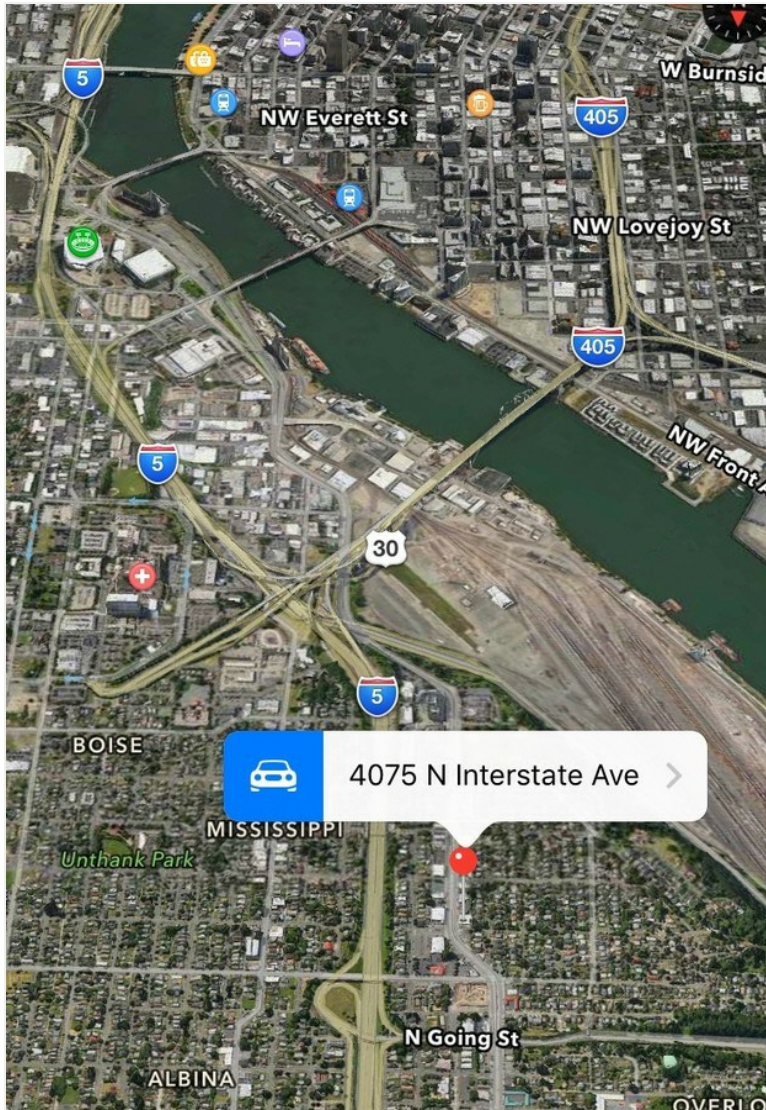


Ind/Of/Ret/ Locate Sports Apparel ...

Presented by
R.A. Baranzano Company

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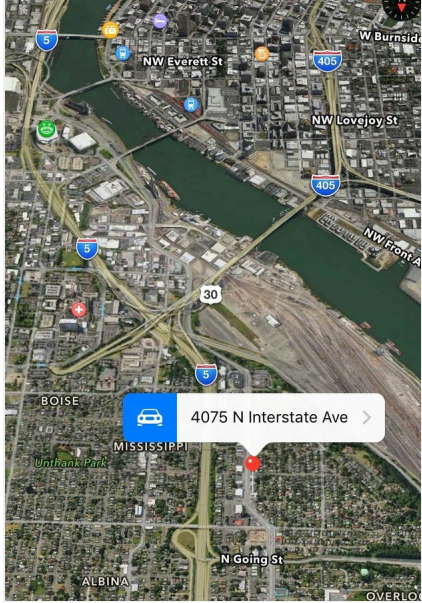


Price: Upon Request

We encourage Retail in No Sales Tax Portland but, Building is adaptable for many Business uses. Affordable Commercial Tenancing Grant for up to \$300,000 may be available from Prosper Portland(see Document attached). Case can be made for this facility having the best highway access at the Swan Island full interchange in reaching the Entire MSA. Pedestrian Crosswalk Connects directly across Street to Harbor Freight Retail. Also the Largest available Most Flexible Retail/Showroom/Recreation/Warehouse/Light Manufacturing/Office Space Close-in North Portland located in Overlook Park Neighborhood adjacent to Fire in the Mountain and across N Interstate from Harbor Freight, Alibis and N Mississippi Entertainment District. Just above Adidas North America and Daimler North America neighboring Kaiser Hospital/Overlook Park and directly West of the Mississippi Shops and Restaurant Entertainment District. Rare Opportunity for a Sports Apparel Business or Electric Vehicle Dealership to locate above Adidas North America Campus and, the next-gen US Electric Truck Manufacturing Leader Daimler . Available immediately. Pleasant Work Environment. EXTREMELY FLEXIBLE CM2 Zoning allows Showroom/Warehouse/Flex/Office/Recreation/Light Manufacturing. LARGEST USABLE 11,640 sf CORNER FREESTANDING RETAIL SHOWROOM SPACE(9,000sf Footprint Presently Configured

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LARGEST SHOWROOM/WAREHOUSE/FLEX/OFFICE AVAILABLE AND across Street from Harbor Freight. At I-5 Swan Island Interchange. AWESOME PARKING
DUAL DEMOGRAPHICS ALL WITHIN 3 MILES OF AN EASILY ACCESSABLE
175,000 POPULATION PLUS 216,000 EMPLOYEES
GREAT OPPORTIUNITY FOR A GROWING SPORTS APPAREL BUSINESS TO
HAVE VISIBLY AND TO LOCATE ABOVE ADIDAS NORTH AMERICA
HEADQUARTERS
ONE OF PORTLANDS MOST ACCESSABLE LOCATIONS
VERY FLEXIBLE FLOORPLAN AND WIDE RANGE OF PERMITTED USES FOR A
BUILDING THIS SIZE
LARGEST RETAIL LOCATION IN NORTH PORTLAND SOUTH OF DELTA PARK
AND JANSEN BEACH, SIGNIFCANTLY UNDERSERVED IN MANY SECTORS

Location that is very popular and with ample street parking at this time. CM2 Zoning -

Rich Baranzano

oregonrealestate@cs.com
(503) 330-8100

R.A. Baranzano Company

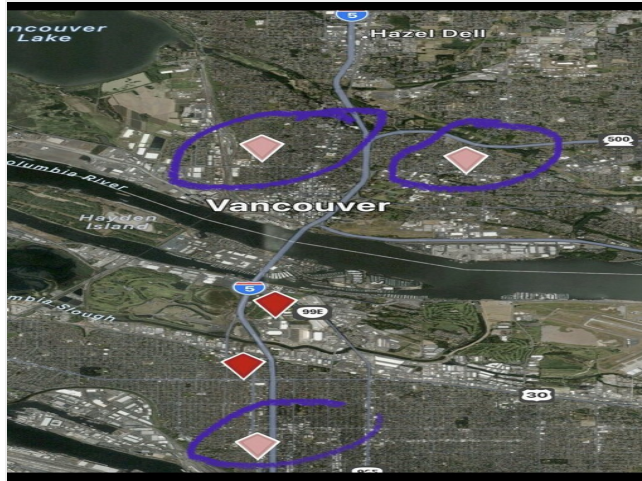
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Portland, OR 97227

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nearby. Only Jansen Beach has larger contiguous

4075 N Interstate Ave, Portland, OR 97227



Have 3 Retail Spaces on Interstate-5 Corridor greater than 7,500sf



Interstate Corner with N Mason Side Street Loading

Listing spaces

1st Floor

Space Available	9,000 SF
Rental Rate	Upon Request
Contiguous Area	11,640 SF
Date Available	Now
Service Type	Negotiable
Space Type	Relet
Space Use	Industrial
Lease Term	Negotiable

Expandable Creative Space, Showroom, Retail, General Office or, Flex Space. Two on-level loading doors. Opportunity for growing creative to simultaneously occupy and build new building. Dry Storage available month to month.

