City of Portland
Historic Landmarks Commission

Design Advice Request

SUMMARY MEMO

Date: **July 25, 2022**

To: **Robert Thompson, FAIA, TVA Architects**

From: **Tim Heron, Design / Historic Review Team**
(503) 823-7726, tim.heron@portlandoregon.gov

Re: **EA 22-146647 DA – Honeyman - Philip Addition**
Design Advice Request Commission Summary Memo – July 11, 2022

Thank you for taking advantage of the opportunity to hold a Design Advice Request regarding your project. I hope you find it informative and valuable as you continue with your project development. Following, is a summary of the comments provided by the Landmarks Commission at the **July 11, 2022 Design Advice Request**. This summary was generated from notes taken at the public meeting and a subsequent review of the public meeting recordings. To review those recordings, please visit: https://efiles.portlandoregon.gov/record/15205400.

These Landmarks Commission comments are intended to guide you in further design exploration of your project. These comments may also inform City staff when giving guidance over the course of future related land use reviews. It should be understood that these comments address the project as presented on **July 11, 2022**. As the project design evolves, the comments, too, may evolve or may no longer be pertinent.

Design Advice Requests are not intended to substitute for other Code-required land use or legislative procedures. Please keep in mind that the formal Type 3 land use review process [which includes a land use review application, public notification, and a Final Decision] must be followed once the Design Advice Request meetings are complete, if formal approval for specific elements of your project is desired.

Please continue to coordinate with me as you prepare your Type 3 Land Use Review Application.

Encl:
Summary Memo

Cc: *Design Commission*
Respondents

Executive Summary

- The Landmarks Commission agreed that the Metro Building had lost a great deal of integrity, however, the Bindery Building has not. While the removal of the Metro Building could be found approvable for new construction, the additional removal of the majority portion of the east half of the Bindery Building removes too much historic material and historic massing that could result in grounds for delisting of the Historic Landmark Honeyman Hardware Complex from the National Register of Historic Places.

- The Landmarks Commission was unanimous that Option A [full half block] and Option C [hybrid ½ block] could not successfully address all the approval criteria. A majority of the Landmarks Commission felt a reduced scale and more complementary use of materials and proportions of Option B [¼ block] could potentially meet the approval criteria.

Commissioners present: *Commissioner Chair Minor, Commissioner Vice-Chair Foty, Commissioner Moreland, Commissioner Smith, Commissioner Roman.*

Summary of Comments. Following is a general summary of Commission comments by design tenet.

CONTEXT | COMPATIBILITY

Approval Criteria/ Guidelines: 33.846.060.G; CCFDG: A5 - Enhance Embellish and Identify Areas, C1 – Enhance View Opportunities, CCFDG C2 – Promote Quality and Permanence, C3 – Respect Architectural Integrity, C4 – Complement the Context of Existing Buildings, C5 – Design for Coherency, D1 – Park Blocks.

1. Partial demolition of the Honeyman Hardware Complex

a. The merits and mitigation of the request to demolish only the ¼ block Metro Building

- The majority of the Landmarks Commission agreed that the ¼ block Metro Building had lost a large proportion of its historic integrity and original materials.

- The Commission also agreed that if any development were to move forward and remove this ¼ block portion of the Landmark, a high level of historic analysis, documentation, and celebration of the Historic Metro Building/ Honeyman Horse Stable history for the Honeyman Hardware Company would need to be provided.

- A majority of the Commissioners felt there was the most potential in Option B [¼ block], however changes are needed that reduce the scale and better compliment the context of the existing materials and proportions of the Historic Bindery and Cotter Buildings to be a compatible additional that could meet the approval criteria.

b. The merits and mitigation of the request to demolish the ¼ block Metro Building and the majority eastern ½ of the Bindery Building [Option C].

- The Landmarks Commission was unanimous that Option A [½ block] and Option C [hybrid ½ block] could not successfully address all the approval criteria.

- The Commissioners cited the overwhelming scale of the 250' height, the modern glass curtainwall design, and the majority removal of the east half of the Bindery Building as critical challenges moving forward with this option.

- The Commission was also unanimous that Option B [¼ block], while not meeting the approval criteria due to its overwhelming scale to the rest of the Historic Landmark block, was the best option due to its proposed footprint and did not also propose the removal of the east half of the Bindery Building.

- The majority of the Landmarks Commission agreed that the Metro Building had lost a great deal of integrity, however, the Bindery Building has not. While the removal of the Metro Building could be found approvable for new construction, the additional removal of the majority portion of the east half of the Bindery Building removes too much historic material and historic massing that could result in grounds for delisting of the Historic Landmark Honeyman Hardware Complex.

    - Commissioners noted the 1989 National Register Nomination indicates the Cotter Building and the Bindery Building "retain much of their architectural integrity and are in good condition."

    - Commissioners asked for further documentation and whether a more recent assessment of the Bindery Building has been completed. A better understanding of the Bindery Building interior and exterior conditions would be helpful to any alterations proposed for this 2-story portion of the Bindery Building.

2. Height and massing; base/ middle/ top and proportions.

a. Review of Options A, B and C.

- Commissioners agreed the main goal of any new addition would be to retain the integrity of this National Register resource and not potentially compromise the resource's listing on the National Register of Historic Places.

- The Landmarks Commission agreed that an addition to the Historic Honeyman Hardware Complex would need to reflect the same materials and proportions [base, middle, top] that is reflected in the Cotter and Bindery Buildings.

- The Landmarks Commission was unanimous that all options as presented, primarily given the overwhelming scale and glass curtain wall expression, did not fully complement the context of existing Historic Honeyman Hardware Complex.

    - For Option B [¼ block] a majority of the Landmarks Commission felt if the scale were reduced, a more complementary style and use of similar materials were applied, another version of Option B could potentially meet the approval criteria.

    - Some Commissioners noted, provided a more appropriately scaled addition were proposed, there could be a successful solution that is glassy and contemporary. One Commissioner specifically stated that a more traditional expression of materials and proportion would need to be demonstrated at the ground floor level.

- Some Commissioners also noted that if a modern expression did a really good job in understanding how to interpret historic character-defining features into modern expression, that could also meet approval criteria.

- During the hearing an additional option was presented, Option B1, which proposed to remove and then replace the majority portion of the east half of the Bindery Building [only retaining the original street facing walls as shown in Option C] to allow for construction of underground parking for the full half block. This proposal would rebuild the Bindery Building behind the retained street facing walls and return it to its original two-story volume.

    - Option B1 presented some concerns for Commissioners that the majority removal of the east half of the Bindery Building, particularly as driven by a parking demand otherwise not required by the Zoning Code, could still compromise the integrity of the resource, potentially resulting in grounds for delisting from the National Register of Historic Places.

    - Addition documentation and recent assessment of the Bindery Building could be helpful to further this conversation and potential option.

b. Review of Option C, hybrid addition, that preserves as much of the Bindery Building as possible with a glassy addition to convey relative lightness above the historic building to remain.

c. New addition context and compatibility to remaining Honeyman Hardware Company Building complex.

d. Building base, middle, and top proportions and expression.

e. Integration with future anticipated development at Broadway Corridor.

- The Landmarks Commission was unanimous that Option C [hybrid ½ block] could not successfully address all the approval criteria.

- The Commissioners cited the overwhelming scale of the 250' height, the modern glass curtainwall design, and the majority removal of the east half of the Bindery Building as critical challenges moving forward with this option.

- Commissioners agreed that any addition to the Historic Landmark should have a more traditional approach to the proportions and materials of the Honeyman Hardware Complex period of significance and the Bindery and Cotter Building designs.

