

Staff have prepared this online tool to allow members of the public to look at data for the Central Eastside, including walksheds, parcels, historic resources, public property and much more.

## WHAT KINDS OF QUESTIONS CAN I ANSWER USING THE MAP APPLICATION?

You can create endless map combinations, but here's a few ideas to get you started...

- Is my property going to be within a 5 min walk of a new MAX lightrail station?  
Turn on: [Walksheds and Parcels](#).
- Are all the oldest buildings already protected with national landmark status?  
Turn on: [Building Age and Historic Resources](#).
- Is employment density highest in the Employment Opportunity Subarea (EOS) between SE 3rd and Water Ave?  
Turn on: [Employment Density and EOS](#).

## HOW TO USE THE MAP APPLICATION

There are three elements to the map application (Map App)...

Zoom
Full map
Turn on/off satellite image

↓
↓
↓

ON Station Areas

OFF Walksheds

OFF Buildings

OFF Parcels

ON Building Height

OFF Building Age

OFF Historic Resources

Streetcar Lines & Stops

Tilikum Crossing

Parcel Building Height

- 1 story
- 2 stories
- 3 stories
- 4 stories
- 5+ stories

Half Mile Station Areas

Quarter Mile Station Areas

The list of available data with toggles you can use to turn the data on or off. In this example, Station Areas and Building Height layers are turned on.

This map shows you the data you've turned on, allows you to zoom in or out and even allows you to change from the black background to a satellite picture of the district from 2011 so you can see specific buildings.

The map legend updates whenever you add or remove a layer, but you may need to scroll down to see all the information.

↑ Scroll bar

↑ Scale

POWERED BY

## WHAT IS THIS DATA LAYER SHOWING ME?

### Layers You Can Turn On and Off

Station Areas	Circles with radii measuring 0.25 and 0.5 miles have been drawn around streetcar and new MAX lightrail stations to show the level of access to rail transit the district will have. Most of the district is already within 0.25 miles of a streetcar stop and the addition of MAX lightrail stops will improve this coverage starting in 2015.
Walksheds	These are the areas that are within a 5 minute or 10 minute walk of the streetcar and MAX lightrail station areas. They were established through computer modeling technologies (ArcGIS's Spatial Analyst Tool).
Buildings	These are the footprints of existing buildings. They show how much of the land area is consumed by buildings. Other than the Southern Triangle, the majority of the district is characterized by the same small blocks and buildings found in other historic areas of the Central City. Turn on the satellite photo to see the full picture, but remember that the satellite images is from 2011 and may show buildings that no longer exist or miss buildings constructed since that time.
Parcels	This layer shows current lot lines between individual properties.
Building Height	This layer colors individual properties based on their height in stories. To make the layer easier to read, the average building height has been used for the whole parcel. This explains why the parcel that OMSI sits on has a single color when there are multiple buildings each with different heights.
Building Age	This layer shows parcels color coded by the age of the building sitting on them.
Historic Resources	This layer includes the outline of the East Portland Grand Avenue Historic District created in 1994 as well as the Historic Landmark properties in the district that have been registered with the National Historic Register.
Employment Density	This layer shows an intensity map with areas having the highest density of employees (employees per square foot) colored red, and the lowest employment density colored blue. The intensity map was generated using the most recent US Census data from 2012.
EOS	This layer shows the boundaries of the current Employment Opportunity Subarea, a zoning overlay created in 2005 to promote higher density of industrial employment and the retention and conversion of older multi-story buildings. The overlay allows for 60,000 square feet of industrial office uses and 5,000 square feet of retail or traditional office uses.
Commercial Zones	These lands have been zoned for commercial development including traditional office uses, retail sales and services, major event entertainment, and commercial parking. Most commercial zoning in the district is located at the edges as a buffer between industrial zoning and residential zoning.
Employment Zones	Employment zones (EG1, EG2) allow for a wide range of employment opportunities without conflicts from interspersed residential uses. The emphasis of these zones is on industrial and industrially-related uses, other supporting commercial uses are allowed. The intent of the Central Employment zone (EX) is to allow industrial and commercial uses for areas within the Central City. Residential uses are allowed but are not intended to predominate or set development standards for other users in the area.
Industrial Zones	This layer shows lands with zoning that allows wholesale sales, warehouse and freight movement, industrial services, and manufacturing and production (except for good manufactured to be primarily sold on-site).
Residential Zones	This layer shows land with zoning that is focused on residential development of some form from single family houses to large multi-family apartment buildings. Hotels and other lodging is not typically allowed in these zones.
Open Space	This layer shows land that has been set aside as natural areas or other uses consisting of large vegetative landscaping, outdoor recreation, community gardens or public squares. There is very little land zoned open space in the Central Eastside, and much of what is present is grass around bridge ramps, under I-5, along the Eastbank Esplanade or in the Willamette River.
All Zones	This layer combines all current zoning designations.

