distinctive structure and contributes to the visual interest of the scene.

Conclusions and Recommendation

There is no conflict with protection of this view. Changes to the Burnside Bridge, including replacement when necessary, will inevitably include access for pedestrian and bicycle traffic since it serves as an important link between the east and west sides of town. Design guidelines apply on the west end of the bridge within the downtown. Greenway regulations apply on both sides of the river, assuring the City a role in the review of a new bridge.

The Steel Bridge also serves as an important link in the transportation network as it brings both passenger and freight trains in the downtown and also serves as a conduit for light rail. Replacement of the bridge, when necessary, should take into consideration the role the bridge plays in the scenic qualities of this view. Height, scale, structural elements, color and connections to the land are all aspects of the bridge which should be considered. Greenway regulations apply on both sides of the river where the bridge connects to the land, assuring the City a role in the potential replacement of the bridge. Design guidelines also apply on the west end of the ridge in the northwest triangle area.

Designate this view in the Scenic Resources Protection Plan. No further protection measures are necessary at this time. The viewpoint is accessible by the public and the view will continue to be unobstructed.
View of St. Johns Bridge from Bridge Approach
Score: 64.96

Description of Resource

This view of the St. Johns bridge is from the southbound bridge approach above St. Helens Road near the intersection with NW Germantown Road. The view is partially obscured by trees, especially in the summer.

Surroundings

The view looks across an area that is sparsely developed with single family homes and some mostly vacant industrial land.

Existing Development Potential

The land around this vantage point is zoned R7S, Single Family Residential, with a Sign overlay. It has a Comprehensive Plan Map designation that would allow development at the R5 density. Much of the land immediately adjacent to the paved roadway is part of the right-of-way. Development, other than street modifications, is unlikely in this area.

To the northeast of St. Helens Road, the land is zoned HIri, Heavy Industrial, with a River Industrial Greenway overlay. There is no height limit in the HI zone. Industrial development in this zone is typically not more than one or two stories in height. However, some uses

Vicinity Map
allowed in the zone, such as grain elevators or storage tanks, may be more than 100 feet in height.

The St. Johns Bridge is a designated historic landmark that is owned by Multnomah County. Changes to the bridge are reviewed by the Historic Landmarks Commission. The bridge is also part of Oregon's Historic and Scenic Highway Program which may require additional review of changes to the bridge.

View Protection Conflicts

Development in the industrially-zoned area between the viewpoint and the St. Johns Bridge has the potential for blocking this view. The viewpoint is at an elevation of 110 feet. The elevation of the nearby industrially-zoned area varies from 30 to 60 feet. The roadbed of the bridge is more than 200 feet above the water surface making it unlikely that typical industrial development would block the view of it.

A second problem with protection of the view is the obstruction caused by the vegetation immediately adjacent to the right-of-way. Since these trees are on public right-of-way, it should be possible to trim them to make the view more open.

Consequences of Protection

Economic Consequences

There is minimal impact associated with full protection of this resource. The immediately adjacent land that is residentially-zoned is in public ownership because it is part of the right-
of-way of St. Helens Road and NW Bridge Avenue. Development of a view corridor from the viewpoint to the bridge would cross over a small area of industrially-zoned land. Development would be limited by the imposition of a height limit of 100 feet. A somewhat higher height limit would allow buildings that may have some impact on the view as it currently exists, but would allow the majority of the bridge to be visible. This restriction would not have an impact on the vast majority of development types that would locate within the HI zone.

**Social Consequences**

The value of historic landmarks is enhanced when they are readily visible. The St. Johns Bridge is considered by many to be the most attractive bridge in the City. It also serves as a landmark that provides a sense of entrance as one approaches the more developed part of the City. There are many chances to catch glimpses of the bridge, but the views are frequently over unsightly industrial development and at a lower elevation that makes preservation of the views more difficult.

**Environmental Consequences**

There are no environmental consequences of full protection of this resource.

**Energy Consequences**

There are no energy consequences of full protection of this resource.

**Conclusions of ESEE Analysis**

The protection of this resource as it currently exists can be accomplished with very little cost. Development potential will not be unduly hampered by height limits which maintain the view to the bridge.

**Tentative Recommendation**

Designate this view as a scenic resource in the Scenic Resources Protection Plan. Create a view corridor with a maximum height of 100 feet over the industrially-zoned portion of the view corridor. Work with the appropriate agencies to ensure that the view remains open by pruning vegetation within the right-of-way.

**Applicable Statewide Planning Goals**

Goal 9, Economy of the State, is intended to provide for the diversification and improvement of the economy of the state. Full protection of this view would limit the height of development within a small portion of the HI zone. This zone currently has no height limit; protection as the view currently exists would require establishment of a 100-foot height limit. A more limited view could be achieved through imposition of a 150-foot height limit.

No other Statewide Planning Goals apply.
View of Morrison Bridge from Hawthorne Bridge
Score: 64.64

Description of Resource

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

Surroundings

The Hawthorne Bridge is frequently used by pedestrians and bicyclists as well as by motorists. It is designated as both a pedestrian path and a bicycle route in the Arterial Streets Classification Policy. Waterfront Park is located at the west end of the bridge. The east end of the bridge is in the Central Eastside Industrial area.

Existing Development Potential

The Hawthorne Bridge was constructed in 1909-1910 and is owned by Multnomah County. It was recently designated an historic landmark as part of Portland’s compliance with the State’s Goal 5 requirements for preservation of significant historic resources. River views from the Hawthorne Bridge are noted as a part of the Urban Design Plan for the Central Eastside and Downtown districts of the Central City; C0tu.

The Morrison Bridge was constructed in 1958 and is designated as a Rank III resource in the Vicinity Map.
City's Historic Resource Inventory. The bridge is owned by Multnomah County. The Morrison Bridge is architecturally uninteresting, but it is now lit at night which adds to its attractiveness after dark. This view is important more for the view it affords of the river and the development on either side than of the view of the Morrison Bridge.

The City does not currently place zoning on rivers. The bridges are subject to local review where they pass over land and locally designated historic landmarks are subject to landmark review.

The area on the west side of the river is zoned CXDS Srr, Central Commercial, with Design, Sign, and River Recreational Greenway overlays and also has an Open Space Comprehensive Plan Map designation. The land on the east side of the river is zoned GI-1 Srd, General Industrial, with Sign and River Development overlays. Development within the river, including bridge footings, is regulated by the Division of State Lands and is covered by the Lower Willamette River Management Plan that was adopted by the State. Replacement of the Hawthorne Bridge could affect access to this vantage point.

Conclusions and Recommendation

There is no conflict with protection of this view. Changes to the Hawthorne Bridge, including replacement when necessary, will inevitably include access for pedestrian and bicycle traffic since it serves as an important link between the east and west sides of town. Design guidelines apply on the west end of the bridge within the downtown. Greenway regulations apply on both sides of the river, assuring the City a role in the potential replacement of the bridge. Designation of the Hawthorne Bridge as a historic landmark helps to ensure that it will be retained as long as it is structurally sound. Replacement of the bridge should take the preservation of this viewpoint into consideration and provide opportunities for all users of the

Zoning Map
bridge to enjoy the view.

Designate this view and viewpoint in the Scenic Resources Protection Plan. No further protection measures are necessary at this time. The viewpoint is accessible to the public and the view will continue to be unobstructed.
View of St. Johns Bridge from St. Helens Road
Score: 63.68

Description of Resource

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 storage tanks in the foreground detract from the scenic qualities of the view. There are two vantage points; one is at a small turnout on the west side of the roadway. The other is from the roadway and a short distance to the south. At the turnout there is a small pedestrian island with a bus shelter. The turnout is on City of Portland property. From the turnout the entire bridge span is visible except where several medium sized deciduous trees partially block the view. From the southern vantage point the view is completely open and unobstructed.

Surroundings

The more northerly vantage point is located where a small creek flows down from Forest Park and passes through a culvert under St. Helens Road. The creek is on City-owned property that is part of Forest Park.

St. Helens Road is heavily used by trucks and other vehicles serving the northwest industrial area. It is frequently used by bicyclists, particularly on weekends, as a route to reach Sauvie Island. St. Helens Road has been designated as a multiple use roadway, including functioning as a boulevard and bicycle route in the Arterial Streets Classification Policy (ASCP). The uses are generally industrial between St. Helens Road and the river except for the small commercial area of the town of Linnton north of the viewpoint.

Vicinity Map
Immediately east of the two vantage points is a large vacant parcel that is owned by the Linnton Plywood Association. The land south of the vacant site is developed with a large complex of storage tanks for the Atlantic Richfield Company.

Existing Development Potential

The area between the viewpoint and the bridge is zoned H1ri, Heavy Industrial, with a River Industrial Greenway overlay. There is no height limit in the industrial zone although development allowed by the zone is typically one to two stories in height. There is a significant exception to this development type, particularly within the view corridor. Chemical and gas storage tanks are prolific in this area, reaching from 30 to 100 feet in height. This type of use is allowed in the HI zone although it would be subject to Greenway review at this location.

The St. Johns Bridge is a designated landmark that is owned by Multnomah County. Major changes to the bridge are subject to the City’s landmark review process. The bridge is included in Oregon’s Historic and Scenic Highway Program.

View Protection Conflicts

Development within the HI zone, particularly if additional storage tanks are constructed could significantly undermine the quality of the view. Tanks under 50 feet in height would merely lessen the quality of the view while tanks more than 50 feet in height could begin to obstruct the view of the bridge itself; unless at a sufficient distance from the viewpoint. Vegetation within the view corridor can have either a positive or negative effect on the view. The deciduous trees within the view corridor could be removed and other vegetation could be

Zoning Map
planted that would frame the view of the bridge and enhance the quality of the view by blocking the view of tanks and other industrial development.

Consequences of Protection

Economic Consequences

The view corridor crosses a large area entirely within an industrial zone. This heavy industrial area has typically developed with a variety of uses that need to be on large sites away from residential uses. The uses are unlikely to relocate in the near future and they provide many jobs for area residents. Only a relatively small portion of the area within the view corridor would be subject to significant restrictions. Allowed heights within the corridor would range from 30 to 150 feet.

Social Consequences

St. Helens Road is used by many people as a route into and out of the City. It serves as a major entrance to the City, not only for trucks, but also for visitors coming in from Astoria or the State of Washington. The views of the St. Johns Bridge from St. Helens Road provide a sense of entrance and arrival for these visitors. St. Helens Road is designated in the Arterial Streets Classification Policy as a boulevard, meriting special landscaping treatment and a consideration of vistas, and as a bicycle route. These designations and multiple functions of the roadway argue for protection of views that contribute to its attractiveness while recognizing the economic importance of the industrial district.

The turnout is already in existence and is part of the City's open space system. The proximity of the creek, hiking trails, and the striking view of the bridge contribute to the importance of this resource.

Environmental Consequences

The area upland from the viewpoint has been inventoried as having value for wildlife habitat. On a site visit, trillium were observed in bloom above the creek. The creek has been identified by the City as a water feature subject to special setbacks. Enhancement of the viewpoint can increase the public enjoyment of the natural resources of the area.

Energy Consequences

There are no energy consequences associated with protection of this resource.

Conclusions of ESEE Analysis

Full protection of this resource is desirable since it serves as a major gateway to the City. In addition, the viewpoint is at a bus stop and along a popular bicycle route. Only a small portion of the industrial area would be substantially impacted by the application of height restrictions.
Tentative Recommendation

Designate this view in the Scenic Resources Protection Plan. Establish maximum building heights with the view corridor. As a leadership element, work with the property owners as uses expand or sites redevelop to include landscaping which will enhance the view to the bridge.

Applicable Statewide Planning Goals

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Protection of the view requires the establishment of height limits in an industrially-zoned area. The height limits would have a minimal impact on the types of development typical of the area.

No other Statewide Goals apply.
View of Thurman Street Overpass from Macleay Park
Score: 63.27

Description of Resource

This view is of the Thurman Street overpass above Macleay Park in Northwest Portland. From the trailheads in the park, the overpass is silhouetted against the sky. The industrial part of northwest Portland is farther to the northeast and below the overpass. The sides of the ravine rising on either side of the bridge are heavily vegetated and contribute to the quality of the view.

Surroundings

Macleay Park is a linear park following a ravine containing Balch Creek, that connects with Forest Park. It serves as a trailhead for the Lower Macleay Trail that connects to the Wildwood Trail. There is a small parking area near the bridge. The development on either side of the ravine is single family residential.

Existing Development Potential

The park is zoned R5, Single Family Residential, and has an Open Space Comprehensive Plan.Map designation. The park is owned by the City and serves as both a neighborhood park and as a starting or ending point for hikers. The view out over the industrial area is unimpeded by the open support structure of the overpass.

Vicinity Map
The zoning immediately north of the park is also R5 where a 35-foot height limit is imposed. The steepness of the slope on the north side of the park assures that development in this area will not interfere with the view to the northeast.

The overpass spans the ravine high above the park. Replacement of the overpass with another type of structure could cut off the northern part of the park from the southern part and limit views. Since the overpass and the park are both in public ownership, no conflict exists with protection of this view.

Conclusions and Recommendation

There is no conflict with full protection of this resource. The Open Space designation and public ownership of the park assure that the viewpoint can be preserved. Reconstruction or replacement of the overpass structure can be done in a way to preserve the connection between the two portions of the park and preserve the views from the park to the northeast. Designate this view in the Scenic Resources Protection Plan. No further protection measures are needed at this time.
View of St. Johns Bridge from NW Germantown Road
Score: 62.56

Description of Resource

This view of the St. Johns Bridge is from NW Germantown Road above St. Helens Road. Looking east, just the spires of the bridge are visible above the tree tops. The view is more open in the summer, but many of the trees are evergreens that partially obscure the view all year.

Surroundings

This vantage point for seeing the bridge is northwest of the view from the bridge approach, and it is at a slightly higher elevation. Northwest Germantown Road slopes down fairly rapidly from west to east as it nears St. Helens Road. Northwest Germantown Road is included in the inventory as a scenic corridor for its entire length within Multnomah County. The viewpoint is surrounded with heavy woods and an occasional single family home.

Existing Development Potential

The land adjacent to the NW Germantown right-of-way is zoned for single family residential and some low-density multifamily residential uses. The height limits in this area are 35 feet and 45 feet respectively.
The view corridor to the bridge continues to the southeast over an area zoned HIri, Heavy Industrial, with a River Industrial Greenway overlay. There is no height limit in the HI zone. The elevation of the viewpoint is approximately 180 feet, far above the height of development that might be expected in the HI zone. The area within this portion of the view corridor is currently predominantly vacant except for a few one-story buildings not visible from this vantage point.

**View Protection Conflicts**

Development adjacent to the Germantown roadway, particularly on the left as one travels toward St. Helens Road, could interfere with the scenic qualities of this view. Indiscriminate tree-cutting could have an a negative impact on the view. A minimal amount of tree-cutting (or pruning) could open up the view and improve it.

Development within the HI-zoned area is unlikely to interfere with this view since the elevation of the HI land is approximately 30 feet above sea level while the viewpoint is 180 feet above sea level. Even tall industrial structures such as grain elevators or chemical storage tanks would be unlikely to reach more than 150 feet in height.

**Consequences of Protection**

**Economic Consequences**

There would be very little economic impact on preservation of this view. The view is of the upper portions of the bridge which are higher than either nearby residential development could be, or industrial development is likely to be, constructed.

**Zoning Map**
**Social Consequences**

This view of the St. Johns Bridge contributes to the attractiveness of NW Germantown Road as a scenic drive by providing variation from the heavily wooded areas on either side of the road. This glimpse of the bridge announces that one is approaching St. Helens Road and the end of the drive. The bridge also serves as a landmark and point of reference for residents and visitors of the area. Although there are many views of the St. Johns Bridge from many different vantage points, this view is unimpaired by unsightly industrial development. A limited amount of tree-cutting could improve the quality of the view without revealing less attractive development in the industrial area.

**Environmental Consequences**

All of the area uphill from St. Helens Road in the vicinity of Germantown Road is included in the City’s Wetlands, Water Bodies, and Wildlife Habitat Inventory. Protection measures necessary to preserve the resource values of the area have not yet been determined. In general, preservation of this view would not interfere with the resource values. Limited tree-cutting to open up the view, could eliminate some trees that have value as habitat.

**Energy Consequences**

There are no energy consequences associated with full protection of this resource.

**Conclusions of ESEE Analysis**

Full protection of this resource can be accomplished with very few consequences. Preservation of this view will enhance the quality of a scenic drive along NW Germantown Road.

**Tentative Recommendation**

Designate this view in the Scenic Resources Protection Plan. No additional protection measures should be necessary to protect this resource. Work with the City Forester and private property owners to identify and remove (or prune) trees that are within the view corridor in order to open up the view (where habitat values will not be diminished). Protection of view VB 09-13 will have the effect of protecting this view as well.

**Applicable Statewide Planning Goals**

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Full protection of this view will have no economic impact. Industrial development will not be constrained through protection of the view since the viewpoint is so far above the level of the industrial area.

No other Statewide Planning Goals apply.
View of Broadway Bridge from the west side of river
Score: 62.26

Description of Resource

This view of the Broadway Bridge is from the west bank of the Willamette River to the south side of the bridge looking north. The particular vantage point is from a gazebo that was constructed as a part of the McCormick Pier Apartment complex. River traffic and ship loading can be glimpsed under the span of the bridge.

Surroundings

The Greenway Trail was constructed as a part of the McCormick Pier Apartment complex adjacent to the river bank. The gazebo is a small covered deck built on stilts out over the river. The apartments are located between the Broadway and Steel Bridges. The Greenway Trail is located adjacent to the river. The Greenway Trail continues to the north past the Albers Mill project north of the Broadway Bridge.

Existing Development Potential

The land containing the Greenway Trail and viewpoint is zoned RXDrd, Central Residential, with Design and River Development overlays. The gazebo was constructed on existing pilings in order to meet the intent of the Greenway regulation to provide public access to the river. It is part of the land use approvals for the McCormick Pier Apartment project. The Greenway

Vicinity Map
Trail and this viewpoint are developed as required as a part of the 1979 land use review for the McCormick Pier project. Redevelopment of the site would require that the trail be retained and maintained as is or enhanced.

The Broadway Bridge is a Rank II resource (Rank I is highest) in the City's Historic Resource Inventory. It was constructed in 1911-1913 and is owned by Multnomah County. The bridge is an interesting element of the view, but replacement of the structure as needed in the future would not detract from the value of the view.

Conclusions and Recommendation

This view is essentially a dynamic one of the river and its activities. Changes to elements of the view would not detract from its interest. Replacement of the bridge would include City review through the Greenway and design review processes to ensure that a new bridge would continue to provide an interesting element of the view. There is no conflict with protection of this resource. Designate this viewpoint in the Scenic Resources Protection Plan. No further protection measures are necessary at this time in order to protect the resource.
View of Hawthorne Bridge and Mt. Hood from Waterfront Park
Score: 59.58

Description of Resource

This view of the Hawthorne Bridge is from Waterfront Park north of the bridge on the west side of the Willamette River. The view is to the southeast with the bridge and the river as the primary elements in the view. The view also includes Mt. Hood which is visible between the Benjamin Franklin office building and Mt. Tabor to the east. The Ross Island Bridge and the tip of Ross Island are visible beneath the roadbed of the Hawthorne Bridge. To the far right, the RiverPlace development is visible beneath the bridge.

Surroundings

This viewpoint is farther north than the viewpoint on the north side of the bridge that also includes Mt. Hood (inventoried as VM 24-45). Waterfront Park has been improved in this area to provide better viewing of the river. The information center in Waterfront Park has been remodeled for use as a restaurant, a large fountain and plaza have been installed at the foot of SW Salmon, and a terraced viewing area and open railing have been installed adjacent to the river to create a more attractive viewpoint. The viewpoint juts out into the river to make the view even more striking.
Existing Development Potential

Tom McCall Waterfront Park is owned by the City. It is zoned CXDSrr, Central Commercial with Design, Sign and River Recreational overlays. An Open Space Comprehensive Plan Map designation has been placed over the entire park.

The Hawthorne Bridge was constructed in 1909-1910 and is owned by Multnomah County. It has been designated as a City historic landmark. City zoning only affects lands down to ordinary low water. The Division of State Lands controls development on the river. The Port of Portland and Army Corps of Engineers also are involved in regulating development within navigable waterways.

The area within the view corridor to Mt. Hood was recently rezoned and new height limits were established as a part of the Central City Plan. The view to Mt. Hood is across land zoned GI-1, General Industrial, where there is no maximum height limit. It also crosses the Grand/Martin Luther King, Jr. corridor where the zoning is CED, Central Employment, and a 200 foot height limit has been established. Further east, the zoning is again GI-1 with no height limit. The view corridor covers all or portions of approximately 20 blocks that are zoned GI-1. Two blocks with a height limit of 200 feet (zoned CED) are directly within the view corridor. Two additional blocks north of the 200-foot height limit are within the view to Mt. Tabor and are zoned CED with a height limit of 100 feet.

Generally, modern industrial development is only one or two stories in height and would not cause a significant problem for preservation of the view. The Central Employment area, however, can reasonably be expected to develop up to or near the height limit since the blocks within the view corridor have an allowed floor area ratio of 9:1. The blocks immediately north of the 9:1 blocks are blocks with CED zoning that have a 6:1 FAR and a maximum height of 100 feet. Development on these blocks would only slightly block the view of the mountain.

Zoning Map
because they are farther north.

View Protection Conflicts

Industrial or commercial development of more than two stories in height located within the primary part of the view corridor have the potential to eliminate the view of Mt. Hood. Multistory commercial development on the blocks zoned CE north of the Benjamin Franklin Center would be the most likely to develop in this manner and obscure the view.

There are no conflicts with preservation of the viewpoint itself. The City has just completed improvements to this viewpoint which make it a major focus of activity in Waterfront Park. Many elements of the view, such as the river and RiverPlace are also not in jeopardy. The Hawthorne Bridge has historical value as a Portland landmark and is not likely to be removed.

Consequences of Protection

Economic Consequences

Full protection of this view will have no economic consequences unless the view to Mt. Hood is protected. Protection of the mountain view would require limiting the height of development on several blocks on the east side to no more than two stories in height. Partial protection could be achieved through a height limit of 45 feet. Generally, a height limit of 45 feet in the industrial area will not present a problem. A maximum of 45 feet on the blocks currently zoned CE will substantially reduce the development potential on these blocks. The adoption of zoning in conjunction with the Central City Plan assures that there is an adequate supply of land that is zoned CE within the central eastside. The development potential in this area far exceeds expected development in the near future.

Social Consequences

The view of Mt. Hood has increased in value with the development of the viewpoint because of increased accessibility. The terraced seating area makes viewing the river, the bridges, nearby development and Mt. Hood especially inviting. A substantial amount of public money has been expended in enhancing this viewpoint. The other views of Mt. Hood and the Hawthorne Bridge are less important because they are less attractive as viewpoints. The viewpoint was not completed at the time of the ranking of this resource or undoubtedly it would have scored higher than it did.

Environmental Consequences

There are no environmental consequences associated with protection of this view.

Energy Consequences

There are no energy consequences associated with protection of this view.
Conclusions of ESEE Analysis

Although the economic consequences of protecting this view, particularly the view of Mt. Hood, are high, so is the public investment in creation of this viewpoint. Full protection of the view to Mt. Hood could have a significant economic impact on some properties. The Central City Plan provides a balance between development and livability. The Martin Luther King, Jr./Grand corridor was targeted as an area for future mixed use opportunities at a fairly high intensity.

Preservation of views to the mountains from low elevations is extremely difficult without having a significant impact on development potential. In this instance, the retention of the economic opportunities along the Martin Luther King, Jr./Grand corridor outweighs the value of protection of this view to Mt. Hood. The viewpoint and the views to the bridge and river should be retained and enhanced.

Tentative Recommendation

Designate this view in the Scenic Resources Protection Plan as a view to the river and nearby bridges. Do not protect the view to Mt. Hood and Mt. Tabor. No other protection measures are necessary at this time.

Applicable Statewide Planning Goals

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Full protection of this view would decrease opportunities for commercial development on the east side of the river. However, there is no shortage of commercial opportunities on the east side, particularly with a large area near Lloyd Center zoned for both office and retail uses in close proximity to light rail. With the adoption of the Central City Plan, a large area received CE zoning and allowed floor area ratios that allows substantial amounts of both commercial and industrial uses.

Of more import than the potential loss of commercial development is the impact on the industrially-zoned areas within the view corridor. This area has been zoned and designated as an industrial sanctuary. However, many industrial uses would be able to locate within the view corridor without severely impacting the view of Mt. Hood.

No other Statewide Planning Goals apply.
View of the I-5 Bridge from Marine Drive
Score: 58.70

Description of Resource

The I-5 Freeway Bridge which crosses the Columbia River and connects to Washington State, is visible looking northwest from NE Marine Drive at NE 33rd Avenue. The east end of Tomahawk Island is also visible. The view looks out over a parking lot and boat marina.

Surroundings

Northeast 33rd Avenue is a main access to Marine Drive. Northeast 33rd from NE Columbia to Marine Drive and Marine Drive from 33rd to NE 185th have been inventoried as a scenic corridor (SD 12-04). The area south of Marine Drive is developed with a boat sales business west of 33rd and with runways for the airport on the east.

The land immediately west of the marina is undeveloped land that is owned by the Port of Portland.

Existing Development Potential

The land between Marine Drive and the river at this location has recently been changed to GI-2LNec, General Industrial, with Airport Landing, Noise and Environmental Concern overlays. The EC designation on this land assures that development will be compatible with the natural

Vicinity Map
character of the riverbank. Landscaping requirements can be waived or modified through the environmental review in order to assure that this view will be preserved.

The land to the west of the marina is owned by the Port of Portland and is currently vacant. The City recently adopted FFC, Farm and Forest, zoning and an Open Space Comprehensive Plan Map designation for this land in order to preserve it as primarily open in character. The view is enhanced by the open, undeveloped quality of this land.

The I-5 bridge, although visible in this view, is not the predominant element. Change to the bridge would not lessen the quality of the view. Alteration to the tip of Tomahawk Island could have a negative impact on the view. The City has recently changed Multnomah County UF10 zoning to FFNecsr zoning on the property. The Farm and Forest zoning and the Environmental Concern overlay will assure that only limited uses are allowed and that a high value has been placed on assuring that any development that does occur will not have a negative impact on the resource values of the land. Development on Tomahawk Island is subject to site review.

**View Protection Conflicts**

Redevelopment on the parcel immediately north of NE 33rd or development on the vacant parcel owned by the Port could have a negative impact on this view, particularly the view he river. Structures on either parcel have the potential for significantly limiting the breadth of this view. The zoning on the parcel north of 33rd allows uses and structures which could have a negative impact on the view. However, development on these two parcels is subject to review through the environmental zone regulations. The FF zoning and Open Space designation on the Port property assures that the land will remain predominantly open in character.