PUBLIC REALM

<u>Approval Criteria/ Guidelines:</u> A4 - Use Unifying Elements, A8 – Contribute to a vibrant Streetscape, B1 – Reinforce and Enhance the Pedestrian System, B2 – Protect the pedestrian, B-6 Develop Weather Protection, B7 – Integrate Barrier-Free Design, C7 – Design Corners that Built Active Intersections.

3. Preservation of the existing Honeyman Hardware Complex Buildings

a. Restoration and improvements.

- The Landmarks Commission applauded any and all restoration efforts to the Historic Honeyman Hardware Complex buildings.

4. Ground floor/ building base quality and program

a. The Green Loop/ Required Building Line frontage.

b. Ground floor uses for each street frontage – residential lobby, residential units, retail and limited back-of- house including loading.

- Some Commissioners could be supportive of a ground floor design that pulls back from the SW Park Avenue frontage; however, the design must incorporate traditional materials, patterns and proportions that complement the historic building ensemble of the Honeyman Hardware Complex.
- The Landmarks Commission would also support a zero-property line frontage that would better retain the building wall frontage of the intact Bindery Building along SW Park Avenue as this is more in keeping with the existing historic complex which meets the street lot line on all frontages.
- Commissioners recommended further development of a ¼ block addition with a ground level proportional to the Bindery Building on SW Park Avenue as well as the Cotter Building on SW Hoyt Street.

QUALITY & PERMANENCE

Approval Criteria/ Guidelines: 33.846.060.G; CCFDG: A5 - Enhance Embellish and Identify Areas, C1 – Enhance View Opportunities, CCFDG C2 – Promote Quality and Permanence, C3 – Respect Architectural Integrity, C4 – Complement the Context of Existing Buildings, C5 – Design for Coherency, D1 – Park Blocks.

5. Materiality

a. Concrete and masonry are character defining features in the National Register nomination for this block and supported by the Design Guideline approval criteria.

b. If other materials or modern cladding systems are being considered, examples and details should be provided.

- The Commissioners were unanimous the modern glass curtainwall design as proposed was not compatible and did not complement the commercial style architecture and brick and concrete materials of the Historic Honey Hardware Complex.
- Commissioners agreed that any addition to this Historic Landmark should have a more traditional approach to the proportions and materials to complement the Honeyman Hardware Complex period of significance, particularly the Bindery and Cotter buildings.

Service Bureau Comments – PBOT

- Tammy Boren-King, Portland Bureau of Transportation [PBOT]
  - PBOT noted that vehicle access from NW Hoyt Street would be required for the new development.
  - PBOT also noted the new PBOT Administrative Rule TRN-8.13 - Utility Vault or Structure for the Benefit of the Adjacent Property Owner Review Approval Process.

Exhibit List

A. Applicant's Submittals
   1. Original Application Narrative and Drawings
B. Zoning Map [attached]
C. Drawings

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APP19	SW Bindery Building Improvements
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APP21	New/Historic Precedents
APP22	Additional Successful New/Historic Precedents
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D. Notification
   1. Mailing list
   2. Mailed notice
   3. Posting instructions sent to applicant
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E. Service Bureau Comments
    1. PBOT Development Review
F. Public Testimony.
    1. Sol Schade, against demolition of historic materials
    2. Sean Sweat, support for Option B and C
G. Other
    1. Application form
    2. Staff memo to Design Commission 7-1-22
H. Design Commission Meeting 7-11-22
    1. Staff Presentation
    2. Testimony Sheet

On behalf of Fields Holdings, LLC please find enclosed our proposal for a Design Advice Request to review preliminary design concepts for a new 23 story residential building containing approximately 300 housing units with an affordable component, 3,500 SF of ground floor retail and 174 below grade parking stalls based on our preferred option B. The project site is located at 555 NW Park Avenue facing the North Park Blocks between NW Glisan and Hoyt and adjacent to the planned Broadway Corridor redevelopment. We have been evaluating three different design schemes for review and are seeking constructive feedback as we move the project forward toward a scheduled construction start date in mid July 2023. Working with City Planner, Tim Heron, we have been evaluating three different design options that are distinctly different in terms of their impact on the historic buildings that make up the site. Scheme A looks at the development of a full half block solution that would require the demolition of the Metro Building, as well as the east half of the historic Bindery Building, retaining the Cotter Building as well as the one story west half of the Bindery Building. Scheme B looks at a solution that would require the demolition of the Metro Building, but would retain the Cotter Building, the one story west half of the Bindery Building, as well as the historically significant façade of the two story east half of the Bindery Building. The B concept would retain all three historic buildings with the integration of the east Bindery Building into the design solution of The Philip. The C scheme is a quarter block solution which retains the Cotter Building as well as the Bindery Buildings but would require the demolition of the Metro Building. Because of the small footprint, the project is unable to provide the necessary onsite parking to make it competitive in the market place. The existing full block is composed of the following historic buildings:

HONEYMAN WAREHOUSE BUILDING (COTTER BUILDING) The oldest existing original building on site is the nine-story quarter block warehouse building, built in 1912. The reinforced concrete structure is located at the northwest corner of the block. When originally built, it featured two nearly identical primary façades on the west and north. The south facade contains a wide light court set back from the party wall, allowing permanent south facing windows. The East façade is built entirely as a temporary party wall, with temporary windows and protruding concrete structural elements designed to tie into a future phase of construction. The building was designed by Portland architect D. C. Lewis, who was also responsible for the Board of Trade Building, the Lumber Exchange Building, the Hotel Alder, and the Railway Exchange Building – all constructed in this era and of a similar style. The building was constructed by the Honeyman Hardware Company as a warehouse and featured a generally open floor plan. In 1989, a two-story penthouse was placed on the roof of the original seven-story building.

HONEYMAN STORE, OFFICES AND PRINT SHOP (BINDERY BUILDING) Adjacent to the warehouse is the Honeyman Hardware Store. This half-block, reinforced concrete building, occupies the south half of the parcel and was constructed in 1920. It featured a one-story portion and a two-story portion. The ground floor housed retail at the west half and offices at the east. The upper floor was located at the southeast where the company's printing shop and additional offices were located. In 1989, a one-story penthouse was placed on the roof of the two-story half of the building.

METRO BUILDING The final building on the site occupies a 10,000 square foot parcel at Hoyt and Park Avenue (the northeast corner) and is known as the Metro Building. At the time of the National Register nomination in 1989, this building was purported to be a one-story 1903 stable which was later adapted to an iron warehouse. Subsequent documentation and photographs illustrate that, while the masonry wall along Park Avenue may be part of that structure, the building itself was obliterated first in 1945 and subsequently in the early 1960s. By the 1980s, the window openings of the east wall were infilled with concrete block. In 1989, the building was demolished with the exception of the east wall and rebuilt to three stories with a penthouse.
Of the three solutions, the B scheme is our preferred direction in that it retains the existing three historically significant buildings on site including the integration of the east half of the two story Bindery Building into the design of The Philip Tower. The new building would occupy the NE corner of the block on the site of the existing Metro Building that in the past has been approved for demolition due to the significant impact of multiple renovations essentially "obliterating" the historic significance of that resource across multiple decades throughout its history. We feel the integration of the new tower into the block achieves many positive contributions to the site, as well as to the Pearl District through the inclusion of approximately 300 housing units, including, much needed affordable units. It retains and respects the integrity of the existing historic three-quarter blocks by integrating them into the design composition of the new tower while allowing each building to retain its individual identity as it exists today.

The tower separates itself from the historic Cotter Building to the west by setting its west elevation back from the east face of the Cotter building allowing it to stand proudly on its own providing light and visibility between the buildings. From a massing and scale perspective, the historic buildings that populate the site are a composition of very different scales from the one and two story low scale Bindery Buildings to what is now the 9 story Cotter Building. The new tower differentiates itself from the existing historic buildings and will make strong ties to the historic buildings through the design and integration of the punched masonry facades that abut the historic buildings. We will also be making exterior renovations to the Cotter Building (paint it to make it more fresh and vibrant) and remaining Bindery Building by adding exterior lighting to make it more active, visible, safe and attractive.

