

CCMP Approval Criteria Matrix – OMSI Master Plan Area

August 5, 2022

	Criteria		Met?	Notes
1	The Central City Master Plan is consistent with the applicable subdistrict goals and policies of the Central City 2035 Plan.			
	Goal 1	Regional Center		
	Goal 1.A	Portland's Central City is the preeminent regional center for commerce and employment, arts and culture, entertainment, tourism, education and government.		
	Goal 1.B	The Central City is economically competitive, especially relative to West Coast and regional markets, with robust and expanding business and development activity.		
	Goal 1.C	Portland's Central City is a national leader for innovation in business, higher education and urban development with physical and social qualities that foster and attract diverse creativity, innovation, entrepreneurship and civic engagement.		
	Goal 1.D	The experience of the Central City's urban character and livability make it the leading location in the region for business and commercial activity and an attractive location for new development.		
	<i>District Policies: Regional Center</i>			
	Policy 1.CE-1	Next generation industrial/employment sanctuaries.		
		a. Industrial center. Protect the Central Eastside as a centralized hub of industrial businesses and		

		services that support the regional economy by serving other industrial districts and businesses located throughout the Portland metropolitan area.		
		b. Industrial diversification. Support growth of new industrial sectors, protect existing sectors, and protect the Central Eastside as a place where startups and incubators can transition to mature and established businesses and sectors.		
	Policy 1.CE-2	Employment supportive mixed-use corridors. Enhance the vibrancy of major mixed-use corridors to optimize their potential to attract investment and the development of new retail, commercial office, and residential uses that complement and serve employees and businesses in the Central Eastside.		
	Policy 1.CE-3	Southern triangle. Encourage redevelopment of large sites to include employment opportunities such as industrial office and headquarters office opportunities, and invest in new infrastructure to address transportation constraints.		
		a. Clinton Station Area. Facilitate the development of employment and residential, as well as neighborhood serving retail and community services that serve the Central Eastside and inner Southeast Portland neighborhoods.		
		b. OMSI Station Area. Create a major and active riverfront station area that includes land and water based transportation, as		

		well as educational and recreational opportunities. Promote visitor-serving attractions, amenities, and retail, as well as a mix of high-density commercial office, institutional and industrial employment uses.		
	Policy 1.CE-4	Workforce development institutions. Support institutions such as Benson High School, Portland Community College's CLIMB Center, OMSI, and others in their unique roles associated with workforce development through programs and partnerships that prepare Portlanders at different education and skill levels for employment in Central Eastside industries.		
	Policy 1.CE-5	Tourism, retail and entertainment. Support river and riverfront uses and activities along the Eastbank Esplanade and near OMSI including active and passive recreation, ecological and maritime tourism, retail kiosks, restaurants and river transportation.		
	Goal 2	Housing and Neighborhoods		
	Goal 2.A	The Central City is a successful dense mixed-use center composed of livable neighborhoods with housing, services and amenities that support the needs of people of all ages, incomes and abilities.		
	Goal 2.B	The Central City's affordable housing supply maintains and supports the area's growing racial, ethnic and economic diversity.		
	Goal 2.C	Vulnerable populations concentrated within the Central City are supported with access to needed		

		human and health services.		
	<i>District Policies: Housing and Neighborhoods</i>			
	Policy 2.CE-1	Complete neighborhoods. Ensure access to essential public services such as parks and open spaces, schools, and community centers.		
	Policy 2.CE-2	Compatible development and redevelopment. Protect the existing industrial businesses and the livability of new employment and residential uses through development designed and constructed to insulate non-industrial uses from the characteristics common to industrial operations such as noise, fumes, and freight operations.		
	Goal 3	Transportation		
	Goal 3.A	The Central City has a safe, affordable, efficient and accessible transportation system that prioritizes walking, bicycling and transit, supports growth and reinforces the role of the Central City as the region's high density center.		
	<i>District Policies: Transportation</i>			
	Policy 3.CE-1	Optimized street network. Improve connectivity to and throughout the district for all modes by creating safe, accessible and convenient routes with improved signalization and clear signage to link landward portions of the district with major attractors and the riverfront.		
	Policy 3.CE-2	Freight system. Enhance freight movement in and through the district and maintain and improve access to and from the district and regional freeway		