**Zoning Map**
Consequences of Protection

Economic Consequences

Preservation of the view can be accomplished with little or no economic impact. The land between the viewpoint and the river is already developed with a parking lot and marina office. The office is located to the east, out of the view corridor. It is unlikely that the parking lot will be desired for other uses since it serves the marina on the river. The proposed Environmental zoning regulations can assure that visual resources are maintained and that landscaping is provided (if redevelopment does occur on site) to enhance the quality of the view. Development of the land to the west that is owned by the Port of Portland has FF zoning and an Open Space designation along with an Environmental Conservation overlay. This combination of zones and designation will assure that only limited development will occur, and what does occur will be of a low intensity nature which can preserves views. Development could still occur on the property, but would probably be limited by conditions of the review.

The tip of Tomahawk Island has a combination of FF and EC on it in keeping with its high resource value. The land has minimal development potential because of its isolated location and susceptibility to flooding. Development is subject to City review.

Social Consequences

This viewpoint is located at an intersection that serves as major access to Marine Drive. Preservation of this view would contribute to the attractiveness of Marine Drive as a scenic corridor and enhance the sense of a gateway to the drive. The 40-Mile Recreational Trail is located on the north side of Marine Drive although it is not developed to trail standards and is currently located on the roadway. Marine Drive is designated as a pedestrian way and bicycle path in the Arterial Streets Classification Policy. Development and dikes along Marine Drive frequently obscures views of the river and of Tomahawk Island. This is one of the few locations where motorists, bicyclists, and pedestrians can obtain a sweeping view down river to the I-5 bridge and Tomahawk Island. The view of river traffic, and particularly sailboats, from this vantage point enhances the quality of the view.

Environmental Consequences

An EC overlay has been placed on most of the land between Marine Drive and the river. The tip of Tomahawk Island has FF zoning and an EC overlay in keeping with its resource values. Preservation of this view and the natural areas within the view are in keeping with the proposed zoning and designation.

Energy Consequences

There are no energy consequences associated with full protection of this resource.

Conclusions of ESEE

This view provides an interesting and diverse look at the river, the I-5 bridge, natural areas, and river activities. It is part of the scenic drive along NE 33rd and Marine Drive that is included in the Scenic Resources Inventory. There are few locations, so easily accessible, that provide this caliber of view. Preservation can generally be accomplished through recently

58 ESEE ANALYSIS OF SCENIC RESOURCES
adopted environmental regulations and zoning. The value of this view outweighs potential economic impacts relating to development within the view corridor.

Tentative Recommendation

Designate this view in the Scenic Resources Protection Plan. Protect this view through the environmental review process.

Applicable Statewide Planning Goals

State Goal 8, Recreational Needs, provides for the recreational needs of the citizens of the state and visitors. The 40-Mile Loop Trail is located adjacent to NE Marine Drive. Preservation of this view will enhance the quality of the trail by providing for opportunities to view the river, the bridge, and activities on the river.

No other Statewide Planning Goals apply.
View of Broadway Bridge from the Rail Yards
Score: 58.21

Description of Resource

The Broadway Bridge, the McCormick Pier Apartments, and Albers Mill are visible from the rail yards northeast of Union Station. The viewpoint is on the Union Station land near the terminus of NW Fifth Avenue. This area will be redeveloped when the Transit Mall is extended to Union Station.

Surroundings

The Union Station area is in active use as a train station. The station building is located northwest of the viewpoint. The Greyhound bus terminal is a recent development south of this viewpoint. The view looks out over an area recently cleared of numerous sets of rail lines.

Existing Development Potential

The zoning in the Union Station area is CXD, Central Commercial with a Design overlay. The maximum height for development in the area is 75 feet. The McCormick Pier Apartment property is zoned RXDSrd, Central Residential, with Design, Sign and River Development overlays. The maximum height in that area is also 75 feet.

Union Station is being restored by the Portland Development Commission and will serve as the focus for the redevelopment of the entire Union Station area. The Transit Mall will be

Vicinity Map
extended north to wrap around the Greyhound bus terminal. New public plazas and connections to the waterfront will be created. Most of the rail tracks are being removed from Union Station and the land is being readied for redevelopment. The Portland Development Commission is proposing this area as a location for a major public attraction and office and commercial development.

The Broadway Bridge is a Rank II resource (Rank I is highest) in the City's Historic Resource Inventory. It was constructed in 1911-1913 and is owned by Multnomah County. The bridge is an interesting element of this view. Replacement, if needed some time in the future, would not detract from the quality of the view if the general design and scale of the bridge were maintained. The City would be involved in replacement of the bridge through Design and Greenway review.

View Protection Conflicts

Development on the land between the viewpoint and the Broadway Bridge to the maximum height allowed by the zoning code, could eliminate this view. The viewpoint is at ground level, so any development other than surface parking could interfere with the view. The Portland Development Commission has requested that this view be eliminated from the Scenic Resources Inventory, as it traverses a vacant developable piece of property and because alternative views of the Broadway Bridge are available where impacts are small. As an alternative, PDC suggests a view from Front Avenue near Albers Mill looking southeast toward the bridge.
Consequences of Protection

Economic Consequences

The Portland Development Commission plans for redevelopment of the Union Station area include an intensification of land use, including major public attractions. Restricting development within the view corridor as described would lessen the PDC's ability to accomplish their program for the area.

Social Consequences

Currently this viewpoint is seldom visited. It is not developed and is not located along major pedestrian routes. Its isolation and unattractiveness could change dramatically when the Union Station redevelopment is complete. However, that same redevelopment will eliminate the view.

Environmental Consequences

There are no environmental consequences associated with protection of this view.

Energy Consequences

There are no energy consequences associated with protection of this view.

Conclusions of ESEE Analysis

Protection of this view would have a large negative impact on the redevelopment of the Union Station area. This redevelopment will provide public attractions as well as office and commercial development. The Broadway Bridge is particularly striking from this angle as nearly its entire span is visible. Although the economic consequences of protecting this view outweigh other considerations, a similar view could be created as new public buildings or public attractions are developed.

Tentative Recommendation

Do not protect this resource. However, work with the Portland Development Commission to create new public viewpoints as redevelopment occurs in the area.

Applicable Statewide Planning Goals

State Goal 9, Economy of the State provides for the diversification and improvement of the economy of the state. Protection of this resource could have a negative impact on the redevelopment of the Union Station property since it would prohibit development within the view corridor to the bridge.

No other Statewide Planning Goals apply.
Description of Resource

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. The view is almost due south. The tops of the tallest buildings downtown are visible above the bridge.

Surroundings

Overlook Park is located west of N Interstate Avenue and north of N Fremont Street. A medical clinic is located immediately south of the park, with its parking lot abutting this viewpoint. The area north of the park is developed with residences and the area south and east is predominantly commercial. Farther west and down a slope is the Albina Rail Yards.

Existing Development Potential

Overlook Park is City-owned property and is zoned R5, Single Family, with an Open Space Comprehensive Plan Map designation. It is at an elevation of approximately 150 feet. The area immediate south of the park consists of a strip of land on a steep slope that is zoned R5 as well. The land varies in elevation from 150 feet at the top of the slope to 50 feet at the bottom of the slope. The maximum height in the R5 zone is 35 feet.

Vicinity Map
The large area at the bottom of the slope is zoned HI, Heavy Industrial. There is no maximum height in the HI zone. This land is developed with the Albina Rail Yards which contains a few one to two story buildings but is predominantly developed with railroad tracks.

The Fremont Bridge was constructed in 1971-1973 and is owned by the State. Its roadbed is approximately 175 feet above the level of the river. It is listed as a Rank II resource (Rank I is highest) in the City's Historic Resource Inventory. Replacement of the bridge is not anticipated since it is relatively new.

**View Protection Conflicts**

This view is partially obstructed by vegetation on the park property and on the down slope area. The view could be improved if some of this vegetation were removed.

Access to the R5-zoned property on the slope down the bluff is limited and development would be difficult given the severe slope. The property is shown on the City's Landslide Hazard Maps as having a severe landslide potential. If residential development of this parcel were to occur, it could partially block this view.

Redevelopment of the rail yards with some other use allowed in the HI zone could substantially alter the view. However, most modern industrial uses are located in low-rise buildings that would not interfere with this view.
Consequences of Protection

Economic Consequences

The economic consequences associated with preservation of this view are few in the HI-zoned property currently developed with rail yards. Structures up to 100 feet in height would not adversely affect the view. Few structures are likely to be more than 100 feet in height in this zone. The resulting economic consequences of protection would be either nonexistent or small.

The R-5 zoned area has little immediate development potential. It is currently owned by Union Pacific Railroad. Most allowed development could occur without negatively impacting the view due to the steep slope. Homes built on the upper part of the slope could interfere with the view.

Social Consequences

Overlook Park is used by many residents of the neighborhood and City. The attractiveness of the park is enhanced by the view to the downtown. The view from Overlook House (VC 17-07) is more limited than this view.

Environmental Consequences

The slope area has been inventoried as a part of the Wetlands, Water Bodies and Wildlife Habitat Project. Final determination of the significance of the slope for wildlife habitat has not been completed. Protection of this resource will not conflict with preservation of the slope for wildlife habitat.

Energy Consequences

There are no energy consequences associated with full protection of this resource.

Conclusions of ESEE Analysis

This view should be protected and enhanced through modification of zoning regulations and through pruning of the vegetation within the view corridor. Protection will have relatively little economic impact and would increase the attractiveness of the park and neighborhood. A substantial enhancement of the view is possible with selective pruning.

Tentative Recommendation

Designate this view in the Scenic Resources Protection Plan, but only for partial protection. Public acquisition of the slope down to N Greeley should be pursued. The property owner should be contacted for possible donation of the land or for application of the Open Space designation.
Applicable Statewide Planning Goals

State Goal 8, Recreation Needs, provides for the recreational needs of the citizens of the state and visitors. Overlook Park will be enhanced as a recreational opportunity with preservation of this resource.

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Preservation of this resource will have little economic impact. Few uses on the industrially-zoned land to the southwest would be impacted.

State Goal 10, Housing, provides for the housing needs of the citizens of the state. The property on the slope down to N Greeley is zoned for single family development. The steepness of the slope and the difficulty in accessing the site will preclude development to the maximum permitted under the zoning. Not all development would impact the view, only development at the top of the slope. Public acquisition of this property would have little real impact on the housing potential of the City.

No other Statewide Planning Goals apply.
View of Broadway Bridge from Lower Albina
Score: 57.99

Description of Resource

This view of the Broadway Bridge and Willamette River is from N Larabee Street in the lower Albina area. The viewpoint is located west of the Portland School District administrative facility. This location provides better views than from the adjacent Interstate Avenue because it is at a higher elevation. Portions of the west hills and the downtown skyline are visible above the bridge.

Surroundings

The Robert Blanchard Educational Service Center is located on N Dixon northeast of this viewpoint. The viewpoint is reached from N Larabee which is the location of the recreational trail in this area. The area is developed with a mixture of light industrial, office and commercial businesses. North Interstate Avenue is located parallel to and at a lower elevation to the southeast of N Larabee in the vicinity of the viewpoint.

Existing Development Potential

The area containing the viewpoint is zoned GI-1, General Industrial, with an Open Space Comprehensive Plan Map designation. This is a small area between the Interstate and Larabee rights-of-way that is owned by the State Highway Division. This land would only be developed if needed for more road improvements.

Vicinity Map
Also within the view corridor is a small piece of land that is zoned GI-1Sr, General Industrial, with Sign and River Industrial overlays. There is no height limit in the GI zone. The land within the view corridor is part of a larger parcel that contains rail lines and is used for loading ships. The portion of the parcel within the view corridor is vacant except for the rail line.

The Broadway Bridge is a Rank II resource (Rank I is highest) in the City's Historic Resource Inventory. It was constructed 1911-1913 and is owned by Multnomah County. The bridge is the focus of this view although a replacement bridge could serve the same purpose. The view to the west hills and downtown could be improved if a replacement bridge were carefully designed to open up the view. The view could also be negatively impacted if a new bridge blocked the view and was aesthetically unappealing as well.

**View Protection Conflicts**

Development within the area zoned GI-1 could interfere with this view although the land is approximately 50 feet lower in elevation that the viewpoint. The land area is quite narrow here and development is not likely except with a low intensity use.

There are no other conflicts with protecting this view. Replacement of the bridge would have a significant effect on the view but would not necessarily destroy it if done with sensitivity and in keeping with the scale and interesting form of the existing bridge.
Consequences of Protection

Economic Consequences

There is very little economic impact associated with protection of this view. Only a small amount of industrially zoned land is within the view corridor and this land is only minimally useful due to its narrowness. The existing rail line and rail traffic in no way interfere with the view.

Social Consequences

This resource cannot be considered as a major viewpoint or as a major view of the City's bridges or downtown skyline. However, it does provide a scenic amenity for people working in the district. The Central City Plan has designated the nearby intersection of N Broadway and N Larabee as a district gateway to the Lower Albina District. North Larabee has been designated as a pedestrianway in that same plan.

Environmental Consequences

There are no environmental consequences associated with protection of this resource.

Energy Consequences

There are no energy consequences associated with protection of this resource.

Conclusions of ESEE Analysis

There are very few negative consequences associated with protection of this resource. Although not a major view or an easily accessible viewpoint, it does provide an amenity for those working in the area and also enhances the sense of gateway into the Lower Albina District. This view should be protected to the extent practical.

Tentative Recommendation

Designate this view in the Scenic Resources Protection Plan. Establish maximum heights within the view corridor.

Applicable Statewide Planning Goals

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Preservation of this resource will have minimal, if any, impact on industrial development to the west. Only a small strip of industrially zoned land separates the rights-of-way from the river. The land is currently developed with a rail line that has no impact on the view.

No other Statewide Planning Goals apply.
View of St. Johns Bridge from N Willamette  
Score: 57.61

Description of Resource

This vantage point is from the intersection of N Willamette Boulevard and N Burlington Avenue. This view would be visible as one travelled 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 rising behind it.

Surroundings

The land slopes down to the river allowing a fairly uninterrupted view of the bridge. The area around the viewpoint is developed with a mixture of single and multifamily residences. A multifamily structure is within the view corridor, but the roof is below the level of the bridge roadbed. Nearby viewpoints that are part of the inventory are VB 09-10 (from the PDC site) and VB 09-11 (from N Burlington).

The land southwest of the residential area and within the view corridor is part of the vacant site owned by PDC. It is currently vacant.

The location of the viewpoint is along a portion of the recreational trail system as shown on the Public Access Map of the Greenway Plan. The viewpoint is at the edge of the St. Johns pedestrian district as designated by the Arterial Streets Classification Policy.

Vicinity Map
Existing Development Potential

Some of the land within the view corridor is zoned R1, Multifamily, which allows a maximum height of 45 feet. Most of the existing development within the view corridor is less than 45 feet in height. The viewpoint is at an elevation of approximately 140 feet with the land sloping down to the riverbank which is at an elevation of approximately 30 feet. Most of the land within the view corridor also has an Open Space Comprehensive Plan Map designation and is part of the right-of-way for the bridge.

A portion of a block within the view corridor is zoned M2*, General Manufacturing, with a special allowance for housing. There is no height limit in the M2 zone.

View Protection Conflicts

Development on the portions of the R1-zoned blocks within the view corridor to the permitted height of 45 feet has the potential for partially blocking this view. The existing multifamily building within the view corridor is three stories and approximately 35 feet in height.

Development of more than 90 feet in height on the block that is zoned for industrial use could block the view of the bridge. Development of this height in an industrial zone is highly unlikely, however.
Consequences of Protection

Economic Consequences

Height restrictions on the partial blocks within the view corridor that are zoned R1 could reduce the value of that land for residential development. Careful design could assure that the full potential of the land is realized while keeping the height low enough to protect the view. There does not need to be any negative economic consequences from protection of this resource.

One block within the view corridor is zoned for industrial use. The type of development most likely to locate here would be in one or two story structure and would therefore be unlikely to interfere with the view.

Social Consequences

Views of the St. Johns Bridge are important to the identity of the neighborhood. The PDC-owned site may become an important industrial and/or residential area as it is developed. The route to the site will therefore be used by increasing numbers of people. It is also valuable to increase the attractiveness of the recreational trail system by providing interesting views from the trail whether it is located adjacent to the river or along existing rights-of-way.

Environmental Consequences

The entire block south of the bridge from the river to the railroad tracks has a River Recreational Greenway overlay which designates this land for the enjoyment of the public in conjunction with the resource values of the river. Preservation of this view is consistent with this Greenway designation which limits development which might intrude into the view.

Energy Consequences

There are no energy consequences associated with protection of this resource.

Conclusions of the ESEE Analysis

Views of the St. Johns Bridge are available from many locations in St. Johns and should be preserved where the overall impact is small. This viewpoint provides an opportunity to see nearly the entire bridge from a public right-of-way and serves as an amenity to the neighborhood. However, housing potential should not be eliminated in order to preserve the view. An alternative nearby view of the bridge has less potential impacts on development.

Tentative Recommendation

Do not protect this resource.
Applicable Statewide Planning Goals

State Goal 8, Recreation Needs, provides for the recreational needs of the citizens of the state and visitors. This viewpoint is along a designated recreational trail. Providing interesting views along the trail enhances its desirability and increases the enjoyment of its users.

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Preservation of this resource will have minimal impact on the development of the industrial land within the view corridor. Most industrial development will be substantially lower in height than the roadbed of the bridge.

State Goal 10, Housing, provides for the housing needs of the citizens of the state. Full protection of this resource could have some impact on the housing potential of the residentially zoned blocks within the view corridor. The amount of the impact on development depends on the effort made to accommodate preservation of the view. Careful design can result in preservation of the view while building to the maximum density permitted.

No other Statewide Planning Goals apply.
View of Marquam Bridge and Mt. Hood from the steam plant
Score: 57.37

Description of Resource

This viewpoint is adjacent to the Willamette River near the steam plant at the north side of the Marquam Bridge. Mt. Hood is visible under the span of the Marquam Bridge looking east.

Surroundings

The RiverPlace development is north of the viewpoint and the ramps of the Marquam Bridge are to the south. This viewpoint is the future location of the continuation of the Greenway trail. Currently it is unpaved but used by joggers.

The land adjacent to the viewpoint is the location of the next phase of RiverPlace. The site is proposed to be developed with a mixture of office and residential uses. The Greenway Trail will be developed as a part of that phase of the development.

The Marquam Bridge is a Rank III (Rank I is highest) resource in the City's Historic Resource Inventory. It is generally considered to be one of the least attractive bridges in the City and was controversial when constructed because of its massiveness and height "which cut considerably into the panoramic view of and from the city center." (Historic Resources Inventory, Bureau of Planning, City of Portland, 1984)
Existing Development Potential

The area of the viewpoint is zoned CXDSrd, Central Commercial with Design, Sign and River Development overlays. It also is designated as Open Space by the Comprehensive Plan. The Greenway trail designation is located at this viewpoint and will be constructed with the next phase of RiverPlace. Development must comply with the Open Space designation and provide access along the river.

The view corridor to Mt. Hood crosses the lower part of the central eastside industrial area that is zoned GI-1, General Industrial. There is no height limit in the GI-1 zone. Existing development within the view corridor consists of one to three story industrial buildings. The view corridor also crosses land on the east side of the river where OMSI will be relocated.

View Protection Conflicts

Development of more than three story structures have the potential for blocking the view to the mountain. The viewpoint is at a low elevation and the view is directly across an area that has no height limits. Generally, industrial development is in one or two story buildings. If constructed in this manner, new development would not obstruct the view. However, new structures on the OMSI site, depending on their height and location, do have the potential for obstructing the view of the mountain.

Replacement of the bridge with a lower structure could also block the view. The high span of the bridge, although not inherently attractive, does allow the view of Mt. Hood.
Consequences of Protection

Economic Consequences

The major conflict with protection of the view is the proposed OMSI development on the east side of the river. Planning has already been done for relocation of the facility and approval has been granted by the City. As shown on the plans submitted to the City, structures will be located within this view corridor and will block the view of mountain.

Typical industrial development within the view corridor would be expected to be no more than one or two stories in height. Buildings of this height would not have an impact on the view since they would be farther away from the OMSI structures.

Social Consequences

This viewpoint will be used by many people on a daily basis since it is a part of the heavily frequented RiverPlace development. Retention and enhancement of the views from the future Greenway trail will increase the public's enjoyment of the trail. Views of Mt. Hood from the west bank of the river are rare since development or topographic features can easily block them. This view, along with the several located farther north in Waterfront Park, are among the few remaining views of Mt. Hood from the downtown at street level.

Environmental Consequences

There are no environmental consequences associated with full protection of this view.

Energy Consequences

There are no energy consequences associated with full protection of this view.

Conclusions of ESEE Analysis

The OMSI development will be an enormous asset on the east bank and will provide numerous recreational opportunities in excess of the value that can be provided by this view of Mt. Hood. The economic consequences of protection of this resource outweigh the value of protecting it.

Tentative Recommendation

Do not protect this resource.

Applicable Statewide Planning Goals

State Goal 8, Recreation Needs, provides for the recreation needs of the citizens of the state and visitors. The Greenway trail will be located along the river in the vicinity of this viewpoint. A view of Mt. Hood from the trail would enhance enjoyment of it. However, the OMSI facility will also provide recreational opportunities to many citizens and visitors.
State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Full protection of this resource could have a negative impact on the development potential of the OMSI site and of several blocks within the Central Eastside Industrial District.

No other Statewide Planning Goals apply.
Description of Resource

This view of the St. Johns Bridge is from NW St. Helens Road northbound. The entire span of the bridge is visible above the industrial development on the east side of the road. The vantage point is from the roadway near the turnoff to the approach to the bridge. The office building that was used by Portland's only natural gas manufacturing company is within the view corridor to the bridge. This vacant building is a Rank I historic resource as inventoried in the City's Historic Resource Inventory.

Surroundings

St. Helens Road is predominantly industrial on the river side and a mixture of residential, commercial, and industrial on the Forest Park side. Railroad tracks run parallel to the roadway on the industrial side. Utility poles and overhead wires are also located parallel to the road. The land west of the viewpoint is sparsely developed with residential structures located above the level of the roadway on the slope. The land to the east of the road is developed with an industrial plant with numerous liquid gas storage tanks. Immediately south of the bridge is a federal government mooring area that has several one to three story structures and outdoor storage on it.

Vicinity Map
Existing Development Potential

The area within the view corridor to the bridge is zoned HIrI, Heavy Industrial, with a River Industrial Greenway overlay. The area adjacent to the bridge and along the bridge approach also has a Sign overlay. There is no height limit in the HI zone. Existing development is generally less than 50 feet in height although one storage tank immediately to the right and just out of the view is approximately 80 feet in height. From slightly south of this vantage point the storage tank creates a large and unattractive intrusion into the view.

The St. Johns Bridge is a designated landmark. It was erected in 1931 and is owned by Multnomah County. It is considered the most graceful bridge in the City with two towers trimmed with gothic details and provides a strong identification to the area. It is part of Oregon's Historic and Scenic Highway Program.

View Protection Conflicts

Development within the view corridor can significantly interfere with this view. Although most heavy industrial development tends to be only one or two stories in height, the prevailing land use in the area, liquid storage tanks, tends to be much higher. The complete protection of this view as it exists today, could restrict the height of development within the view corridor, an area of approximately 20 acres.

Modifications to the bridge are reviewed through the historic landmark review process to assure that its integrity of design is maintained. The bridge is also subject to state requirements for preservation.
Consequences of Protection

Economic Consequences

Full protection of this resource has the potential for restricting industrial development in an area of approximately 20 acres. All development would not be prohibited within the area, only limited in height to no more than one to three stories. More than half of this area is owned by the federal government and is currently used by the Army Corps of Engineers for its dredging operations. The economic consequences of protection are relatively low given the typical industrial development of the area.

Social Consequences

Views of the St. Johns Bridge greatly enhance the drive along St. Helens Road. The bridge can be seen from many vantage points along the road and from the adjacent neighborhoods, but the whole span is seldom visible. This view is enhanced by the historic building (although it is in a decaying state) that is within the view corridor. The view is negatively impacted by the overhead wires and the lack of vegetation or other screening between the roadway and the railroad tracks and industrial uses. Undergrounding utilities and installing vegetative screening would greatly enhance the view and add to the scenic qualities of one of the major routes into and out of Portland.

Environmental Consequences

There are no environmental consequences of protection of this resource.

Energy Consequences

There are no energy consequences of protection of this resource.

Conclusions of the ESEE Analysis

This resource should be protected to the extent practical without having a negative economic impact on an area of industrial zoning that is important to the economic welfare of the City.

Tentative Recommendation

Designate this view in the Scenic Resources Protection Plan. Protect the resource by establishing height limitations in the view corridor.

As a leadership element, encourage the undergrounding of utility lines along St. Helens Road in conjunction with future highway projects. Support the designation of the historic building as a City Historic Landmark.

Applicable Statewide Planning Goals

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Full protection of this view could decrease some opportunities for
industrial development in the area within the view corridor. New storage tanks within the view corridor could have a negative impact on this view, particularly if close to the viewpoint. Many industrial uses would be able to locate within the view corridor without severely impacting the view to the bridge.

No other Statewide Planning Goals apply.
View of St. Johns Bridge from UDAG site
Score: 56.06

Description of Resource

This view of the St. Johns Bridge is from the Urban Development Action Grant (UDAG) site owned by the Portland Development Commission (PDC) located south of the east end of the St. Johns Bridge. The view is across predominantly vacant land adjacent to the river. The west hills rise above the bridge on the west side of the river. The view is from a low elevation so that the bridge and hills tower above the viewer.

Surroundings

The viewpoint is from the UDAG site that was acquired by PDC in response to the awarding of a federal grant in 1978. The total site area is in excess of 120 acres. Following the awarding of the grant 68 acres of the site were approved for a residential subdivision, a conditional use and zone changes to allow the development of 630 units of housing and a marina. In 1981, the federal government cancelled the UDAG grant and the development was never constructed. In 1982, the City rezoned the area to M2* in order to provide development flexibility so that the property could be more easily marketed by PDC. Large portions of the site are vacant although there are still a variety of industrial and residential buildings scattered over it.

Vicinity Map
Existing Development Potential

The existing M2* zoning allows a variety of residential uses (with some restrictions) and most industrial uses (except particularly noxious ones). There are additional design regulations to provide buffering of residential uses. There are no height limits in the M2* zone.

A portion of the site has been proposed as the location for a movie studio. A Greenway review has been completed but no development has occurred. The proposed studio is outside the view corridor.

The portion of the site riverward of the railroad tracks has an rd, River Development, Greenway overlay zone. The Greenway trail location is generally adjacent to the river bank until it turns inland somewhat to connect to Cathedral Park. Development on the site requires development of the Greenway trail.

View Protection Conflicts

Development up to the Greenway setback (25 feet from the top of bank) could partially block this view. The Greenway design guidelines direct structures to be placed in such a way as to enhance the pedestrian circulation system and to take into account potential view corridors from existing public rights-of-way or acknowledged viewpoints.

This view could be significantly enhanced through the development of the Greenway trail and landscaping treatments. The large size of the site should facilitate the siting of buildings outside the view corridor to the bridge.
Consequences of Protection

Economic Consequences

There are no economic consequences to full protection of this resource. Development, regardless of the zoning, can easily be accommodated on this large site without infringing on the view corridor. Development can be enhanced by the preservation of views of the river, bridge and west hills.