2nd Floor

Space Available	2,640 SF
Rental Rate	Upon Request
Contiguous Area	11,640 SF
Date Available	Now
Service Type	Negotiable
Space Type	Relet
Space Use	Retail
Lease Term	Negotiable

Expandable Creative Space, Showroom, Retail, General Office or, Flex Space. Two on-level loading doors. Opportunity for growing creative to simultaneously occupy and build new building. Dry Storage available month to month.

Fire on the Mountain with other eateries and services within 2 blocks. Directly West on Skidmore Street Overpass from Central Mississippi Shops and Eateries. High Walk Score. Off Street Corner Parking for 18 cars. On-Street Parking presently unrestricted. Parking Lot also suitable for corporate events and displays with beautiful Overlook Park 4 blocks to the South. Immediate access to on-street grid parking.

Expanding Business could build new Headquarter Building on Parking Lot while occupying present Facility and, later adding additional Floors to the Present Facility. Offered by Owner/Broker.

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Property Photos



Freestanding Corner



Close In on Light Rail

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Property Photos



Large Loading Doors allowing for Seasonal Flexibility



Side Street Loading Visible from Interstate if Converted to Storefronts

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Property Photos



Warehouse/Showroom/ Creative Space



photo

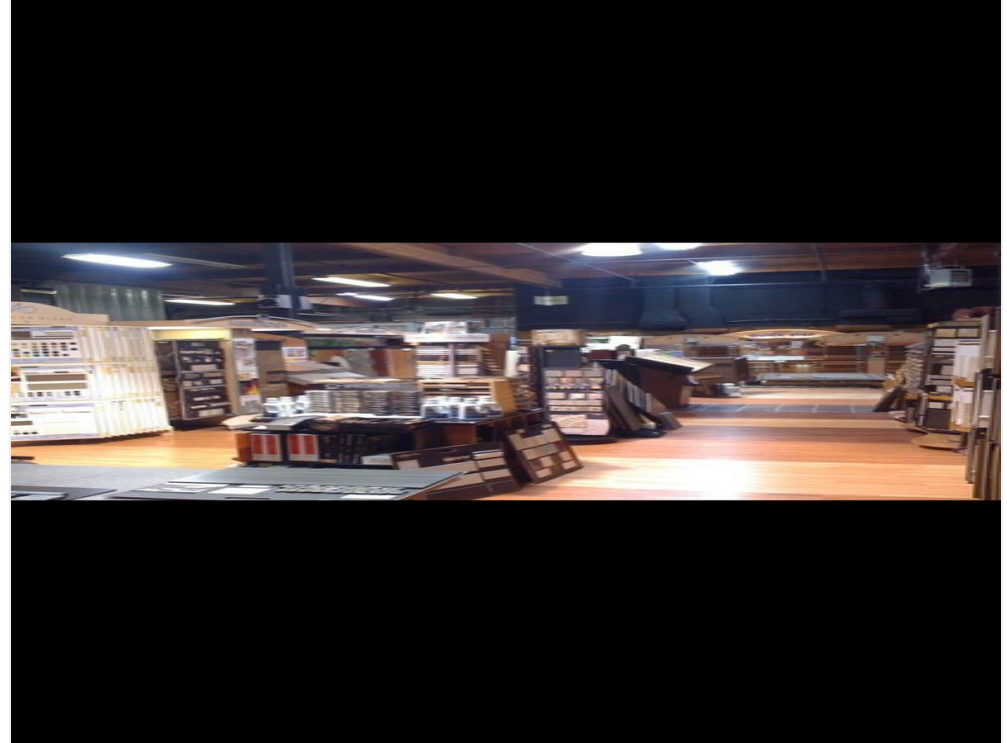
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Property Photos



Storefront Adaptable or Ideal Capability for Seasonal Work Environment



Adaptable Showroom/Creative Space

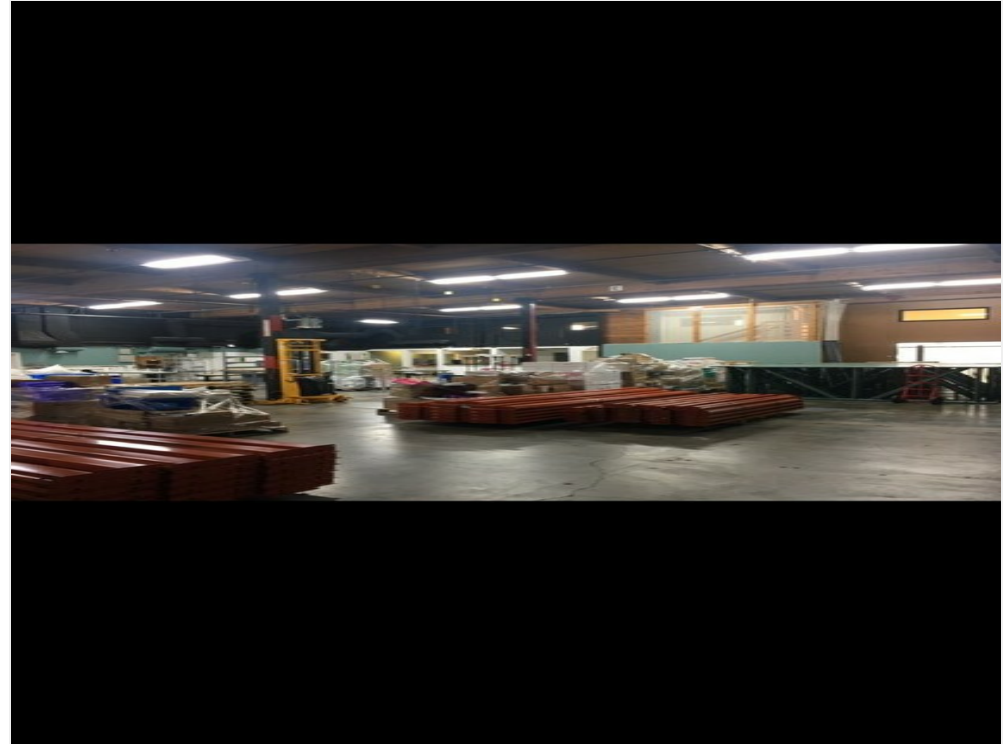
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Showroom/Creative Space



