

# Clinton Triangle

Corner of SE Powell Boulevard and SE Milwaukie Avenue, Portland, Oregon, USA



Clinton Triangle is one of the last underdeveloped contiguous parcels within Portland's Central City. The site is a six-acre swath of land at the southern portion of Portland's Central Eastside district. This district has played a significant role in the city's economy for more than 150 years and is home to 1,000 businesses ranging from industrial to knowledge-based and design that employ an estimated 17,000 people. Its location and urban character make it a highly attractive and desirable place for other uses including residential and commercial. As a result, the Central Eastside has experienced an unprecedented amount of growth with new industries, while older industrial buildings are shifting to a greater mix of office and retail. The site is adjacent to two mixed-use and residential neighborhoods — Hosford Abernathy to the north and Brooklyn to the south. The area also encompasses the Oregon Museum of Science & Industry (OMSI), one of the nation's top science museums.

The site is well-served by a variety of public transit modes including the MAX Orange line, bike paths, and several bus lines. In addition, given Portland's recent investment in an adjacent light rail station, the city seeks proposals on this site that prioritize

high-density development driven by transit, support affordable housing and other community benefits, and implement innovative measures that foster resiliency and sustainable development.



## Expected program:

The City seeks proposals that prioritize mixed used, high-density development. Affordable housing as well as space for local retail and community services that serve the neighborhoods should also be included in the development program. Proposals need to maintain a fire station that can either be a standalone building (existing Fire Station 23) or incorporated into a new development.

Proposals should reflect Portland's vision of building and increasing access to healthy, connected communities with essential goods and services, transportation options, connections to employment centers, and community and open spaces. Consider wealth creation opportunities for Portland residents, contracting strategies to support the growing diversification of the design and construction industry, and tenanting of

housing and commercial spaces with people and businesses who have not enjoyed equal access.

## Owner:

The Clinton Triangle consists of two primary parcels owned by separate entities. The NW parcel is owned by the City of Portland (Portland Fire & Rescue and Water Bureau). The SE parcel is owned by Stacy and Witbeck

## Plot area:

6.65 acres (2,7 ha), divided in two parcels:  
NW parcel (3.4 acres) ;  
SE parcel (3.25 acres):

## Type of property transfer intended:

Proposals should address the Clinton Triangle with a cohesive redevelopment program for the full six acres. However, there will be two separate transactions for property transfer with specific requirements for each. The City of

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## Reinventing Cities

Portland will consider a lease, purchase and sale agreement with a financial participation mechanism or other innovative approaches. Stacy and Witbeck will consider a lease or purchase and sale agreement with a financial participation mechanism. The company wishes to

maintain its regional office at the Clinton Triangle and would prefer to lease the space for an estimated 15 employees.

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## Presentation of the site and expectations for its redevelopment

### General Neighborhood Characteristics

The Clinton Triangle (the “site”) is situated at the southern portion of Portland’s Central Eastside district. The district has played a significant role in the city’s economy for more than 150 years and is home to 1,000 businesses ranging from industrial to knowledge-based and design that employ an estimated 17,000 people. Its location and urban character make it a highly attractive and desirable place for other uses including residential and commercial. As a result, the Central Eastside has experienced an unprecedented amount of growth with new industries such as software leasing space, while older industrial buildings are shifting to a greater mix of office and retail.

The site is adjacent to two residential neighborhoods—Hosford Abernathy to the north and Brooklyn to the south. Hosford Abernathy reflects the diverse character and uses of the neighboring Central Eastside with a mix of residential, commercial, and industrial uses. Brooklyn is primarily residential with single family homes, and a few remaining industrial sites interspersed throughout the neighborhood.

The area also encompasses the Oregon Museum of Science & Industry (OMSI), one of the nation’s top science museums. OMSI is located one stop north of the Clinton Triangle on the new Orange line, part of the metro region’s MAX light rail system. The museum provides programming for both children and adults to engage them in all aspects of science and often features exhibits relating to local industries such as food and design.

Given the nature of the area as a working district, Clinton Triangle features good accessibility to major arterials, the freeway network, four bridges which span the Willamette River (Ross Island, Hawthorne, Morrison, and Burnside), and rail service. Portland’s newest bridge, the Tilikum Crossing, which opened in 2015, sits between the Clinton Triangle and OMSI. It provides greater access to the city’s top destinations both on the east and west sides of the Willamette River and is open only to transit, cyclists, and pedestrians. The close-in southeast district has excellent access to

Portland’s downtown core, the Lloyd neighborhood in close-in Northeast, and other major employment, entertainment, shopping, and recreation facilities in Portland.