Social Consequences

This view of the bridge is completely unobstructed. Like the view from Cathedral Park it offers a close-up vantage point for a view of a historic landmark that provides a strong image-giving element to the St. Johns community. Views along the river are particularly attractive because they give added variety and interest to the rest of the view. There are no designated Greenway Trail viewpoints in the vicinity of the site.

Environmental Consequences

There are no environmental consequences of protecting this view. Landscaping within the Greenway is intended to be in keeping with the established qualities of the area and to enhance the area for human and wildlife use. Protection of this view is consistent with the design guidelines for landscaping within the greenway.

Energy Consequences

There are no energy consequences associated with protection of this view.

Conclusions of ESEE Analysis

This view is worthy of protection because of its potential for enhancement through the development of the Greenway Trail. A Greenway viewpoint could be developed and incorporated into the development of the Greenway Trail. Because the site is in a single ownership, development of the site can easily accommodate preservation of the view and development of a viewpoint. This resource should be fully protected and enhanced.

Tentative Recommendation

Designate this viewpoint in the Scenic Resources Protection Plan.

Fully protect this resource through the Greenway review process. Require development of a viewpoint at or near this location. No additional protection measures are necessary at this time.

Applicable Statewide Planning Goals

Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Full protection of this view will have no impact on the redevelopment potential of
this site and could act as an amenity that will encourage development.

Goal 10, Housing, provides for the housing needs of the citizens of the state. The current zoning on the site allows housing. Residential uses on the site could be easily accommodated without impacting this view.

No other Statewide Planning Goals apply.
Description of Resource

This view is from NE Marine Drive as one is driving west. A long stretch of the Columbia River is visible from the vantage point located west of the I-205 bridge. The view is at a small turnout near a narrow strip of land between NE Marine Drive and the river, approximately 500 feet west of NE 122nd Avenue. Government Island is visible to the right.

Surroundings

The viewpoint is located within the Columbia South Shore Plan District which is beginning to be developed with one and two story industrial buildings. The area north of the viewpoint and immediately within the view corridor is vacant land owned by the Port of Portland and the City.

Existing Development Potential

The area between Marine Drive and the river is currently zoned FF, Farm and Forest, with Noise and Significant Environmental Concern (SEC) overlays. The SEC zone previously regulated all environmental aspects of the area. It continues to regulate the scenic qualities along Marine Drive, and new environment regulations have been adopted to regulate development adjacent to the river as it relates to wetlands, water bodies, and wildlife habitat.

Vicinity Map
The ec, Environmental Concern, zone regulates development in the resource area at this location.

The Columbia South Shore Plan District allows certain recreation-related uses in the FF zone as a conditional use. These uses include restaurants, marinas and houseboats. Any development would be required to meet the regulations of the ec zone and the Columbia South Shore Plan District as well as the regulations of the FF zone.

This area is also designated as Open Space by the Comprehensive Plan, which restricts development consistent with its open character. The recreational trail is located on the north side of Marine Drive and is developed with an asphalt path.

The intent of the combination of zoning and Comprehensive Plan designations is to retain the area as open so that views to the river are retained. The entire length along Marine Drive within the Columbia South Shore Plan District is designated as SEC in recognition of its scenic qualities both to the river and to the south as well. The elevation of the roadway approximately 30 feet above the river allows open views in all directions.

Conclusions and Recommendation

This view is from an existing right-of-way and from the adjacent recreational trail. The Open Space designation helps to protect the land between the roadway and the river from development which could interfere with the view. The FF zoning also limits the types of uses which are allowed. Environmental zoning provides additional protection to the resource. Designate this view in the Scenic Resource Protection Plan. The existing SEC regulations are proposed to be replaced with a scenic overlay to continue the protection of the scenic qualities along Marine Drive.

Zoning Map

ESEE ANALYSIS OF SCENIC RESOURCES 89
VB 09-11

View of St. Johns Bridge from N Burlington
Score: 55.60

Description of Resource

This view of the St. Johns Bridge is from N Burlington Avenue slightly north of its intersection with N Willamette Boulevard. North Burlington is one of the access routes to the industrial site owned by the Portland Development Commission (PDC) that is located south of the bridge and along the river. The bridge is glimpsed along rights-of-ways and across setbacks for residential structures. Intruding into the view are a utility pole and a newly planted street tree.

Surroundings

This area is developed with a mixture of single and multifamily structures from one to three stories high. The view is also across a part of Cathedral Park immediately south of the bridge.

Existing Development Potential

The view is across land that is zoned R1, Medium Density Residential, with a maximum height of 45 feet. However, the view is primarily along rights-of-way, only some of which are improved. Land in park use, having an Open Space Comprehensive Plan designation, is subject to conditional use review for development.

Vicinity Map
View Protection Conflicts

This view is most in danger of being obscured by the street tree that has recently been planted and is in almost a direct line with the view of the bridge. As the tree grows its branches and leaves will cause a substantial blocking of this view. Since the view is primarily down right-of-way future development does not pose a problem. The other intrusion into the view is a tall utility pole.

A street vacation approval in 1970 deeded right-of-way to the property to the northwest, contributing to this partial blocking of this view. Subsequent development on the property led to the installation of the street tree.

Consequences of Protection

Economic Consequences

There are no economic consequences associated with protection of this view.

Social Consequences

This view is less impressive than the view inventoried as VB 09-12, but protection has less impact on development potential. It is already partially obscured by the street tree and a utility pole and will be more obscured as the tree grows. Views of the bridge are important to the neighborhood's identity. North Burlington is one of the locations of the recreational trail in this area. Views of interesting structures and of the river should be preserved to the extent possible in order to enhance the attractiveness of the trail.
Environmental Consequences

There are no environmental consequences associated with protection of this resource.

Energy Consequences

There are no energy consequences associated with protection of this resource.

Conclusions of ESEE Analysis

This view is not the best one from the neighborhood to the bridge, but the potential development impacts of protecting the view are the least. For this reason this view should be protected.

Tentative Recommendation

Designate this view in the Scenic Resource Protection Plan.

As a leadership element, work with the City Forester to develop a street tree plan with a goal of placing street trees outside of view corridors or within them in a way that will enhance the view. City actions, such as street vacations, should recognize viewpoints and view corridors and condition approvals to ensure that structures will not interfere with identified scenic resources.

Applicable Statewide Planning Goals

There are no Statewide Planning Goals that are applicable to protection of this resource.
View of Ross Island Bridge from SE McLoughlin
Score: 55.02

Description of Resource

This view of the Ross Island Bridge, the west hills and the downtown skyline is from SE McLoughlin Boulevard as one travels northbound along the street. The location is at approximately the alignment of SE McLoughlin and SE Franklin Street. There is no safe place where motorists can pull off the roadway and stop to enjoy the view, but the view is sustained as one drives north.

Surroundings

Southeast McLoughlin Boulevard is a major entrance to the Central City area. It is designated as a regional trafficway, major city traffic street, and regional transitway in the Arterial Streets Classification Policy (ASCP). It is also designated as both a truck route and as a boulevard deserving special treatment. The ASCP states that "McLoughlin Boulevard shall serve as the major north-south route for regional through traffic while maintaining its operational characteristics as a Major City Traffic Street."

The land sloping down from SE McLoughlin is undeveloped except for the railroad tracks which parallel the river. The slope is owned by Portland General Electric. This property slopes sharply down to the river, providing a wide view of the bridge and the west side of the City, but the slope also makes the land relatively difficult to develop.
The Ross Island Bridge was constructed in 1926 and is owned by the State Highway Department. It is designated a Rank II (Rank I is highest) resource in the City's Historic Resource Inventory. The bridge is an attractive addition to the view but is not essential to enjoying it. The view of the City skyline and the west hills are the predominant features of the view.

Existing Development Potential

The land within the view corridor to the bridge is zoned C2Sr, General Commercial, with Sign, and River Natural overlays. The land is owned by Portland General Electric, but has limited development value because of its steepness and poor access. The Greenway Plan has identified all the land between the Ross Island Bridge and Oaks Bottom for public acquisition in order to:

"provide the City with the opportunity to develop a linear park system along the east bank of the Willamette River from Ross Island Bridge to Sellwood Waterfront Park. The property could also serve as an access point to Ross and Hardtack Islands, and provide Brooklyn and other southeast Portland neighborhoods with the opportunity for waterfront access. These properties could be developed as a combination wetland/riparian habitat and park."

View Protection Conflicts

The land immediately within the view corridor is zoned for commercial activities with a height limit of 45 feet. Development to the full height allowed could substantially block this view.

Zoning Map
The River Natural Greenway zone is intended to protect land of scenic quality or of significant importance as wildlife habitat. The Greenway regulations require that development within the RN zone not have a significant detrimental environmental impact on the wildlife, wildlife habitat, and scenic qualities of the site and adjacent lands. Existing Greenway regulations already provide some level of protection to the view by placing restrictions on the land within the view corridor. Full protection could impact the ability of the property owner to develop on the site.

Consequences of Protection

Economic Consequences

Full protection of the resource could potentially impact development on the slope. However, this land already has severe development constraints that affect the value of the land as do the River Natural requirements. There is no shortage of land zoned C2 within this district or within the City.

Social Consequences

Southeast McLoughlin Boulevard provides a major entrance to the Central City. The view from the roadway is very striking and helps to create a sense of arrival. The views from the slope adjacent to SE McLoughlin provide similar views but there is currently no public access to the slope. Development of the recreational trail will allow the public on foot or bicycle to enjoy this view, but until that time, the view from SE McLoughlin must suffice. Enjoyment of the view would be greatly enhanced if a turnout was available, but the heavy truck and automobile traffic make the development of such a turnout questionable from a safety standpoint.

Environmental Consequences

The land within this view corridor to the bridge has a River Natural Greenway overlay that may restrict development in order to preserve the natural or scenic qualities of the site. Development on such a steep slope would be difficult given the requirements of the RN zone. Full protection of this view is consistent with the purpose of the RN zone.

Energy Consequences

There are no energy consequences associated with full protection of this resource.

Conclusions of ESEE Analysis

There are very few consequences to full protection of this resource due to existing constraints on the land within the view corridor. This resource should be protected

Tentative Recommendation

Designate this view on the Scenic Resources Protection Plan. Establish height limits within the view corridor.
Protect this view through the Greenway regulations. Encourage public acquisition of the land on the slope as stated in the Willamette Greenway Plan.

**Applicable Statewide Planning Goals**

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. The land within the view corridor is zoned for commercial use. There are large areas of commercial zoning located near the site. There is no shortage of commercially-zoned land either in the area of the resource or within the City. Protection of this resource will not have a detrimental effect on the City's ability to meet this goal.

No other Statewide Planning Goals apply.
View of Sellwood Bridge from Ira Powers Marine Park
Score: 54.79

Description of Resource

This view is from Ira Powers Marine Park looking northeast across the Willamette River and toward the Sellwood Bridge. Oaks Bottom is visible in the background beyond the bridge. The vantage point for this view is adjacent to the Jefferson Street rail line.

Surroundings

Ira Powers Marine Park is a linear strip of land located south of the Sellwood Bridge between SW Macadam Avenue on the west and the Willamette River on the east. The park is developed with picnic tables and restroom facilities. The only parking area is along the shoulder of SW Macadam.

The Sellwood Bridge is identified as a Rank III (Rank I is highest) resource in the City's Historic Resource Inventory. It was constructed in 1925 and is owned by Multnomah County. The bridge contributes an interesting element to the view but is not essential to enjoyment of the view.
Existing Development Potential

The park is zoned R10rr, Single Family with a River Recreational Greenway overlay. The park also has an Open Space Comprehensive Plan Map designation in keeping with its use. Park uses are a conditional use in the R10 zone. The park is owned and maintained by the City.

Conclusions and Recommendation

Major alterations or removal of the bridge would require City and other agency review. Changes to the bridge should be consistent with the scale of the existing bridge and with the scenic qualities of the river. The viewpoint is fully protected through the existing Greenway zoning and Open Space Comprehensive Plan Map designation. No further protection measures are necessary at this time.
View of Sellwood Bridge from Pioneer Church
Score: 53.89

Description of Resource

This view of the Sellwood Bridge is from the back of Pioneer Church, where there is a small patio with benches. The view is to the southwest with a new multistory office building prominent in the view to the right. A multistory restaurant is prominent in the view on the left. Shrubbery on the site partially blocks this view. The wooded slopes of the west hills rise above the bridge on the far side of the river.

Surroundings

Pioneer Church is located on the corner of SE Grand Avenue and Spokane Street. The church has been renovated and is frequently used for weddings. It is both a local and national landmark. The church and the site on which it sits are owned by Portland Parks Bureau. The area between the church and the bridge is developed with two large commercial structures and associated parking lots. A railroad line is located at the foot of the slope down from the church patio.

Just out of this view to the right is the recently completed Sellwood Riverfront Park. The view from the park looking to the southwest toward the bridge is also included in the inventory.
Existing Development Potential

The zoning of the site of the church is R5rd, Single Family with a River Development overlay. The site also has an Open Space Comprehensive Plan Map designation.

The area between the park property and the bridge and river is zoned C2rd and C2Srd. The C2 zone allows residential, commercial and some light manufacturing uses up to the maximum height of 45 feet. There is still a small amount of vacant land in this area that, if developed to the maximum allowed by the code, could partially obscure this view.

View Protection Conflicts

There is a small area of vacant land remaining between this viewpoint and the bridge. Development to the maximum allowed by the zone could result in a significant portion of the bridge that is currently visible becoming obscured. New development could also have a negative impact on the view if not done with consideration for the character of the area.

The landscaping on the church site, particularly within the view corridor, has the potential for further blocking this view. Currently a tall, shrubby tree partially blocks the view. Different plantings, designed to screen the incompatible elements of the view, such as the railroad tracks and the surface parking lots associated with the office development, could have a positive impact on the view and open up more of the view to the bridge.
Consequences of Protection

Economic Consequences

There is a small parcel of vacant land to the west of the Rafters restaurant and south of the new office building that has received conditional use and greenway approvals (CU 170-87/GP 26-87) to construct a four-story office building. A second office building was approved to replace the Rafters restaurant at a later date. The planned structures would be approximately 15-feet higher than the office building to the north. Construction of these planned buildings would have a detrimental effect on the resource, substantially blocking the view of the bridge. Although building permits have not been issued, approvals have been given for the planned project, and limiting the height of the buildings, at this time, could have a negative impact on the property owner's development plans.

However, the approvals that were granted were conditioned to address concerns that were raised at the hearing, including the impact of the structure on views from higher elevations to the east. The developer was unwilling to change the roof treatment despite public comments. Since final designs were not completed, the Hearings Officer added a condition to the approval which states,

"Final design of both phases is subject to Bureau of Planning review and approval after further consultation with applicant and representative(s) of Portland Friends of the Willamette River Greenway."

Social Consequences

The Pioneer Church is a historic landmark that is the location for numerous weddings throughout the year. The patio behind the church is used as a gathering place both before and after weddings and is used as a setting for wedding pictures.

The view from this patio could be enhanced through a sensitive landscape treatment which screened unsightly elements such as the railroad tracks and parking lots.

Loss of this view would diminish the pleasure of using the patio behind Pioneer Church. The view would then be of primarily commercial development, with parking lots between the viewpoint and the buildings.

Environmental Consequences

There are no environmental consequences associated with protection of this resource.

Energy Consequences

There are no energy consequences associated with protection of this resource.

Conclusions of ESEE Analysis

Approvals have been granted for property within a critical part of the view corridor. To attempt to fundamentally change the planned development at this stage would cause a hardship to the property owner. The existence of conditions to land use approvals allow for
modification of design in order to better address items such as exterior finish, roof line, and compatibility. If the conditional use and greenway approvals for the proposed project expire, any new approvals should be conditioned to ensure that the view of the bridge is preserved.

Tentative Recommendation

Designate the view in the Scenic Resources Protection Plan for partial protection.

Protect this resource to the extent practical given existing land use approvals. If these approvals should expire, protect the resource through Greenway review. The Greenway design approval criteria already address preservation of views and this criteria should be used to provide for development that will be compatible with preservation of this view and with the scenic qualities of the area.

If the Pioneer Church site is modified in the future, part of any modifications requiring public review should incorporate new landscaping which will open up the view to the bridge and screen unattractive elements within the view corridor.

Applicable Statewide Planning Goals

State Goal 9, Economy of the State, is intended to provide for the diversification and improvement of the economy of the state. Full protection of this view will not have an economic impact because the only site completely within the view corridor is already developed with a viable commercial use. Redevelopment of this land is planned, but building permits have not been issued. Redevelopment could also occur while preserving the resource.

No other Statewide Planning Goals apply.
View of Marquam Bridge and West Hills from Station L (OMSI site)
Score: 46.31

Description of Resource

This view of the Marquam Bridge is from east of the Station L site (future location of OMSI). The viewpoint is at the approximate alignment of SE Harrison Street at SE Second Avenue. The view looks out over the Station L site, which will be substantially redeveloped to accommodate OMSI, and to the west hills. At least one historic building will be retained on site and incorporated into the museum facilities. Several sets of railroad tracks and large utility lines occupy the foreground of the view. The Marquam Bridge fills the middle ground of the view, and the west hills rise above the bridge in the background.

Surroundings

The viewpoint is located in an industrial district. There are several firms located near this viewpoint as well as a small amount of vacant land that is littered with an assortment of debris and overgrown with weeds and blackberry bushes. The viewpoint is at a slightly higher elevation than the railroad tracks. It is this circumstance, along with low intensity use of the land in the foreground, that allows such a wide open view to the west.

Existing Development Potential

The land containing the viewpoint is zoned GI-1, General Industrial. The OMSI site is also

Vicinity Map
zoned GI-1, and also has Sign and River Development overlays. The entire area from the viewpoint west, including the area containing the railroad lines, also has a General Employment Comprehensive Plan Map designation. This designation would allow a future zone change if services are judged to be adequate. There are no height limits under the current zoning or under the maximum zoning permitted by the Comprehensive Plan.

A conditional use has been approved for OMSI on the Station L site. As proposed, the complex of buildings would be approximately the same height as the existing historic building that is slated to remain. The conditional use and Greenway approvals for the proposal required final designs to be approved through the design review process. The design has been conceptually approved by the Design Commission.

View Protection Conflicts

Development allowed in the GI-1 or GE-2 zones could conflict with preservation of this view. Development over two stories in height would interfere with the view as it currently exists. Structures can be separated or placed to keep the view open to the river and west hills. One of the conditions of the conditional use approval for OMSI requires that the Design Commission include in its review several issues including, "determination of the need for a view corridor and its appropriate location."

Removal or reconstruction of the Marquam Bridge cannot be considered a negative impact on this view. The view rated relatively low because of the dominance of the Marquam Bridge. Removal of the bridge would open the view up enormously. Reconstruction could have either a positive or negative impact on the view depending on the changes that might occur.
Consequences of Protection

Economic Consequences

Full protection of this resource could limit development on the site immediately west of the viewpoint (location of railroad lines). Development of the Station L site could also be impacted if the OMSI relocation does not occur and some other use occupies the site.

Social Consequences

This viewpoint is currently relatively difficult to reach and is only infrequently visited by the general public. Redevelopment of the site with the OMSI complex will fundamentally change the character of the site. Access to the site and to this viewpoint will be improved, and thousands of people will visit the vicinity each year. Maintaining view corridors helps to preserve links between residential areas and the river by providing both psychological and real connections. The view ranked relatively low because of the poor access and because of the unsightly elements currently within the view. The redevelopment of the OMSI site can improve several of the existing problems by providing more attractive buildings, parking areas, and landscaping.

Environmental Consequences

There are no environmental consequences associated with full protection of this resource.

Energy Consequences

There are no energy consequences associated with full protection of this resource.

Conclusions of ESEE Analysis

Full protection of this resource could have a negative impact on existing redevelopment plans on the OMSI site and on other sites within the view corridor. Opportunities for enhancing views such as this should be pursued in order to improve the area for major attractors like OMSI.

Tentative Recommendation

Designate this view in the Scenic Resources Protection Plan.

Use the design review process as required by CU121-87/GP 21-87 to preserve the view over this site. Pursue preservation and enhancement of a view corridor across the site as described in the approval. Establish a 50-foot height limit within the view corridor for development. This limitation should not apply to the proposed development for OMSI as approved by the Design Commission.
Applicable Statewide Planning Goals

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Full protection of this resource could have a negative impact on the few properties located within the view corridor. Partial protection should have minimal impact on any development.

No other Statewide Planning Goals apply.
PORTLAND CITY COUNCIL

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ESSEE ANALYSIS

Scenic Sites

Planning Commission Recommendation to City Council

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TABLE OF CONTENTS

I. INTRODUCTION

A. How are the ESEE Analyses Organized?  
B. What Does State Law Require for the Protection of Scenic Resources?  
C. What Factors are Considered in the ESEE Analyses for Scenic Resources?

II. ESEE ANALYSES AND RECOMMENDATIONS

A. Panoramas – Volume I  
B. Views of the City – Volume II  
C. Views of Mountains – Volume III  
D. Views of Bridges – Volume IV  
E. Scenic Sites – Volume V

- SS 41-02: Leach Botanical Garden
- SS 44-01: Bishop’s Close
- SS 44-02: Berry Botanical Garden
- SS 19-05: The Grotto
- SS 32-04: Reed College
- SS 13-03: Johnson Lake
- SS 33-05: Beggars’ Tick Marsh
- SS 20-09: Water Tower at NE Rose Parkway
- SS 20-08: Open Space at NE 148th and NE Halsey
- SS 19-19: Site of Former Shriner’s Hospital

F. Scenic Corridors – Volume VI

III. APPENDIX (under separate cover)

A. Correspondence
B. Planning Commission Minutes
   1. August 9, 1988
   2. November 8, 1989
   3. August 8, 1989
   4. August 15, 1989

- Correspondence: 1 – 65
- Planning Commission Minutes: 66 – 89
"Natural beauty ... is the world that we live in. It is the environment in which we were born, and grow to maturity, and live our lives. It is more than a rich source of pleasure and recreation. It shapes our values. It molds our attitudes. It feeds our spirit, and it helps to make us the kind of men and women that we finally become."

(Lyndon B. Johnson, President
First White House Conference on
Natural Beauty, May 25, 1965)
I. INTRODUCTION

The three parts of the Scenic Resources Project include an inventory, the Economic, Social, Environmental, Energy (ESEE) analysis, and proposals for protecting significant resources. The project is part of Portland's periodic review of its Comprehensive Plan. The ESEE analyses are in six volumes, divided by category of scenic resources.

A. How are the ESEE Analyses Organized

Each volume contains the same introductory information on the State Goal 5 requirements which establishes the process that the project has followed. Additional background information on the project and the steps that were followed in developing the inventory and recommendations are found in the Scenic Resources Inventory and the Scenic Resources Protection Plan.

The bulk of each volume describes each resource in a given category. Each ESEE analysis for a resource includes paragraphs describing the resource; existing development potential; potential conflicts with protection of the resource; the economic, social, environmental and energy consequences of protecting the resource; conclusions of the ESEE analysis; and a tentative recommendation.

Based on the ESEE analysis, and in conformance with the state rules, some resources are recommended for no protection. Others are recommended to have full protection, even to the extent of limiting development, and some resources are protected to some extent while conflicting development is also allowed. The analyses are based on information gathered by staff, the input of the Technical/Citizen Review Committee, both through the rankings process and through additional written or verbal comments; on information received from the public; and from comments received from other agencies.

The recommendations for protection of significant scenic resources, including new policies and regulations are described in the Scenic Resources Protection Plan. In addition, several actions have been identified which, while not necessary to meet state requirements for scenic protection, comprise a strategy to enhance the visual appearance of the City. These actions, both public and private, will reinforce the image of Portland as a beautiful place to live or to visit.

The correspondence that has been received throughout this project are compiled in an appendix to the ESEE Analyses and Recommendations.
B. What Does State Law Require for the Protection of Scenic Resources?

Statewide Land Use Planning

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 LCDC 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.

Periodic Review

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 and to complete an ESEE analysis 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.

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

The Statewide Planning Goal 5 Administrative Rule

Statewide Planning Goal 5 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 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 inventory is done first and includes the location, quantity and quality of the resources present. Location of a resource must include a map or description of the boundaries of the resource site, and be as accurate as available information allows. Resource quantity requires consideration of the relative abundance of the resource. Quality of a resource is determined by comparing the resources within categories.

If a resource 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, 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.

The next step in the Goal 5 process includes the identification of conflicts with protection of inventoried resources. This is done primarily by examining the uses allowed in broad zoning categories. A conflicting use, according the the Goal 5 Administrative Rule, is one which, if allowed, could negatively impact the resource. These impacts are considered in analyzing the economic, social, environmental and energy (ESEE) consequences.

If there are no conflicting uses for an identified resource, the jurisdiction must adopt policies and regulations, to ensure that the resource is preserved. Where conflicting uses are identified, the ESEE consequences must be determined. The impacts on both the resource and on the conflicting use must be considered. Other applicable Statewide Planning Goals must also be considered. The ESEE analysis is adequate if it provides a jurisdiction with reasons why decisions are made regarding specific resources.
C. **What Factors are Considered in the ESEE Analyses for Scenic Resources?**

State Goal 5 states that “programs shall be provided that will (1) insure open space, (2) protect scenic and historic areas and natural resources for future generations, and (3) promote healthy and visually attractive environments in harmony with the natural landscape character. Scenic areas are defined in State Goal 5 as “lands that are valued for their aesthetic appearance.” Goal 5 provides a list of resources that must be inventoried. This list includes “outstanding scenic views and sites.”

The Goal 5 Administrative Rule lays out the steps to be followed in complying with Goal 5, but provides little direction in determining what factors should be considered as having potential economic, social, environmental or energy consequences. This lack of guidance is because relevant ESEE factors vary depending on the type of resource that is being evaluated.

In general, the economic consequences of protection of a resource will involve a comparison of the value of the resource to the economic impact to the local jurisdiction and the region if the land were used for development permitted by zoning. Economic factors considered in this analysis include the positive or negative impacts on employment, property values, and the tax base; a reduction in the development potential of affected land; the impact on tourism; impact on infrastructure costs; and marketing factors.

Social consequences considered in this analysis include the enhancement of recreational opportunities; educational opportunities; retention of historic or cultural values; opportunities to improve civic pride and the image of the city; enhancement of aesthetic values; visual variety; promotion of good urban design; and screening and buffering of incompatible uses.

Environmental consequences considered in this analysis include the retention of natural resource values such as habitat for fish and wildlife, recreational opportunities, visual amenities and character, pollution control, and heritage value and the potential loss of shade, privacy, or buffering if views are opened up.

Energy consequences considered in this analysis include the reduction in energy use by providing scenic and recreational opportunities near major population centers versus the potential increase in energy use resulting from limiting development and using land less efficiently.