We are trying to find a blend between the past and the future of development in the Pearl District, as well as the blocks that immediately surround the site. We want to respect and honor the historic value of the existing buildings that make up our site through the composition of the tower building massing that will allow for the tower to stand freely from the historic buildings allowing them room to breathe and stand on their own. In the next decade the Honeyman block will be immersed in a sea of towers ranging from 250' up to 400' with the evolution of the new Broadway Corridor Project immediately across the street to the north on the current post office blocks. This development will be a game changer for the entire district with the realization of a complete new ground up live/work/entertainment retail and office district that will redefine the north park blocks in a way rarely seen in Portland's history. The B scheme attempts to bridge the new with the old through the inclusion of rich masonry brick facades that abut the existing historic buildings on site while breaking the composition and massing of the building with the integration of a simple, elegant widow wall systems that make strong gestures to the new up and coming district of taller modern towers to the north. We look forward to a positive productive discussion that centers around the pros and cons of the design options presented, and achieving a consensus specific to an agreed upon approach.

CITY OF PORTLAND, OR
KEY DEVELOPMENT GUIDELINES FOR NEW CONSTRUCTION IN HISTORIC 555 NW PARK AVENUE

DATE: APRIL 27TH, 2022	*TVA ARCHITECTS*
RIVER DISTRICT DESIGN GUIDELINES	ARCHITECT RESPONSE COLUMN
A5-1-2 REINFORCE THE IDENTITY OF THE NORTH PARK BLOCKS AREA • Creating a sense of enclosure for the North Parks Blocks with buildings which are at least two or preferably more stories in height. • Locating garage entrances and driveways away from Park Block facades. • Using neon, or indirectly-lit signs, rather than internally-lit signs.	The enclosure guideline is met as the existing two story Bindery building as well as the 23 story Philip Tower exceed the two story requirement creating a sense of enclosure and an architectural framework along the park edges with blocks zoned for 250' tall buildings. The garage entrance is located along NW Hoyt Street. Neon or indirectly-lit signs will be provided.
CENTRAL CITY FUNDAMENTAL DESIGN GUIDELINES	
A4 USE UNIFYING ELEMENTS • Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.	The exterior materials proposed for the new Philip Tower continues the use of brick masonry that reinforces and unifies it to the existing historic Bindery building as well as the base of the Cotter building. In addition to the masonry elements on the new tower an architectural window wall system combined with the masonry skin reinforces the character of the evolving district by blending and unifying this project with many of the new more modern towers that populate the Pearl District. The base of the east Park side elevation of the Philip Tower is lifted 30 feet above the adjacent side walk which aligns with the top cornice of the adjacent historic Bindery building and in a similar way the north elevation of the tower carefully responds to the floor alignment and base of the adjacent historic Cotter Building. The same massing also aligns with the base of the Cotter building, but at levels 2 and above is also set back from the Cotter building to provide access to air and sun, but also to allow the Cotter building to maintain its massing and scale as a separate building that honors it's historical nature. New street trees along NW Hoyt and NW Park also help unify and connect the buildings on site.

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.	
A7 ESTABLISH AND MAINTAIN A SENSE OF URBAN ENCLOSURE • Define public rights-of-way by creating and maintaining a sense of urban enclosure.	The tower base in the NE corner of the site is set back from the property line 12' that faces the future North Park Blocks extension up to the height of the Bindery Building to provide an urban edge that is intended to act as an extension of the future park and provide areas for seating and landscaping. The Bindery and Cotter buildings remain as-is and are built right to the property line providing a well-defined urban edge. The two story volume of the new massing along NW Park Avenue aligns with the existing Bindery building height to the east and also aligns with the base of the Cotter building to the north which breaks down the scale of the new massing and helps create that sense of an 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.	The new building base at The Philip in the NE corner of the site is set back 12' to provide space for potential public use and seating. Extensive glazing is provided along NW Park Avenue at the street level to connect pedestrians to the buildings interior uses, and multiple entrances along the south, east and north property lines provide physical connections from the streetscape into the interior of the building. The ground floor portion that is set back 12' from the east property line is ~30' above the street line which allows for great visual connection into the residential lobby where there are views to seating bays at level one and through a lounge/work area into a landscaped courtyard on level two.
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.	The project will meet all zoning requirements for development in the ROW related to sidewalk zones. The project also includes a 12' setback along NW Park Avenue that will provide additional pedestrian access and opportunities for seating/ landscaping/ planters.

• Develop pedestrian access routes to supplement the public right–of–way system through superblocks or other large blocks.	
B2 PROTECT THE PEDESTRIAN • Protect the pedestrian environment 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.	Currently there is vehicular parking along all streets fronting the project site, which will act to separate the pedestrian at the sidewalks from moving vehicles. As noted above, all new sidewalks and ROW improvements will meet city required standards. We will submit the proposed design as part of our Historic Design Review submission. The 12' deep, 30' high setback along the park frontage at the tower will be an all glass window wall creating dramatic transparency into the half bock long two story highly lit lobby retailing the energy and activity within the building acting as a visual lantern offering safety, interest and diversity to the pedestrian. All mechanical venting and service areas will be located and manages to minimize any impact to the pedestrian experience.
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.	The new design standards call for the east Park Ave. pedestrian level 1 elevation to have a 12' deep set back which we are providing along the entire 100' tower frontage providing a deep overhang and weather protection for pedestrians.
B7 INTEGRATE BARRIER-FREE DESIGN • Integrate access systems for all people with the building's overall design concept.	New building as well as all improvements in the ROW will meet all current accessibility requirements that apply to the project use.
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.	The residential building entrance is orientated towards the North Park blocks, retail spaces located on corner of NW Glisan and NW Park, views from apartment units include Old Town, Willamette River, and Mt. Hood to the east, downtown Portland to the south, the West Hills to the west, and Mt. St. Helens to the north. Ground floor building facades offer ample glazing to maximize visual connections from interior spaces to the street and park outside.
C2 PROMOTE QUALITY AND PERMANENCE IN DEVELOPMENT • Use design principles and building materials that promote quality and permanence.	The project will be designed and detailed with high quality materials and craftsmanship, which is a trademark of the vast portfolio of buildings we have designed.
C3 RESPECT ARCHITECTURAL INTEGRITY	We are currently not changing the exterior facades of the existing historic Bindery building or the existing historical Cotter building. The Bindery and Cotter buildings will be