Warehouse Space with Side Street Loading

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Property Photos



Fully Functional Second Level Office Space

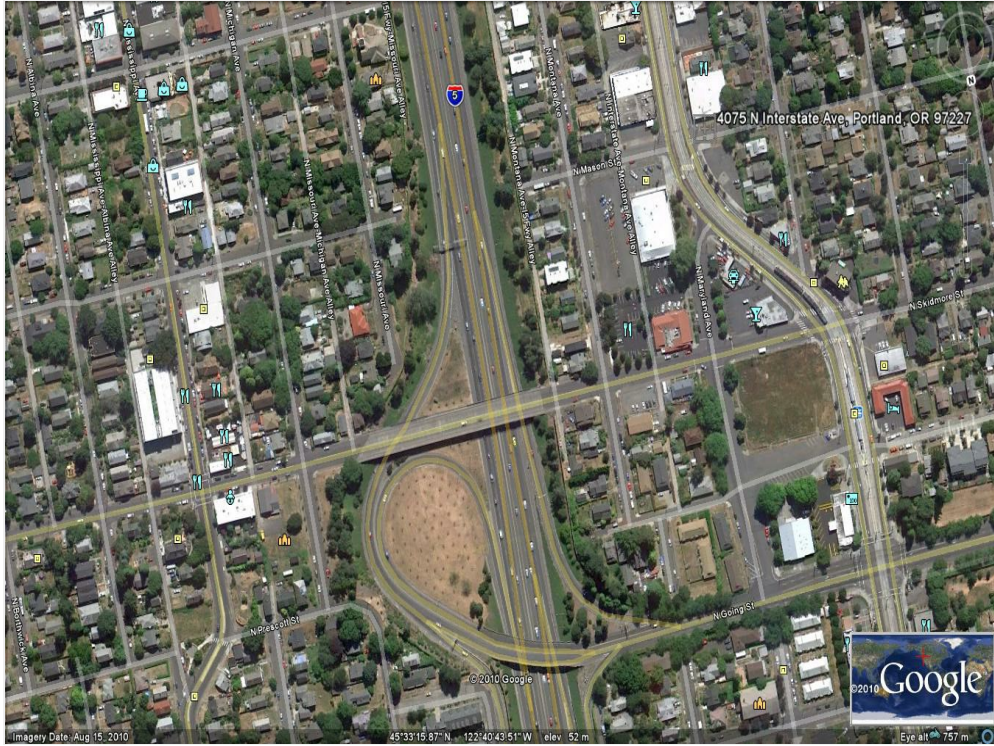


Corner Freestanding with Parking at Swan Island Interchange

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Aerial



Located at Swan Island Interstate-5 Interchange

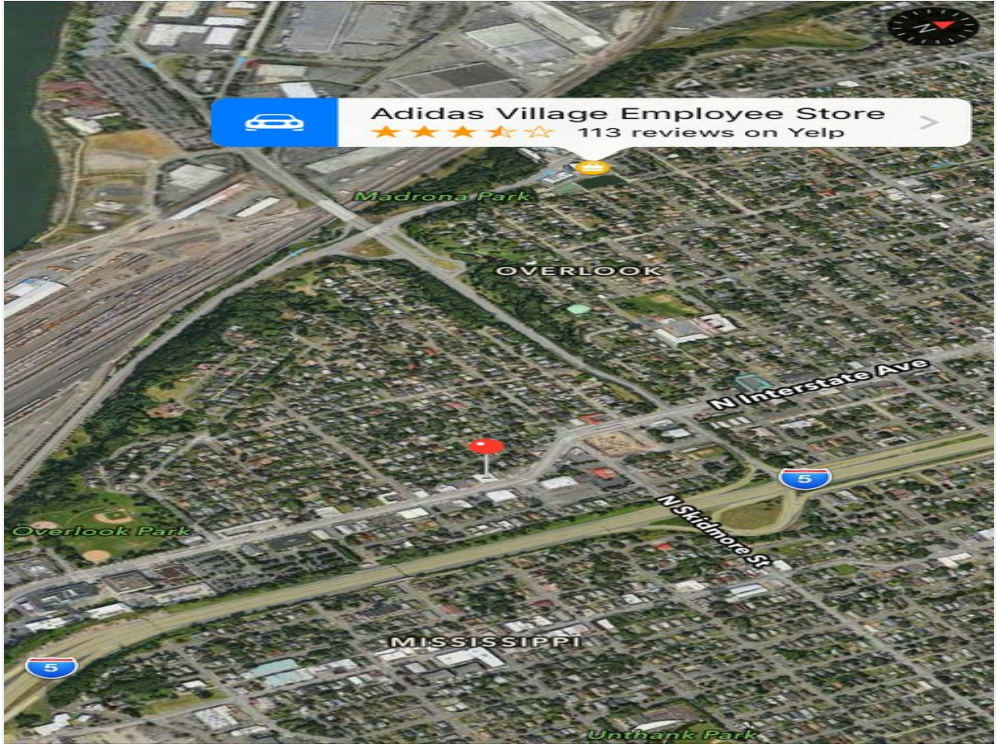
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Interstate Avenue Overview

