

A PLACE TO BE

1225 N. THUNDERBIRD WAY STATE OWNED PARKING LOT

OPPORTUNITIES AND LIMITATIONS

- Max FAR: 4:1
- Max Height: 100 feet
- Min Building Setbacks: None
- From top of riverbank: 25 feet
- Max Building Setbacks: 10 feet (transit street)
- Building Coverage: No Limit
- Min Landscaped: None
- Parking: Not Required
- Street Facade: Ground level 50% of length, 25% of area

ADVANTAGES

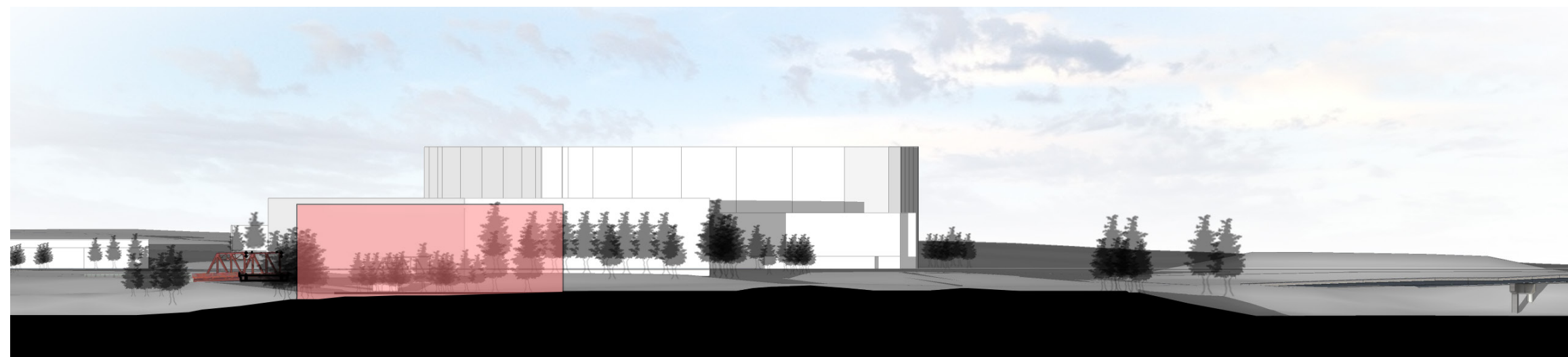
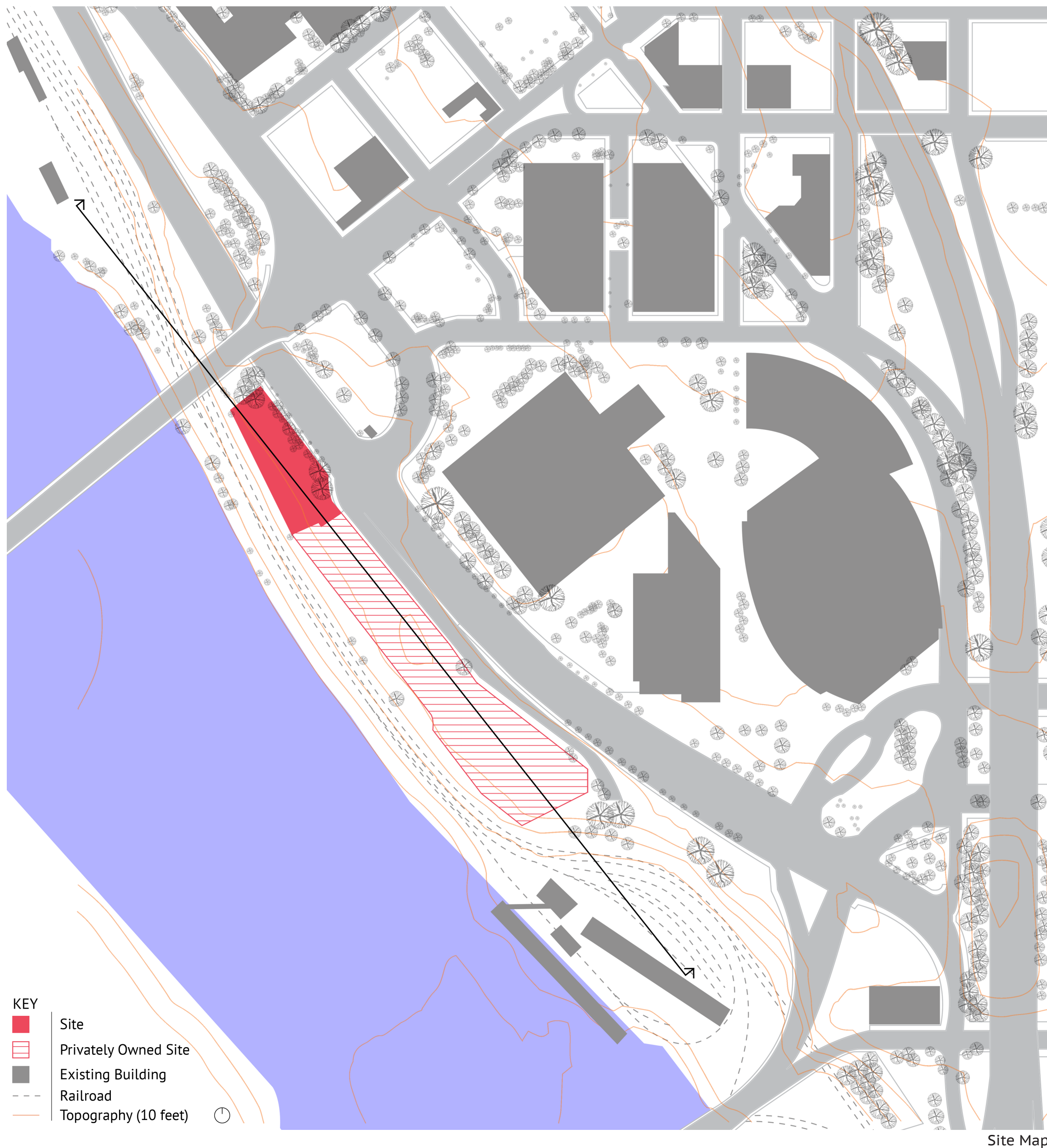
- can accommodate multi-story 30,000-60,000 sf building (total possible: 112,200 sf)
- views of the river and central city along entire southeast side
- high visibility
- immediate proximity to two bus lines and their stops
- well within a quarter mile of stop for MAX red, blue, green, and yellow lines and streetcar stop
- bike and pedestrian access, located off N. Interstate Avenue
- opportunity to reclaim property from the displacement of the Rose Quarter