• 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.	cleaned, detailed and repaired were needed and in the case of the Cotter building we are proposing to repaint the exterior concrete facades to tie it into the color palette of the new Philip Tower to unify and tie the two buildings visually together. The Metro building on the NE corner will be removed and the new Philip Tower will occupy that quarter block.
C4 COMPLEMENT THE CONTEXT OF EXISTING BUILDINGS • Complement the context of existing buildings by using and adding to the local design vocabulary.	Our project proposes to complement the existing older one and two story buildings in the surrounding Pearl District through cleaning and re-detailing the existing exterior facades of the three historic building on our block while complementing and acknowledging the context of the newer more modern high rise buildings in the design of The Philip that have redefined the architecture and character of the Pearl District over the past 20 years. The blending and acknowledgment of the architectural history of the district both new and old.
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.	Please see building elevations and perspectives.
C7 DESIGN CORNERS THAT BUILD ACTIVE INTERSECTIONS • Use design elements including, but not limited to, varying building heights, changes in facade 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.	Our project when looking at it as a whole is a rich combination of new and old that reinforces and complements the character and the Pearl District and immediate blocks surrounding our project site. Each of the three Historic buildings that make up the Honeyman Hardware block in addition to The Philip Tower speak to variety in architectural scale, height, façade planes, canopies, and corner treatments. There is a rich variety of building architecture grounded in history that adds to the rich context that has defined the Pearl district for generations. Retail and active uses anchor the corners of the ground floor along NW Park Ave facing the park blocks and all building core elements such as stairs and elevators are located in the middle of the building plan away from the exterior facades. The loading bay as well as access to the below grade parking garage are located on NW Hoyt street as required by PBOT.
C8 DIFFERENTIATE THE SIDEWALK-LEVEL OF BUILDINGS • Differentiate the sidewalk-level of the building from the middle and top by using elements including, but	The sidewalk level of The Philip as well as the Cotter building are differentiated by pedestrian level canopies and large windows. We're not proposing to modify or change the exterior façade treatment on the Historic Bindery building. With The Philip Tower we are setting

not limited to, different exterior materials, awnings, signs, and large windows.	back the level one and two east façade 12' at the building sidewalk level and aligning the soffit with the cornice of the Bindery building to the south so the tower hovers above the Bindery building allowing it to visually stand free of the tower above.
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.	The entire top level of the proposed Philip Tower is set aside as amenity spaces including outdoor landscaped courtyards, fitness rooms, the building lounge as well as a swimming pool creating a vibrant active space shared by the building tenants. All roof mounted mechanical equipment will be screened from view from adjacent buildings.
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.	The roof level amenity spaces will be down lit away from the sky but in a fashion that will cap the building with a softly lit crown of light highlighting the active uses and social spaces that form the social center of the building. The base or ground floor level of the building will have lit canopies washing the pedestrian sidewalks as well a 30' high by 100' long glazed building lobby that will glow at night creating depth and drama as viewed from the Park side of the building.
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.	Signage will be integrated into the buildings canopy at The Philip Tower as well as on the exterior columns of the Bindery building in the form of blade signs. The design of the signage will be a part of the Design Review submission.
D 1 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 integrating special building	The building lobby and ground floor retail space will be oriented facing the Park on NW Park Ave. see plans The North Park blocks currently define the boundary between China Town and the Pearl District. As currently zoned the tall buildings encouraged by code along the park at 250' will create containment to the park and energize the pedestrian level active uses creating a vibrant rich zone filled with housing, retail and creative

elements, such as water features or public art. • 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. In the North Park Blocks, strengthen the area's role as a binding element between New China / Japantown and the Pearl District.	office space. The Philip will be a catalyst that will be at the fore front of the new Broadway Corridor district development at the Post Office site laying the way for the creation of one of the most progressive new live work and entertainment districts in Portland.
HISTORIC RESOURCE REVIEW (TITLE 33.846)	
33.846.060.G G. Other historic approval criteria. When required by Paragraphs E. or F., the following approval criteria must be met: 1. Historic character. The historic character of the landmark or contributing resource will be retained and preserved. Removal of historic materials or alteration of features and spaces that contribute to the historic significance of the landmark or contributing resource will be avoided; 2. Record of its time. The landmark or contributing resource will remain a physical record of its time, place, and use. Changes that create a false sense of historic development, such as adding conjectural features or architectural elements from other buildings will be avoided; 3. Historic changes. Most resources change over time. Those changes that have acquired historic significance will be preserved; 4. Historic features. Generally, deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement, the new feature will match the historic feature in design, color, texture, and other visual qualities and, where practical, in materials. Replacement of missing features must be substantiated by documentary, physical, or pictorial evidence; 5. Historic materials. Historic materials will be protected. Chemical or physical	1) As discussed in the introduction the Honeyman Hardware block is made up of essentially four quarter block buildings. The south half of the site contains the historic Bindery buildings which consists of a one and two story building while the NW corner of the block contains the 7 story historic Cotter building. The Metro Building is located on the NE quarter of the site and has been modified and destroyed through multiple destructive changes over the decades losing its historical significance and was approved for demolition in 2008 to make way for a new apartment building that was never built. The new Philip Tower is proposed to occupy the NE quarter block of the site as well as a portion of the SE quarter block where the east Bindery building exists. A portion of the tower will integrate into the center of the east Bindery building aligning with the existing penthouse that caps the building pulled back from the edges of the historic building by 25' along NW Park and the Park Blocks, 15' along NW Glisan and 20' along the west side of the building. This will allow the Bindery buildings Historic exterior façade to remain untouched and the building renovated as a part of the new Philip Tower containing new apartment units and amenity spaces. To that end the three remaining historic buildings comprised of the one and two story Bindery building in addition to the Cotter building on site will be retained and preserved. 2) The historic Bindery Building as well as the Cotter Building will remain a physical record of their time and place though their use has changes over the years from office and warehouse space apartment buildings. We are not proposing any changes to the historic buildings and have no plans to present a design on the Metro building

DESIGN ADVICE REQUEST

PRELIMINARY DESIGN CONCEPTS

555 NW Park Avenue

PORTLAND, OREGON

JUNE 27, 2022

OPTION C PREFERRED SCHEME

tva architects inc.

The Philip Apartments

the philip project overview

On behalf of Fields Holdings, please find enclosed our proposal for a Design Advice Request to review preliminary design concepts for a new 23 story residential building containing approximately 300 apartment units, 3,500 SF of ground floor retail and 125 below grade parking stalls. We are presenting three concept schemes - A, B and C - for your review and discussion, with Scheme C as our preferred option. It is our goal to maximize the allowable FAR on the site so we can provide approximately 300 desperately needed apartment units, including, affordable, into the Portland housing market, and continue to build on the success of the Pearl District as a national model for creating active live/work neighborhoods that blend new development into old industrial neighborhoods within the central core of our city.

The project site is located at 555 NW Park Avenue facing the North Park Blocks between NW Glisan and Hoyt and across the street from the future Broadway Corridor redevelopment. We have been evaluating three different design schemes for your review and are seeking constructive feedback as we move the project forward toward a scheduled construction start date in mid July 2023. Working with City Planner Tim Heron, we have been evaluating the design options that are distinctly different in terms of their impact on the historic buildings that make up the site.

- **Scheme A**, a half block tower, would result in the demolition of the Metro Building and the east half of the historic two-story Bindery Building while retaining the historic Cotter Building as well as the one-story west half of the Bindery Building. This was our initial preferred scheme, however, based on the City and community feedback, we decided to retain and integrate the full Bindery Building into the development.
- **Scheme B**, a quarter block tower, would result in the demolition of the Metro Building, but would retain the Cotter Building as well as the entire Bindery Building but would not enable any onsite parking to support the project.
- **Scheme C**, would retain all three historic buildings with the integration of the east Bindery Building into The Philip's design solution. Of the three solutions, this C scheme is our preferred concept as it renovates, retains and pays homage to the three historically significant buildings on the block, including the tasteful integration of the east half of the two story Bindery Building into The Philip, while only removing the Metro Building.

We feel that the integration of the new tower into the existing block achieves many positive contributions to the site, the existing buildings, park blocks, and future Broadway Corridor project. It retains, respects and highlights the integrity of the existing historic three-quarter blocks by integrating them into the design composition of the new tower while allowing each building to be renovated, emphasized and retain its individual identity. The tower sets back substantially above the east half of the Bindery Building allowing it to be prominently displayed at the base, while separates itself from the historic Cotter Building to the west by setting its west elevation back from the Cotter's east face allowing it to stand proudly on its own, providing light and visibility between the buildings.