The outcome of the ESEE analysis is one of three decisions. These decisions may be:

1. **Allow conflicting uses fully** (conflicting uses, notwithstanding the impact on the resource, are sufficiently important to warrant allowing the uses), or

2. **Limit conflicting uses** (both the resource and the conflicting uses are important relative to each other), or
3. **Protect the resource** (the resource, relative to conflicting uses, is so important that the resource should be protected and all conflicting uses prohibited).
SECTION II

ESSEE ANALYSES AND RECOMMENDATIONS

"The importance of natural beauty cannot be easily measured. It cannot be coded for computer or calculated by economists. But it is proven beyond doubt by the history of the race, and experience of our own lives."

(Lyndon B. Johnson, President
First White House Conference on Natural Beauty, May 25, 1965)
Leach Botanical Garden
Score: 74.78

Description of Resource

The Leach Botanical Garden is located on SE 122nd Avenue south of SE 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. The property is owned by the Portland Parks Bureau.

The structures on the site include the main residence built in 1936, a stone cabin built in 1931 with an exterior of petrified wood and stone, and other outbuildings. The entrance is marked by an arched cement and wrought-iron gate. The facility is a Rank I (highest) historic landmark and is being considered for landmark status.

Surroundings

A visitor parking lot is located across SE 122nd Avenue and Johnson Creek. Leach Botanical Garden is located in a sparsely settled residential area of the City. Until recently, portions of the park were under Multnomah County zoning and portions were under City zoning.

Vicinity Map

2 ESEE ANALYSIS OF SCENIC RESOURCES
Existing Development Potential

The site is zoned R10, Low Density Single Family, and R3, Townhouse Multifamily. The entire site has an Open Space Comprehensive Plan Map designation. The portions of the site recently annexed from Multnomah County are subject to site review. The Recreational Trail designation is located along Johnson Creek. Parks are conditional uses in residential zones. Most development on the site is required to go through a land use review except for single family development.

Conclusions and Recommendation

There are no negative consequences of protection of this resource. Designate this site as a scenic resource in the Scenic Resources Protection Plan. The public ownership of the property coupled with the Open Space designation and the requirement for conditional use and site review are adequate mechanisms to protect this resource. The language in the conditional use criteria should be amended to address preservation of significant scenic resources.
Bishop's Close
Score: 74.61

Description of Resource

The Elk Rock Garden of Bishop's Close was begun by Peter Kerr after completion of the residence on the property in 1916. The grounds of the estate cover approximately 13 acres. The estate stretches along a rocky shelf above the Willamette River. The gardens contain a variety of native and rare plants in a variety of settings along with walkways and water features. There are excellent views from some parts of the garden to Elk Rock Island and Mt. Hood.

The house and garden were given by Peter Kerr's daughters to the Episcopal Diocese of Oregon, together with an endowment for care and maintenance of the garden. The grounds are open to the public during the day although not as a picnic area or playground.

Surroundings

The estate is located in unincorporated Dunthorpe on SW Military Lane off SW Military Road. It is an area of large single family homes on large lots.

Existing Development Potential

The Multnomah County zoning on the site is R30, Low Density Single Family Residential. The site has a Community Service approval dating from 1959. The City has no jurisdiction.
over the property until it is annexed. The site is within the Portland Urban Services Boundary.

**Conclusions and Recommendation**

This resource is an important addition to the Scenic Resource Inventory. Include the site in the *Scenic Resources Protection Plan* in the event it is annexed to the City. The Multnomah County regulations provide partial protection of the resource through Community Service and Design Review procedures. The City has no jurisdiction at this time to impose any additional protection measures. The City will review the site and regulations governing it upon annexation to the City.
Berry Botanical Garden
Score: 69.92

Description of Resource

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.

Surroundings

The site is located within an area of single family residences on large lots in unincorporated Dunthorpe.

Existing Development Potential

The Multnomah County zoning on the site is R30, Low Density Single Family Residential. The site has a Community Service designation. The City has no jurisdiction over the property until it is annexed. The site is within the Portland Urban Services Boundary.

Vicinity Map
Conclusions and Recommendation

This resource is an important addition to the Scenic Resource Inventory. Include the garden in the Scenic Resources Protection Plan as a resource if it is annexed to the City. The current Multnomah County regulations provide partial protection of the resource through its Community Service and Design Review procedures. The City has no jurisdiction at this time to impose any additional protection measures. The city will review the site and regulations governing it upon annexation to the City.
Description of Resource

The Grotto is a religious facility owned by the Sanctuary of Our Sorrowful Mother. It is located off of NE Sandy Boulevard just east of NE 82nd Avenue. The site is 60 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 on its landscaped grounds. In addition to the more formal landscaped areas, there are groves of tall evergreen trees.

From the bluff, there are views to the north and northeast of Mt. St. Helens, Mt. Rainier and Mt. Adams (see VP 19-14 in the Inventory and ESEE documents for more information).

The facility was dedicated in 1924. Additional features and buildings have been added since that time. The site is listed as a Rank II (Rank I is highest) resource in the City's Historic Resource Inventory.

Surroundings

The site is located along NE Sandy where there is a mixture of residential and commercial development. The commercial development consists of small office and retail developments, motels and restaurants. Immediately to the west of the site is the location of the former Shriner's Children Hospital which is also included in the Inventory as a scenic site (SS 19-19).
Existing Development Potential

The zoning on the site is predominantly R7L, Low Density Single Family Residential. Some portions of the site have Comprehensive Plan designations for Attached Single Family Residential and General Commercial (along NE 82nd Avenue).

Resource Protection Conflicts

The site could be redeveloped with single family residential development without public review. Such a change of use is not likely given the substantial investment in the site and the religious nature of the facility. The property owner has requested conditional use reviews over the years in order to build new structures. A new chapel has recently been approved by the City for construction near the viewpoint inventoried as VP 19-14. The compatibility of new structures and uses on the site with the existing development is critical to the retention of the scenic qualities of the site.

The property owner requested that the Grotto be deleted from the inventory because it is in private ownership.

Consequences of Protection

Economic Consequences

Full protection of this resource would limit the uses to which the property can be put. Protection of this resource should have a positive economic impact because it attracts thousands of tourists and visitors each year. The property owner prefers maximum latitude
in developing the property, either in its existing use or in other uses allowed by zoning.

Social Consequences

Protection of this resource will allow the continuation of a cultural resource that has historic significance to the area. This large site has potential for housing that could conflict with protection of the scenic qualities of the site. Housing potential should be preserved on the site for on the portion of the site most suitable for development and not currently developed by the Grotto. The site provides striking views and may therefore be attractive for housing at some time in the future.

Environmental Consequences

The entire site has been inventoried for its wildlife habitat values. The large trees provide opportunities for cover and nesting. Retention of the site in its present form has a positive environmental impact. Final review and adoption of environmental zoning for the site has yet to be completed by the City.

Energy Consequences

There are no energy consequences associated with full protection of this resource.

Conclusions of ESEE Analysis

There are both positive and negative consequences of protection. However, protection of the resource should be balanced with the property owner’s desire to maintain the site as a religious facility. The conditional use process and a master plan offer opportunities for the City to ensure that development on the site is consistent with both the needs of the property owner and the City’s desire to maintain the site as a scenic amenity.

Recommendation

Do not designate as a scenic resource.

Applicable Statewide Planning Goals

State Goal 10, Housing, provides for the housing needs of the citizens of the state. This large site could support housing if redeveloped, although the steep terrain might reduce the potential of the site. The property owners would be unlikely to wish to redevelop the site since it is a dedicated shrine.

No other Statewide Planning Goals apply.
Reed College
Score: 66.84

Description of Resource

Reed College is located at SE Woodstock Boulevard and SE 32nd Avenue. The site is approximately 100 acres in size and is developed with a number of buildings. One of the structures, which was built in 1912, is a historic landmark. Crystal Springs Creek is located along the northern portion of the campus in an area that is less developed than the main portion of the campus. The campus has large grassy yards with towering trees that front onto SE Woodstock.

Surroundings

The college is located in a neighborhood of well-maintained single family homes to the north, east and south. Crystal Springs Park, the Eastmoreland Golf Course and the Rhododendron Gardens are to the west of the site across SE 28th Avenue.

Existing Development Potential

The campus is zoned R2, Low Density Multifamily. A college is a conditional use in residential zones. The campus is an established and successful institution that is unlikely to relocate.

Vicinity Map
Resource Protection Conflicts

Development on the site, if done with consideration for the scenic, historic and natural aspects of the existing development will not impact the resource.

Consequences of Protection

Economic Consequences

There are no economic impacts associated with protection of this resource so long as the college is allowed to expand on the site as needed.

Social Consequences

This resource is a neighborhood and community amenity because of its open landscaped grounds and towering trees. Protection of the scenic qualities will provide for the continuation of this amenity. This site is zoned for multifamily residential uses. Expansion of the college facilities could mean changes to the site that would lessen its scenic qualities. Redevelopment to that use would be supportive of the City's Housing and Urban Development goals. Full preservation of the scenic qualities of the site would be unlikely if redevelopment to housing occurred.

Environmental Consequences

Crystal Springs Creek flows from east to west along the northern portion of the campus. The creek and its surrounding riparian areas are part of the City's "Wetlands, Waterbodies, and Wildlife Habitat Areas Inventory." Protection measures for this resource will be determined in conjunction with the Bureau's study of the Johnson Creek area for environmental mapping.

Zoning Map
Energy Consequences

There are no energy consequences associated with protection of this resource.

Conclusions of ESEE Analysis

Protection of this resource should be pursued to the extent that it does not interfere with the needed expansion of an educational institution and the potential for housing development on the site.

Tentative Recommendation

Designate the campus as a scenic resource in the Scenic Resources Protection Plan, but only for partial protection. Use the conditional use process to protect this resource to the extent practical without diminishing the college’s ability to expand or limiting the potential for residential development. Amend the conditional use criteria to address preservation of scenic resources.

Applicable Statewide Planning Goals

State Goal 10, Housing, provides for the housing needs of the citizens of the state. This large site could support housing if redeveloped, although redevelopment is unlikely given the long established use of the site as an educational institution.

No other Statewide Planning Goals apply.
Johnson Lake
Score: 59.73

Description of Resource

Johnson Lake is located west of the I-205 freeway and north of NE Columbia Boulevard. It is part of a 54-acre site owned by Owens-Illinois Glass Company and is developed with a glass processing plant. The lake can be reached via an access road through the industrial part of the site. The lake is partially visible from I-205. The lake is surrounded by dense vegetation composed primarily of deciduous trees and shrubs. The lake and its immediate surroundings provide habitat for numerous birds and other wildlife.

Surroundings

The lake is located within a predominantly industrial area although there are a few single family homes north of the site. To the immediate south of the lake is an open area that is mowed and apparently used for recreational purposes by employees of the glass plant. A narrow, partially improved road (NE Glass Plant) is located along the southern perimeter of the lake from NE 92nd Drive and connects with NE Simpson through an underpass below I-205.

Vicinity Map
Existing Development Potential

The zoning on the lake and its vicinity is GI-2, General Industrial. The entire lake is covered by the L, Aircraft Landing overlay zone, and the northern portion is also covered by the N, Noise overlay zone. The GI-2 zone allows a broad range of industrial uses and some small commercial uses. The entire site is also within the Columbia South Shore Plan District which further regulates development.

The lake is protected with an en, Environmental Natural, overlay to the top of bank. The ec, Environmental Conservation zone has been applied from the top of bank back approximately 75 feet. These overlays allow some development near the lake after an environmental review shows that the wetland habitat and other values have been preserved.

Resource Protection Conflicts

Protection of the scenic qualities of this resource is completely compatible with the environmental protection regulations in effect for the site. Development which meets the environmental criteria will ensure that the scenic qualities are also preserved. The Recreational Trail designation has been placed along the north side of the lake at the location of the slough which runs roughly parallel to the lake, although final placement of the trail may be changed by the Parks Bureau.

Development of the site with industrial uses could have a negative impact on the scenic qualities of the resource if not done with sensitivity.
Consequences of Protection

Economic Consequences

The lake and the surrounding riparian areas cover approximately half the glass plant site. There is additional land on the site to allow for future expansion of the plant facilities. Full protection of the resource reduces the amount of area available for industrial activities in the Columbia South Shore area and therefore potentially reduces the number of jobs in the area. However, other City, State and Federal regulations already limit the development potential of the site because the lake and its surroundings are subject to regulations relating to waterbodies. Development costs on the site could be increased because of development constraints.

The preservation of scenic resources can enhance the area as a location for industrial firms and provide a visual amenity for customers and employees.

Social Consequences

Protection of this resource provides an “outdoor classroom” for viewing wildlife and natural processes. The scenic qualities of the lake contribute to a positive image for the City and the State to visitors travelling along I-205.

Environmental Consequences

Waterbodies provide areas for retention and detention of stormwater flows. The lake also acts as a natural water purification mechanism which removes silt and absorbs pollutants. The lake recharges groundwater supplies by allowing percolation into water bearing strata. The lake and its surrounding area provide food, water and shelter for a great variety of birds, small mammals and other kinds of wildlife. The lake and the slough are part of the regional wildlife corridor, connecting major wetland areas and creating high interspersion and overall value for the Columbia Corridor. The lake and the surrounding vegetation also act as a trap for airborne pollutants such as road and construction dust and particulates from industrial processes.

Energy Consequences

There may be a slight increase in energy costs associated with protection of this resource because of a reduction in available industrially zoned land that could result in increased distances to travel to jobs.

Conclusions of ESEE Analysis

Johnson Lake has high resource values for both its scenic qualities and the numerous values for wildlife and as a waterbody. The recent imposition of the en overlay EN the lake recognizes these values. Protection of all of its values should be continued.

Recommendation

Designate the lake as a scenic site in the Scenic Resources Protection Plan. The EN and EC
overlay zones are adequate measures to protect the resource both for its environmental and scenic qualities. However, the high quality of this resource warrants public acquisition of the lake, either through donation or some other means.

**Applicable Statewide Planning Goals**

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Protection of this resource somewhat reduces the amount of area available for industrial purposes in the Columbia South Shore area. The regulations of other agencies and the development constraints of the land argue against the likelihood of its development, however.

No other Statewide Planning Goals apply.
Beggar's Tick Marsh
Score: 57.45

Description of Resource

Beggar's Tick Marsh covers more than 30 acres in a combination of private and public lands. It is located generally north of SE Foster Road, south of SE Harold Street, and west of SE 111th Avenue. A smaller portion of the marsh is located east of SE 111th. The marsh provides habitat for a variety of waterfowl and other birds. The site includes four distinct areas including a filled area, a shrub-scrub marsh, a cattail-smartweed marsh, and willow swamps. The water level varies greatly during the year, from nearly dry during late summer to completely inundated. Periodically the site is invaded by nearby Johnson Creek during high-water periods. The marsh serves as a water drainage area for surrounding land and nearby springs.

Surroundings

Immediately adjacent properties are developed with industrial firms. The Portland Traction railroad lines lie along the southern boundary of the site. The surrounding area is developed with single family residences.

Existing Development Potential

The property is within unincorporated Multnomah County. It is currently zoned LR-40, Low

Vicinity Map
Density Single Family Residential, and has SEC, Significant Environmental Concern, and FF, Flood Fringe, overlays. In 1987, the County rezoned the property from light industrial to low density residential in order to preserve its natural qualities. It is also designated as Open Space by the County. The site was acquired by the County in 1968 to serve as a flood plain.

The land to the east of SE 111th is in private ownership and is zoned LM FF, Light Manufacturing with a Flood Fringe Overlay.

Resource Protection Conflicts

Protection of the resource is consistent with the existing zoning regulations governing the publicly-owned portion of the site. Scenic preservation for the privately-owned portion would require additional regulations. Currently a wide range of manufacturing activities are permitted under current zoning. Filling, to make the site useable for industrial purposes, would require local, State and Federal review.

Consequences of Protection

Economic Consequences

The publicly-owned portion of the site has little economic value. The existing regulations are intended to preserve it as a natural area. Preservation of the privately-owned portion for scenic purposes could have a significant economic impact on the property. State and federal regulations would apply, regardless of local zoning, since the property is a wetland.
Social Consequences

The site has an educational value as an “outdoor classroom” where wildlife and natural processes can be observed. It scenic qualities are associated with the seasonal changes in the marsh which result in variations in water levels, vegetation and bird life.

Environmental Consequences

The major use of the site is as a natural area of wetland and wildlife habitat areas. It provides water, food and nesting opportunities for a wide variety of wildlife. The site possesses distinctive flora unusual in an urban area.

Energy Consequences

There are no energy consequences associated with protection of the resource.

Conclusions of ESEE Analysis

Beggar’s Tick Marsh provides a unique environment that should be preserved. Its value as a wetland and wildlife habitat area outweighs its scenic qualities, but preservation for its natural values is compatible with preservation of its scenic values.

Recommendation

No additional measures can be taken by the City to protect the resource since it is currently outside its jurisdictional boundaries. The existing County regulations provide an adequate set of mechanisms to protect both the natural and scenic qualities of the area on publically owned property. Additional regulations may be appropriate for the private portions of the site if it is annexed to the City.

Applicable Statewide Planning Goals

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. The privately-owned portion of the site is zoned for industrial development. The wetlands on the site present significant development constraints. Environmental regulations could limit development in order to protect the scenic and natural resource values of the site.

State Goal 10, Housing, provides for the housing needs of the citizens of the state. The publicly-owned portion of the site is currently zoned LR-40 which permits single family development of sites of at least 40,000 square feet in area. However, the marshy character of the area make it unsuitable for residential development without filling and eliminating its existing natural character.

No other Statewide Planning Goals apply.
Water Tower at NE Rose Parkway
Score: 54.15

Description of Resource

This site is located on NE Rose Parkway at about NE 133rd Avenue. The site is owned by the Portland Water Bureau which took it over from the Parkrose Water District after the area was annexed to the City. The site consists of one-half acre of grass, with large Douglas Firs and a water tower. Since 1984 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 the nearby Interstate 84 and adjacent neighborhoods. The green water tower is approximately 100 feet in height.

Surroundings

The water tower is located in a single family residential neighborhood in Parkrose. The I-84 freeway runs parallel to NE Rose Parkway on the south. Railroad tracks are located between the freeway and the properties to the north.

Existing Development Potential

The area is zoned R7sr, Single Family Residential, with a Site Review overlay. Public utility structures, such as water towers are a conditional use in residential zones.

Vicinity Map
Resource Protection Conflicts

Normal maintenance of the water tower may dictate that the roses be painted over. No public review would be required for this type of work. Structural changes to the water tower would be reviewed through both the site review and conditional use processes. Existing zoning would allow one single family residence to be built on the site if the water tower was removed.

Consequences of Protection

Economic Consequences

Protection of the roses could result in increased maintenance costs to the City. Preservation of the land as open space, except for the water tower, is consistent with its current use and has no economic consequences associated with it.

Social Consequences

Neighborhood residents appear to enjoy the use of the land under the water tower as a small park and to admire the roses painted on the tower as a landmark for their neighborhood. The water tower was nominated for inclusion in the inventory by the Parkrose Community Group.

Environmental Consequences

There are no environmental consequences associated with protection of this resource.

Zoning Map
Energy Consequences

There are no energy consequences associated with protection of this resource.

Conclusions of ESEE Analysis

Protection of this resource has little impact on the City. Maintenance costs, including repainting the roses as needed, could be borne by the artist and raised through donations. Protection of the resource has a positive impact on the neighborhood by giving it an identifying symbol. It also provides a sense of entrance as one approaches the City from the east.

Recommendation

Designate the site as a scenic resource in the Scenic Resources Protection Plan. Place an Open Space zone on the land to ensure that its future use will continue to be parklike in nature. Use the conditional use process to ensure that the resource is protected to the extent practical. As a leadership element, encourage the Water Bureau to allow the roses to be repainted as needed.

Applicable Statewide Planning Goals

State Goal 8, Recreation Needs, provides for the satisfaction of the recreational needs of the citizens of the state. By placing an Open Space designation on this site, the City assures the neighborhood that the land will continue to be available for public use.

State Goal 10, Housing, provides for the housing needs of the citizens of the state. Current zoning would allow one single family residence to be built on this site. The existence of the water tower precludes residential development.

No other Statewide Planning Goals apply.
Open Space at NE 148th and NE Halsey
Score: 51.69

Description of Resource

This site is approximately 2.6 acres in size. The northern half (approximately) of the site contains water reservoir tanks that are partially buried. The remainder of the site is flat and covered by grass. The perimeter is lined by trees and large boulders.

Surroundings

The site is located across NE Halsey Street and north of the Glendoveer Golf Course. The land to the east, across NE 148th Avenue, is vacant. The land to the west, across a different branch of NE 148th, is developed with single family residences.

Existing Development Potential

The site is zoned R7sr, Single Family Residential, with a Site Review overlay. The site is within the Glendoveer Plan District which has special setback regulations. The current use, public facilities, is a conditional use in the R7 zone. The site is subject to site review for all development other than single family and two family structures.

28 ESEE ANALYSIS OF SCENIC RESOURCES
Resource Protection Conflicts

Protection of the site from further development could have an impact on the Water Bureau’s ability to further develop or sell off the site. The site is currently zoned for single family development, but only one house could be developed without a land use approval to divide the property.

Consequences of Protection

Economic Consequences

Protection of this resource would limit the City’s ability to sell the land for other purposes.

Social Consequences

The Water Bureau maintains this site. Its grassy open area makes it an ideal area for children to play or for other recreational activities. Although the neighborhood has a large golf course to the south of this site, it cannot be used by small children for play activities. Its use is confined to golfers or those walking or jogging the path around the perimeter of the golf course.

Environmental Consequences

There are no environmental consequences associated with protection of this resource.

Zoning Map
**Energy Consequences**

There are no energy consequences associated with protection of this resource.

**Conclusions of ESEE Analysis**

This resource has limited scenic qualities, but does serve as a neighborhood amenity and as a way to break up the residential neighborhood with open green areas. There are very few consequences to protection.

**Tentative Recommendation**

Designate the site as a scenic resource in the Scenic Resources Protection Plan. Place an Open Space zone on the site. Use the conditional use process to address future modifications to the site. Amend the conditional use review criteria to include preservation of identified scenic resources.

**Applicable Statewide Planning Goals**

State Goal 8, Recreation Needs, provides for the satisfaction of the recreational needs of the citizens of the state. By placing an Open Space designation on this site, the City assures the neighborhood that the land will be available for public use.

State Goal 10, Housing, provides for the housing needs of the citizens of the state. Current zoning would allow the development of approximately 12 dwelling units if the existing water tanks were removed. Fewer units could be built if the water tanks remain.

No other Statewide Planning Goals apply.
Site of Former Shriner's Hospital for Children
Score: 51.21

Description of Resource

This is the former site of the Shriner's Hospital for Children. The property includes approximately 10 acres of land located at the southeast corner of the intersection of NE Sandy Boulevard and NE 82nd Avenue. The site is developed with a large three-story structure that is included in the City's Historic Resource Inventory as a Rank II (Rank I is highest) historic resource. The site slopes up from the streets and is heavily wooded on the east. The landscaped grounds are interspersed with large deciduous trees. Although maintenance has been deferred recently while the site went through a series of uses, the site retains its scenic qualities.

Surroundings

The site abuts The Grotto on the east and south. There is mixture of commercial uses along both the NE Sandy and NE 82nd Avenue frontages.

Existing Development Potential

The site is zoned R4.L, Medium Density Multifamily Residential, with an Aircraft Landing overlay. In early 1989, the hearings officer approved a conditional use permit for an institutional care facility for a senior housing facility to be located on the site. The conditional

Vicinity Map
use permit includes approval for construction of two three-story wings to be added to the existing structure. The plan submitted attempts to preserve the scenic and historic qualities of the site by retaining the existing building and many of the large trees on the site. As a condition of approval, the hearings officer imposed the condition that any future building additions or site modifications not part of this approval be reviewed as a conditional use. Sidewalks and street trees are required to be installed before the proposed use occupies the site.

Resource Protection Conflicts

Redevelopment of this site to a new use could substantially impact the scenic qualities of the site. Development to the maximum density permitted under current zoning would surely require removal of the existing building and much of the existing vegetation. However, the condition attached to the most recent approval requires building additions and site modifications to be reviewed by the City.

Consequences of Protection

Economic Consequences

Redevelopment of the site could be limited if the resource were fully protected. However, the current proposal for the site offers a viable economic endeavor while maintaining the scenic qualities of the site.
Social Consequences

The site has the potential for over 300 units of multifamily development. Requirements to maintain the scenic qualities of the site could reduce the number of units that it would be feasible to build. The scenic qualities of the site have a positive impact on nearby residential areas by providing visual relief from the commercial development along NE Sandy.

Environmental Consequences

The easterly and southerly portions of the site have been included in the City’s Wetlands, Waterbodies and Wildlife Habitat Inventory. The wooded areas on the site provide food and cover for a variety of birds and wildlife. Protection of the scenic qualities of the site is consistent with protection of these habitat values.

Energy Consequences

There are no energy consequences associated with protection of this resource.

Conclusions of ESEE Analysis

The scenic qualities of this site are a positive amenity for the neighborhood, but should not be maintained at the sacrifice of the housing potential of the site.

Tentative Recommendation

Designate this site as a scenic site in the Scenic Resources Protection Plan, but only at the level of partial protection. Use the conditional use process to maintain the scenic values of the site to the extent practical without sacrificing its housing potential. Amend the conditional use criteria to address preservation of identified scenic resources.

Applicable Statewide Planning Goals

State Goal 10, Housing, provides for the housing needs of the citizens of the state. This site has the potential for over 300 housing units under the current zoning. Preservation of the scenic qualities of the site should be balanced against the potential loss of this housing.

No other Statewide Planning Goals apply.
SCENIC VIEWS, SITES, AND CORRIDORS

ESEE Analysis and Recommendations

Scenic Corridors — Volume VI

Bureau of Planning
Portland, Oregon
October 1990
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ESEE ANALYSIS

Scenic Corridors

Planning Commission Recommendation
to City Council

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# ESEE Analysis

## Table of Contents

### I. Introduction

A. How are the ESEE Analyses Organized? 
B. What Does State Law Require for the Protection of Scenic Resources? 
C. What Factors are Considered in the ESEE Analyses for Scenic Resources?

### II. ESEE Analyses and Recommendations

| A. Panoramas – Volume I | 1 – 81 |
| B. Views of the City – Volume II | 1 – 79 |
| C. Views of Mountains – Volume III | 1 – 79 |
| D. Views of Bridges – Volume IV | 1 – 105 |
| E. Scenic Sites – Volume V | 1 – 33 |
| F. Scenic Corridors – Volume VI | 1 – 95 |

**Zoning maps for Scenic Corridors are in Separate Document, Scenic Corridors Appendix**

- SD 01-04: Willamette River
- SD 23-38: Balch Creek
- SD 23-39: Zoo Train
- SD 02-01: Columbia River
- SD 15-10: Leif Erickson Drive
- SD 12-04: NE 33rd Drive and Marine Drive
- SD 30-03: SW Fairmount Boulevard
- SD 23-35: Washington Park and Hoyt Arboretum
- SD 23-16: Cornell Road
- SD 11-02: Columbia Slough
- SD 10-07: Willamette Boulevard
- SD 39-01: Johnson Creek
- SD 16-07: NW 53rd Drive
- SD 09-17: NW Germantown Drive
- SD 38-29: Sellwood Boulevard
- SD 38-27: SW Macadam/SW Terwilliger
- SD 37-03: SW Multnomah Boulevard
- SD 23-37: SW Canyon Road
- SD 23-21: SW/NW Skyline Boulevard
- SD 15-09: NW Skyline Boulevard
- SD 20-10: Cross-dike
- SD 15-05: NW Skyline/NW Thompson
III. APPENDIX (under separate cover)

A. Correspondence
B. Planning Commission Minutes
   1. August 9, 1988
   2. November 8, 1989
   3. August 8, 1989
   4. August 15, 1989

III

1 – 65
66
67 – 70
71 – 73
74 – 80
81 – 89
SECTION I

INTRODUCTION

"Natural beauty... is the world that we live in. It is the environment in which we were born, and grow to maturity, and live our lives. It is more than a rich source of pleasure and recreation. It shapes our values. It molds our attitudes. It feeds our spirit, and it helps to make us the kind of men and women that we finally become."