DISADVANTAGES

- at southernmost edge of the Albina neighborhoods
- located within the Rose Quarter, potential overpopulation of traffic during events
- removed from parks and commercial amenities
- under base of east bank of Broadway Bridge

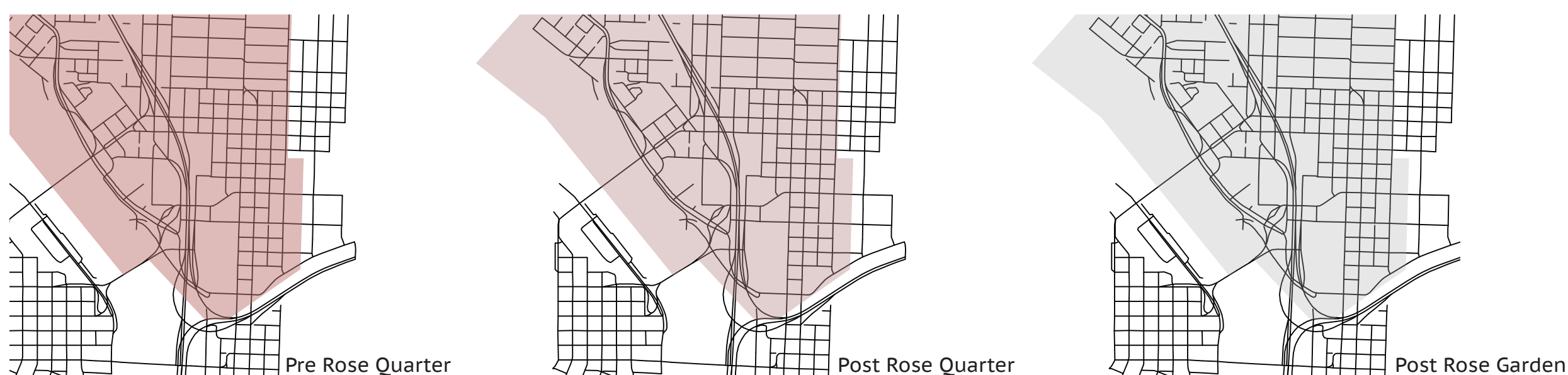
PHYSICAL CONDITIONS

The site is a relatively flat, paved parking lot with a slight downslope from northeast to southwest. It is an irregularly shaped site, roughly 320 ft by 100 ft totaling an area of approximately 38,250 sf. Situated under the south side of the east bank of the Broadway Bridge, the immediate adjacencies are the Veterans Memorial Coliseum to the east and a larger, similarly narrow parking lot to the southeast. The site sits at the top of a steep bank down to the Willamette River (25% slope) with a significant number of railroad lines 20 ft below to the southwest. Bordered on the northeast by a significant number of trees running along the road, the site and its adjacent sidewalk are relatively buffered from automobile traffic.



