HIGH VISIBILITY SHOP BUILDING WITH YARD

11257 NE Sandy Boulevard, Portland, OR 97220

1.1

BYP 30B

1000

For More Information, Contact:

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Goc

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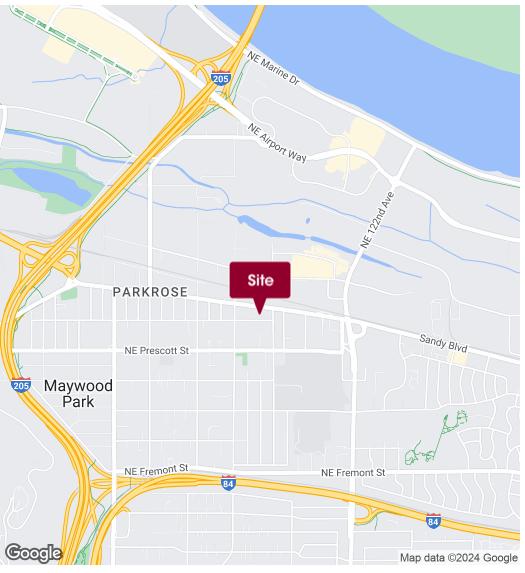
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NE 112th Ave

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FOR SALE



PROPERTY DESCRIPTION

Great opportunity for an owner/user looking for yard space with significant street exposure. The building is equipped with two loading doors, a car lift, a front office, a restroom, and full electrical service. The CE zoning allows for a variety of uses.

LOCATION DESCRIPTION

Excellent frontage on Sandy Boulevard at a signalized intersection, with convenient access to I-205, Portland International Airport, and nearby amenities.

PROPERTY HIGHLIGHTS

- Large paved lot
- Direct access to I-205 and easy access to I-84
- Parking Ratio: 4.5/1,000 SF

OFFERING SUMMARY

| Sale Price: | Call for pricing |
|----------------|------------------|
| Lot Size: | 0.94 Acres |
| Building Size: | 2,000 SF |
| Zoning: | CE |
| Built: | 1949 |

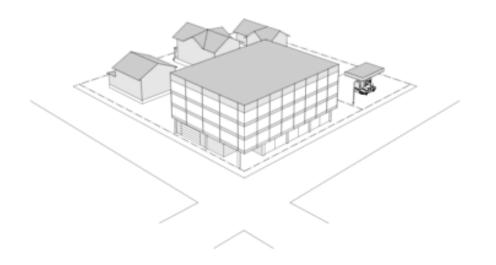
| TRAFFIC COUNTS | COLLECTION | CROSS | DISTANCE |
|----------------|---------------|----------------|----------|
| 20,181 | NE Sandy Blvd | NE 112th Ave W | 0.01 mi |
| 15,947 | NE Sandy Blvd | NE 116th Ave E | 0.14 mi |



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COMMERCIAL EMPLOYMENT (CE)

The CE zone is a medium-scale zone intended for sites along corridors in areas between designated centers, especially along Civic Corridors that are also major truck streets. The emphasis of this zone is on commercial and employment uses. Buildings are generally expected to be up to four stories.

Specific allowable uses include: retail sales and services, office space, quick vehicle servicing, vehicle repair, self-service storage, household living, institutional uses, and limited manufacturing and other low-impact industrial uses.



QUICK FACTS

| Location | This zone is generally applied along major traffic streets such as SE Powell, SE 82nd and SW Barbur. |
|-------------------|--|
| Maximum Height | 45', which is generally 4 stories |
| FAR | 2.5:1, increasing to 4:1 with bonus provisions. |
| Parking | is generally not required for non-residential uses, or for residential development that contains fewer than 30 dwelling units when development is located near transit. Parking is generally required for larger residential / mixed-use developments and in locations farther from transit. |



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