		system.		
	Policy 3.CE-3	Green Streets. Strategically support the enhancement of east-west city walkways and bikeways to serve the multiple objectives of travel, stormwater management, open space and recreation, and placemaking. Routes should also strengthen connections to the river and riverfront. Green Streets should be chosen to avoid significantly impacting freight movement as identified by Transportation System Plan freight designations.		
	Policy 3.CE-4	Reduce trail conflicts. Reduce bicycle and pedestrian conflicts on the Eastbank Esplanade and the Greenway Trail through design modifications like separating bicycle and pedestrian facilities, education, signage and other means.		
	Goal 4	Willamette River		
	Goal 4.A	The Willamette River plays a significant role in the environmental health, economy, recreation, urban form and character of the Central City.		
	Goal 4.B	The Willamette River is healthy and supports fish, wildlife and people.		
	Goal 4.C	The Willamette River and adjacent public areas are accessible and connected.		
	<i>District Policies: Willamette River</i>			
	Policy 4.CE-1	River economy. Leverage the Willamette River as an important component of the Central Eastside's local economy by supporting river-dependent and		

		river-related commercial and mixed uses that bring more people to, and on, the river.		
	Policy 4.CE-2	Southeast riverfront. Improve the physical relationship between buildings, activities and the Willamette River. Utilize building design, active ground floors facing the river, new uses, open areas and connections that encourage people's enjoyment of the river in both public and private spaces.		
	Policy 4.CE-3	Watershed health and native species recovery. Enhance in-water and riparian habitat from the Burnside Bridge to the Ross Island Bridge by replacing invasive and non-native plants with native plants and trees and creating complexity in shallow water areas. Restore in-water, riparian and upland habitat and increase flood capacity at the Eastbank Crescent.		
	Goal 5	Urban Design		
	Goal 5.A	The Willamette River is the Central City's defining feature, framed by a well-designed built environment that celebrates views to the larger surrounding landscape, encourages east-west access and orientation and supports a range of river uses.		
	Goal 5.B	The Central City is composed of diverse, high-density districts that feature high-quality spaces and a character that facilitates social interaction and expands activities unique to the Central City.		
	Goal 5.C	The Central City's public realm is characterized by		

		human-scaled accessible streets, connections, parks, open space, and recreation opportunities that offer a range of different experiences for public interaction.		
	<i>District Policies: Urban Design</i>			
	Policy 5.CE-1	East Portland Grand Avenue Historic District. Promote the rehabilitation of historic buildings and sensitive infill development in the Grand Avenue Historic District through updated design guidelines and regulations that incent rehabilitation and reuse over demolition. Encourage adaptive reuse of existing structures.		
	Policy 5.CE-2	OMSI Station area. Create an urban form at the OMSI Station area that facilitates public access from the streetcar and light rail stations to the greenway trail and riverfront, PCC, OMSI, Portland Opera, Portland Spirit, the Oregon Rail Heritage Foundation sites, through public realm enhancements and ground floor active uses that create a safe and vibrant environment.		
	Policy 5.CE-3	Clinton Station area. Establish an urban form at the Clinton Station area that creates a safe and active environment by incorporating a mix of uses that serve transit riders as well as residents and employees of the station area, Central Eastside, and inner Southeast Portland neighborhoods.		
	Policy 5.CE-4	Urban form on large blocks. Use building massing and orientation, accessways, and open spaces in the development of large blocks and sites to establish		

		an urban form and block configuration consistent with the rest of the Central Eastside.		
	Policy 5.CE-5	Open space network. Increase public parks, open space, and recreation opportunities in the district, especially in areas zoned for high density, mixed-use development. Broaden the number and range of available recreation opportunities.		
	Policy 5.CE-6	Street hierarchy and development character. Support the retail/commercial character of East Burnside, NE Sandy, SE Grand, SE Division, SE Hawthorne and SE Morrison; the boulevard character of SE Stark, NE Couch, SE 11th and SE 12th; and the flexible character of SE Ankeny, SE Salmon, SE Clay, SE 7th and SE Caruthers. Create transitions between industrial and mixed use areas.		
	Policy 5.CE-7	Historic Resources and Districts		
		a. Industrial character. Promote the historic industrial character of the Central Eastside through the preservation and enhancement of historic buildings and infrastructure that reflect past uses and architectural styles while serving existing and emerging industrial employment uses.		
		b. Historic main streets. Enhance the character and visibility of historic streets throughout the district such as SE Morrison Street, including areas under viaducts, through public realm improvements and building rehabilitations that acknowledge		