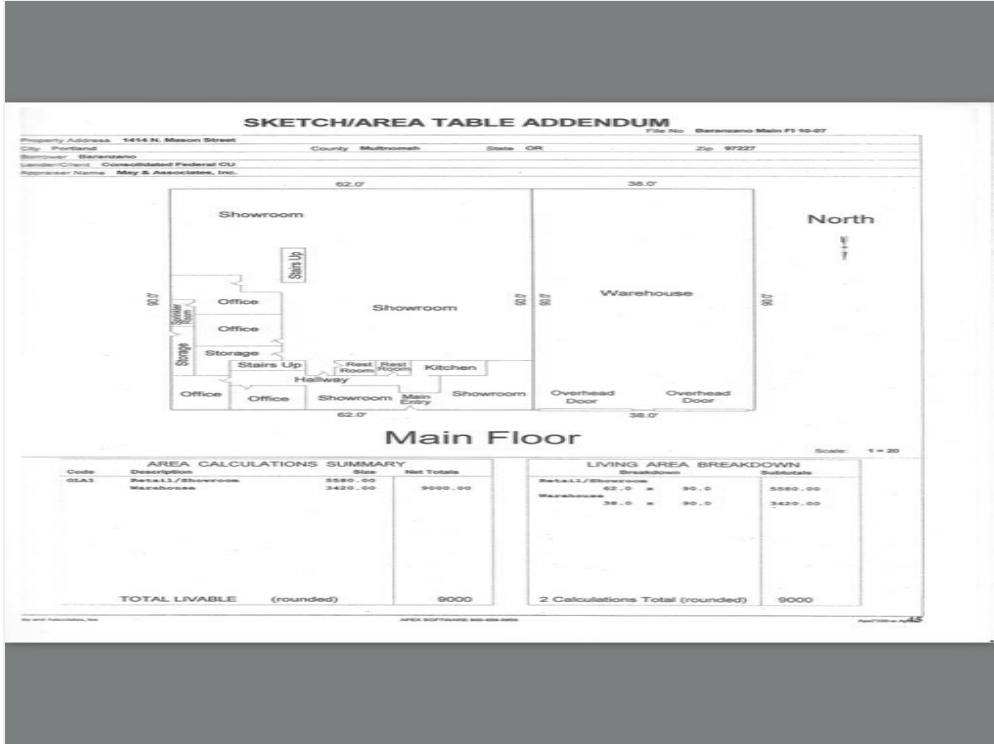


Just Above Adidas and Daimler er

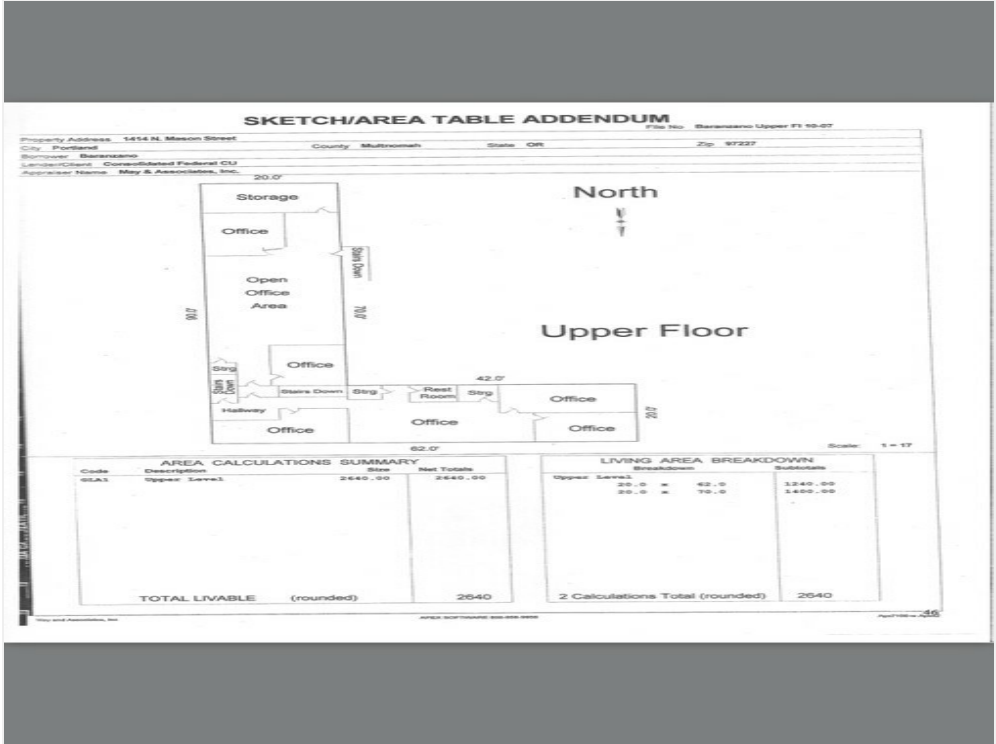
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Property Photos



Main Floor

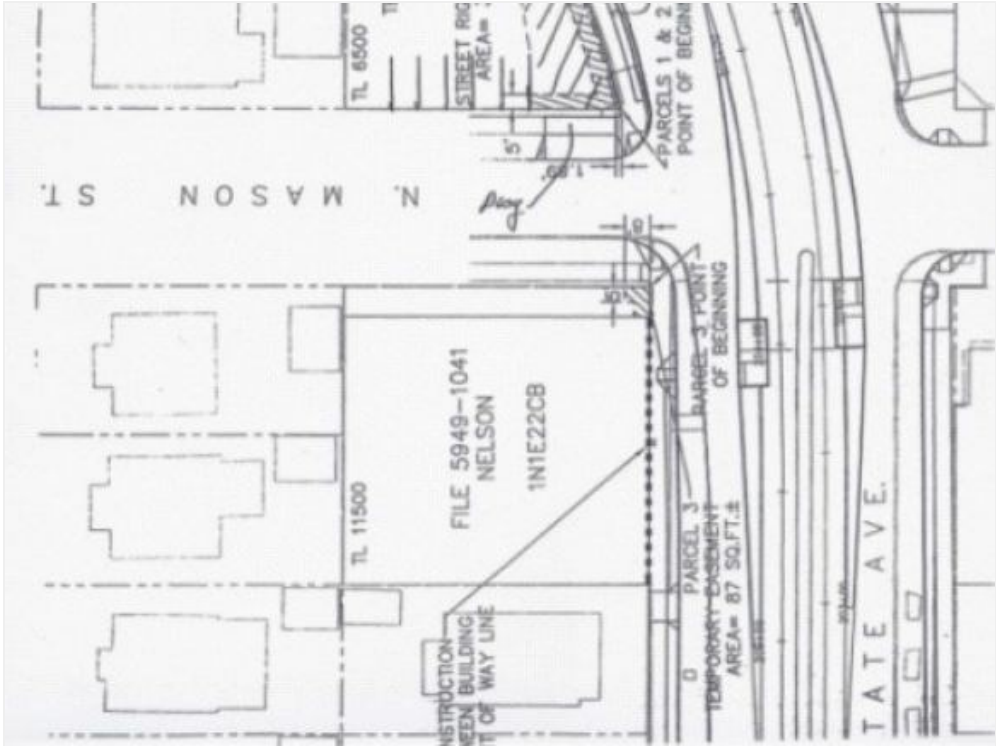


Upper Floor

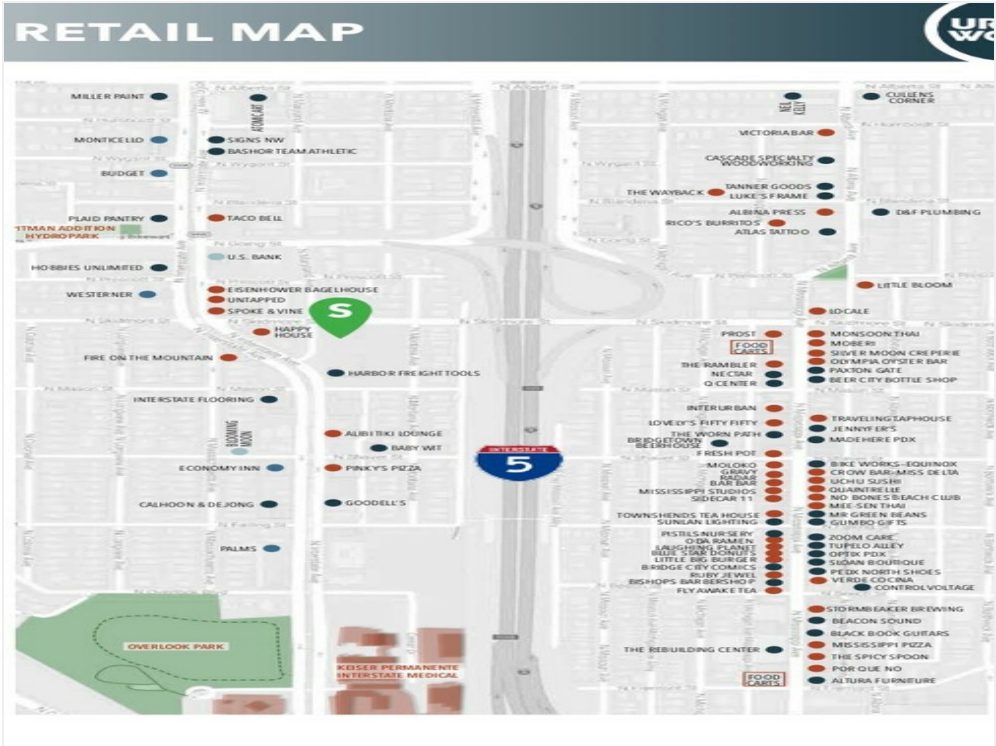
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On Site Parking with 100's of On Street Parking Opportunities