### Site Information

The Clinton Triangle is a six-acre swath of land in Portland’s Central City and is one of the few such sites remaining in the core. The site consists of two sub-parcels of land—one owned by the City of Portland and the other by Stacy and Witbeck, one of the nation’s top transit engineering firms.

The City-owned site is used for Portland Fire & Rescue (PF&R) logistics and maintenance activities. There are currently five structures on the 3+ acre parcel that range from a two-story building with a mix of uses including office and fabrication, to a vehicle inspection shop, a training tower, and Fire Station 23 (an active fire station). While some of the structures hold architectural appeal (the vehicle inspection shop and training tower), none of them have a historical designation, and all are expected to be demolished for redevelopment. PF&R will need to maintain a fire station on the site as part of the fire bureau’s station system. Four privately owned parcels also abut the site but are not included in the project boundary.

The southern parcel owned by Stacy and Witbeck is also just over three acres. It currently has three structures, including the company’s Portland regional office and a coffee shop. None of the structures hold architectural value, and all are also assumed to be demolished for a new program.

The site is well-served by a variety of public transit modes including the MAX Orange line, bike paths, and several bus lines. However, it is also within a high-traffic area bounded by two major arterial roads—Milwaukie Avenue serving north/southbound traffic and Powell Boulevard serving east/westbound traffic. As a result, the Clinton Triangle has limited vehicular access and parking options—providing a natural alignment with low carbon development strategies.

Clinton Triangle is bifurcated on the north and south sides by the Taggart Outfall (also referred to as OF30), an existing sewer line that is 20' (~6 meters) in diameter and sits 30' (~9 meters) underground in a former creek bed, running east to west. It was constructed of brick in 1906 and remains a critical piece of infrastructure for the City's stormwater management. The City of Portland's Bureau of Environmental Services (BES) is responsible for the pipe's maintenance and operation and will

undertake a significant project to upgrade and stabilize Taggart Outfall in 2018. BES will require ongoing access to the pipe and will have additional requirements for redevelopment. The site's industrial past has likely left a small level of contaminants on the City-owned site that will require environmental remediation. Due diligence will be required at the Stacy and Witbeck site.

## Specific planning rules and regulations regarding the development of the site

The City of Portland is in the process of approving its Central City 2035 ("CC 2035") plan—which was developed through a public process to guide zoning, infrastructure investment and development for the Central City between now and the year 2035. Community stakeholders consisting of business owners, land holders, and residents developed criteria for the Clinton Triangle site's redevelopment program, which should provide opportunities for employment and housing.

The plan recognizes the Clinton Triangle as a key opportunity for greater density and active uses leveraging the light rail investment and its status as one of the last largely undeveloped contiguous parcels within the Central City. As a result, the site's current zoning, which is a combination of Industrial (IG1) and general commercial (CG), is anticipated to change in mid- 2018 to Central Employment (EXd), allowing for a broader mix of uses. This zoning designation is intended for areas in the city center that have predominantly industrial-type development permitting industrial and commercial uses in need of a central location, while allowing for the integration of residential and retail uses.

The site carries an affordable housing requirement. The urban form of this area must promote a safe and active ground floor environment with space for local retail and community uses that serve transit riders, residents, and employees within the station area and surrounding neighborhoods.

In addition to the community vision, there is a master plan requirement for the site. Clinton Triangle's uniquely large size and central location make the site's redevelopment program a critical juncture for services and connectivity in this area of the city. The master plan is intended to encourage a development framework that identifies future building massing, locations of different uses on site, and connections via open space and access as ways to connect to the larger surrounding urban form. This enables larger site-wide urban design issues to be addressed holistically and subsequent design review of individual buildings to focus on issues germane only to that structure, including materials and façade treatment. Proposals for the site will need to address the master plan elements including: circulation and pedestrian realm; open space layout; and building height, massing, and orientation. The final plan will be subject to the city's Design Review Process.

## Specific climate or environmental issues regarding the development of the site

The City of Portland has a long-standing commitment to reducing carbon emissions through promoting energy efficiency and renewables, multi-modal transportation investments, healthy materials, thoughtful consumption, eco-system services and

integrative land uses. We seek proposals for projects that prioritize high-density, transit-oriented development that produce affordable housing and other community benefits, while implementing new measures that foster resiliency and complement the urban character of nearby neighborhoods.

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# Reinventing Cities

Successful proposals will reflect Portland's commitment to equity, innovation, sustainability and improving the livability of our communities.