(Lyndon B. Johnson, President First White House Conference on Natural Beauty, May 25, 1965)
I. INTRODUCTION

The three parts of the Scenic Resources Project include an inventory, the Economic, Social, Environmental, Energy (ESEE) analysis, and proposals for protecting significant resources. The project is part of Portland's periodic review of its Comprehensive Plan. The ESEE analyses are in six volumes, divided by category of scenic resources.

A. How are the ESEE Analyses Organized

Each volume contains the same introductory information on the State Goal 5 requirements which establishes the process that the project has followed. Additional background information on the project and the steps that were followed in developing the inventory and recommendations are found in the Scenic Resources Inventory and the Scenic Resources Protection Plan.

The bulk of each volume describes each resource in a given category. Each ESEE analysis for a resource includes paragraphs describing the resource; existing development potential; potential conflicts with protection of the resource; the economic, social, environmental and energy consequences of protecting the resource; conclusions of the ESEE analysis; and a tentative recommendation.

Based on the ESEE analysis, and in conformance with the state rules, some resources are recommended for no protection. Others are recommended to have full protection, even to the extent of limiting development, and some resources are protected to some extent while conflicting development is also allowed. The analyses are based on information gathered by staff; the input of the Technical/Citizen Review Committee, both through the rankings process and through additional written or verbal comments; on information received from the public; and from comments received from other agencies.

The recommendations for protection of significant scenic resources, including new policies and regulations are described in the Scenic Resources Protection Plan. In addition, several actions have been identified which, while not necessary to meet state requirements for scenic protection, comprise a strategy to enhance the visual appearance of the City. These actions, both public and private, will reinforce the image of Portland as a beautiful place to live or to visit.

The correspondence that has been received throughout this project are compiled in an appendix to the ESEE Analyses and Recommendations.
C. What Factors are Considered in the ESEE Analyses for Scenic Resources?

State Goal 5 states that “programs shall be provided that will (1) insure open space, (2) protect scenic and historic areas and natural resources for future generations, and (3) promote healthy and visually attractive environments in harmony with the natural landscape character. Scenic areas are defined in State Goal 5 as “lands that are valued for their aesthetic appearance.” Goal 5 provides a list of resources that must be inventoried. This list includes “outstanding scenic views and sites.”

The Goal 5 Administrative Rule lays out the steps to be followed in complying with Goal 5, but provides little direction in determining what factors should be considered as having potential economic, social, environmental or energy consequences. This lack of guidance is because relevant ESEE factors vary depending on the type of resource that is being evaluated.

In general, the economic consequences of protection of a resource will involve a comparison of the value of the resource to the economic impact to the local jurisdiction and the region if the land were used for development permitted by zoning. Economic factors considered in this analysis include the positive or negative impacts on employment, property values, and the tax base; a reduction in the development potential of affected land; the impact on tourism; impact on infrastructure costs; and marketing factors.

Social consequences considered in this analysis include the enhancement of recreational opportunities; educational opportunities; retention of historic or cultural values; opportunities to improve civic pride and the image of the city; enhancement of aesthetic values; visual variety; promotion of good urban design; and screening and buffering of incompatible uses.

Environmental consequences considered in this analysis include the retention of natural resource values such as habitat for fish and wildlife, recreational opportunities, visual amenities and character, pollution control, and heritage value and the potential loss of shade, privacy, or buffering if views are opened up.

Energy consequences considered in this analysis include the reduction in energy use by providing scenic and recreational opportunities near major population centers versus the potential increase in energy use resulting from limiting development and using land less efficiently.

The outcome of the ESEE analysis is one of three decisions. These decisions may be:

1. Allow conflicting uses fully (conflicting uses, notwithstanding the impact on the resource, are sufficiently important to warrant allowing the uses), or

2. Limit conflicting uses (both the resource and the conflicting uses are important relative to each other), or
3. **Protect the resource** (the resource, relative to conflicting uses, is so important that the resource should be protected and all conflicting uses prohibited).
SECTION II

ESEE ANALYSES AND RECOMMENDATIONS

"The importance of natural beauty cannot be easily measured. It cannot be coded for computer or calculated by economists. But it is proven beyond doubt by the history of the race, and experience of our own lives."

(Lyndon B. Johnson, President First White House Conference on Natural Beauty, May 25, 1965)
Willamette River from Elk Rock Island to Kelley Point Park
Score: 83.76

Description of Resource

Within Portland, the Willamette River flows north from one city park (Elk Rock Island) to another (Kelley Point Park) to its confluence with the Columbia River. The river flows past other city parks; Ross Island; and a mixture of residential, commercial and industrial development. From the river there are many outstanding views of the west hills and the downtown skyline. Most areas along the river have been modified over time, sometimes by natural processes, but usually by man. Some of the more natural areas harbor Great Blue Heron and other birdlife. Travel along the river also includes passing under many bridges.

Surroundings

The Willamette River effectively separates east from west Portland. Access to the river is from private and public boat ramps, public parks and trails. Portions of the City’s freeway system swing out into the river along its eastern bank and concrete piers interrupt the shoreline.

At the south end of Kelley Point Park, the Columbia Slough empties into the river. Swan Island (not an island any longer) is located within the river and provides an area used as a ship repair yard and an industrial district.

Vicinity Map
Existing Development Potential

The entire shoreline along both sides of the river is protected through the Willamette Greenway regulations. There are four Greenway overlay zones, River Natural, River Recreation, River Development and River Industrial, that affect property within the Greenway. In most cases, the uses allowed by the base zone are permitted, but with some additional regulations relating to development standards, approval criteria, requirements for public trails, viewpoints, and view corridors. Development within the Greenway is also subject to design review based on the Willamette Greenway Design Guidelines. These guidelines specifically address preserving natural riverbanks and riparian habitat and enhancing the appearance of the riverbank.

Resource Protection Conflicts

Development along the river, particularly river-dependent and river-related development, may decrease access from the land to the river and vice versa. This kind of development also has the greatest potential for blocking views from the river to the Greenway and other upland areas.

Consequences of Protection

Economic Consequences

Protection of the scenic qualities of the river has a positive economic advantage by improving the appearance and image of the City to visitors and increasing tourism in the City.

Zoning Map

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE
Social Consequences

The Willamette River has been identified in the Scenic Resources Inventory as the most important scenic waterway within the City. It provides an enormous variety of recreational experiences and contributes to the overall image of the City. The river has both historic and cultural importance to residents since Portland's location on the river shaped the City in many ways, both physically and socially.

Environmental Consequences

Preservation of the scenic qualities of the river is consistent with the protection of the natural areas along the river, particularly those that are currently covered by the River Natural overlay. These areas provide excellent wildlife habitat areas that are easily accessible to a large number of people to enjoy.

Energy Consequences

Preservation of the river as a scenic resource provides residents with a nearby recreational opportunity that reduces the need to travel for recreational purposes, thereby decreasing the use of fossil fuels.

Conclusions of ESEE Analysis

Protection of this scenic resource has a very high priority, but one that must be balanced with the need to preserve areas for river-dependent and river-related development that keeps the economic base of the City diversified and keeps jobs within the City. The Greenway regulations have established a balance among the competing uses of the river to ensure that the natural and scenic areas will be maintained and enhanced without negatively impacting development that needs to be located along the river.

Tentative Recommendation

Continue to enforce the Greenway regulations with added emphasis on the scenic qualities of the Greenway both from upland areas and from the river. No further protection measures are necessary at this time.

Applicable Statewide Planning Goals

State Goal 6, Air, Water and Land Resources Quality, provides for the maintenance and improvement of the quality of the air, water and land resources of the state. Protection of the scenic qualities of the river is consistent with protection of the water quality of the river.

State Goal 8, Recreational Needs, provides for the satisfaction of the recreational needs of the citizens of the state and visitors. The Willamette River is an important recreational resource for the City. Protection of the scenic qualities of the river is consistent with the maintenance and improvement of these recreational opportunities.

State Goal 9, Economy of the State, provides for the diversification and improvement of the
economy of the state. Protection of the scenic qualities of the river, including its islands, could have a negative impact on the economy of the City. The existing Greenway regulations balance the desire to preserve the scenic qualities with the need for river-dependent and river-related uses to locate adjacent to the river.

State Goal 12, Transportation, provides for and encourages a safe, convenient and economic transportation system. The Willamette River functions as an important link in the region's transportation system, acting as a shipping channel and connecting with rail and road networks. Preservation of the scenic qualities of the river could have an impact on this function of the river. However, the existing Greenway regulations achieve a balance between the need for this economic use of the river and preservation of its scenic qualities.

State Goal 13, Energy Conservation, provides for the conservation of all forms of energy. Protection of the scenic qualities of the river enhance the river as a recreational opportunity close to the largest population center in the state, resulting in a reduction of fossil fuels used by people in travelling to more distant recreational areas.

State Goal 15, Willamette River Greenway, provides for the protection, conservation, enhancement and maintenance of the natural, scenic, historical, agricultural, economic and recreational qualities along the river. Protection of the scenic qualities of the river is consistent with this goal by improving the appearance of the river and adjacent lands through the implementation of the Greenway regulations.

No other Statewide Planning Goals apply.
Balch Creek
Score: 80.05

Description of Resource

Balch Creek flows in an east/west direction through NW Portland. It flows generally along the NW Cornell alignment, on the south side nearer its source, and on the north side where it flows through the Audubon property and Macleay Park. The land immediately adjacent to the creek is relatively flat, although access to the creek requires following trails with some steep grades. The creek flows through a thickly wooded area. There are existing trails that provide for access to the creek in Macleay Park. The creek is home to the only nonmigratory Cutthroat Trout in the City of Portland. The original intent of Macleay Park by the Olmstead brothers was for an area of few improvements, "such as a woodsman builds at places remote from civilization."

Surroundings

The creek flows through Macleay Park and then flows underground to the Willamette River. The park has a large grassy area with a pieces of modern art sculpture at the south end. There are public bathroom facilities and picnic benches. It is in the park that the Olmstead brothers plaque mentions the intent of the park.

The environs of the creek not within the park is generally undeveloped or developed with isolated single family homes.

Vicinity Map
Development Potential

Macleay Park is zoned Farm and Forest and has an OS Comprehensive Plan Map designation which restricts development to low intensity uses such as parks, cemeteries and golf courses. The Audubon property also has an FF zone and OS map designation. Other property near the creek is zoned for low density residential development.

Residential development is restricted by the low density zoning and by the lack of public services, particularly sewer.

Resource Protection Conflicts

As noted previously, most of the creek that is within the city limits is within the bounds of Macleay Park. The creek is already rated as a Class I stream through the Forest Practices Act. This is the highest rank that a stream can be given by the State Fish and Wildlife Bureau. Corridor protection would not conflict with the existing protection and it would not require any allocation or reallocation of park funds if designated a scenic corridor.

Consequences of Protection

Economic Consequences

The protection of this corridor could enhance the value of Macleay Park in light of future tourism dollars to the Portland area. This protection would add to the allure of it as a rare habitat for the nonmigratory Cutthroat Trout that live in the creek.

Zoning Map

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE
Social Consequences

Preservation of this resource would maintain the natural beauty of the creek area in addition to preservation through the State Fish and Wildlife Bureau. It would help to maintain a piece of natural forest for the public to have access to within the City of Portland. The creek is an historic part of Portland’s past. Early settlement by Macleay was in the vicinity of the creek.

Environmental Consequences

Scenic protection of the creek would reinforce its present environmental status. Through its implementation it would help to maintain the natural environmental conditions along the creek which contribute to the habitat value of the area. The Balch Creek basin is being evaluated for its resource values. Environmental zoning has been approved by the Planning Commission for the entire creek basin. The environmental regulations recommended for the basin will protect its natural resource values. These protection measures are consistent with and will enhance the scenic qualities of the creek.

Energy Consequences

There are no energy consequences with this resource.

Conclusions of ESEE Analysis

The effects of protection for this resource have less of an impact, or are equal to that of the protection implemented by the State Fish and Wildlife Bureau. Scenic protection would reinforce the recreational and environmental functions of Macleay Park Balch Creek.

Tentative Recommendation

Apply a scenic corridor designation in the Scenic Resources Protection Plan. The scenic values of the creek and adjacent land should be considered during environmental review. The environmental review will include the standards of the Scenic Resource zone as protective measures to protect the creek’s scenic qualities.

Applicable Statewide Planning Goals

State Goal 6, Air Water and Land Resources Quality, is intended to maintain and improve the quality of the air, water and land resources of the state. Balch Creek’s unique characteristics relating to its fish habitat will not be negatively impacted by scenic protection of the resource.

State Goal 8, Recreational Needs, is intended to satisfy the recreational needs of the citizens of the state and visitors. Protection of the creek would maintain the area for recreational pursuits especially through the maintenance of the trail system that is associated with the creek.
Zoo Train (Washington Park) and selected views to City and Mt. Hood
Score: 78.60

Description of Resource

The Zoo Train begins inside the Washington Park Zoo and travels through a wooded portion of Washington Park, ending at the Washington Park Station near the International Rose Test Garden. Passengers may begin their trip at either end of the line and ride one of three different trains that are operated by Metro and volunteers. The round trip takes approximately 32 minutes and is 4 1/2 miles in length. The trip is through a heavily wooded part of the park where deciduous trees predominate. As the trees have grown over the years the views of the City and Mt. Hood have become less impressive, particularly during the growing season when trees are fully leafed out. However, glimpses are still visible at several locations and could be improved.

Surroundings

The train route goes entirely through publically-owned park land and the zoo. The train station at the northern terminus of the rail line contains a viewing platform which is the location of the viewpoint for VP 23-22, a panorama containing Mt. St. Helens, the rose garden, the downtown and Mt. Hood. The station area also contains a small structure containing a gift shop and the ticket booth.

The terrain through which the train passes contains steep ravines. The route of the train twists along the ridge tops and loses approximately 450 feet in elevation from the zoo station.

Vicinity Map
to the Washington Park Station. The train route is generally parallel, but separated from SW Kingston.

Development Potential

The route of the train is completely within Washington Park and the zoo, both of which are zoned (OS)R7. This zoning allows single family development, but the Open Space Comprehensive Plan Map Amendment only allows uses that are primarily open in character. No development or changes are anticipated along the route of the train, although there are opportunities to enhance the views from the train by pruning vegetation at selected locations.

The views to Mt. Hood and the City could be impacted if development within the Central City occurred to the currently allowed height limits. Views have a lesser likelihood of impact nearer the zoo itself because of the higher elevations of the viewpoints and the lower height limits through the southern part of the downtown.

Resource Protection Conflicts

There are no conflicts with full protection of the zoo train as a scenic corridor since the route is entirely within Washington Park and the zoo. Some views of Mt. Hood could be impacted if development up to the maximum allowed occurred in the downtown area. The growth of vegetation along the train route offers the most immediate conflict with the preservation of existing views.

Zoning Map

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE
Consequences of Protection

Economic Consequences

There are positive economic consequences to protecting the scenic qualities of the landscape along the train route and of maintaining existing views. The zoo train carried an average of approximately 250,000 passengers annually over the past two years. These passengers generate income for the zoo which is operated by the Metropolitan Service District and supported by public taxes. Since most of the zoo train ride is not within the zoo itself, it is important to maintain and enhance the entire length of the route.

If height limits were imposed within the Central City in order to preserve specific views from along the train route, there could be economic impacts on individual properties. Generally, these would be minimal because the viewpoints range from 480 to 630 feet in elevation while the elevation of most properties within the downtown are from 20 to 60 feet in elevation.

Social Consequences

The zoo train ride is a favorite part of a visit to the zoo for many people. Preservation of the scenic qualities along the train route would enhance the recreational experience for residents and tourists alike. Improved views would have the effect of adding another dimension to the ride, orienting visitors to the area and providing more diversity along the train’s route.

Environmental Consequences

Preservation of the wooded qualities of the park along the train route would have no impact on the environment of the area. Selective pruning to open up views could have a temporary impact on wildlife by eliminating some habitat. Pruning would need to be done carefully to avoid disturbing the natural beauty of the area.

Energy Consequences

There are no negative energy consequences associated with the protection of this resource.

Conclusions of ESEE Analysis

The scenic resource which includes the zoo train route and its immediate environs should be protected. Enhancement of the corridor should be pursued if the impact on the scenic beauty of the area is not negatively impacted. Reduction of height limits in the downtown are not warranted, even if some views of Mt. Hood ultimately become obstructed because the primary value of the corridor is the vegetation along the route. Views of the mountains from the higher elevations along the route will not be impacted by new development in the downtown. The primary scenic qualities of the ride consist in the ride through a wooded area; the views are currently of secondary importance, but should be enhanced to the extent possible through judicious pruning without disturbing the wooded character of the park.
Tentative Recommendation

Designate the zoo train route as a scenic corridor in the Scenic Resources Protection Plan. Preserve it as a scenic resource through the maintenance of public lands as a natural area. Limit activities and development along the train route to what is consistent with the maintenance of scenic beauty. Pursue selective pruning of vegetation at specific viewpoints to the extent that is consistent with good wildlife habitat management.

Applicable Statewide Planning Goals

State Goal 8, Recreational Needs, provides for the recreational needs of the citizens of the state and visitors. Washington Park and the zoo are major recreational attractions for both residents and visitors. Preservation and enhancement of the zoo train route (and the train) supports the important role of they play in meeting the recreational needs of the area.

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Full protection of the scenic qualities of the zoo train route would have an positive impact by maintaining and improving one of Portland’s major tourist attractions. Ridership (and revenues) could increase if major views were opened up and the ride was marketed as providing an interesting and scenic environment along its route. No height limit reductions are recommended to maintain specific views, so there would be no potential negative impacts on preservation of the resource.

State Goal 10, Housing, provides for the housing needs of the citizens of the state. Retention of Washington Park in recreational uses will not have a negative impact on the City's ability to provide housing since the park is not counted as part of the City’s vacant residential land.

No other Statewide Planning Goals apply.
Columbia River from NE 185th Avenue to Kelley Point Park
Score: 76.91

Description of Resource

The Columbia River extends along the City boundaries from Kelley Point Park on the west to NE 185th Avenue on the east. The Columbia River shoreline tends to be less developed than the Willamette River shoreline is. An exception is the Port of Portland loading terminal located immediately east of Kelley Point Park. There are several houseboat moorages along the shore, particularly on and near Hayden and Tomahawk Islands. The western portion of Hayden Island, Lemon Island and Government Island are all relatively undeveloped and provide recreational and wildlife habitat areas. The airport is located south of Marine Drive along a substantial portion of this stretch of the river. Although the airport is not visible from the river, planes are frequently visible flying at low elevations. In this same area, the shoreline of the river is a sandy beach that is frequently used by the public. There are spectacular views from the river to the east, where Mt. Hood is visible above the water and bridges.

Additionally activities such as barge traffic and pleasure boating add interest to the views and objects, such as partially sunken boats, add an air of mystery to the river.

Surroundings

The development pattern varies along the shoreline and immediately to the south. Kelley Point Park is developed for various activities such as swimming and picnicking. Industrial
uses, usually relating to shipping activities regulated by the Port are located east of the park. Commercial activities, frequently river-dependent or river-related, such as boat sales and moorages tend to be clustered in the Hayden Island area. Residential uses include both houseboats and conventional housing. Public recreational areas such as beaches and public boat ramps are also present, generally near the airport. There are also stretches of undeveloped land in private ownership further east toward the city limits. The strip of land between Marine Drive and the river varies greatly in width. Sometimes this area is so narrow that there is room only for the recreational trail and sometimes wide enough for development and associated parking.

In some places along the river, a high dike separates the river from Marine Drive. Where this occurs, little is visible from the river except the dike.

The Washington State shoreline, which is visible along the northern side of the river, contains a similar mix of industrial, commercial, residential and undeveloped areas.

Existing Development Potential

The zoning along the shoreline of the river and on portions of Hayden and Tomahawk Islands was recently changed to reflect the City’s new industrial zones, annexation rezoning, and the imposition of environmental zones. Specific changes for this property are contained in Volumes 1 and 3 of the Industrial/Environmental Mapping Project for the Columbia Corridor (May 4, 1989).

In general, Kelley Point Park and other lands in public ownership have FF, Farm and Forest, zoning and an Open Space Comprehensive Plan Map designation. Areas in industrial use are generally zoned either HI, Heavy Industrial, or GI-2, General Industrial. The area along the

Zoning Map

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE
river from the I-5 freeway to NE 13th is zoned for general commercial development. Further east, the land is zoned for single family residential use.

Most of the land north of the airport and east out to NE 185th is zoned FF and has an Open Space designation. The exceptions are parcels in private ownership. The parcels in private ownership are zoned FF and are part of the Columbia South Shore Plan District. The regulations of the plan district allow some additional uses such as restaurants, recreational boat marinas and retail uses supportive of river recreation as a conditional use in the FF zone.

The shoreline along the river is also protected through the application of the EC, Environmental Conservation, overlay. The EC overlay regulates development adjacent to waterbodies to ensure that the quality of the resource is maintained. The depth of the EC zone from the river varies depending on the size of the resource area and the potential impact of development on the resource. All development within the EC zone is required to go through an environmental review.

Resource Protection Conflicts

The scenic qualities of the river are not limited to the appeal of the natural areas. Areas of development can also provide interesting elements of the views. This stretch of the Columbia River, much like the Willamette as it flows through Portland, is an essentially urban river where a multitude of activities occur either on or adjacent to it. The existing zoning and environmental regulations provide a balance among these various uses, protecting natural and scenic areas while allowing industrial and commercial activities to locate and operate. There are no conflicts between protection of the resource and development which is currently allowed.

Consequences of Protection

Economic Consequences

Protection of the scenic qualities of the river are consistent with the environmental regulations now in place and should have no greater economic impact than they do. Development is not constrained from locating and operating along the shoreline so long as it is consistent with the underlying zoning and other applicable regulations.

Protection of the scenic resource can have a positive economic impact by making the area more attractive for recreation and as business locations.

Social Consequences

The Columbia River forms Portland's northern border. It is frequently the first part of Portland that is seen by visitors entering the state from the north, via either the I-5 or I-205 bridges. As such it serves as an important gateway to the City and the State. Preserving its scenic qualities has a positive impact on the image that visitors have of the state and of Portland. In addition, preservation of the river's scenic qualities also provides a recreational opportunity to both visitors and residents for watching or participating in water activities on the river. The river has had a large impact on the history of the City, by influencing where and what kind of development could occur along its shores and on adjacent lands.
Environmental Consequences

Protection of the scenic qualities of the river is consistent with and supportive of the protection of its natural qualities. The Columbia Gorge National Scenic Area protects the natural and scenic qualities of the river and gorge to the east of Portland. New joint planning efforts by Washington and Oregon are being considered for the Columbia; especially as it relates to water quality. Planning for the river encourages the preservation of the scenic area while allowing recreational opportunities. Protection of the scenic qualities of the Columbia adjacent to Portland is consistent and supportive of other planning efforts in the scenic area. Consistent planning efforts will enhance the entire area as a recreational resource.

Energy Consequences

Protection of the river as a scenic resource provides residents with a nearby recreational opportunity that reduces the need to travel for recreational purposes, thereby decreasing the use of fossil fuels.

Conclusions of ESEE Analysis

Protection of this scenic resource has a very high priority, but one that must be balanced with the need to preserve areas for river-dependent industrial uses. The existing zoning, Comprehensive Plan Map designations and environmental zoning provide that balance. Some additional planning and regulations are warranted to provide for consistent treatment of the scenic areas within the City limits and to coordinate with other agencies and jurisdictions doing planning for the river.

Tentative Recommendation

Designate the Columbia River as a scenic corridor in the Scenic Resources Protection Plan. Adopt a policy in the Comprehensive Plan that provides for a future, coordinated planning effort for the Columbia River and its shorelines, similar in purpose to the Willamette Greenway Plan, to be coordinated with other planning efforts for the Columbia River and Gorge.

Applicable Statewide Planning Goals

State Goals 3, Agricultural Lands, and 4, Forest Lands, are intended to protect agricultural lands and lands suitable for forest uses. The land along the shoreline that is zoned Farm and Forest is not suitable for agricultural or forest uses. The FF zones also permits limited residential uses and public and private conservation areas for the retention of water, soil, open space, forest or wildlife resources.

State Goal 6, Air, Water and Land Resources Quality, provides for the maintenance and improvement of the quality of the air, water and land resources of the state. Protection of the scenic qualities of the river is consistent with protection of the water quality of the river.

State Goal 8, Recreational Needs, provides for the satisfaction of the recreational needs of the citizens of the state and visitors. The Columbia River is an important recreational resource.
for the City. Protection of the scenic qualities of the river is consistent with the maintenance and improvement of these recreational opportunities.

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Protection of the scenic qualities of the river could have a negative impact on the economy of the City if commercial, and especially industrial development, were not allowed. The existing zoning regulations balance the desire to preserve the scenic qualities with the need for river-dependent uses to locate adjacent to the river.

State Goal 13, Energy Conservation, provides for the conservation of all forms of energy. Protection of the scenic qualities of the river enhance the river as a recreational opportunity close to the largest population center in the state, resulting in a reduction in the use of fossil fuels for travel to more distant recreational areas.

No other Statewide Planning Goals apply.
Leif Erikson Drive
Score: 76.37

Description of Resource

Leif Erikson Drive runs from Germantown Road to the end of N.W. Thurman Street, a total of 11 miles. It lies between roughly 500 and 600 feet above the Willamette River, following the natural contours of the land in a southeasterly direction. The view from the road is in an east, northeasterly direction. There is a clear view of the industrial corridor along the river and of Mt. Hood and Mt. St Helens. The drive provides access to various trails that lead into the wooded areas of Forest Park. The road is a mix of pavement and gravel with the majority being dirt with a variety of road conditions. The Parks Bureau maintains the drive as a wide, relatively clear path. It is a popular path for runners, hikers, and mountain biking enthusiasts. The first two miles of Leif Erikson Drive, beginning at the south end, are designated as a bicycle route.

Background History

Between 1910 and 1915 the area that is now Forest Park was planned for residential use. The City acquired roughly 1400 acres, some of which had been logged off and found unsuitable for farming, residential, or industrial uses. Multnomah County received title to roughly 1100 acres within the present boundary of Forest Park. Since 1915 there have been no major subdivisions within what is now Forest Park.