Just West of Portland's greatest Concentration of Eateries

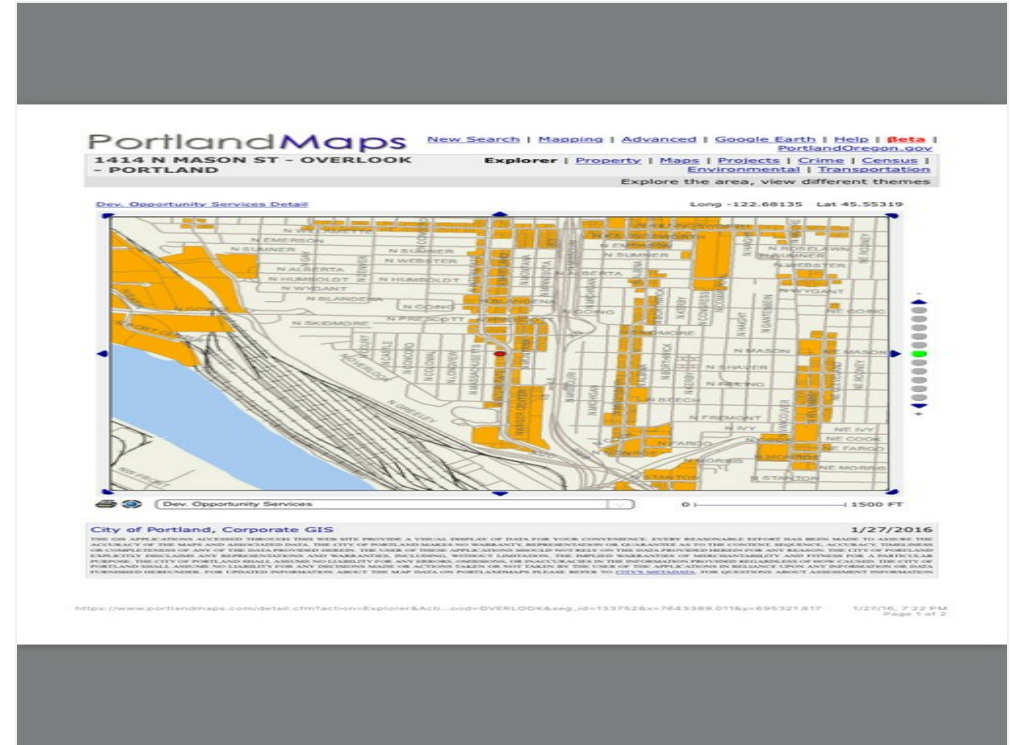
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No Sales Tax Oregon between Portland and Vancouver

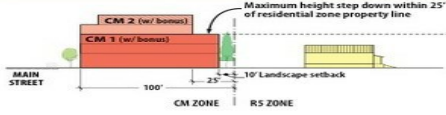


Dense Infill Neighborhoods with Thousands of New Housing Units Nearby

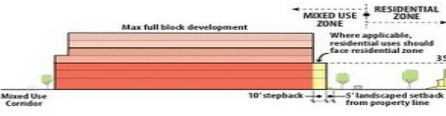
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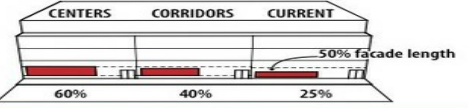
4. Height transitions and buffering
Apply setbacks, height transitions and buffering for mixed use zones adjacent to lower density residential zones to foster more gradual transitions. This would require buildings in the commercial/mixed-use zones to step down to the allowed heights of adjacent lower-scale residential zones and provide building setbacks. It also includes limitations on drive-throughs and exterior work activities close to residential zones.



5. Full-block zoning transitions
Apply building height transitions and landscaping standards for mixed-use areas that are located off of corridors and have street frontage adjacent to residential zones. Encourage residential development as part of this interface.



6. Large site flexibility and community benefits agreements
Allow for larger scale development on large sites (over 2 acres) in conjunction with a master plan/design review, transitions to lower density areas, and requirements for affordable housing, public open space, and low-carbon buildings.



7. Street frontages – ground floor windows
Strengthen design-related standards that address the relationship of buildings to street frontages. Ground-floor window coverage on transit street frontages is increased to 40 percent (from the current 25 percent). The window coverage requirement is 60 percent along core commercial corridors in the Centers Main Street overlay, which will also require active ground floor uses such as retail or community services.

Mixed Use Zones Project – Discussion Draft Report Summary – September 2015 9

Parking Lot Redevelopment Opportunities


Development and Design Standards

The new mixed use base zones include new development and design standards. These proposed standards are intended to guide the design of new development and how it contributes to the success and character of center and corridors. The standards are designed to respond to community concerns about the scale and design of development, while providing for the flexibility needed to respond to the context and economic challenges of particular sites and projects.

What is changing? – some highlights

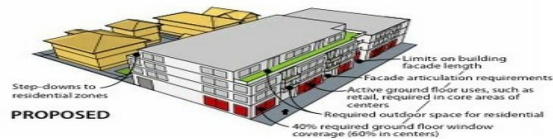
Existing Regulatory Framework
(CS zone example shown)

- Floor area limits apply to non-residential uses (except EX zone).
- No floor area limits on residential uses (except EX zone).
- No bonuses for public benefits.



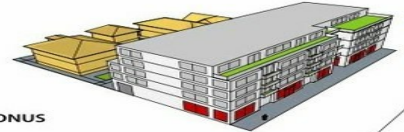
Proposed Regulatory Framework
(CM2 zone example shown)

- New floor area ratios include all uses – both non-residential and residential – and manage the bulk of buildings.
- New design-related standards shape building facades and increase the amount of ground-floor windows.
- Bonuses for public benefits.



Proposed Regulatory Framework
(CM2 zone example with bonus shown)

- Bonus floor area earned for affordable housing, affordable commercial space, public plazas, green features, etc.
- Bonus height allowed:
 - In CM2 zone with Design Overlay and Mixed Use Urban Center or Civic Corridor designation.
 - In CM3 zone with the Design Overlay.
- Public Plaza and Green Features bonuses provide additional open space – not shown.



Mixed Use Zones Project – Discussion Draft Report Summary – September 2015 7

Parking Lot Redevelopment Opportunities

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Zoning Concept Development Standards				
	CM1	CM2	CM3	CE
Base Height Limit (stories)	35'(3)	45'(4)	65'(6)	45'(4)
Base FAR	1.5:1	2.5:1	3:1	2.5:1
Maximum Height Limit with Bonus (stories)	35'(3)	55'(5)*	75'(7)	45'(4)
Maximum FAR with Bonus	2.5:1	4:1	5:1	3:1
Maximum Height- Transit Street ROW < 70 feet	Base height	45' within 10' of lot line	55' within 10' of lot line	Base height
Maximum Height- Adjacent to RF-R2.5 Zone	Base height	35' within 25' of R zone lot line	35' within 25' of R zone lot line	35' within 25' of R zone lot line
Maximum Height- Adjacent to R2-R1 Zone	Base height	45' within 25' of R zone lot line	45' within 25' of R zone lot line	45' within 25' of R zone lot line
Additional Height Allowed for Active Ground-floor Uses	3'	3'	3'	3'
Maximum Building Coverage % Inner/East/West	85/75/75	100/85/85	100/85/85	85/75/75
Required Landscaping % Inner/East/West	15/15/15	0/15/15	0/15/15	15/15/15
Exterior Display Areas	L	L	L	Y
Exterior Storage Areas	N	N	N	Y
Drive Thru Facilities	N	L	L	Y

* The 55' height limit is allowed only in areas with a Mixed Use - Urban Center Comprehensive Plan designation and in areas with the Mixed Use - Civic Corridor Comprehensive Plan designation where the Design overlay zone is applied.