The proposed design options look to find a blend between the past and the future of development in the Pearl District, as well as the blocks that immediately surround the site. We want to respect and honor the historic value of the existing buildings that make up our site through the composition of the tower massing that will allow it to stand freely from the historic buildings and allowing them room to breathe and stand on their own. Soon, the Honeyman block will be immersed in a sea of towers ranging from 250' up to 400' with the evolution of the new Broadway Corridor project directly across the street to the north on the current post office blocks. This Broadway Corridor project will transform the entire district and the character and architectural language of the adjacent blocks with the realization of a new ground up live/work/entertainment/retail district that will redefine the North Park Blocks in a way rarely seen in Portland's history. We look forward to a positive, productive discussion that centers around the pros and cons of the design options presented, and achieving a consensus specific to an agreed upon approach and direction.

existing buildings

The existing full block is composed of the following buildings:

HONEYMAN WAREHOUSE BUILDING (COTTER BUILDING): The oldest existing original building on site is the nine-story quarter-block warehouse building, built in 1912. The reinforced concrete structure is located at the northwest corner of the block. When originally built, it featured two nearly identical primary façades on the west and north. The south facade contains a wide light court set back from the party wall, allowing permanent south facing windows. The east façade is built entirely as a temporary party wall, with temporary windows and protruding concrete structural elements designed to tie into a future phase of construction. The building was designed by Portland architect D. C. Lewis, who was also responsible for the Board of Trade Building, the Lumber Exchange Building, the Hotel Alder, and the Railway Exchange Building – all constructed in this era and of a similar style. The building was constructed by the Honeyman Hardware Company as a warehouse and featured a generally open floor plan. In 1989, a two-story penthouse was placed on the roof of the original seven-story building.

HONEYMAN STORE, OFFICES AND PRINT SHOP (BINDERY BUILDING): Adjacent to the warehouse was the Honeyman Hardware Store. This half-block, reinforced concrete building, occupies the south half of the parcel and was constructed in 1920. It featured a one- and two-story portions. The ground floor housed retail at the west half and offices at the east. The upper floor was located at the southeast corner where the company's printing shop and additional offices were located. In 1989, a one-story penthouse was placed on the roof of the two-story half of the building.

METRO BUILDING: The final building is known as the Metro Building. At the time of the National Register nomination in 1989, this building was purported to be a one-story 1903 stable which was later adapted to an iron warehouse. Subsequent documentation and photographs illustrate that, while the masonry wall along Park Avenue may be part of that structure, the building itself was obliterated first in 1945 and subsequently in the early 1960s. By the 1980s, the window openings of the east wall were infilled with concrete block. In 1989, the building was demolished with the exception of the east wall and rebuilt to three stories with a penthouse. In 2008, it was approved for demolition due to the significant impact of the multiple renovations which essentially ***"obliterated"*** the historical significance of the building during multiple decades of change.

EXISTING BLDG
FAR PER BLOCK

COTTER BLDG 79,571SF	**METRO BLDG** 31,400SF
SW BINDERY BLDG 14,649SF	**SE BINDERY BLDG** 29,554SF

YEARS BUILT
METRO BUILDING (1903). RENOVATED IN 1945 & 1972.
17 UNITS, 20 PARKING STALLS
COTTER BUILDING (1912)
72 UNITS, 50 PARKING STALLS
BINDERY BUILDING (1920)
21 UNITS, 16 PARKING STALLS

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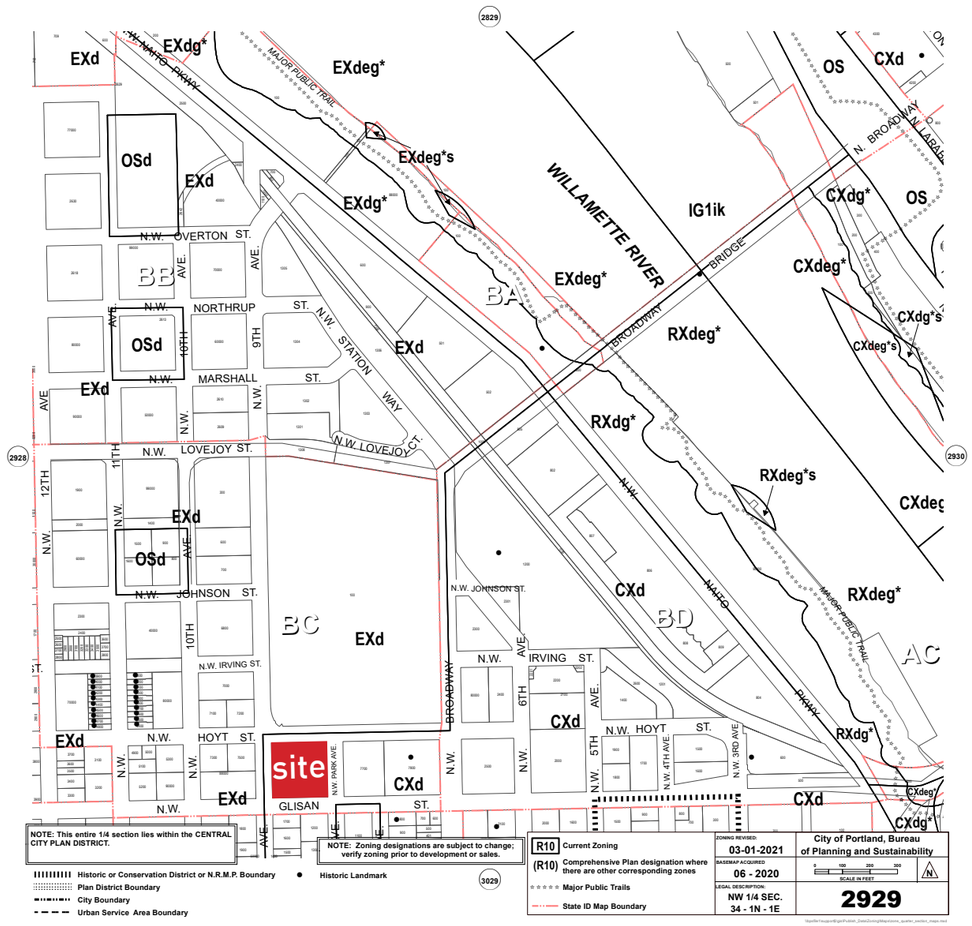


Quarter Section Map

Zoning Summary

PROJECT LOCATION

Address:	502-514 NW 9th Avenue Portland, OR 97209
Property ID:	R140621

PROPERTY INFORMATION

Base Zone:	CX - Central Commercial
Overlay Zone:	d - Design (33.420)
Plan District:	CC - Central City (Title 33.510)
Neighborhood:	Pearl District
Elevation:	36ft (Approximate)

BASE ZONE DEVELOPMENT STANDARDS

Site Area:	40,000sf (portlandmaps.com)
Height Limit (Base):	100'-0" (Map 510-3)
Height Limit (w/ Bonus):	250'-0" (Map 510-4)
FAR (Base):	6:1 (240,000sf)
FAR (Bonus):	3:1 (120,000sf)
FAR (Total):	9:1 (360,000sf)
FAR Provided:	tbd
Required Building Lines:	Yes (Map 510-7)
Scenic View Corridor:	n/a
Floor Area Transfer Sector:	3
Shadow Study Required:	Yes (Map 510-4)
Ground Floor Windows:	60% Standard Applies Along North Park Blocks
Ground Floor Active Use	Applies along NW Glisan Street & NW Hoyt Street
Bird-safe Exterior Glazing:	Required
Ecoroof:	Required
Low-Carbon Buildings:	Green building program registration required
Parking Sector:	1 (Map 510-10)
Car Parking Minimum:	n/a
Car Parking Maximum:	1.5 / 1,000sf of net building area Office or Retail Area 1.2 / residential
Car Parking Provided:	tbd
Short-term Bike Parking:	tbd
Long-term Bike Parking:	443 Required, 443 Provided