		these streets’ historic role in shaping the district, while elevating their current status as important streets for commerce and employment.		
	Goal 6	Health and Environment		
	Goal 6.A	The Central City is a living laboratory that demonstrates how the design and function of a dense urban center can: a) equitably benefit human health, the natural environment and the local economy; and b) provide resilience to climate change impacts such as urban heat island, and to natural hazards, including flooding and earthquakes.		
	<i>District Policies: Health and Environment</i>			
	Policy 6.CE-1	Freight-compatible green infrastructure. Plan for the development of green infrastructure, in the public right-of-way and on private property, taking into account freight street hierarchy by prioritizing city walkways and bikeways and mixed-use corridors for improvements such as trees and living walls throughout the district. Support the industrial area’s functional relationship to the river.		
	Policy 6.CE-2	Strategic tree canopy enhancement. Promote planting, district-wide, and especially along mixed use commercial corridors with higher employment densities and residential uses, and along pedestrian and bike corridors. Select trees and locations that provide adequate clearance for freight movement on streets prioritized for freight mobility.		

2	The master plan demonstrates how development will comply with the Central City Fundamental Design Guidelines, as well as any applicable design guidelines specific to the subdistrict the master plan site is located within.			
	A1	Integrate the River. Orient architectural and landscape elements including, but not limited to, lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and greenway. Develop accessways for pedestrians that provide connections to the Willamette River and greenway.		
	A2	Emphasize Portland Themes. When provided, integrate Portland-related themes with the development's overall design concept.		
	A3	Respect the Portland Block Structures. Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ratio of open space to built space. Where superblocks exist, locate public and/or private rights-of-way in a manner that reflects the 200-foot block pattern, and include landscaping and seating to enhance the pedestrian environment.		
	A4	Use Unifying Elements. Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.		
	A5	Enhance, Embellish and Identify Areas. Enhance an area by reflecting the local character within the right-of-way. Embellish an area by integrating elements in new development that build on the area's character. Identify an area's special features or qualities by integrating them into new development.		
	A6	Reuse / Rehabilitate / Restore Buildings. Where practical, reuse, rehabilitate, and restore building and/or building elements.		

	A7	Establish and Maintain a Sense of Urban Enclosure. Define public rights-of-way by creating and maintaining a sense of urban enclosure.		
	A8	Contribute to a Vibrant Streetscape. Integrate building setbacks with adjacent sidewalks to increase the space for potential public use. Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks. Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.		
	A9	Strengthen Gateways. Develop and/or strengthen gateway locations.		
	B1	Reinforce and Enhance the Pedestrian System. Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb.		
	B2	Protect the Pedestrian. Protect the pedestrian from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.		
	B3	Bridge Pedestrian Obstacles. Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.		
	B4	Provide Stopping and Viewing Places. Provide safe, comfortable places where people can stop, view, socialize, and rest. Ensure that these places do not conflict with other sidewalk uses.		

	B5	Make Plazas, Parks, and Open Space Successful. Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces. Where provided, integrate water features and/or public art to enhance the public open space.		
	B6	Develop Weather Protection. Develop integrated weather protection systems at the sidewalk level of buildings to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment.		
	B7	Integrate Barrier-Free Design. Integrate access systems for all people with the building's overall design concept.		
	C1	Enhance View Opportunities. Orient windows, entrances, balconies, and other building elements to surrounding points of interest and activity. Size and place new buildings to protect existing views and view corridors. Develop building facades that create visual connections to adjacent public spaces.		
	C2	Promote Quality and Permanence in Development. Use design principles and building materials that promote quality and permanence.		
	C3	Respect Architectural Integrity. Respect the original character of an existing building when modifying its exterior. Develop vertical and horizontal additions, that are compatible with the existing building, to enhance the overall proposal's architectural integrity.		
	C4	Complement the Context of Existing Buildings. Complement the context of existing buildings by using and adding to the local design vocabulary.		