Lief Erikson Drive was graded in 1914-15 at the recommendation of Richard Shepard, a local

Vicinity Map
realtor and Town Council member. Hillside Drive went from Germantown Road to the City limits of the time (roughly where Saltzman Road is). It was not until 1931 that the stretch of Hillside Drive from Thurman Street to Saltzman Road was graded and graveled. Soon washouts, slides, and neglect made it impassable until it became the responsibility of the Bureau of Parks in 1947 to care for it.

The name Hillside Drive was changed officially by Ordinance No. 64342 on May 24, 1933 to Lief Erikson Drive on petition of the Sons of Norway.

Surroundings

The land on either side of the road is part of Forest Park with only a few isolated parcels in private ownership. The area was logged at one time and much of the timber is second growth. Trails may be accessed from the drive leading into the hills to the west and down to the lower portions of the park to the east.

Development Potential

Forest Park is zoned (OS) FF which restricts development to low intensity uses such as parks, cemeteries and golf courses. Most development within the park is subject to conditional use review.

Resource Protection Conflicts

The corridor is completely within the boundaries of Forest Park. There is no conflict with full

Zoning Map

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE
protection of the resource, including preservation and enhancement of views. The City must set priorities, however, to ensure that the drive is maintained and that pruning to preserve views is done on a regular basis.

Consequences of Protection

Economic Consequences

The protection of this corridor can enhance the value of Forest Park and the attractiveness of Portland as a place to live and work, thereby having a positive economic impact on the City.

Social Consequences

Leif Erikson Drive is one of the main trails through Forest Park and is suitable for many types of users. Horses, mountain bicycles and runners are all allowed on the drive. The drive provides good views of the Willamette River, Mt. Hood and Mt St. Helens along the southern portions of the drive. A calm lush forest is the main attraction along the northern reaches of the corridor.

Environmental Consequences

Forest Park has been inventoried as having good wildlife habitat values. The park and adjoining land is being evaluated for possible Environmental zoning. Full protection of the scenic values may require some pruning which could have a small impact on habitat values.

Energy Consequences

Scenic designation would enhance the park and encourage people to use it for close-in recreational opportunities, thereby saving fossil fuels.

Conclusions of ESEE Analysis

A slight reduction in habitat is the only negative impact of protecting the drive as a scenic corridor. The resource should be fully protected to take advantage of a significant urban amenity.

Tentative Recommendations

Designate the entire length of Leif Erickson Drive as a scenic corridor in the Scenic Resources Protection Plan. Work with the Parks Bureau to identify and enhance views from the drive.

Applicable Statewide Planning Goals

State Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources, is intended to conserve and protect natural and scenic resources. Protection of this corridor would ensure that the scenic nature of the park would be preserved.
State Goal 6, Air, Water and Land Resource Quality, is intended to maintain and improve the quality of air, water and land resources. Protection maintains the area as of high density of vegetation which would maintain the air quality with its proximity to a large urban area and would aid in erosion control.

No other Statewide Planning goals apply.
NE 33rd Drive and Marine Drive
Score: 75.13

Description of Resource

This drive extends approximately 10.6 miles through Northeast Portland. The drive provides views of open areas, Portland International 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-surfed bicycle path that alternates on either side of Marine Drive. Several individual views along Marine Drive are also part of the scenic resources inventory, and receive separate ESEE analysis.

Surroundings

The drive is described in three segments: 33rd Drive, Marine Drive between 33rd Drive and the County boat ramp, and the County boat ramp to NE 185th Avenue. Each segment differs in development patterns and land use regulations.

The 33rd Drive segment provides a fairly central connection from the Northeast residential areas to the most scenic stretch of Marine Drive. Along NE 33rd Drive, the terrain is fairly flat and is a mix of undeveloped land and industrial, recreational and residential development. Properties are transitioning from rural residential and agricultural uses to industrial uses. Riverside Golf Course is an established use on the west frontage. Broadmoor Golf Course is nearby to the east. The northern part of 33rd Drive is subject to aircraft noises and height limits.

Vicinity Map
Marine Drive is built on a flood control levee, and is elevated some 15 to 20 feet above properties to the south. Shoreline properties slope down steeply to the Columbia River. The shoreline along the Marine Drive segment between 33rd Drive and the County boat ramp is developed with primarily water-related uses including marinas, boat repair facilities and the boat ramp.

East of the boat ramp, the shoreline is primarily open and vacant, with some residences. A significant forested, habitat area is visible near NE Marine Drive/185th Avenue.

Existing Development Potential

In May 1989, the entire area flanking this scenic drive received new Comprehensive Plan Map designations and zoning, including environmental regulations, as part of the Industrial/Environmental Mapping Project for the Columbia Corridor. Most properties located south of Marine Drive are zoned GI-2LN. The GI-2 zone allows a broad range of industrial uses. The GE-2 zone applies to certain properties near Interstate 205. In both zones, buildings must be set back a minimum of 25 feet from NE 33rd Drive or Marine Drive. Parking lots and exterior development are allowed within the building setback area. Building heights are not limited in either base zone, but office uses in the GE-2 zone are limited to a floor area ratio of 0.45 to 1. The L, Aircraft Landing overlay zone limits the heights of structures according to the airport flight paths. The N, Noise Impact, overlay zone governs construction standards associated with aircraft noise.

Large, serviced parcels available for development are primarily located south of Marine Drive in the Columbia South Shore and along NE 33rd Drive. In particular, properties on either side of Interstate 205 are receiving strong development interest due to the proximity of Portland International Airport and Interstates 205 and 84.

Zoning Map

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE
Special land use regulations apply in the area east of NE 82nd Avenue, known as the Columbia South Shore. Until new regulations are adopted, the SEC zone provides scenic resource review for properties near Marine Drive, the I-205/Marine Drive area and the cross-dike. Exterior development of certain properties west of NE 138th Avenue is further limited by prohibiting exterior display, requiring special landscaping and screening of exterior activities and requiring conditional use approval of commercial parking facilities as part of the Columbia South Shore plan district. Exterior development is highly visible from Marine Drive and Interstate 205 due to the raised elevation of these roadways.

Most of the land between Marine Drive and the river is zoned FF, with properties in public ownership also designated Open Space. The built-up section between 33rd Drive and the boat ramp is zoned GI-2, which allows industrial service uses as allowed uses. The EC overlay zone applies to all Columbia River shoreline properties to protect wildlife habitat, visual amenity and erosion control values.

Resource Protection Conflicts

The scenic drive may be disturbed by development blocking or cluttering up the sequential views to the river and mountains. Most types of industrial development that are expected to locate along the drive are one to two stories, and are not expected to block major views to the mountain. However, the area near to I-205 is rapidly developing with motels and other multistory structures. These taller structures will have a strong visual impact that could conflict with the scenic quality of the area, particularly views to the river. The elevated level of Marine Drive reduces the likelihood of blockage, but also produces views of rooftops and exterior development. Tall, narrow buildings that project into the line of sight may be less intrusive than several shorter, broader buildings that impose a continuous blank wall. Standard fence and landscaping requirements in industrial zones would not provide adequate screening from Marine Drive.

Consequences of Protection

Economic Consequences

Scenic corridor protection measures are an amenity for employees and customers, and support public and private investments in the infrastructure which are intended to attract high quality development. A higher level of screening and landscaping is consistent with development standards of the Port of Portland and the entryway near I-205/Airport Way. In the long-term, property values would be enhanced by the protection of a unique areawide amenity.

Within the Columbia Corridor, sufficient lands are available to provide for industrial needs over the next 20 years, even with land use controls to protect scenic resources in the area.

As a regional resource that links with the Columbia River Gorge, the drive may attract recreational visitors to the area, thereby generating more demand for commercial services. On a larger scale, recreational activities related to scenic resources increase the demand for recreational equipment, increasing additional local economic opportunities for both manufacturing and sales.
Social Consequences

Marine Drive plays a major role in defining the image of the area. Marine Drive has been designated as a scenic drive at least since 1971 when it was included in a regional open space and parks plan. That plan, "The Urban Outdoors," recommended that Marine Drive be protected and enhanced.

Marine Drive provides important views of the river, mountains and the City. The Columbia River is distinctly different from the Willamette River or any other watercourse in the area because of its position between Washington and Oregon and because of its role in the history of the region. Multnomah County recognized the scenic value of Marine Drive by placing the SEC designation on it and enacting detailed design guidelines. The I-205 freeway is a major entrance to the City and provides the first glimpse of Oregon to visitors. The appearance of nearby development affects the impression that visitors have of the City and State.

The pastoral character of Columbia Corridor is rapidly diminishing in the face of urbanization. Scenic protection measures would not disrupt this transition, but would rather enhance it.

Environmental Consequences

The land along the north side of NE Marine Drive has recently received an ec, Environmental Concern, overlay zone. This area has limited habitat value because a great deal of it has been fundamentally altered by man. The ec zone requires a review against criteria prior to development. Uses allowed by the base zone are permitted. Protection of the scenic values of the area are consistent with protection of environmental values so long as vegetation is not, allowed to grow up and obscure views.

Energy Consequences

There are no energy consequences associated with the protection of this drive.

Conclusions of ESEE Analysis

The series of views from Marine Drive and 33rd Drive make a positive contribution to the aesthetics, character and overall image of the City. The importance of the I-205 as a gateway to the City warrants establishing special development standards for this area. The benefits of scenic protection outweigh potential economic costs associated with the imposition of protection measures.

Tentative Recommendation

Designate this corridor in the Scenic Resources Protection Plan. East of NE 122nd, the southern boundary of the Marine Drive Corridor shall be measured from a line extending from the northeast corner of Tax Lot 31 to the northwest corner of Tax Lot 30. Incorporate development standards into the Columbia South Shore Plan District which address the appearance of development in the area south of Marine Drive that is currently SEC. Until new standards are adopted, augment the SEC with the Scenic Resource zone. Encourage the creation and improvement of turnouts along NE Marine Drive to take advantage of scenic
views as improvements are made to the right-of-way. Work with the Office of Transportation to designate Marine Drive as a boulevard worthy of special design treatment and to provide alternative routes for through traffic and truck traffic. Work with the Port of Portland to enhance scenic values along Marine Drive and incorporate them into the Airport Master Plan.

Applicable Statewide Planning Goals

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Encouraging a high level of design along Marine Drive will enhance the area as a location for businesses. There may be some increased costs to individual firms that locate near the right-of-way but, in general, these costs will be consistent with what is already required by the zoning code for landscaping.

No other Statewide Planning Goals apply.
Description of Resource

This drive forms a 3.4 mile loop that circles Council Crest Park and curves to the southeast through a wooded residential area. The drive is attractive in either direction and is popular with bicyclists, walkers and joggers, as well as with motorists. Parking on the shoulder is very limited due to the street's narrowness. Views of the City and Mt. Hood are possible 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 from an established turnout, located near SW Sherwood Place at the northern portion of the drive. This turnout is inventoried as VP 30-07.

A few areas with wide shoulders exist along Fairmount. Two of these locations offer future opportunities for turnouts. One site is located approximately 1/4 mile south of SW Marquam Hill Road. It is currently gravelled and would require selective cutting of shrubs and small trees to open up views of the City, Mt. Hood and Mt. St. Helens. Another is located at SW Chesapeake Avenue. Selective cutting of shrubs and small trees would open up southerly views of evergreen trees and development. Four parcels located directly east of this potential turnout are currently vacant.

Vicinity Map
Surroundings

The adjacent residential areas are zoned either R7 or R10. Both zones allow single family residential development. The R7 zone has front yard setbacks of 20 feet for houses and 22 feet for carports and garages. The R10 zone requires 30 percent larger lot sizes and has front yard setbacks of 30 feet for both houses and carports/garages. Most Fairmount Boulevard houses built downhill from the street are constructed on pilings with carports or garages placed at or near the front property line. Due to the steep terrain and the limited view impact on parcels on the opposite side of the street, major variances to reduce the front yard requirement generally receive approval. In some cases, parking decks have been built in the right-of-way. Such right-of-way permits require approval of the Portland Office of Transportation.

Existing Development Potential

The largest single parcel down hill from SW Fairmount is Tax Lot 107. Should this parcel be subdivided and developed with access from Fairmount, a 1/4 mile stretch of Fairmount (including a potential turnout) would be altered. Since this frontage is large and continuous, the specific development plan will significantly affect the natural setting of this scenic corridor.

Resource Protection Conflicts

Development along Fairmount Boulevard has generally included removing substantial amounts of vegetation creating opportunities to glimpse views between houses. Houses are typically built above the line of sight, but also provide a diversity of architectural design that adds to visual interest. Southwest Fairmount is not a street that is easily negotiated.

Zoning Map

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE
particularly when joggers or bicyclists are present. Designation as a scenic corridor may be inconsistent with traffic and pedestrian safety.

Consequences of Protection

Economic Consequences

Scenic corridor protection measures would not preclude development along Fairmount. A limited amount of property could be used to develop turnouts. The measures would be likely to strengthen residential property values by enhancing the scenic amenities from the right-of-way.

Social Consequences

A lack of sidewalks and shoulders does not prevent pedestrians from using this drive for recreational purposes. The selective pruning of vegetation and establishment of two scenic turnouts would increase view opportunities and enhance public safety. Southwest Fairmount was recommended by the Planning Commission as part of the West Hills Scenic Route System. Fairmount has been designated a bicycle route and pedestrian path in the Arterial Streets Classification Policy. Both of these actions are supportive of its designation as a scenic corridor.

Environmental Consequences

No significant loss of habitat or vegetative buffering would result from opening up selected views at turnout sites. Potential turnouts do not require the removal of trees over six inches in diameter or the removal of vegetation that controls erosion.

Energy Consequences

There are no energy consequences associated with the protection of this drive.

Conclusions of ESEE Analysis

The general public would benefit from fuller exposure to views from this drive. Minimal conflicts would be created by the proposed protection measures.

Tentative Recommendation

Designate SW Fairmount as a scenic corridor in the Scenic Resources Protection Plan.

Applicable Statewide Planning Goals

Goal 10, Housing, provides for the housing needs of citizens of the state. The scenic protection measures would not reduce the number of potential housing units that is now allowed. The steep slope and narrow right-of-way remain the primary obstacles to development along Fairmount.
No other Statewide Planning goals apply.
Washington Park and Hoyt Arboretum Loop
Score: 73.73

Description of Resource

This loop is approximately six miles long and winds through Washington Park and Hoyt Arboretum and down W Burnside. 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. Hiking trails crisscross the arboretum and excellent views of the mountains and of the City are obtained from the various vantage points off the main loop. Mt. Hood is visible along the lower stretch of West Burnside Road, but is partially blocked by a newer eight-story residential structure located between SW St. Clair and King Avenues.

Surroundings

Most of the drive is located within Washington Park. The formal entry into Washington Park is from SW Park Place. In and around SW Park Place are several large houses on the national historic register of landmarks. A nearby view of Mt. Hood is found at nearby Vista Bridge ( inventoried as VM 23-18). Within the park, mountain and city views are obtained from the Lewis and Clark Monument (VC 23-04), the Rose Garden (VM 23-08 & VC 23-24), the Zoo Train Platform (VP 23-22) and the Oregon Vietnam Living Memorial (VM 23-19). The drive through Hoyt Arboretum, using SW Fischer Lane offers an alternative route. The drive leaves publicly owned land at West Burnside near SW Barnes Road. The easterly trip along West Burnside is steadily downhill to the intersection with NW 23rd Avenue. The Burnside stretch is set in a canyon, with a vegetative buffer on both banks.

Vicinity Map
Existing Development Potential

The Washington Park section is zoned (OS)FF, which restricts development to low intensity uses such as parks, cemeteries and golf courses. The Burnside stretch is zoned R7, which allows single-family residences with a 20 foot setback. These Burnside frontage properties are not generally suitable for development due to steep slopes and limited access.

The Uptown Shopping Center and south frontage of Burnside east of NW 23rd Avenue is zoned C2, General Commercial. The Uptown Shopping Center has recently been renovated. Up the slope from Uptown Shopping Center is the site of a 108-unit luxury hillside apartment complex. The complex is to resemble an Italian hill town, with sixteen villas clustered to offer sweeping views of the downtown, Mt. Hood and the Willamette Valley. The development will contribute to traffic on West Burnside Road.

Resource Protection Conflicts

Washington Park is owned and maintained by the Portland Parks Bureau. The City also owns several parcels along West Burnside Road. Development of remaining private parcels could alter the wooded character of this gateway into the downtown.

Consequences of Protection

Economic Consequences

Scenic drive protection measures would not preclude development.

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE
Social Consequences

The dense vegetation along West Burnside enhances the gateway effect as one approaches the commercial intersection, provides a connection between the Arboretum and Macleay Park, and serves as a visual buffer for nearby residential areas from traffic. Washington Park is one of the jewels in the City’s park system. It is visited by thousands of residents and visitors every year. Designation as a scenic corridor recognizes its natural beauty and importance.

Environmental Consequences

The forested embankment along Burnside provides food and cover for wildlife habitat. View protection measures support retention of this vegetation through setback requirements.

Energy Consequences

There are no energy consequences associated with the protection of this drive.

Conclusions of ESEE Analysis

The scenic corridor is already partially protected, and further protection can be implemented with minimal conflicts. Full protection is warranted as the Washington Park/Hoyt Arboretum area is one of the most important scenic resources in the City. The section of the drive along W Burnside is a major entrance to the developed city, with glimpses of Mt. Hood visible above commercial and residential structures. Partial protection, primarily to retain the walls of green on either side of the road, requires very little additional regulation.

Tentative Recommendation

Designate this loop route as a scenic corridor in the Scenic Resources Protection Plan. As a leadership issue, support public acquisition, either through donation or some other means, of parcels adjacent to the W Burnside right-of-way between NW Barnes Road and the Uptown Shopping Center.

Applicable Statewide Planning Goals

Goal 10, Housing, provides for the housing needs of citizens of the state. The scenic protection measures would not reduce the number of potential housing units that is now allowed. Steep slopes, difficult access and heavy traffic volumes remain the primary obstacles to development along West Burnside Road.

No other Statewide Planning Goals apply.
Description of Resource

The NW Cornell Road drive is approximately 3 1/2 miles long from its beginning at NW Lovejoy Street 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.

Surroundings

Northwest Cornell Road is classified in the Arterial Streets Classification Policy (ASCP) as a major city traffic and transit street, as well as a bicycle route and pedestrian path. Parking areas are limited to a few turnouts and the Audubon parking lot. Bicycle traffic is accommodated on striped shoulders and at grade-separated tunnels. The dominant feature along Cornell is the continuous stand of large trees, particularly Douglas Fir. The forest cover is in marked contrast to the urban setting of Northwest Portland. Adding to the heritage value of the corridor is the distinctive rock work found on the tunnel facades and near Macleay Park. The tunnels have been inventoried as part of the City's Historic Resource Inventory. There are turnouts at the park, and parking areas at connections to the Wildwood Trail. Macleay Park was donated to the City in 1897.
Existing Development Potential

Fewer than ten houses, the Portland Audubon Society facility and a restaurant are built along this stretch of Cornell Road. Macleay Park is a City park that is on both sides of Cornell Road, and is protected with (OS)FF zoning. To the east of Macleay Park, frontage properties are zoned R7, R5 or R2 and are mostly developed. Several properties in the vicinity of the Audubon facility are zoned City FF or County NR, Natural Resources. The Audubon facility is zoned (OS)FF and is built in an open area surrounded by forest. Development on the south side is limited by Balch Creek, which is concealed by forest cover.

Near the Skyline Boulevard intersection, properties are zoned FF, FF(R20), FF(R10), FF(C2), C2, or County MUF-19 or NR. The FF zone requires a two-acre minimum lot size. For properties with a second zone in parentheses, higher densities may be achieved with a zone change verifying that services are adequate. Recent development activities include initial construction of the 602-acre Forest Heights (now Forest Park Estates) residential project opposite Miller Road and the grading of the southeast corner of Cornell/Skyline. The Forest Heights subdivision involves seven phases and the extension of NW Miller Road.

Resource Protection Conflicts

Development of the Cornell/Skyline intersection poses the most likely conflict with the forested setting of Cornell Road. Commercial development on the vacant three corners will affect the visual enjoyment of this drive and of the two Skyline Boulevard drives that cross this intersection. Careful attention to building orientation, landscaping and screening will be important. Residential development of Forest Heights and a 37-acre parcel at the northwest corner of Cornell/Skyline will reduce the forested cover.

Zoning Map

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE
Consequences of Protection

Economic Consequences

A lack of public services serves as the primary deterrent to rapid development of the western section of Cornell. Some properties are outside the Urban Growth Boundary. Scenic corridor designation could result in more prescribed landscaping standards. Development costs for frontage lots may increase as a result.

Social Consequences

Cornell Road is more than a two-lane commuter street. The drive enters a forest setting, offers heritage value, and brings access to recreational facilities. In 1966, Cornell Road from NW 30th west to Skyline, was recommended by the Planning Commission as part of the West Hills Scenic Route System.

Environmental Consequences

The scenic corridor protection measures support the retention of habitat and vegetative buffering. A separate inventory and ESEE analysis will be prepared for the forested areas and Balch Creek. Balch Creek has been inventoried as a scenic resource (SD 23-30). Protection measures necessary to preserve natural resource values of the area have not yet been determined. A limitation on tree-cutting would support habitat values.

Energy Consequences

There are no energy consequences associated with the protection of this drive.

Conclusions of ESEE Analysis

Cornell Road is an important component of a west side scenic drive system. Protection of this drive would ensure compatibility of landscaping, fencing and tree-removal with its scenic qualities. Protection of scenic qualities of the drive would have limited impacts and would result in the preservation of a highly valued resource.

Tentative Recommendation

Designate NW Cornell as a scenic corridor in the Scenic Resources Protection Plan from NW 30th to the western boundary of Portland's Urban Services Boundary.

Applicable Statewide Planning Goals

Goal 10, Housing, provides for the housing needs of citizens of the state. Scenic protection measures along Cornell do not affect the number of potential housing units that are allowed. The lack of public services remains the primary obstacle to development along Cornell.

No other Statewide Planning Goals apply.
Columbia Slough from NE 185th Avenue to Kelley Point Park, including Peninsula Drainage Canal
Score: 72.34

Description of Resource
This corridor is an 18-mile long system of sloughs that are not always connected, and several secondary sloughs, including the Peninsula Drainage Canal. The slough provides opportunities for canoeing, fishing and bird watching. Mt. Hood is visible from some parts of the eastern stretches of the slough.

The Columbia Slough is an elongated body of water that parallels the south shore of the Columbia River. The slough and its branches are the remnants of a more complex natural drainage system of lakes, streams and marshes that existed in the Columbia River flood plain before much of it was filled and developed. An earth-filled plug near the south end of the Peninsular Drainage Canal at about NE 15th Avenues divides the slough into two reaches.

Surroundings
The slough flows through a wide range of development, from agricultural to industrial, and through many recreational and wildlife habitat areas. The slough runs by East and West Delta Parks, Smith and Bybee Lakes and parts of the 40-Mile Loop. It also passes by the St. Johns Landfill and the Columbia South Shore industrial area. It intersects the Columbia South Shore Plan District which is undergoing rapid development with a variety of commercial and industrial uses.

Vicinity Map
Existing Development Potential

The zoning along the slough ranges from FF, Farm and Forest, with an Open Space Comprehensive Plan Map designation to HI, Heavy Industrial, and GI, General Industrial. The sloughs and the lands along their banks have recently received environmental overlay zones in order to preserve the natural water and wildlife habitat areas along them. The width of the environmental overlay varies depending on the size of the area containing the resource.

Development is permitted within some of the areas with environmental mapping so long as the resource values are preserved or mitigated for. The Portland Development Commission (PDC) is in the process of developing a resource management plan for the Columbia South Shore urban renewal area in order to plan for development and mitigate for the loss of natural resource areas. The Bureau of Environmental Services is also in the process of developing a Columbia Slough Management Plan which will focus on cleaning up the slough's water quality.

Resource Protection Conflicts

Development adjacent to the slough, particularly in the areas currently zoned for residential use, has the potential for having a negative impact on the scenic qualities of the slough through placing structures so near the waterway that there is a sense of being walled in. Development could also block views from the slough to nearby natural areas or to Mt. Hood. Where development has a negative impact on the slough within environmentally-zoned areas, a mitigation plan would need to be developed to ensure that an equal amount of the resource would be created elsewhere. The natural resource management plan being developed by the PDC for the Columbia South Shore area will include this kind of balancing between the

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE
potential loss of natural resources with the creation of new resources or the enhancement of existing resources.

Consequences of Protection

Economic Consequences

Full protection of the resource, including protection of the views from the slough to upland areas, could have a negative impact on industrial development in an area (Columbia South Shore) where the City is putting emphasis on developing a major industrial area. Protection of the resource, and enhancement of its scenic qualities, can also have a positive benefit by enhancing the attractiveness of the area, through the provision of amenities. If the image and appearance of the area is improved, it will be more likely to be seen as a location for the kind of industrial development that is competitive with suburban locations.

Social Consequences

The Columbia Slough is already used and enjoyed by a large number of people for fishing and boating. Improvement of the water quality through implementation of the Bureau of Environmental Services’ management plan, including potential enhancement measures, will further increase its scenic value and its attractiveness as a recreational opportunity. There is great public awareness of the slough as a natural and scenic resource. However, the poor quality of the water, the litter and debris that mar its attractiveness, and difficulty in access to the water have deterred many people from using it.

In 1988, the Bureau of Environmental Resources sponsored a “Slough of Summer Events” to raise public awareness of the slough’s positive features, such as the birds and wildlife that use it as feeding, nesting and cover. There are several opportunities for viewing the slough where it intersects with streets.

Environmental Consequences

The slough and the land along its bank provide excellent habitat for a variety of birds and other wildlife. The slough has a major role in storm and groundwater drainage and flood control for the Columbia Corridor that is critical to the safety and protection of present and future urban development. Preservation of the slough’s scenic qualities are consistent with and supportive of the many environmental functions that it performs.

Energy Consequences

The location of a scenic and recreational resource near a large center of population results in an overall decrease in the use of fossil fuels as people do not need to travel long distances to enjoy this kind of resource.

Conclusions of ESEE Analysis

The Columbia Slough’s scenic qualities should be protected along with its natural resource values and its value as a recreational opportunity. Views from the slough to upland areas and the mountains should be protected to the extent practical without having a negative impact on
industrial development that has been targeted for the Columbia Corridor.

**Tentative Recommendation**

Designate the Columbia Slough, the Peninsula Canal, and main branches of the slough as a scenic resource in the Scenic Resources Protection Plan. Use the environmental review process, rather than the Scenic Resource zone, to address preservation of the slough's scenic qualities.

As a leadership element, work with the Bureau of Environmental Services and the Portland Development Commission to coordinate planning and implementation of their management plans as they affect the slough. Encourage the inclusion of implementation measures that will increase access to the slough, enhance the appearance of the slough and its banks, and increase the natural resource functions of the slough that have been identified by the Bureau of Planning in its environmental mapping project.