Project Team

Developer

Fields Holdings, LLC
Eran Fields
efields@fieldsholdings.com

Architect

TVA Architects
Robert Thompson, Design Principal, FAIA
bobt@tvaarchitects.com
John Jamiel, Project Manager, RA
john.jamiel@tvaarchitects.com

Proposed Design Schemes

OPTION **A - Half-Block Scheme**

- Demo Metro building
- Demo SE Bindery building
- Maximizes auto parking

Stories:	23
FAR:	278,117sf
Gross SF:	350,103sf
Leasable SF:	198,146sf
Total unit count:	327 Units
Parking count:	172 Stalls

OPTION **B - Quarter-Block Scheme**

- Demo Metro building
- Retain SE Bindery building
- No auto parking

Stories:	23
FAR:	200,524sf
Gross SF:	200,524sf
Leasable SF:	141,266sf
Total unit count:	243 Units
Parking count:	None

OPTION **C-C3** - **PREFERRED CONCEPT**

- Demo Metro building
- Retain SE Bindery building
- Allows parking
- 3 sub-options provided with different skin designs (C1-C3)

Stories:	23
FAR:	275,266sf
Gross SF:	343,982sf
Leasable SF:	189,286sf
Total unit count:	295 Units
Parking count:	125 Stalls

OPTION **A - Half-Block Scheme**

OPTION **B - Quarter-Block Scheme**

OPTION C-C3 - PREFERRED CONCEPT

OPTION **A - Half-Block Scheme**

OPTION **B - Quarter-Block Scheme**

OPTION C-C3 - PREFERRED CONCEPT

OPTION **A - Half-Block Scheme**

OPTION **B - Quarter-Block Scheme**

OPTION C-C3 - PREFERRED CONCEPT

OPTION **A - Half-Block Scheme**

OPTION **B - Quarter-Block Scheme**

OPTION C-C3 - PREFERRED CONCEPT

OPTION A

HALF-BLOCK SCHEME

Initial preferred concept but following city planning and community feedback, project team abandoned this scheme in order to retain the existing Bindery building.

- Demo Metro building
- Demo SE Bindery building
- Maximizes auto parking
- Maximizes FAR
- Maximizes unit count

Stories:	23
FAR:	278,117sf
Gross SF:	350,103sf (includes below-grade parking)
Leasable SF:	198,146sf
Total unit count:	327 units
Parking count:	172 stalls

EXISTING HONEYMAN HARDWARE SITE ZONING OVERVIEW

SITE ADDRESS:	502-514 NW 9TH AVENUE PORTLAND, OR 97209
BASE ZONE:	CX - CENTRAL COMMERCIAL
OVERLAY:	d - DESIGN (33.420)
PLAN DISTRICT:	CENTRAL CITY (TITLE 33.510) PEARL
SITE AREA:	40,000SF (portlandmaps.com)
MAX. FAR:	6:1 (240,000SF) (MAP 510-2)
BONUS FAR:	3:1 (120,000SF) (33.510.205)
TOTAL ALLOWABLE FAR:	9:1 (360,000SF)
TOTAL AVAILABLE FAR*:	6.5:1 (264,957SF)
BASE HEIGHT:	100' (MAP 510-3)
BONUS HEIGHT:	250'/410' (MAP 510-4)
REQUIRED BUILDING LINES:	YES (MAP 510-7)
GROUND FLOOR WINDOWS:	YES (MAP 510-8)
GROUND FLOOR ACTIVE USES:	YES (MAP 510-9)
PARKING SECTOR:	SECTOR 1
LOADING STALLS:	ONE TYPE A LOADING SPACE REQUIRED
BIKE PARKING STALLS: (1.5 x 320 UNITS)	STANDARD A, 1.5/UNIT = 492 BIKE STALLS REQUIRED
GROSS BUILDING AREA:	350,103SF
FAR*:	278,117SF (9:1)
STORIES:	23 STORIES

UNIT COUNTS:

STUDIO:	60 UNITS	447SF AVG	18%
1-BEDROOM:	200 UNITS	568SF AVG	62%
2-BEDROOM:	60 UNITS	866SF AVG	18%
LOFTS:	7 UNITS	850SF AVG	2%
TOTALS:	**327 UNITS**	**597SF AVG**	**100%**

TOTAL UNIT LEASABLE SF:	**198,146SF**
TOTAL RETAIL LEASABLE SF:	**3,274SF**
TOTAL PARKING STALLS:	**116 @ 2 LEVELS** **172 @ 3 LEVELS**

***FLOOR-AREA-RATIO (FAR)**

BASE FAR 6:1	6x40,000SF	= 240,000SF
BONUS FAR 3:1	3x40,000SF	= 120,000SF
ALLOWABLE FAR 9:1:	9x40,000SF	= 360,000SF

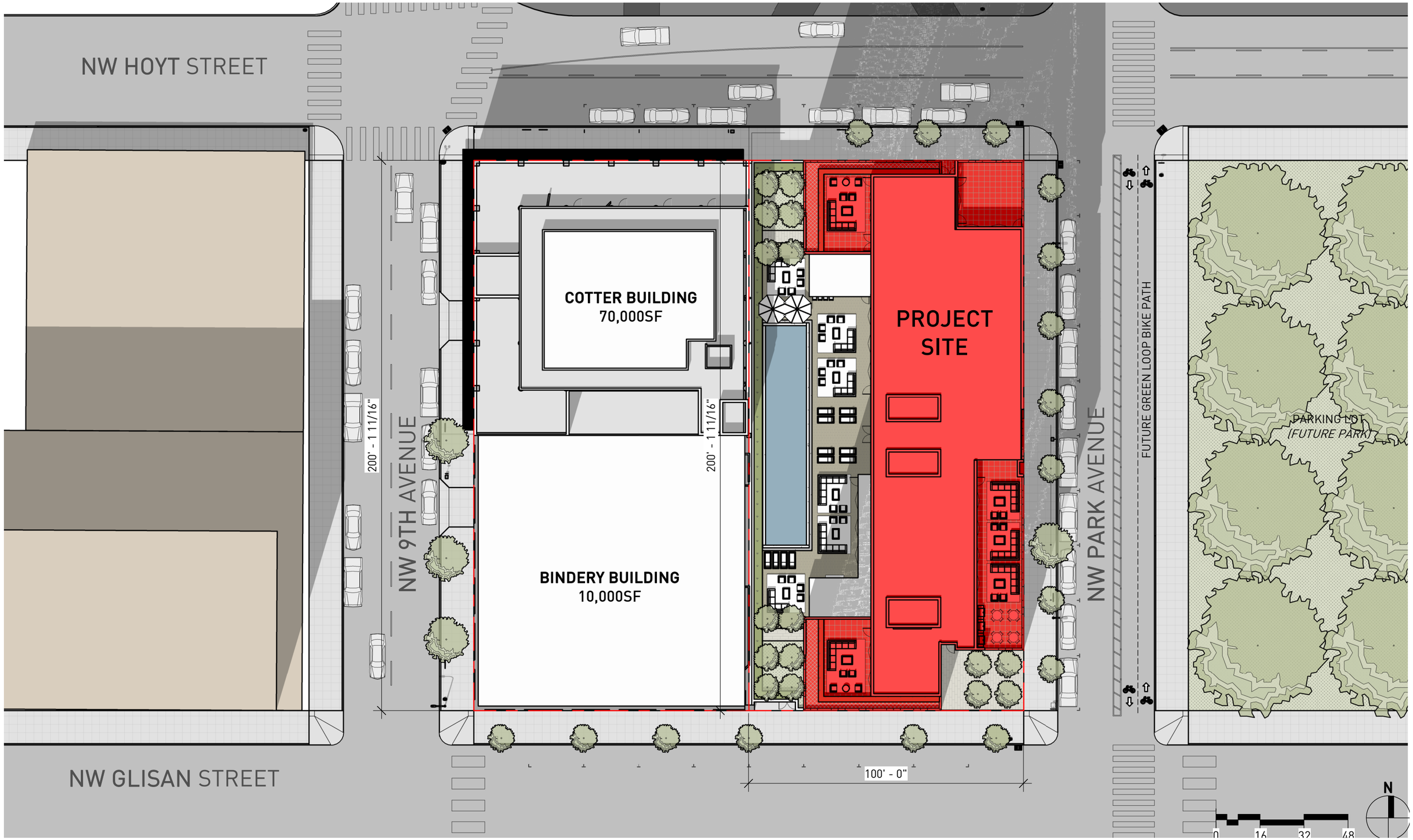
TOTAL EXISTING BUILDING FAR:	155,174SF
TOTAL EXISTING FAR TO REMAIN:	94,220SF
TOTAL EXISTING FAR REMOVED:	60,954SF
ALLOWABLE FAR:	360,000SF
FAR TO REMAIN:	- 94,220SF
TOTAL ALLOWABLE FAR:	**265,780SF**