	C5	Design for Coherency. Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.		
	C6	Develop Transitions Between Buildings and Public Spaces. Develop transitions between private development and public open space. Use site design features such as movement zones, landscape elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.		
	C7	Design Corners that Build Active Intersections. Use design elements including, but not limited to, varying building heights, changes in façade plane, large windows, awnings, canopies, marquees, signs, and pedestrian entrances to highlight building corners. Locate flexible sidewalk level retail opportunities at building corners. Locate stairs, elevators, and other upper floor building access points toward the middle of the block.		
	C8	Differentiate the Sidewalk-Level of Buildings. Differentiate the sidewalk level of the building from the middle and top by using elements including, but not limited to, different exterior materials, awnings, signs, and large windows.		
	C9	Develop Flexible Sidewalk-Level Spaces. Develop flexible spaces at the sidewalk level of buildings to accommodate a variety of active uses.		

	C10	Integrate Encroachments. Size and place encroachments in the public right-of-way to visually and physically enhance the pedestrian environment. Locate permitted skybridges toward the middle of the block, and where they will be physically unobtrusive. Design skybridges to be visually level and transparent.		
	C11	Integrate Roofs and Use Rooftops. Integrate roof function, shape, surface materials, and colors with the building's overall design concept. Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the central City's skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscaped areas to be effective stormwater management tools.		
	C12	Integrate Exterior Lighting. Integrate exterior lighting and its staging or structural components with the building's overall design concept. Use exterior lighting to highlight the building's architecture, being sensitive to its impacts on the skyline at night.		
	C13	Integrate Signs. Integrate signs and their associated structural components with the building's overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence in the Portland skyline.		
	D1	Park Blocks. Orient building entrances, lobbies, balconies, terraces, windows, and active use areas to the Park Blocks. In the South Park Blocks, strengthen the area's emphasis on history, education, and the arts by		

		<p>integrating special building elements, such as water features or public art.</p> <p>In the Midtown Park Blocks, strengthen the connection between the North and South Park Blocks by using a related system of right-of-way elements, materials, and patterns.</p> <p>In the North Park Blocks, strengthen the area's role as a binding element between New China / Japantown and the Pearl District.</p>		
	D2	<p>South Waterfront Area. Develop a pedestrian circulation system that includes good connections to adjacent parts of the city and facilitates movement within and through the area. Size and place development to create a diverse mixture of active areas. Graduate building heights from the western boundary down to the waterfront. Strengthen connections to North Macadam by utilizing a related system of right-of-way elements, materials, and patterns.</p>		
	D3	<p>Broadway Unique Sign District. Provide opportunities for the development of large, vertically-oriented, bright, and flamboyant signs that add to the unique character of this Broadway environment.</p> <p>Size and place signs and their structural support systems so that significant architectural or historical features of the building are not concealed or disfigured.</p> <p>Ensure that all signs receive proper maintenance.</p>		
	D4	<p>New China/Japantown Unique Sign District. Provide opportunities for the development of suitably ornate signs, using motifs, symbols, bright colors, and</p>		

		<p>celebrative forms that add to the atmosphere and character of New China / Japantown.</p> <p>Size and place signs and their structural support systems so that significant architectural or historical features of the building are not concealed or disfigured.</p> <p>Ensure that all signs receive proper maintenance.</p>		
	A2-1	<p>Recognize Transportation, Produce, and Commerce as Primary Themes of East Portland. Recognize and incorporate East Portland themes into project design, when appropriate.</p>		
	A5-1	<p>Reinforce the Effect of Arcaded Buildings Fronting on East Burnside Street. Maintain, continue, and reinforce the effect of sidewalk arcaded buildings fronting on East Burnside Street.</p>		
	A5-2	<p>Acknowledge the Sandy River Wagon Road (Sandy Boulevard). Acknowledge the historical significance of the Sandy River Wagon Road (Sandy Boulevard) from East Burnside to 7th Avenue with an upgrade of the public right-of-way to be more pedestrian accommodating and which is related to its historical context. New development located adjacent to this diagonal alignment also should acknowledge the historical significance in a creative way that is attractive, informative, and appropriate.</p>		
	A5-3	<p>Plan for or Incorporate Underground Utility Service. Plan for or incorporate underground utility service to development projects.</p>		
	A5-4	<p>Incorporate Works of Art. Incorporate works of art into development projects.</p>		<ul style="list-style-type: none"> •