Special Tools for Centers
Portland's Comprehensive Plan creates a hierarchy of places as shown in the Urban Design Framework (UDF) diagram (www.portlandoregon.gov/bps/article/497459). Outside of the Central City, the plan focuses opportunities for growth and community amenities in centers. These areas are expected to become key community hubs and places of focused activity, growth and development in the future. Additional development, design and parking management tools are proposed for centers, where there is a greater expectation for change. The tools to help guide development vary by type of center and location. See below for information about the specific tools and their application.

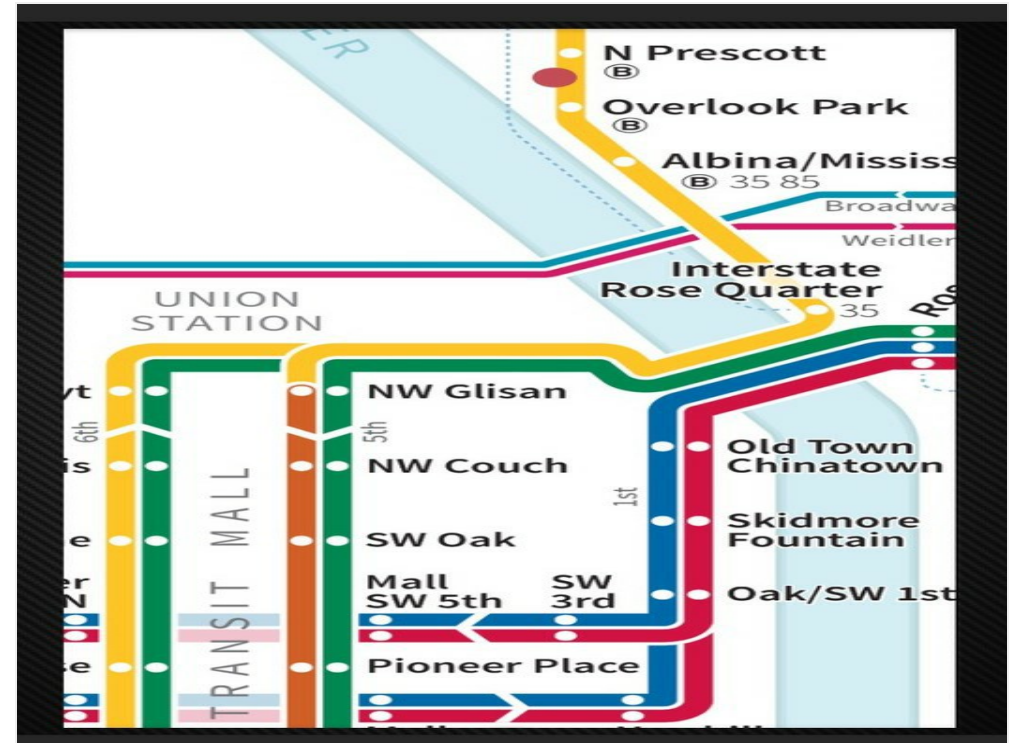
Centers Main Street Overlay Zone
In order to foster centers as places that emphasize a high degree of activity and prioritize the needs of pedestrians, the Mixed Use Zones amendments include a new overlay zone that would be applied to properties in the commercial core of all Town Centers and Neighborhood Centers (see map on page 15). This would include:

- Limitations on certain auto-oriented uses.
- Limitation on driveway access from transit streets.
- Requirements for active ground floor commercial uses in new development.
- Enhanced ground floor window and entry standards.
- Stronger requirements for buildings to be located close to sidewalks.
- A minimum floor area for new development.
- Limitation on single-dwelling developments.

Design Review
Extend the design overlay zone to all areas designated as Mixed Use - Urban Center on the Comprehensive Plan map. This designation includes Town Centers and the most urban Neighborhood Centers and Corridors surrounding the Central City.

Mixed Use Zones Project - Discussion Draft Report Summary - September 2015

Parking Lot Redevelopment Opportunities

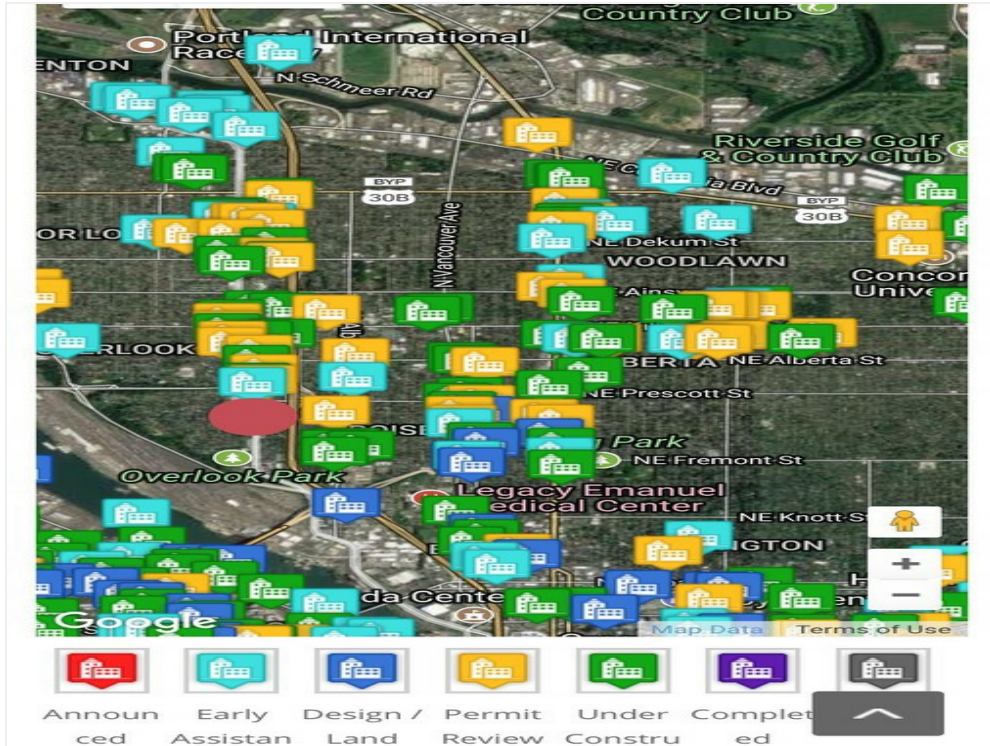


Interstate Light Rail Route Downtown

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Interstate N Portland Development Boom

Wednesday, May 7, 2014, 10:38am PDT

Ankrom Moisan, Hoffman get \$150M Daimler HQ job

Wendy Culverwell
Portland Business Journal



Daimler Trucks North America LLC's future North American headquarters will have two big construction world names at its helm.