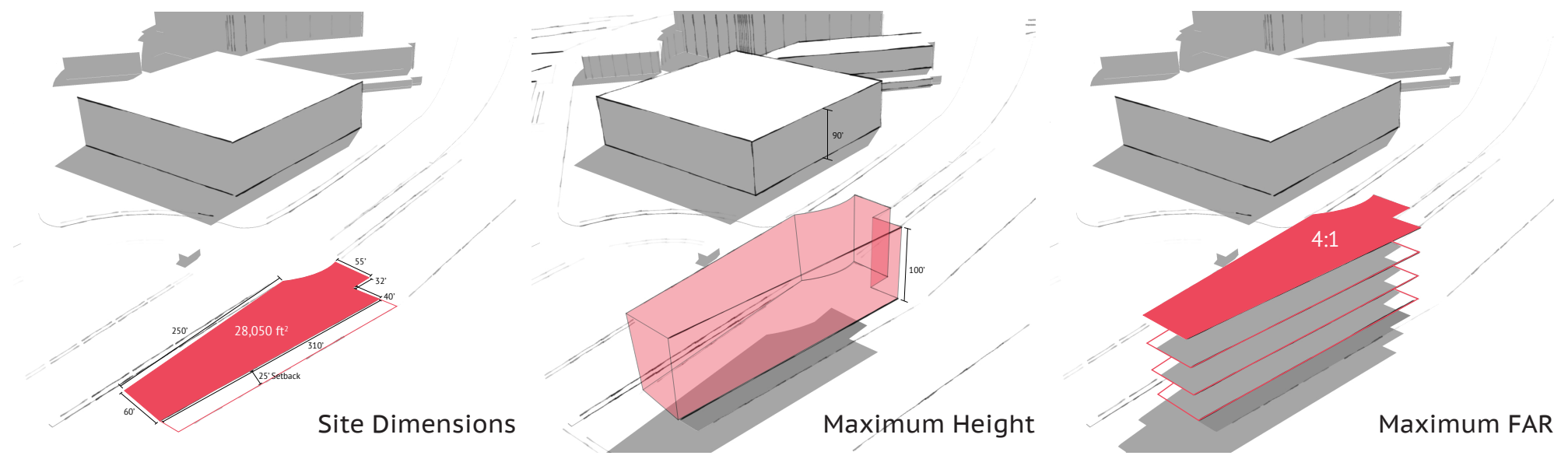
INTERPRETIVE CONDITIONS

The site is adjacent to and a part of the Rose Quarter, the development of which displaced the communities once living there. While not in the heart of the Albina neighborhoods, the site is situated near an area of historic importance to the area and the demographics. While negative associations may come with the site, a chance to reclaim property that once belonged to the Albina neighborhoods and to most effectively present the culture and history of the area to a larger and wider audience exists.