**Applicable Statewide Planning Goals**

State Goals 3, Agricultural Lands, and 4, Forest Lands, are intended to protect agricultural lands and lands suitable for forest uses. The land along the slough that is zoned Farm and Forest is within an urbanized area. The FF zone also permits limited residential uses and public and private conservation areas for the retention of water, soil, open space, forest or wildlife resources.

State Goal 6, Air, Water and Land Resources Quality, provides for the maintenance and improvement of the quality of these resources. Protection of the scenic qualities of the river is consistent with and supportive of the improvement of the water quality of the slough.

State Goal 8, Recreational Needs, provides for the satisfaction of the recreational needs of the citizens of the state and visitors. The Columbia Slough system is becoming an increasingly important recreational resource for the City. Protection of the scenic qualities of the slough is consistent with the maintenance and improvement of these recreational opportunities.

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Protection of the scenic qualities of the slough could have a negative impact on the economy of the City if industrial development were not allowed to locate in the area. However, the large lot sizes and existing regulations will ensure that development can occur and that the resource will be protected. The existing environmental regulations balance the importance of protecting the resource with the need for industrial development to occur.

State Goal 13, Energy Conservation, provides for the conservation of all forms of energy. Protection of the scenic qualities of the slough enhance the slough as a recreational opportunity close to the largest population center in the state, resulting in an overall reduction in the use of fossil fuels for travel to more distant recreational areas.

No other Statewide Planning Goals apply.
Description of Resource

The Willamette Boulevard drive is approximately two miles long from N Killingsworth to the University of Portland. The boulevard's crescent shape provides changing views to Swan Island and the ship repair yard, the City and the west hills. The drive is attractive from either the northerly or southerly 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. Bicycle traffic must share the roadway.

Surroundings

The top of the bluff (foreground) is planted in grass and shrubs. Several hundred feet below the bluff is the Swan Island/Mocks Landing industrial area, operated by the Port of Portland. To the east is the Overlook residential area. Houses along Willamette Boulevard are set back consistent with a boulevard treatment. A special street light district has been established for a small residential area adjacent to the boulevard. The decorative lighting standards contribute to the scenic qualities of the drive.
Existing Development Potential

The slope of the bluff is zoned (OS)R5. The industrial area below it is zoned general or heavy industrial, with properties closest to the river subject to River Industrial Greenway review. The interior industrial area (Mock Landing) is still developing, while properties near the river are mostly built out. The adjacent residential areas, also built out, are zoned R5. The recreational trail designation is located along the residential side of the boulevard. The Arterial Streets Classification Policy (ASCP) designates Willamette Boulevard as a pedestrian path and bicycle route as well as a boulevard subject to special beautification policies.

Resource Protection Conflicts

There are no conflicts with scenic corridor designation. The residential area is already developed. The industrial area below the bluff contributes visual interest to the view. The top of the bluff is not wide enough to accommodate scenic turnouts, but is suitable for a soft surface trail or sidewalk. The placement of vegetation and benches have not been coordinated to make full use of views. For instance, a bench has been placed at the edge of Columbia Park with a tree blocking the view.

Consequences of Protection

Economic Consequences

There are no economic consequences of protecting this scenic corridor and views from it.

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE
Social Consequences

Willamette Boulevard has long served North Portland as a scenic drive and as a pedestrian and bicycle route. It provides a panoramic view of a key marine industrial area. Scenic protection measures are supportive of this tradition.

Environmental Consequences

There are no environmental consequences to protecting this scenic drive and its views.

Energy Consequences

There are no energy consequences associated with the protection of this drive.

Conclusions of ESEE Analysis

The general public would benefit from fuller exposure to views from this drive. Minimal conflicts would be created by the protection measures. Bicycle lanes should be considered for both sides of the boulevard.

Tentative Recommendation

Designate Willamette Boulevard as a scenic corridor in the Scenic Resources Protection Plan. Work with City bureaus to enhance the scenic quality of the drive through development of a consistent street tree planting and pruning program and improve pedestrian and bicycle safety through transportation projects such as separate bike lanes.

Applicable Statewide Planning Goals

There are no applicable Statewide Planning Goals.
Johnson Creek
Score: 71.85

Description of Resource

Johnson Creek is a tributary of the Willamette River, roughly eighteen miles long, a large portion of which flows through the City limits. The creek originates west of the Sandy River Canyon, near Troutdale, and flows west through the City of Gresham, unincorporated east Multnomah County, unincorporated Clackamas County, the City of Portland, and finally joins the Willamette River in the City of Milwaukie. Johnson Creek links abutting natural areas, parks, and wetlands with urbanized residential and industrial areas.

The creek is partially bordered by City parks, and it flows near or under rights-of-way where it can be viewed. The three major parks along the creek that are within the City limits are Johnson Creek Park at SE 21st Avenue and SE Clatsop Street, Tideman-Johnson Park near SE 37th Avenue, and Leach Botanical Garden at SE 122nd Avenue. The creek also flows through the undeveloped City-owned Bundy Park at SE 142nd Avenue and SE Cooper.

Other scenic and interesting places to view the creek are at the dead end of SE Harney Street (near SE 45th Avenue) where a fish ladder constructed by the Works Progress Administration was built in the 1930's, and at the Covered Bridge at SE Deardorff Road. In some locations the scenic quality of the creek and its wooded setting have been degraded by urban development, either from nearby land development or channelization of the creek or from the visual blight of litter. The flow of the creek varies enormously during the year, sometimes flooding surrounding areas during the spring.
Surroundings

Johnson Creek and its surroundings offer an excellent opportunity to view plants and animals that are commonly found in riparian areas. Although Johnson Creek Park is developed with picnic benches, grass, and play equipment, the more isolated and undeveloped Tideman-Johnson Park offers a relatively undisturbed habitat area providing excellent opportunities to observe native species of both plants and animals.

Johnson Creek flows through industrial areas where vegetation may be limited and viewing areas unaesthetic and unaccessible. The creek also flows through residential areas that are not accessible to the public, but where it provides an attractive amenity for abutting residential uses.

Development Potential

The development potential along the creek varies depending on zoning. The creek flows through industrial and residential areas where the existing zoning allows development as close as 25-feet from the creek. Development closer than 25-feet is subject to conditional use review. Development to the extent allowed by the zoning could have a significant impact on the scenic quality of creek and nearby areas.

Development within parks (with an Open Space Comprehensive Plan Map designation) is subject to conditional use approval. The 40-Mile Loop Trail designation has been placed along the creek and is part of the Arterial Streets Classification Policy and the Comprehensive Plan.

Environmental overlay zoning will be placed along the creek and on adjacent wetlands areas as part of the environmental mapping project. The environmental zones will provide

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE
additional regulations to protect the creek from the standpoint of wetland and wildlife habitat values.

Resource Protection Conflicts

Protection of the scenic qualities of the creek, on private as well as on public lands, may entail increased setbacks for development from the creek, preservation of native vegetation along the creek, and additional landscape requirements in the vicinity of the creek to screen development. Development of the 40-Mile Recreational Trail along the creek will have the impact of eliminating some native vegetation and opening areas of the creek up to more intensive use. However, the trail will also allow increased enjoyment of the scenic qualities of the creek which are currently only accessible in a few locations.

Consequences of Protection

Economic Consequences

There are positive economic consequences to protecting the scenic qualities of the landscape along the creek through increased property values and of increasing and enhancing viewing opportunities. Protecting the scenic qualities of the creek should not exceed any costs associated with protection of the wetland and wildlife habitat values. Improvements to the creek itself, including development of the 40-Mile Loop Trail can be accomplished through the development review process and through the efforts of volunteers.

Social Consequences

Johnson Creek plays an important part in the lives of many residents in its vicinity. It provides recreational opportunities which could be increased if the creek's water quality were improved and parks were developed. In addition, Johnson Creek figures in the history of the region. Protection of its scenic qualities reinforces that historical link.

Environmental Consequences

Protection of the scenic qualities of the creek is consistent with protection of its wetland and wildlife habitat values. Appropriate development along the creek, such as the 40-Mile Loop Trail can be done in such a way as to preserve natural qualities while allowing more people to enjoy them. Other development should be set back from the creek to protect both sets of values.

Energy Consequences

There are no negative energy consequences associated with the protection of this resource. Protection has the positive value of providing a natural environment in a close-in area so that people have less need to travel to recreational opportunities.

Conclusions of ESEE Analysis

Johnson Creek is a special resource in many ways. It has strong historical ties to the development of the region, it provides a variety of recreational opportunities now and could
provide more if the 40-Mile Loop Trail were developed, and it provides wildlife habitat for numerous species of birds and animals. The resource should be protected consistent with both its scenic and natural qualities.

Tentative Recommendation

Designate Johnson Creek as a scenic resource in the Scenic Resources Protection Plan. Place a scenic overlay along the length of the creek within City boundaries. The purpose of the regulations should be to preserve and enhance native vegetation while allowing access to the creek for a variety of purposes. The Scenic Resource overlay should be removed when environmental zoning is adopted for Johnson Creek.

Applicable Statewide Planning Goals

State Goal 8, Recreational Needs, provides for the recreational needs of the citizens of the state and visitors. Johnson Creek already provides a variety of recreational opportunities at Johnson Creek and Tideman-Johnson Parks and at Leach Botanical Gardens. Additional opportunities could be developed at the currently undeveloped Bundy Park and through the development of the 40-Mile Loop Trail. Protection of the resource is consistent with State Goal 8.

No other Statewide Planning Goals apply.
Consequences of Protection

Economic Consequences

Protection of the drive as a scenic corridor would be consistent with the existing zoning and designation. Protection would not hinder property owners from economic development of their land within what is allowed by the current zoning.

Protection of the corridor could have a positive economic impact by making the area more attractive to visitors, and increase the value of the existing property.

Social Consequences

Preservation of this corridor would ensure that the natural beauty remain. Current residents would benefit from this protection by maintaining a high quality of living in the area. Protection would benefit the general public by maintaining a scenic corridor with access to the Forest Park trails.

Preservation of the drive could have negative impacts upon the residents of the area if increased traffic changed the character of the drive and caused safety concerns.

Environmental Consequences

Preservation of the scenic qualities of the area is consistent with maintaining natural areas. An inventory of the wildlife habitat values of the area is being completed. Environmental zoning may be placed on lands adjacent to the roadway.

Energy Consequences

There are no energy consequences associated with protection of this drive.

Conclusions of ESEE Analysis

This scenic corridor is already partially protected by the Open Space designation on Forest Park, and further protection can be implemented with minimal conflicts. The resource should be fully protected.

Tentative Recommendation

DesignateNW 53rd as a scenic corridor in the Scenic Resources Protection Plan.

Applicable Statewide Planning Goals

State Goal 8, Recreational Needs, this goal provides for the satisfaction of the recreational needs of the citizens of the state. Protection of this corridor would enhance access to Forest Park trails.

No other Statewide Goals apply.
NW Germantown Road
Score: 70.00

Description of Resource

The Germantown Road drive is approximately 6.5 miles long from its beginning at St. Helens Road and includes the Old Germantown Road. 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 exist for on-street parking along the rest of the drive. Bicycle safety is a problem due to rounded and narrow shoulders along the roadway.

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 area and the St. Johns Bridge are visible. A specific view of the bridge from NW Germantown was also inventoried (see VB 09-14).

Surroundings

Forest Park is the dominant land use east of Skyline Boulevard. This section of Germantown Road winds through a dense forest cover and occasional by single-family homes. West of Skyline, the Germantown/Old Germantown Road loop offers open views of farming activity.

Vicinity Map
Existing Development Potential

Forest Park is protected with the Open Space Comprehensive Plan Map designation. Near St. Helens Road, several parcels are zoned R10 or R2. There is FF, R10 and C2 zoning near the intersection with Skyline. The C2 parcels are located at the southern corners of that intersection and contain a grocery store and a restaurant, both vacant. Limiting factors to reestablishing commercial uses are the relatively light traffic volumes and lack of urban services. Directly east of the C2 area is a partially developed parcel zoned R10.

West of Skyline, the Germantown/Old Germantown Road loop is primarily zoned Multnomah County MUF-19. The MUF-19 zone is an urban future zone requiring substantial upgrading of services before more than rural densities are allowed. This portion of the corridor is outside the Urban Growth Boundary and therefore, protected from more intense development.

Resource Protection Conflicts

Development of Germantown frontage properties, including tree-cutting, may alter the wooded character of the drive.

Consequences of Protection

Economic Consequences

There is minimal economic impact from scenic corridor designation. The properties near Skyline Boulevard, zoned C2 and R10, have the highest development potential.

Zoning Map

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE
Social Consequences

The portion of NW Germantown east of Skyline was recommended as part of the West Hills Scenic Route System by the Planning Commission in 1966. This drive provides links with other scenic drives and access to the Wildwood Trail. The western section offers glimpses of farming activities.

Environmental Consequences

The wooded, eastern section of the corridor is part of Portland’s Wetlands, Water Bodies, and Wildlife Habitat Inventory. Protection measures necessary to preserve the resource values of the area have not yet been determined. Any limitation on tree-cutting would support habitat values.

Energy Consequences

There are no energy consequences associated with the protection of this corridor.

Conclusions of ESEE Analysis

There are no conflicts with protection of this resource. It is an important link in a west side system of scenic drives and trails.

Tentative Recommendation

Designate this corridor as a scenic resource in the Scenic Resources Protection Plan.

Applicable Statewide Planning Goals

Goal 10, Housing, provides for the housing needs of citizens of the state. The scenic protection measures would not reduce the number of potential housing units that is now allowed.

No other Statewide Planning Goals apply.
Description of Resource

This drive begins along SE 7th Avenue adjacent to Sellwood Park near the parking lot. Southeast 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.

Surroundings

Sellwood Boulevard, like Willamette Boulevard, is located on the edge of an older residential area and is adjacent to a City park. Views from Sellwood Boulevard are primarily of a natural setting, whereas the views from Willamette Boulevard are primarily industrial. The northern bluff overlooking Oaks Bottom is not accessible to the public, and is developed with a mortuary. Public access extends south from Sellwood Park to Sellwood Riverfront Park and Oaks Bottom.
There is a canopy of street trees along SE 7th Avenue. Along SE Sellwood Boulevard, the top of the bluff is somewhat overgrown and lacks a sidewalk or trail. The closest recreational trail designation is along the Willamette River below. Nearby views of Sellwood Bridge also have been inventoried.

**Existing Development Potential**

To the east, properties are generally designated High Density Single Family Residential and zoned R5. To the west, properties are generally designated Open Space and zoned R5 or FF, with a Willamette Greenway overlay zone. Most R5 properties are built out as single family residential. The properties designated Open Space are not expected to experience significant development. Development in Sellwood Park is allowed through a conditional use. Oaks Amusement Park is zoned FFrd, without the OS designation. Reuse of the amusement park site is limited by the FF zone and by terms of the agreement with the City which governs future use of the land. Should the park site be redeveloped, the Open Space designation may be applied. The Willamette Greenway zones are rd, River Development, along the park and rm, River Natural, along the bluff.

One exception to the Open Space pattern is a two-block section located between SE Knapp and Rural Streets. At SE Knapp, Sellwood Boulevard ends in favor of SE 13th Avenue. The west side of this two-block section is zoned R5 and designated residential. The two southerly parcels of this section are developed. Tax Lot 9 has a residence and a medical clinic that received a revocable permit approval in 1967 (Case #5127R). Requests for commercial or multifamily zoning have been denied on these two parcels. The other parcels are substandard in size and would require variances.

**Zoning Map**

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE

[Diagram of Zoning Map]

NORTH
SCALE: 00" = 00'
Willamette Park is located directly across the Willamette River, and is zoned (OS)R5Drd. The Open Space plan designation restricts development to low intensity uses such as the park. The D zone requires compatibility with Macadam Avenue Corridor Guidelines.

Resource Protection Conflicts

Development in conformance with existing zoning is generally compatible with protection of the views from the scenic drive. However, the location and design of development, particularly of the Oaks Amusement Park site, could have a major impact on views from the boulevard.

Consequences of Protection

Economic Consequences

Few vacant, developable parcels exist on the drive. Scenic drive protection measures would not preclude development on those parcels, and would tend to strengthen property values by reinforcing the boulevard landscaping treatment.

Social Consequences

The natural area of Oaks Bottom is both a neighborhood and City asset. For persons unable to traverse the trail system, the views from Sellwood Boulevard provide the only close-up glimpse of this resource. Protection and enhancement of the drive will reinforce the importance of this scenic area.

Environmental Consequences

No significant loss of habitat or vegetative buffering would result from trimming vegetation to open up selected views. No trees over six inches in diameter need be removed.

Energy Consequences

There are no energy consequences associated with the protection of this drive.

Conclusions of ESEE Analysis

Protection and enhancement of the drive are consistent with the effort to develop a management plan for Oaks Bottm. Scenic drive designation and construction of a sidewalk or soft surface trail can be accomplished at low financial cost. The general public would benefit from improved pedestrian access along the bluff.

Tentative Recommendation

Designate this segment of Sellwood Boulevard as a scenic corridor in the Scenic Resources Protection Plan. If practical, construct a sidewalk or soft surface recreational trail along the western side of SE Sellwood Boulevard and SE 13th Avenue between SE Knapp and Rural Streets. Review tree cutting and removal of trees over six inches in diameter through the City
Applicable Statewide Planning Goals

Goal 10, Housing, provides for the housing needs of citizens of the state. The scenic protection measures would not reduce the number of potential housing units that is now allowed. Adjacent properties are mostly built out.

No other Statewide Planning Goals apply.
Description of Resource

This scenic drive creates a loop, although the southernmost portion of it is within the city boundaries of Lake Oswego. The SW Terwilliger portion is adjacent to Tryon Creek State Park and Northwestern School of Law. Southwest Boones Ferry connects SW Terwilliger to SW Taylor's Ferry for a short distance. SW Taylor's Ferry passes by several cemeteries and connects on the northern portion of the loop to SW Macadam Avenue. The northern segment of SW Macadam and the intersection with Taylor's Ferry Road are planted as a boulevard, with an orderly spacing of street trees, shrubs and ground cover. The SW Macadam segment passes by portions of Willamette Park and between Riverview Cemetery and Powers Marine Park, where it is known as Riverside Drive. Southwest Macadam continues south through unincorporated Dunthorpe to the city limits of Lake Oswego.

Scenic elements along of the drive include views of the Willamette River, forest cover, and parks. The river comes into view from the downhill Taylor's Ferry approach to Macadam, and from intermittent locations along SW Macadam Avenue. The river is more visible in the winter, when deciduous trees have dropped their leaves. The heavy forest cover is found, in particular, along lower Macadam Avenue and near the state park and law school.
Surroundings

The combination of open space, educational and low density residential uses contribute to the low-intensity nature of the surroundings. Low density residential development is nearby, including the Dunthorpe area.

The SW Taylor's Ferry Road, Boone's Ferry Road and Terwilliger segments are classified in the Arterial Streets Classification Policy (ASCP) as neighborhood collectors, minor transit streets, bicycle routes and pedestrian paths. The Macadam Avenue segment within the City is a major city traffic and transit street, bicycle route and pedestrian way. Both Terwilliger and Macadam are classified as boulevards subject to the beautification policies of the ASCP. The Terwilliger Boulevard segment is ideal for bicycling due to its gently winding path and relatively low traffic volumes. A paved recreational trail passes through the state park/law school complex. Within the park, a network of soft surface hiking trails meanders through dense forest.

The section of SW Terwilliger between Interstate 5 and SW Boone's Ferry Road (at Collins View School) serves as a scenic drive connector. It connects the established Terwilliger Parkway and this drive. Properties adjacent to the connector are built out with residential uses and a commercial center. The connector was not inventoried since scenic resource values are not particularly high.

Existing Development Potential

Properties adjacent to SW Terwilliger are zoned mostly City R20(R10) or (OS)FF, or County R30. The County zoning occurs roughly south from SW South Ridge Drive. The zoning along SW Taylor's Ferry and Boone's Ferry Roads is primarily (OS)R10 and R7. The Macadam

Zoning Map

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE
Avenue stretch within the City is zoned City R20(R10), R10 or C2. The Open Space Plan Map designation also applies to Riverview Cemetery, Willamette Park and Powers Marine Park. The waterfront north of Sellwood Bridge has the design overlay zone associated with the Macadam Plan District. All properties within the City adjacent to the Willamette River are subject to Greenway review as well. Multnomah County zoning for the Dunthorpe section of Macadam is R30. The northern end of the loop is in the Macadam Design Zone.

Most of the vacant developable parcels along this stretch of Terwilliger are located south of the entry of Tryon Creek State Park, and are zoned Multnomah County R30. The R30 zone allows single-family houses on 30,000 square foot lots. As with the City R20 zone, the front yard setback is 30 feet and the maximum lot coverage is 25%. Directly opposite Tryon Creek Park are fifteen lots in the South Ridge Subdivision. In 1980, variances were approved to allow reduced front yard setbacks for houses and garages as long as Terwilliger was not used for auto access.

Resource Protection Conflicts

Existing zoning regulations do not address tree removal at all and do not require landscaping in front yard setbacks of single family development. The City cannot enforce design standards in unincorporated Multnomah or Clackamas County. The loss of trees could have a negative impact on a generally undisturbed area. The law school is an example of good development that blends into its environment.

Consequences of Protection

Economic Consequences

Some increase in development costs may result from landscaping requirements.

Social Consequences

The state park and law school are recreational and educational facilities that attract people onto the Terwilliger stretch of the drive and are compatible with its scenic qualities. Visual interest extends to the forest corridor and parks of the Macadam stretch. The median and hillside plantings near the Macadam/Taylor's Ferry intersection will become more impressive as they mature and create a gateway to the drive. Both the Terwilliger and Macadam segments of this loop were recommended as part of the West Hills Scenic Route System by the Planning Commission in 1966.

Environmental Consequences

Portions of the wooded areas have been inventoried as having wildlife habitat value. Environmental zones may be applied to the significant stands of trees and vegetation. Tree-cutting provisions would ensure retention of forest cover and habitat values. Large deciduous trees and second growth fir are assets that take years to reestablish if removed.

Energy Consequences

There are no energy consequences associated with the protection of this corridor.
Conclusions of ESEE Analysis

The opportunity should be taken to enhance visual quality of this drive. The Macadam and Terwilliger segments for the southern links in a west side scenic route system. Additional landscaping and tree-cutting regulations are minimal restrictions to exchange for the preservation of the scenic qualities of the area.

Tentative Recommendation

Designate the loop as a scenic corridor in the Scenic Resources Protection Plan.

Applicable Statewide Planning Goals

Goal 10, Housing, provides for the housing needs of citizens of the state. Given large parcels, the scenic protection measures would not reduce the number of potential housing units that is now allowed.

No other Statewide Planning Goals apply.
SW Multnomah Boulevard from SW 45th Avenue to SW Garden Home

Score: 61.94

Description of Resource

The drive along SW Multnomah Boulevard from SW 45th Avenue to SW Garden Home Road is lined with mature trees and dense vegetation, creating the effect of a canopied passageway through the trees. Development along this stretch of the road is generally sparse or is screened from view. The intersections of SW Multnomah with SW 45th and SW Garden Home are developed with small commercial nodes. The SW Multnomah right-of-way varies in width substantially along this stretch. In some places it is 100 feet or more in width. At one time a rail line was located in SW Multnomah at this location; the wider than ordinary right-of-way width is due to the railroad's prior ownership of the land.

Surroundings

Except for the commercial nodes at either end of this portion of SW Multnomah, the land on either side of the right-of-way is developed with a mixture of single family and multifamily structures. Most of the development is set back from the paved portion of the street, contributing to the semi-rural and undisturbed character of the drive. The Portland City limits run along either side of SW Multnomah creating a finger of Portland intruding into unincorporated Washington County.

Vicinity Map
Existing Development Potential

The zoning along SW Multnomah is a mixture of R10, R7 and R2. All of these are residential zones, ranging from low density single family to low density multifamily. Future improvements to SW Multnomah may result in the removal of some vegetation located within the right-of-way.

Resource Protection Conflicts

Full protection of this resource could require a limitation on tree cutting within and adjacent to the right-of-way. This drive does not provide scenic views into the distance except at the intersection with SW 45th where it is more open. The trees and other vegetation along the drive are the primary scenic resource. Development that is permitted by the bases zones could result in the removal of stands of trees and other vegetation.

Consequences of Protection

Economic Consequences

Full protection of the resource may have an impact on development adjacent to the roadway or to roadway improvements. The economic impact depends on the type of development or improvements that are planned.

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE
Social Consequences

Southwest Multnomah is classified as a district collector and minor transit street in the Arterial Streets Classification Policy. As such, it functions as a secondary route into the City from Washington County. It is also designated as a bicycle route. The tree-lined drive provides a pleasant experience to commuters entering and leaving the City and to residents of the area. Preservation of the trees should not impact housing development because the majority of the trees visible along the drive are within the right-of-way.

Environmental Consequences

A tributary of Fanno Creek runs under SW Multnomah at approximately SW 50th. There may be small wetlands and riparian habitat along this stream bed. In addition, the trees provide habitat for a variety of wildlife. Protection of the scenic qualities of this drive is consistent with protection of the wetland and wildlife habitat values present. A future Bureau of Planning study will evaluate the quality of these values and recommend protection measures consistent with the quality of the resource.

Energy Consequences

Future street improvements may widen SW Multnomah and add turn lanes or other traffic devices designed to improve traffic flow. To the extent that traffic flow is improved, a energy savings is realized. However, improved streets can lead to increased traffic as the road system becomes more easily travelled. Protection of this resource as it currently exists may require modifications of planned improvements and lead to a relatively modest increase in energy costs.

Conclusions of ESEE Analysis

Preservation of stands of trees along the roadway has a positive impact on the appearance of the area and promotes a positive image. Street improvements may require some tree removal at major intersections, but should not require tree removal along the portion of the drive inventoried.

Tentative Recommendation

Designate the portion of SW Multnomah between SW 45th and SW Garden Home as a scenic corridor in the Scenic Resources Protection Plan. Coordinate with the Office of Transportation to ensure that planned street improvements along the drive have the minimum impact possible on the scenic qualities of the drive.

Applicable Statewide Planning Goals

State Goal 10, Housing, provides for the housing needs of the citizens of the state. Protection of this resource should have no impact on the potential for housing in the area. Preservation of trees along the roadway may have a positive impact on the attractiveness of the area as a location for housing.

State Goal 12, Transportation, provides for and encourages a safe, convenient and economic transportation system. Protection of this resource may require some modification of planned
street improvements at the intersections with SW 45th and SW Garden Home. The necessity for or the extent of these modifications cannot be determined until projects are further advanced.

No other Statewide Planning Goals apply.
Description of the Resource

Southwest Canyon Road is part of U.S. Highway 26 (Sunset Highway) for part of its length. The portion of the highway evaluated as a scenic resource runs form the Vista Tunnel on the east to the Sylvan interchange on the west. This "canyon" can be divided into two units, the tunnel to the zoo and the zoo to Sylvan. The eastern unit is characterized by heavily vegetated, steep slopes, particularly along the south side. The mixture of deciduous and evergreen trees towering above the roadway to the south provide a unifying visual element that is in dramatic contrast to the view of the City one recieves upon exiting form the east end of the tunnel. The north side of the "canyon" provides more visual diversity, containing heavy vegetation near the eastern end, a meadow area halfway between the tunnel and the zoo, and the man-made retaining walls and planted slopes at the zoo exit. Past the zoo, the canyon widens out and becomes less steep and narrow. There are numerous curves along this stretch of roadway that first hide and then open up views.