Daimler North American Headquarters Under Construction

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The second revived project is the Prescott Station at the corner of Skidmore and Interstate. It is of a truly different scale than anything built thus far on Interstate. It is to have 155 market rate apartments over 9,500 sf commercial spaces and underground parking. That would be more housing units that all the other projects mentioned combined and at 6 stories it would be the tallest thing built of the street yet. According to the DJC it is permitted and has financing so should break ground in March. The development group is connected to Sierra Construction, which is also behind the proposed New Seasons at Williams and Fremont. The architect is the Myhre Group, who are also designing a number of small infill projects around town, most notable the apartment building under construction next to Hollywood Theater. Prescott Station would be a major milestone fo Interstate and hopefully a symbol of things to come.



Prescott Station. Rendering from the Myhre Group Architects.

1 Block North on N Interstate

AREA DEMOGRAPHICS		Portland, OR 97217		
		1 mi radius	3 mi radius	5 mi radius
2019 Estimated Population	21,888	175,632	355,587	
2024 Projected Population	22,376	179,385	363,019	
2010 Census Population	17,359	148,315	305,026	
2000 Census Population	16,739	134,143	278,838	
Projected Annual Growth 2019 to 2024	0.4%	0.4%	0.4%	
Historical Annual Growth 2000 to 2019	1.6%	1.6%	1.4%	
2019 Est. HH Income Under \$15,000	9.8%	11.0%	9.3%	
2019 Est. Average Household Income	\$98,422	\$101,592	\$106,478	
2019 Est. Median Household Income	\$80,166	\$79,194	\$83,978	
2019 Est. Per Capita Income	\$43,946	\$51,454	\$51,523	
2019 Est. Total Businesses	1,532	18,716	30,257	
2019 Est. Total Employees	17,538	216,300	358,616	

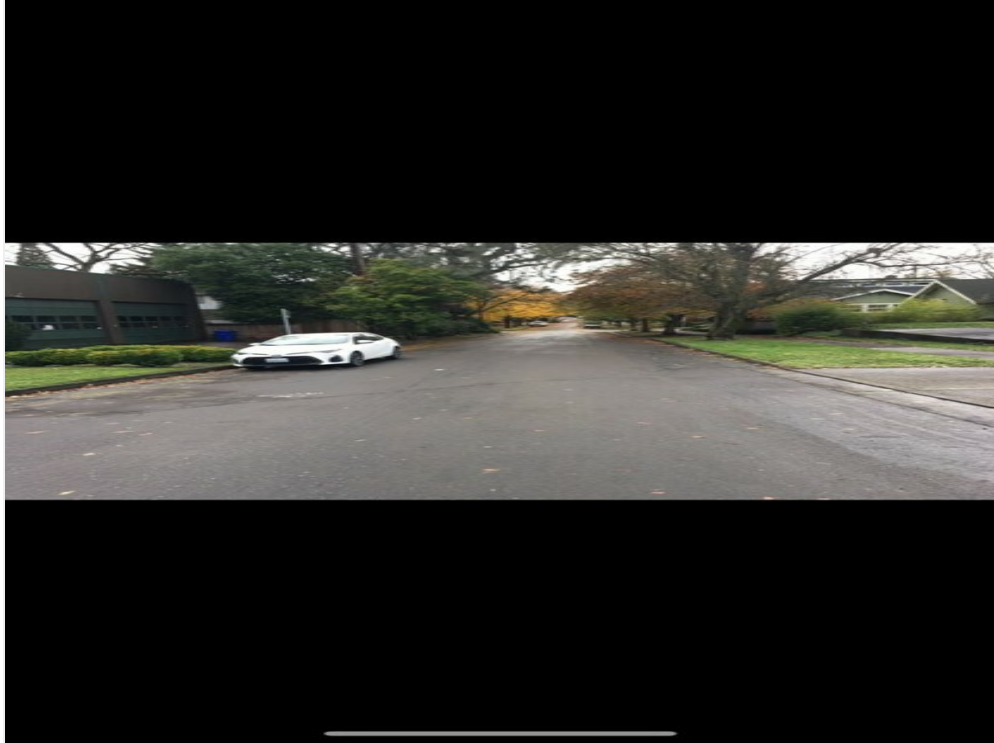
*Demographic Information, Table Counts, and Market Location are Provided by ETCO Online at Statista.com
 SITE SOURCE

Strong Dual Demographics in NO SALES TAX Portland between Portland and Vancouver

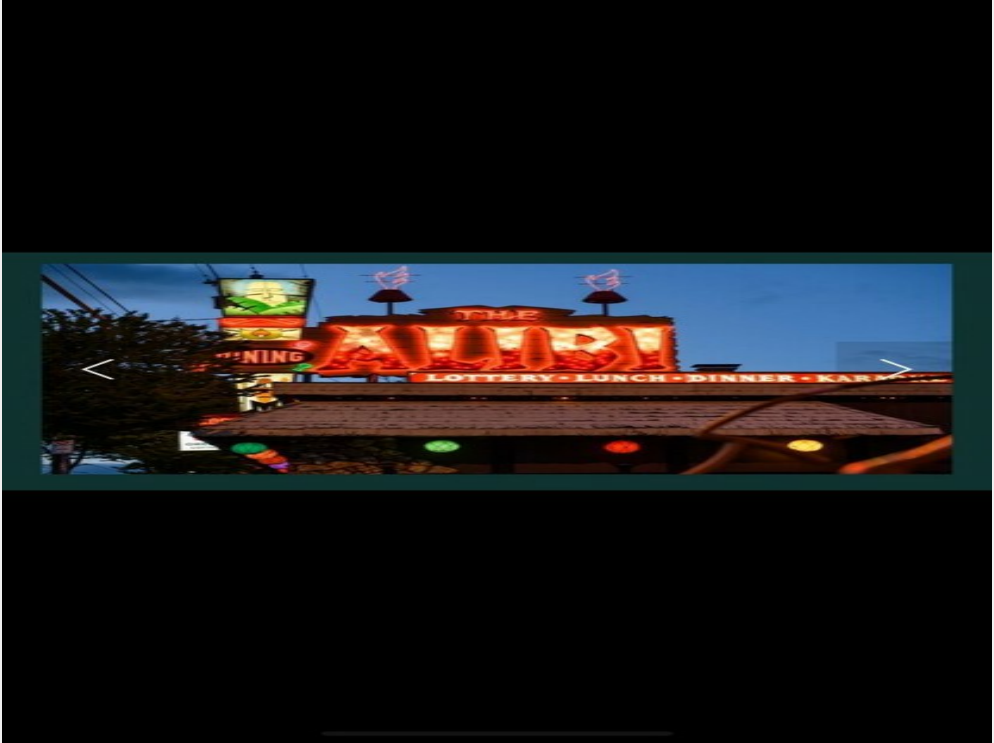
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Adjacent On Street Parking Should be Adequate for any Demand