Comp Plan	This layer shows the land use designations from Portland's Comprehensive Plan
Public Property	Shows lots owned by public bodies including Multnomah County, the State of Oregon, the City of Portland and other agencies such as Portland Public Schools and TriMet.
Parks	These are designated publically owned park lands.
Trails	This layer shows built and proposed trail networks. For the Central Eastside this is the Southeast Portland Willamette Greenway Trail which is continuous for all but a portion of the riverfront.
Traffic Signals	All traffic lights in the city are shown.
Bus Routes	All current bus routes are shown with square points for the stops.
Bike Routes	All current bicycle infrastructure is shown. Bike boulevards or "neighborhood greenways" are residential streets with low volumes of auto traffic and low speeds where bicycle and pedestrians are given priority. Bike lanes are designated parts of the right-of-way for bicycle use. Whereas a bike boulevard has bikes and other traffic sharing the entire roadway, bike lanes separate users on busier roads to increase safety. Multi-use paths are bridges, trails and other infrastructure where bikes and pedestrians share the same space.
Water Mains	Shows water mains that are actively used, proposed or no longer in use.
Sewer Pipes	Shows sewer pipes that are abandoned, modern "sanitary" sewer only systems, or historic pipes that carry both sewer and stormwater.
Vegetation	This layer combines a variety of data from tree canopy to ground cover.
NRI	The Natural Resources Inventory data depicts the relative quality of existing natural resources features including rivers, streams, wetlands, floodplain area, vegetation patches greater than 1/2 acre in size and steep slopes. There are six riparian corridor functions (e.g., flood control, nutrient cycling, food web) and four wildlife habitat attributes (e.g., patch size, interior area) used to assess quality.
River Depth	The River Depth data shows how deep the water is based on the ordinary high water mark. The ordinary high water mark is based on historic data collected by the US Army Corps of Engineers. Shallow water areas provide habitat for fish; deep water areas are often the site of navigation channels.
Urban Renewal Areas	These are districts where the Portland Development Commission has established policies and funding for urban renewal projects. Current boundaries are shown.

## Fixed Layers

SE Quad Boundary	The boundary of the Southeast Quadrant planning area – the third and final quadrant to receive detailed long-range planning as a part of the Central City 2035 planning program.
SE Quad Expansion Area	These are areas that are included for study during the Southeast Quadrant planning process, but are not currently within the Central City. They include the South Banfield Portland at the northeast end of the district between 12th and 20th Avenues, and the Clinton Triangle between SE Clinton St and SE Powell Blvd.
West Quad	The boundary of the West Quadrant planning area – the second quadrant to receive detailed long-range planning as a part of the Central City 2035 planning program. The West Quadrant process approximately 6 months ahead of the Southeast Quadrant.
North / Northeast Quad	The boundary of the North/Northeast Quadrant planning area – the first quadrant to receive detailed long-range planning as a part of the Central City 2035 planning program. This plan was completed in 2012.
Max Lines & Stops	TriMet's MAX lightrail lines and stations.
Streetcar Lines & Stops	Portland Streetcar lines and stops.
Tilikum Crossing	This is the new bridge crossing the Willamette River dedicated to lightrail, streetcar, pedestrian and bicycle travel. When completed in September of 2015, people will be able to travel between South Waterfront and the new OMSI/PSU campus buildings on the Westside and the Central Eastside in just 3 minutes.