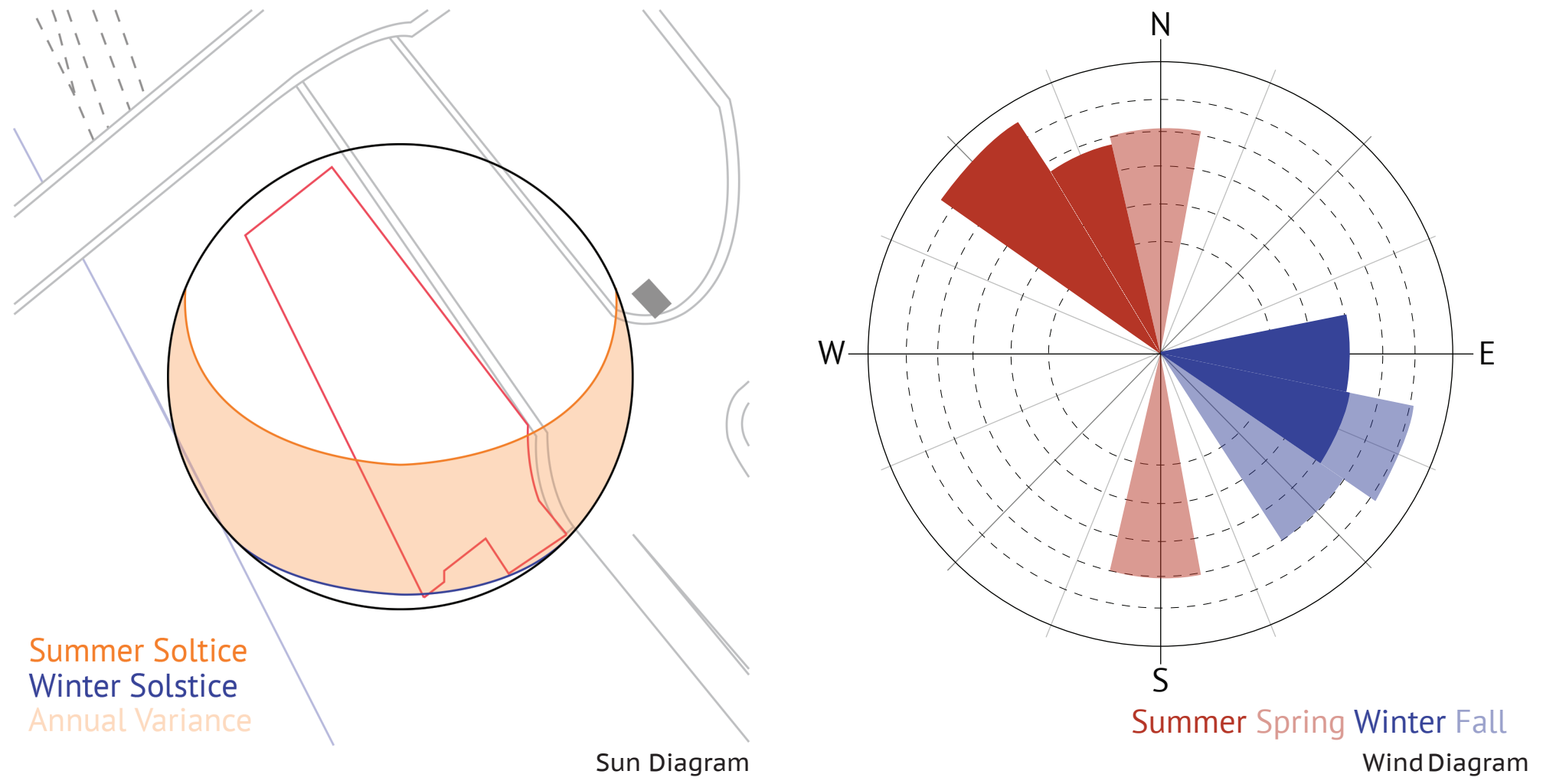
REGULATORY CONDITIONS

Zoned CXdg (central commercial with design overlay and greenway overlay designations) the site's development is heavily regulated. The design overlay requires design review for any significant development and the greenway overlay (subcategorized as "river general") "allows for uses and development which are consistent with the base zoning, which allow for public use and enjoyment of the waterfront, and which enhance the river's natural and scenic qualities." The primary requirement of this overlay zone is for a 25' greenway setback inwards from the top of the river bank. This reduces the size of the site available to build upon to roughly 320 ft by 75 ft, resulting in a ground floor square footage maximum of approximately 28,050 sf. The site is also located within the central city plan district, which allows for a maximum building height of 100 ft (overruling the 75 ft limit of the central commercial zone) and has no minimum setback (but being located on a transit street restricts a maximum 10 ft setback), no building coverage limit, no minimum landscaped requirement, and requires the ground level street facing facade to be 50% windows in length and 25% windows in area. Additionally, being within the central city plan district, several regulations of the greenway overlay are overruled, such as the FAR of 2:1. With an FAR of 4:1, the max square footage of a potential building is 112,200 sf.



ENVIRONMENTAL CONDITIONS

Winds run strongest through the length of the site, during the summer and spring from the northwest and during the winter and fall from the southeast. Exposed fully on the south and west sides, the site has numerous access to sunlight from midday through the afternoon. Shading on the site comes from the Memorial Coliseum and the trees to the northeast in the early mornings, and a significant amount from the Broadway Bridge to the north in the late afternoon during the summer months. The site is located within a moderately high earthquake hazard zone as well as a landslide hazard area.



MOVEMENT PATTERNS

The site sits on N. Interstate Avenue, with the MAX yellow line running along it and bus lines 35 and 85. There is a bus stop for both lines at the east corner of the site and another stop for line 35 across Interstate, with access via a signaled intersection crosswalk. The closest MAX stop is the Interstate/Rose Quarter station .2 miles to the southeast and supporting both the yellow and blue lines. Another .1 miles to the east is the Rose Quarter TownCenter station supporting the blue, red, and green lines. To the north, within .2 miles, is the NE Broadway and Ross streetcar stop. Interstate is heavily populated with automobile traffic as well as bike traffic, with bike lanes on both sides. Pedestrian activity is minimal, but during events at the Rose Quarter the area is much more heavily populated by auto and pedestrian traffic.