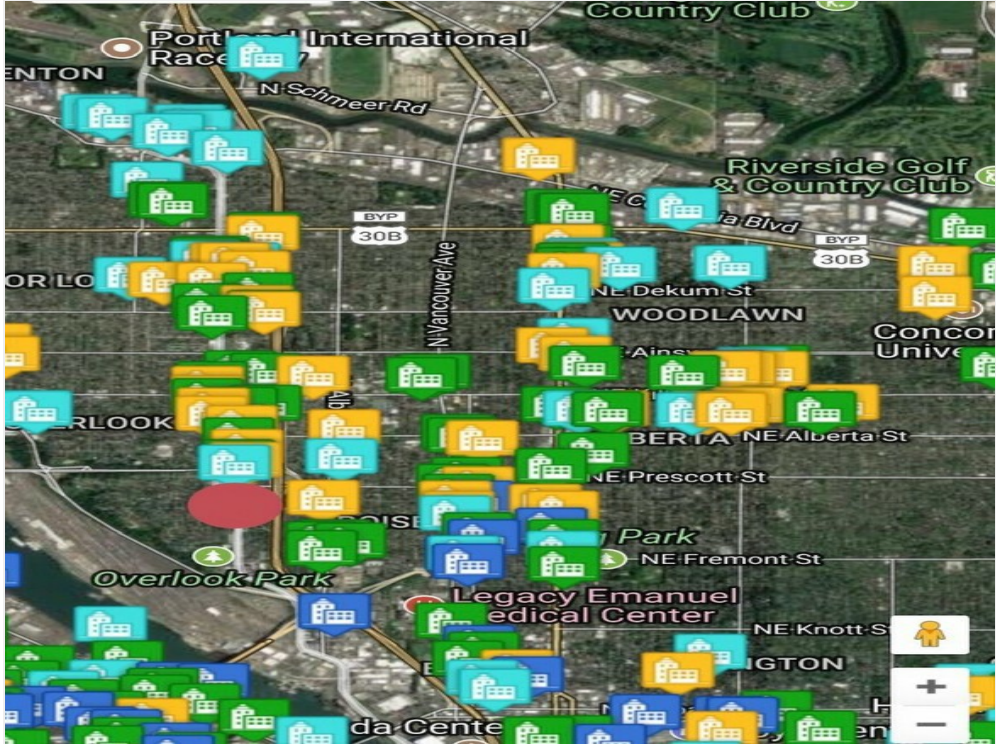


Across Street from the Famous Alibi Tiki Bar

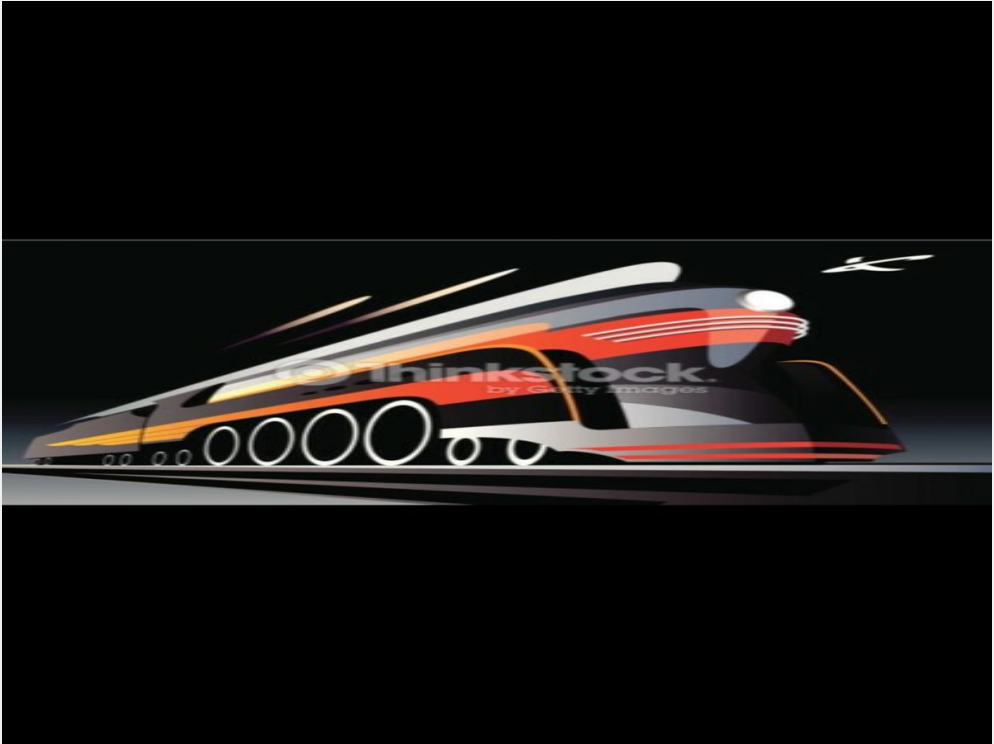
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Property Photos



Thousands of New Apartment Units Driving Demand

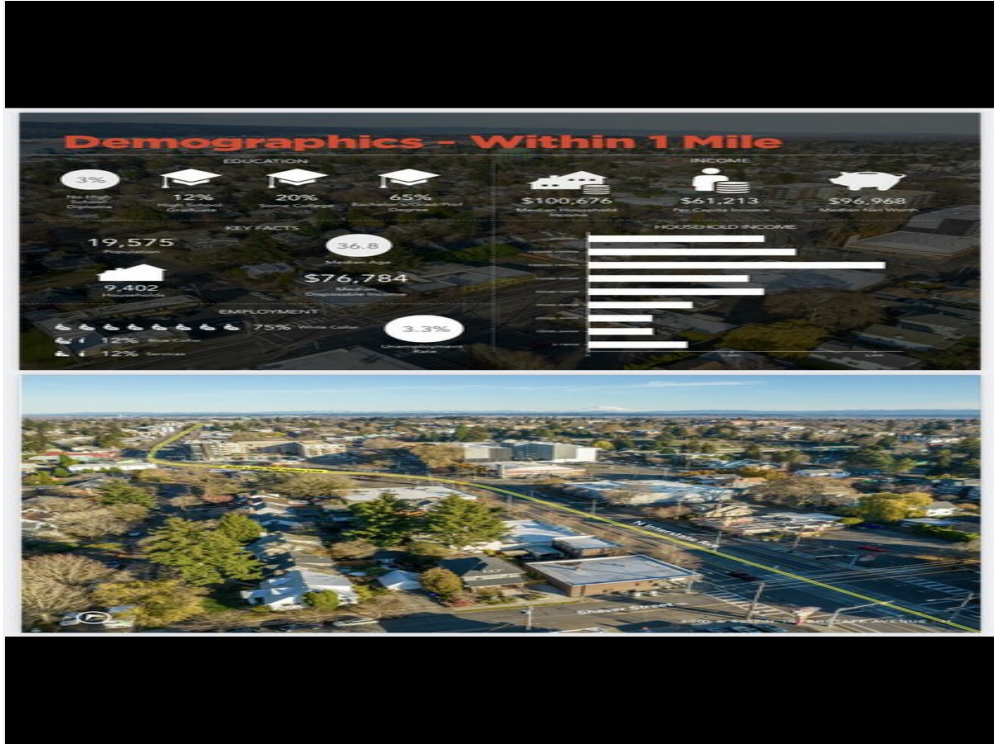


Downtown Access Via Light Rail

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Extensive Street Parking Looking East Toward N Interstate from West End of Block



Extensive Street Parking Looking North from West End of Block

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Extensive Street Parking Looking South from West End of Block



Extensive Street Parking Looking West from West End of Block

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Location