EXISTING BLDG FAR PER BLOCK

COTTER BLDG 79,571SF	**METRO BLDG** 31,400SF
SW BINDERY BLDG 14,649SF	**SE BINDERY BLDG** 29,554SF

YEARS BUILT

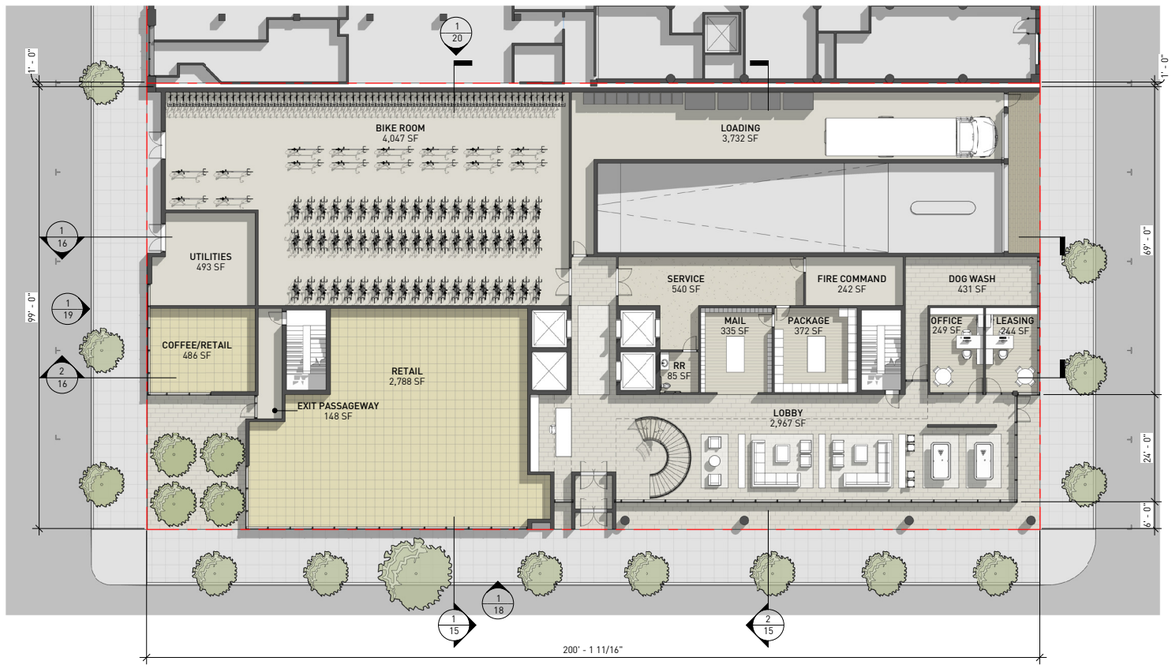
METRO BUILDING (1903). RENOVATED IN 1945 & 1972.
17 UNITS, 20 PARKING STALLS
COTTER BUILDING (1912)
72 UNITS, 50 PARKING STALLS
BINDERY BUILDING (1920)
21 UNITS, 16 PARKING STALLS