	A5-5	Incorporate Water Features. Enhance the quality of public spaces by incorporating water features.		•
	A6-1	Use Special East Portland Grand Avenue Historic District Design Guidelines. Projects located within the East Portland Grand Avenue Historic District shall use the special historic design guidelines developed for the historic district.		
	A7-1	Maintain a Sense of Urban Enclosure When Single-Story Buildings are Set Back. Maintain a sense of urban enclosure, through the use of landscaping and other means, when single-story buildings are set back from the property line. Do not set buildings back from the property line within the East Portland Grand Avenue Historic District.		
	A9-1	Acknowledge the Sandy River Wagon Road at the Sandy Boulevard/East Burnside Street Central City Gateway. Design the Central City gateway located at East Burnside Street and Sandy Boulevard in a manner that celebrates the significance of the Sandy River Wagon Road.		
	B3-1	Reduce the Width of Pedestrian Crossings. Where possible, extend sidewalk curbs at street intersections to narrow pedestrian crossings for a safer pedestrian environment.		
	B6-1	Provide Pedestrian Rain Protection. Rain protection is encouraged at the ground level of all new and rehabilitated commercial buildings located adjacent to primary pedestrian routes. In required retail opportunity areas, rain protection is strongly		

		recommended.		
	C1-1	Integrate Parking. Integrate parking in a manner that is attractive and complementary to the site and its surroundings. Design parking garage exterior to visually respect and integrate with adjacent buildings and environment.		
	C1-2	Integrate Signs.		
	C3-1	Design to Enhance Existing Themes in the District. Look to buildings from throughout the district for contextual precedent. Innovation and creativity are encouraged in design proposals which enhance overall district character.		
	C3-2	Respect Adjacent Residential Neighborhoods.		
	C8-1	Allow for Loading and Staging Ares on Sidewalks.		
3	Development on lots with river frontage incorporates elements that activate the riverfront, such as open areas, trails, accessways, and active land uses that encourage public use and enjoyment of the riverfront.			
4	The proposed uses will not have significant adverse effects on industrial firms or result in conflicts with industrial activities located within the plan boundary or within 500 feet of the plan boundary.			
5	The master plan demonstrates that development within the plan boundary will establish an overall building orientation through massing, the location of entrances, and the location of ground floor uses that result in an edge that embraces adjacent public park rather than creating an abrupt edge between the plan area and parks, and ensures that			

	development within the plan boundary will not excessively shade the adjacent park.		
6	The master plan demonstrates that easy and safe access will be provided to transit stations located within or immediately adjacent to the master plan boundary, and any buildings located immediately adjacent to a transit station include ground floor uses that create an active and safe pedestrian environment throughout the day, evening, and week.		
7	Internal open areas are accessible within, and distributed throughout, the master plan area and have connections to the surrounding neighborhood and to any adjacent open space. Internal open areas enhance visual permeability through the site, especially on sites near the Willamette River. The size and location of each open area must be adequate to accommodate the intended use of the space.		
8	The transportation system is capable of supporting the proposed uses in addition to the existing uses in the plan area. Evaluation factors include street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, on-street parking impacts, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation, and safety. Evaluation factors may be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated.		
9	The proposed street plan must provide multi-modal street connections to support the surrounding street grid pattern.		
10	The plan ensures that there will be adequate and timely		

	infrastructure capacity for the proposed development.		
11	The master plan demonstrates that, to the extent practical and feasible, inactive uses, such as, but not limited to, parking and access, loading, and trash and recycling are shared or consolidated, with the goal of activating the pedestrian environment.		
12	The proposal will not have a significant adverse effect on truck and freight movement.		
13	City-designated scenic resources are preserved.		
14	Proposed residential uses are buffered from potential nuisance impacts from uses allowed by right in the zone.		
15	The master plan includes a design, landscape, and transportation plan that will limit conflicts between residential, employment, and industrial uses.		