Surroundings

Washington Park lies along the north side of the right-of-way for the majority of this segment of the highway. A turnoff provides access to the zoo and OMSI. Further west, there are several residential subdivisions that are only partially visible from the roadway. Most of the land on the south side of the highway is zoned for residential development but is sparsely developed due to the steep terrain. Only portions of the south side of the highway is within
the City limits. The Sylvan exit from the highway is a small commercial area developed with restaurants, convenience markets and gas stations. The development is visible from the roadway and is visually incompatible with the wooded hillsides to the east.

Existing Development Potential

Washington Park is zoned R7 and R10 and has an Open Space Comprehensive Plan Map designation. OMSI is planning to leave the park for a new location on the east side of the river. The zoo has undergone numerous expansions and changes over the last several years and more are planned. The zoo itself is not visible from the roadway.

The residential area to the west of the zoo is zoned R10 and has a Map designation of R7. Development is set back from the access road, SW Canyon Court, and is screened from the roadway. Additional development may occur in this area but its visible impact would be small unless the heavy vegetation in the area were completely cleared.

The south side of the highway is zoned for low density residential development, but the steep slope makes development at its full potential unlikely. Some suburban development is in the planning stages and may be partially visible.

Planning is currently underway for selection of a route for light rail through the canyon. The three options are a long tunnel, which would have little visible impact on this section of the highway, a short tunnel, which would have varying degrees of visual impact on the canyon, and a south side alignment which would require removal of large amounts of vegetation.

In addition, highway improvements are planned between the zoo and the Sylvan exit which would approximately double the width of the existing roadway. This widening would also

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE
impact the appearance of the canyon by significantly increasing the amount of pavement and decreasing the amount of vegetation along the roadway.

Resource Protection Conflicts

Protection of this resource as it currently exists could have a direct impact on the choice of an alignment of light rail through the canyon. Mitigation of the visual impacts of light rail could lessen the impact and, in some cases, improve the visual quality of the area. Regardless of the route chosen, visual change would occur through development associated with light rail such as stations and park-and-ride lots at the Sylvan interchange. The proposed highway widening would have a profound impact on the appearance of the western segment of the "canyon," into the canyon walls and removal of large amounts of the vegetation along slopes.

Consequences of Protection

Economic Consequences

Protection of the resource could have an economic impact if the long tunnel option were chosen on the basis of its lesser visual impact. Mitigation of visual impacts for the other two alignment options also have associated costs. The Supplemental Draft Environmental Impact Statement being prepared for the project will include discussion of potential visual impacts and the costs of mitigation for each proposed alignment. Economic impacts are involved if the proposed highway project is modified in order to preserve the scenic qualities of the canyon.

Social Consequences

This corridor is used by thousands of people every day and is a primary entrance to the City. This corridor, with its steep slopes and heavy forest cover, creates a positive image to visitors of the City. It also alleviates some of the tension of driving along this congested route. The "canyon" can also be considered a visual amenity for people who live in or visit the area, rather than pass through it. Changes to the corridor because of the construction of light rail could have a significant impact on its positive visual features such as the heavy vegetation on the canyon walls.

In addition, the Sunset Highway is designated by the State as one of the primary roads used by tourists. The visual experience of this kind of road should be enhanced to provide favorable impressions on visitors to the State.

Environmental Consequences

Protection of the resource would ensure that the minimum amount of vegetation would be removed, and any future changes having a negative impact on the vegetation would be mitigated for. Most of the slopes along the south side of the highway have been inventoried by the City as having upland wildlife habitat value. Future environmental mapping projects may identify some or all of this area for special protection measures.

Energy Consequences

The three light rail alignments have varying energy consequences associated with travel time.
The long tunnel alignment is the fastest and also has the smallest visual impact on this segment.

Conclusions of ESEE Analysis

The Canyon Road segment of Highway 26 is one of the most important gateways to the City. Gateways have a tendency to become little more that freeway interchange for moving people quickly into and out of the City. The City and transportation agencies have already made a commitment to a west side alignment for light rail. The improvements to the highway are being reviewed. Change is likely to occur this area which will impact the existing visual qualities. The choice of an alignment and potential highway improvements should take many factors into consideration, including visual impact and the potential for improving the scenic qualities of the area.

This scenic corridor is important to the City. However, change is proposed that will have a visual impact. Protecting this resource through preservation of the south slopes and through mitigation of negative visual impacts on the north slope strikes a balance among the various interests.

Tentative Recommendation

Designate the Canyon Road segment from the Vista Tunnel to the Sylvan interchange as a scenic corridor in the Scenic Resources Protection Plan. Provide input to the Supplemental Draft Environmental Impact Statement regarding the scenic quality of the area. Require preservation of the south slope to the maximum amount possible. Require that the final environmental impact statement include adequate mitigation measures that reduce visual impacts and enhance the scenic qualities of the drive. Provide protection of the visual quality of the western segment of the "canyon" in the decision-making process pertaining to the proposed highway widening.

Applicable Statewide Planning Goals

State Goal 7, Areas Subject to Natural Disasters and Hazards, provides for the protection of life and property from natural disasters and hazards. The area on the north side of the corridor is subject to severe slides, while the south side is subject to creep and shallow slides. Protection of the scenic qualities of the area, including preservation of trees and minimizing cutting of slopes, is consistent with this goal.

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Westside light rail will have a large economic benefit to the City, region and State by providing opportunities for reaching jobs in and out of the City. Protection of the canyon as it currently exists would not preclude the development of light rail through the corridor, but it could increase the costs associated with development of the system.

State Goal 12, Transportation, provides for the encouragement of a safe, convenient and economic transportation system. The light rail project will increase accessibility and is less expensive than providing for additional automobile traffic or bus transit. Complete protection of the resource could increase costs associated with provision of a light rail system. Partial
protection of the resource would allow the system to be constructed and to have impacts mitigated for.

State Goal 13, Energy, provides that land and uses be developed, managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles. Partial protection of the resource is consistent with this goal because it allows the light rail system, which is more energy efficient than automobiles or buses, to be built. Full protection of the resource could preclude or increase the costs of the proposed system.

No other Statewide Goals apply.
Description of Resource

This 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 the park and cemetery have small turnouts for off-street parking. A view of Mt. St. Helens from the small annex to Mt. Calvary Cemetery is inventoried as VM 23-23. The northern segment of Skyline Boulevard is inventoried as SD 15-09. As the drive ends at the intersection with the Sunset Highway, Mt. Hood is visible above an office building on the east side of the road.

Surroundings

The general development pattern is one of residential uses interspersed with an occasional commercial activity, but with various undeveloped parcels and low intensity uses frequent along the drive. This stretch of Skyline, particularly near Sunset Highway, is more fully developed than the NW Skyline Boulevard drive. From Sunset Highway northbound, adjacent properties are zoned for a mixture of low density multifamily, single family and commercial uses and are developed in accordance with the existing zoning.
In the vicinity of the West Burnside intersection, properties are zoned for low density residential development. Some areas adjacent to SW Skyline have not yet been annexed to the City, but these properties are also zoned for low density residential development.

**Existing Development Potential**

City zones along the drive include R10, R20, R20(OS), FF(R20), and FF. The Open Space Comprehensive Plan Map designation restricts development to low intensity uses such as parks, cemeteries and golf courses. County zones are R10 and R20. Skyline Boulevard properties near the intersection with NW Cornell Road are zoned City C2, FF(R20) or FF(C2).

Development in the residential zones adjacent to the roadway is generally limited to 35 feet in height. Commercial development is generally limited to 45 feet in height. The cemetery is a conditional use in the R20 zone. The cemetery is subject to site review and also has an Open Space Designation.

**Resource Protection Conflicts**

The existing commercial area at Sunset Highway is sparsely landscaped, providing a visual distraction from a view of Mt. Hood over an office building. Further north, several residential properties are buffered with solid fences or hedges of six feet or higher that cuts off views through the property. While the buffering increases privacy for the affected residents, a blank wall effect can be created that is detrimental to the visual quality of the drive. Without approved variances, the maximum height of a hedge or fence in a front yard is 3 1/2 feet.

**Zoning Map**

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE
Consequences of Protection

Economic Consequences

Scenic drive protection measures would have limited economic consequences. Undeveloped properties are typically large enough to accommodate setbacks and landscaping provisions that would be enforced to protect the scenic qualities of the drive.

Social Consequences

This drive connects with several other scenic drives in northwest and southwest Portland to provide a network. In 1966, the Planning Commission recommended adoption of a system of scenic routes on the west side of the City. Sharp turns and a narrow shoulder lessen the safety of the route for bicyclists who are encouraged to use SW Miller Road as an alternative route.

Environmental Consequences

The land along this portion of Skyline Boulevard has been inventoried as having varying levels of wildlife habitat although water is only infrequently available. Most of the land on either side of the roadway is noted as having some vegetation that provides food and cover for a variety of wildlife. The exceptions are the areas already developed with structures where vegetation has been removed or replaced with yards. Protection of the scenic qualities of this drive is consistent with preservation of the habitat values that area present.

Energy Consequences

There are no energy consequences associated with the protection of this drive.

Conclusions of ESEE Analysis

Protection of this resource can be accomplished with minimal impact. Setbacks and landscaping should be maintained along the roadway to preserve both the scenic and habitat values of the drive.

Tentative Recommendation

Protect the scenic qualities of this portion of Skyline through designation of it as a scenic corridor in the Scenic Resources Protection Plan.

Applicable Statewide Planning Goals

Goal 10, Housing, provides for the housing needs of citizens of the state. The scenic protection measures would not reduce the number of potential housing units that is now allowed.

No other Statewide Planning Goals apply.
NW Skyline Boulevard
Score: 55.72

Description of Resource

This drive is the most northern segment of the Skyline Boulevard drive. The NW Skyline 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. Skyline Boulevard runs in a northwesterly direction, generally at the crest of the Northwest Hills. The drive passes by scattered residential development, the Skyline Memorial Gardens, and open fields. There are open views to the Tualatin Valley to the west and more narrow and infrequent views of the City to the east.

Five potential scenic turnout sites are identified on the vicinity map (below). All of the turnout sites would need improvements, such as widening and surfacing to accommodate vehicles safely and landscape maintenance to open up views. Turnout 1 would offer a view to the northeast, and is located directly opposite Skyline Memorial Gardens, which already offers a panoramic view of the Tualatin Valley (inventoryed as VP 15-04). Turnout sites 2 - 5 would offer wide angle or panoramic views of the Tualatin Valley. Turnout site 2, located some 300 feet south of the intersection with NW Cedar Street, is an existing turnout in the right-of-way. Turnout sites 3 - 5 would require dedication or easement from property owners.

Surroundings

This stretch of Skyline Drive is classified in the Arterial Streets Classification Policy as a

Vicinity Map
local service street. The two lane right-of-way is generally 60 feet wide and lacks sidewalks. Despite the narrow shoulder and open ditches, many bicyclists use this drive for its scenic qualities and low traffic volume.

Illegal dumping and ruts from off-road vehicles occur in the vicinity of Turnout 5. The posting of No Dumping signs alone has not proven an effective deterrent. Most of this area is vacant and located in unincorporated Multnomah County.

This drive is may be combined with one or more other scenic drives that provide access from more populated areas of Portland. The lower Skyline Boulevard (SD 23-21) drive starts at SW Canyon Road. Northweit Cornell Road (SD 23-16) starts from NW Lovejoy Street in Northwest Portland. Northwest Germantown Road (SD 09-17) starts from NW St. Helens Road.

Existing Development Potential

Irregular topography, limited public services and existing zoning designations adjacent to the drive limit the density and type of development allowed.

A majority of properties adjacent to this drive are zoned FF (Farm and Forest) or FF with an Open Space Comprehensive Plan Map designation. The open space properties include Forest Park and Skyline Memorial Gardens (a cemetery). Zoning on other properties include: R20(10), R10, C2 or Multnomah County MUF-19. The C2, General Commercial, zoning is limited to a portion of the intersection with NW Germantown Road. The MUF-19 zone is a multiple use forest district intended to conserve and protect forest associated uses and scenic values, as well as encourage timber lots and agricultural uses (as appropriate to the terrain and vegetation).

Zoning Map

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE
Most of the FF-zoned properties located east of this drive are also subject to the nr, Natural Resources, overlay zone and are indicated as having hazard potential. The intent of the FF zone is to continue farm, forest and low density residential activities in areas of the City which are currently extremely difficult to serve and inefficient to develop from the standpoint of energy and transportation. The density is limited by a two-acre minimum lot size. The principal uses allowed in the FF zone include general farm use, timber lots, conservation areas and single-family dwelling units (under limitations).

The FF zone limits buildings and fences over 3.5 feet tall in the first 30 feet of the front yard. Berms and hedges are allowed within the front yard setback. Some of the older developments are located within the setback. The nr overlay zone is applied to properties in the City that are outside the Portland Urban Growth Boundary. The intent is to preserve a non-urban character. Development in the nr is restricted to 20-acre minimum lot sizes.

Resource Protection Conflicts

The drive is primarily impacted by development that occurs in the front yard setback and by uncoordinated landscape planting and maintenance. It is visually disruptive to pass by one property that reveals a front yard landscaped with native and ornamental plantings, the next property that is shielded with a ten foot hedgerow or berm, followed by a property that has an inoperable car on blocks and no shrubs or trees.

A unified design treatment would be achieved by applying a scenic drive designation and site development standards to mitigate for the impact of development as it occurs.

Consequences of Protection

Economic Consequences

Scenic drive protection measures would not limit the number of units allowed, but may result in more costly development due to landscaping requirements. Parcels along this drive typically are 200 to 400 feet in depth and are aggregated into large tax lots that exceed minimum lot sizes.

Social Consequences

The area currently lacks a defined character. Some properties retain a rural orientation, while others have recently developed with contemporary house designs. The development of scenic turnouts would help to give the area a special character that would enhance its scenic qualities. The inclusion of this stretch of roadway as a scenic drive would complete the a west side scenic drive system at its northern extension.

Of the five potential turnout sites identified in the analysis, the turnout opposite Skyline Memorial Gardens is unique in offering a view to the east. Because of its proximity to identified scenic views to the west, it becomes a convenient and more easily identified location.

Environmental Consequences
There are very limited environmental consequences resulting from the protection of this resource. Turnouts would require some thinning out or trimming of trees that currently block views. Most of the vegetation now blocking turnout views are young trees and wild shrubs. This vegetation is different in character from the large trees found along the scenic drives of NW Cornell Road, NW Germantown Road and NW Thompson Road and could result in more open vistas. A requirement to protect large trees within the setback area ensures that some forest cover remains as properties develop so that the impact of development is softened.

**Energy Consequences**

There are no energy consequences associated with the protection of this drive.

**Conclusions of ESEE Analysis**

This stretch of NW Skyline Boulevard is an important segment of a larger scenic drive system. Access to this drive is gained from lower Skyline Boulevard (SD 23-21), NW Cornell Road (SD 23-16) or NW Germantown Road (SD 09-17). This segment of the network reveals the most rural section of the City. Protection measures should be in keeping with the desire to preserve scenic qualities while allowing development at the density permitted by the underlying zoning.

**Tentative Recommendation**

Apply a scenic corridor designation along the road as part of the Scenic Resources Protection Plan.

As a leadership element, seek donations or public acquisition through other means, of small areas adjacent to the right-of-way at potential scenic turnouts. Encourage enforcement of City ordinances which prohibit dumping.

**Applicable Statewide Planning Goals**

Goal 10, Housing, provides for the housing needs of citizens of the state. The scenic protection measures would not reduce the number of potential housing units that is now allowed. East of Skyline Boulevard, a lack of sewer facilities is the primary obstacle to development.

No other Statewide Planning Goals apply.
Description of Resource

The cross-dike is a north-south embankment of earth that provides flood protection from the Columbia River. Currently, the road along the top can be more easily walked than driven because of its unpaved and rutted surface. The entrances to the cross-dike are sometimes chained shut. The drive offers views of Mt. Hood to the east and of Mt. St. Helens to the north. The Columbia Slough crosses under the cross-dike, and another slough terminates on the east side of the slough.

The cross-dike is less than a mile in length, extending from NE Marine Drive on the north to NE Sandy Boulevard on the south. The 40-Mile Loop trail designation lies along the length of the cross-dike.

Surroundings

The cross-dike is located within the Columbia South Shore Plan District about halfway between NE 138th Avenue and NE 148th Avenue. An approximately 25-acre site has been inventoried by the City south of the slough, extending east from the cross-dike. This site is a flat floodplain containing a small pond, a young willow area, a meadow and a small stand of mature Pacific willows and cottonwoods. This site is easily visible from the cross-dike as it and the slough form the foreground of a view of Mt. Hood.

Vicinity Map
The area is sparsely developed with industrial uses, a plant nursery (west of the slough near NE Marine Drive), and some agricultural uses.

**Existing Development Potential**

The zoning on the property containing the cross-dike is GI-2, General Industrial, with sec, Significant Environmental Concern, and N, Noise, overlays. The cross-dike is also within the Columbia South Shore Plan District, with the portion of the drive north of the slough in the Industrial Business Opportunity sub-area.

Areas along the slough and a portion of the wetland are further regulated by the ec, Environmental Conservation, overlay. The deadend slough on the eastside of the cross-dike has also been given an ec overlay. All of the area not covered by the sec zone is subject to Site Review.

The SEC zone was placed along the cross-dike when the Columbia South Shore Plan District was adopted by the City in 1987. The intent of the City SEC overlay is to preserve significant views to both the east and west, including views of Mt. Hood, and to preserve views to the river. The sec is applied 200 feet out from the centerline of the cross-dike on each side.

Northeast Airport Way is proposed for extension eastward. The proposed alignment would cross the cross-dike north of the Columbia Slough.

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE
Resource Protection Conflicts

Most of the Columbia South Shore is at a low elevation resulting in few views except along some rights-of-way. The preservation of these views becomes increasingly difficult as the area develops. The cross-dike is at an elevation of approximately 40 feet, 20 to 30 feet above the surrounding terrain. It is this small advantage in elevation that makes the cross-dike a valuable scenic resource.

Low-rise development could occur in the vicinity of the cross-dike without obscuring views from it. The GI-2 zone has no height limit, however, and the sub-area allows some industrial business activities that could occupy multistory structures. The sub-area is only north of the slough, and the best view of Mt. Hood from the cross-dike is looking along the slough. The regulations would limit development in the vicinity of the slough so this view should be able to be preserved. Site development and layout needs to be done carefully in order to preserve the quality of the view of Mt. Hood from the cross-dike.

Other potential conflicts could occur with the extension of NE Airport Way. If the roadway is at the same elevation as the cross-dike, it would increase accessibility to the drive, but it could also have a negative impact on the scenic qualities of the area.

Consequences of Protection

Economic Consequences

Full protection of this resource, including of the views to Mt. St. Helens and Mt. Hood could have consequences for the full development of the industrial land in the area. Typical one-story industrial should not interfere with the views although the appearance of the structures could have a definite impact on the quality of the views. Designing and locating structures and landscaping on the site so that the views and scenic qualities of the drive are not impacted could increase developers’ costs.

Siting and developing the NE Airport Way extension could also impact the views and the scenic qualities. Modifications to preserve views and minimize impacts on the cross-dike could add costs to the project.

Social Consequences

The cross-dike in itself is not scenic, nor is the development to the east and west. The existing development did not take the scenic qualities of the area into consideration, and consequently development has created an unattractive foreground to some truly stunning views of Mt. Hood. Careful stewardship of this area could increase its value as a scenic and a natural resource area. The result could also be an increase in its attractiveness as a location for industrial development. The importance of the cross-dike lies both in the views that are obtained while walking its length and also in its function as a connection between Marine Drive and Sandy Boulevard as well as its potential connection to the 40-Mile Loop trail. The cross-dike provides opportunities for viewing birds and natural areas within the City.

Environmental Consequences

The cross-dike continues to perform a function in flood control although it is not as necessary
as it once was. The area to the east of the cross-dike, particularly the wetland area south of the slough, performs the function of providing water, cover and food to birds and other wildlife and contributing to the value of the slough as part of the system of wetland, waterbodies and wildlife habitat in the Columbia Corridor.

The City intends to clean-up the slough and improve both its water quality and its function as a recreational area. One suggestion being considered by the Bureau of Environmental Services is the development of a series of wetlands that would act as a natural water purifier. One of the locations being considered for a wetland is a site at NE 148th Avenue. This site would be easily seen from the cross-dike and would enhance the scenic qualities of the area.

Energy Consequences

Protection of this resource could have a negative energy impact if industrial firms were prevented from locating in the area. However, the elevation of the cross-dike above the surrounding terrain offers an opportunity for development to occur, although placement and design may need modification. Protection of the resource can have a positive impact on energy conservation if people use the drive as a recreational opportunity rather than driving to more distant locations.

Conclusions of ESEE Analysis

The value of the cross-dike is in its elevation above the surrounding land which allows views out over the South Shore and particularly to Mt. Hood and Mt. St. Helens. The views of the slough and the vegetation along it contribute to the quality of the views. The South Shore area has been targeted by the City as an area where industrial development should occur. Generally, the potential conflicts between preservation of the scenic qualities and development for industrial purposes can be reconciled through careful siting of development and adequate screening and buffering.

The cross-dike should be protected both as a scenic resource and for the connection it provides between NE Marine Drive and NE Sandy Boulevard. It should be enhanced as a part of the recreational trail system in conjunction with private and public development in the area.

Tentative Recommendation

Designate the cross-dike as a scenic corridor in the Scenic Resources Protection Plan. The view looking east to Mt. Hood with the slough lining up with the mountain should be preserved and protected. Use the existing zoning regulations and other modifications to the Columbia South Shore Plan District to ensure that the scenic character of the area is considered to the extent possible given the base zoning and that this view is not obstructed. Work with the Bureau of Environmental Services to ensure that planning for the slough will result in the protection and enhancement of its scenic qualities, in this case, as it relates to views from the cross-dike.

Applicable Statewide Planning Goals

State Goal, 6, Air, Water and Land Resources Quality, provides for the maintenance and
improvement of the air, water and land resources of the state. Preservation of the scenic qualities of the cross-dike area is consistent with the City’s intent to improve the water quality of the slough which forms a substantial part of this scenic quality.

State Goal 8, Recreational Needs, provides for the satisfaction of the recreational needs of the citizens of the state and visitors. The cross-dike is designated as a part of the recreational trail system. Preservation of its scenic qualities will enhance the use of this segment of the trail.

State Goal 9, Economy of the State, provides for the diversification and improvement of the economy of the state. Preservation of the scenic qualities of the cross-dike is currently addressed through the existing sec and e zone requirements. The establishment of maximum height within the view corridor to Mt. Hood would have minimal impact.

No other Statewide Planning Goals apply.
Description of Resource

The NW Skyline/Thompson Loop is approximately 2.5 miles long and includes a short portion of NW Skyline Boulevard and a segment of NW Thompson Road. Both ends of the loop connect to NW Cornell Road (inventoried as SD 23-16). The character of the area along this drive 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. There are no real vistas from the NW Thompson Road segment although there are views into wooded areas. In the spring, there are a variety of wildflowers growing in ditches and on the embankments adjacent to the roadway. At the intersection of NW Thompson and NW Cornell there is a basalt rock retaining wall on the right hand side of the road. Pulling off the road to park is difficult as there are no developed turnouts.

Surroundings

This horseshoe-shaped drive is a side trip to three other scenic drives: NW Cornell Road (SD 23-16), NW 53rd Drive (SD 16-07) and NW Skyline Boulevard (SD 23-01 and SD 15-09). The area along Skyline is partially developed with low density single family residences. Forest Park abuts NW Thompson to the east.
Existing Development Potential

The land along the NW Skyline portion of the loop is zoned either FF, Farm and Forest, or R10, Low Density Single Family Residential where it is within the City limits. The land along the drive which is in unincorporated Multnomah County is zoned MUF-19, Multiple Use Forest, or RR, Rural Residential. Forest Park is zoned FF with an Open Space Comprehensive Plan Map designation. Development potential along this drive is constrained by difficult terrain and lack of sewer facilities. Much of the Thompson Road stretch lies outside the Urban Growth Boundary or is part of Forest Park. Development at the R10 density is likely to continue along NW Skyline where services are available and there are views of the Tualatin Valley.

Resource Protection Conflicts

The low density zoning pattern and lack of urban services is consistent with the continuance of this area as relatively rural in nature. Allowed residential development does have the potential of impacting the scenic qualities of the drive by introducing incompatible development or eyesores such as outdoor storage areas. The removal of existing vegetation adjacent to the roadway would have a large impact on the rustic character of the area.

Consequences of Protection

Economic Consequences

There would be few, if any, economic consequences to protection of the scenic qualities of this drive. Development at the densities permitted could occur, but additional site development

SEE SCENIC CORRIDORS APPENDIX FOR ZONING MAPS FOR THIS RESOURCE
costs could be incurred by retaining existing trees and other vegetation adjacent to the roadway. Positioning structures to have a minimal effect on the natural areas could also result in increased development costs.

Social Consequences

Both fo these segments of Skyline and Thompson were recommended by the Planning Commission as part of a west Hills Scenic Route System in 1966. The main value of this loop drive lies in its function as an alternative route to the NW Cornell and Skyline scenic drives. It rated relatively low due to its lack of striking vistas and its lack of variation of topography and vegetation. Northwest Thompson is designated as a bicycle route in the Arterial Streets Classification Policy and functions as a connection to NW 53rd Drive, NW Cornell, and NW Skyline. Roughly half of the area abutting the drive is outside the Urban Growth Boundary and is not slated for an urban level of development.

Environmental Consequences

All of the wooded areas along this drive have been inventoried as having value as wildlife habitat. Preservation of this resource as a scenic drive is supportive of the habitat values of the area.

Energy Consequences

There are no energy consequences associated with protection of this resource as a scenic drive.

Conclusions of ESEE Analysis

This resource does not have the variety of topography and vegetation and views that mark most of the other drives in the inventory. Its main function is as an alternative route connecting the NW Cornell and NW Skyline scenic drives. However, protection of this resource has minimal consequences since the prevailing zoning is low density or rural. As a part of the west side scenic drive network it should be preserved.

Tentative Recommendation

Designate the drive as a significant scenic corridor in the Scenic Resources Protection Plan. Ensure that the environmental mapping of this area includes areas that have high scenic value as well as habitat value.

As a leadership element, encourage the neighborhood association to work with the City Forester and the Parks Bureau to conduct a tree inventory of significant trees to be preserved.

Applicable Statewide Planning Goals

State Goal 10, Housing, provides for the housing needs of the citizens of the state. Protection of the scenic qualities of this resource will not result in the loss of housing potential in the area. Development at the densities permitted by the base zone would not be affected although development costs associated with site preparation could be increased.
No other Statewide Planning Goals apply.