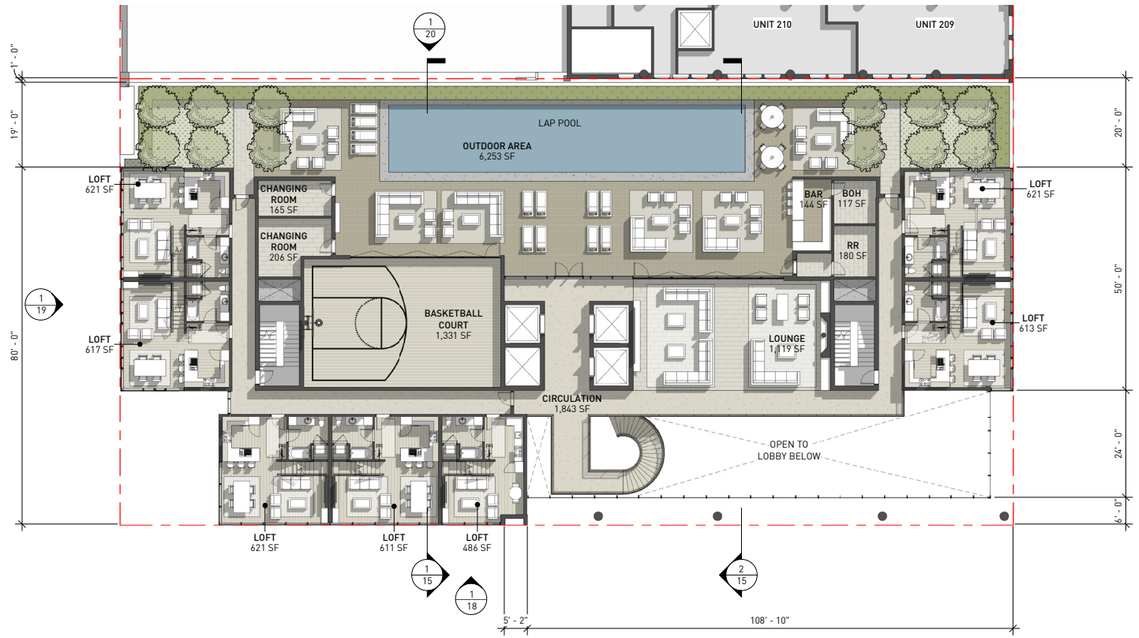
C10

SITE PLAN

THE PHILIP
555 NW Park Avenue
portland, oregon

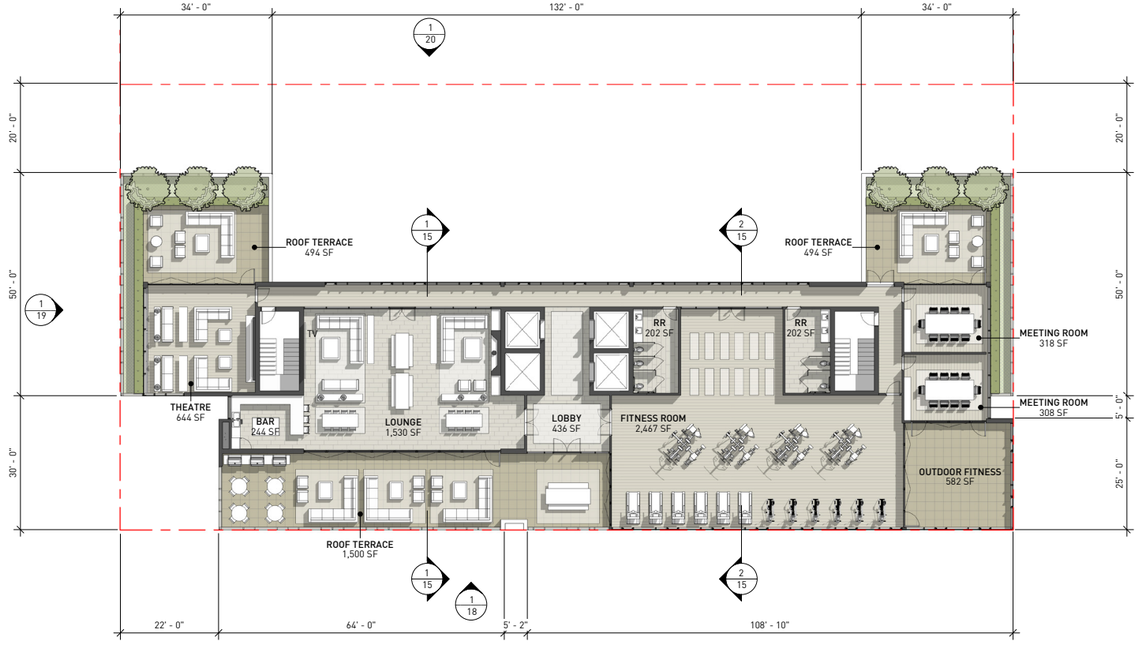


level 1 floor plan



level 2 floor plan

level 3-22 floor plan



level 23 floor plan

RENDERINGS

RENDERINGS

C15

RENDERINGS

THE PHILIP
555 NW Park Avenue
portland, oregon

OPTION B

QUARTER-BLOCK SCHEME

- Demo Metro building
- Retain SE Bindery building
- No auto parking

Stories:	23
FAR:	200,524sf
Gross SF:	200,524sf
Leasable SF:	141,266sf
Total unit count:	243 units
Parking count:	None

HONEYMAN HARDWARE ZONING OVERVIEW

SITE ADDRESS:	NW QUIMBY STREET, PORTLAND, OR 97209
BASE ZONE:	CX - CENTRAL COMMERCIAL
OVERLAY:	d - DESIGN (33.420)
PLAN DISTRICT:	CENTRAL CITY (TITLE 33.510) PEARL
SITE AREA:	40,000SF (portlandmaps.com)
MAX. FAR:	6:1 (240,000SF) (MAP 510-2)
BONUS FAR:	3:1 (120,000SF) (33.510.205)
TOTAL ALLOWABLE FAR:	9:1 (360,000SF)
TOTAL AVAILABLE FAR*:	6.5:1 (260,000SF)
BASE HEIGHT:	100' (MAP 510-3)
BONUS HEIGHT:	250'/410' (MAP 510-4)
REQUIRED BUILDING LINES:	YES (MAP 510-7)
GROUND FLOOR WINDOWS:	YES (MAP 510-8)
GROUND FLOOR ACTIVE USES:	YES (MAP 510-9)
PARKING SECTOR:	SECTOR 1
LOADING STALLS:	ONE TYPE A LOADING SPACE REQUIRED
BIKE PARKING STALLS:	STANDARD A, 1.5/UNIT 1.5 x 243 UNITS = 365 BIKE STALLS REQUIRED
GROSS BUILDING AREA:	200,524SF
FAR:	5.21:1
STORIES:	24 STORIES
TOTAL UNIT COUNT:	**243 UNITS TOTAL**

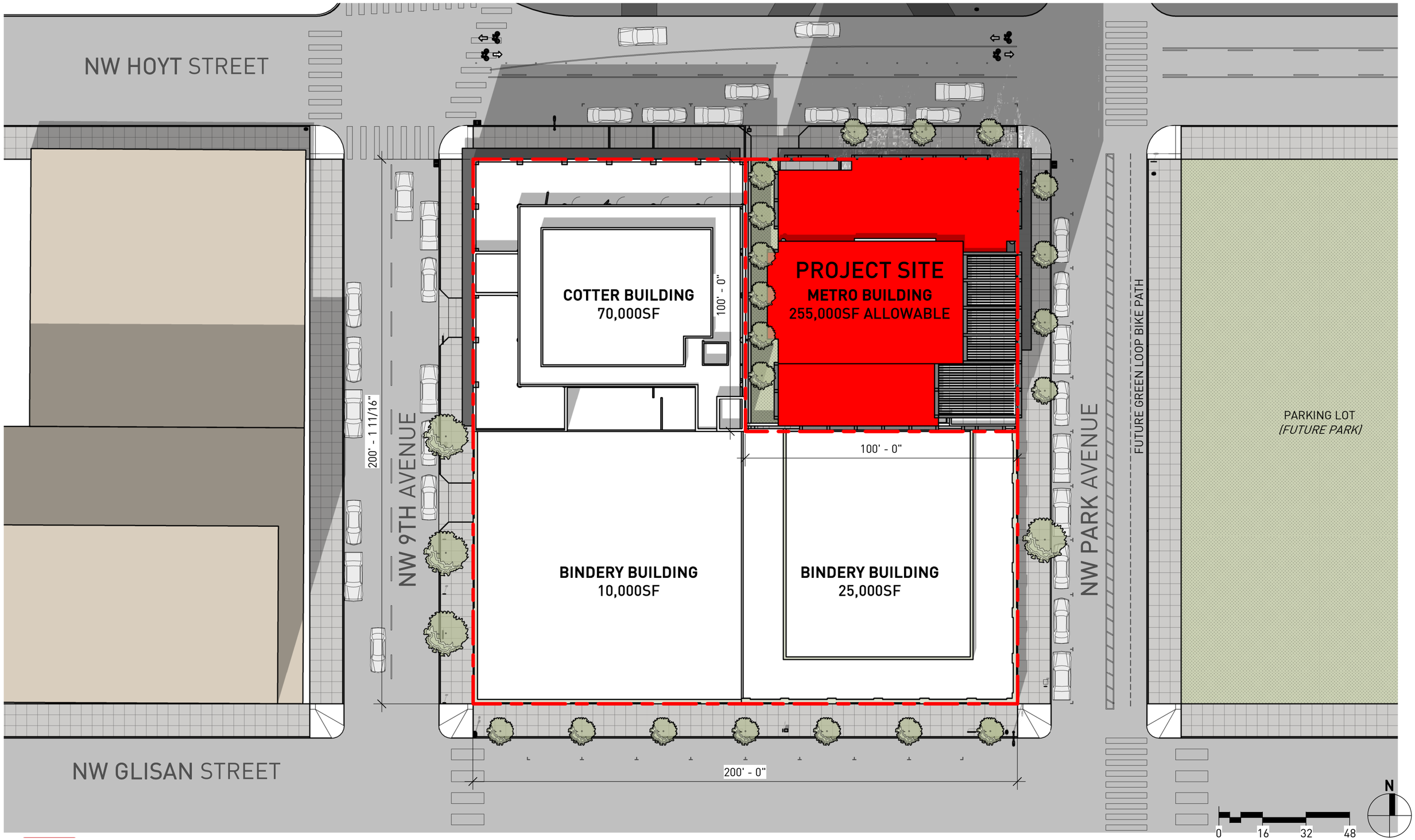
STUDIO:	40 UNITS	505SF AVG	16%
1-BEDROOM:	161 UNITS	543SF AVG	66%
2-BEDROOM:	42 UNITS	801SF AVG	18%
TOTALS:	243 UNITS	581SF AVG	100%

TOTAL UNIT LEASABLE SF: 141,226SF

TOTAL PARKING STALLS: **NONE**

***FLOOR-AREA-RATIO (FAR)**

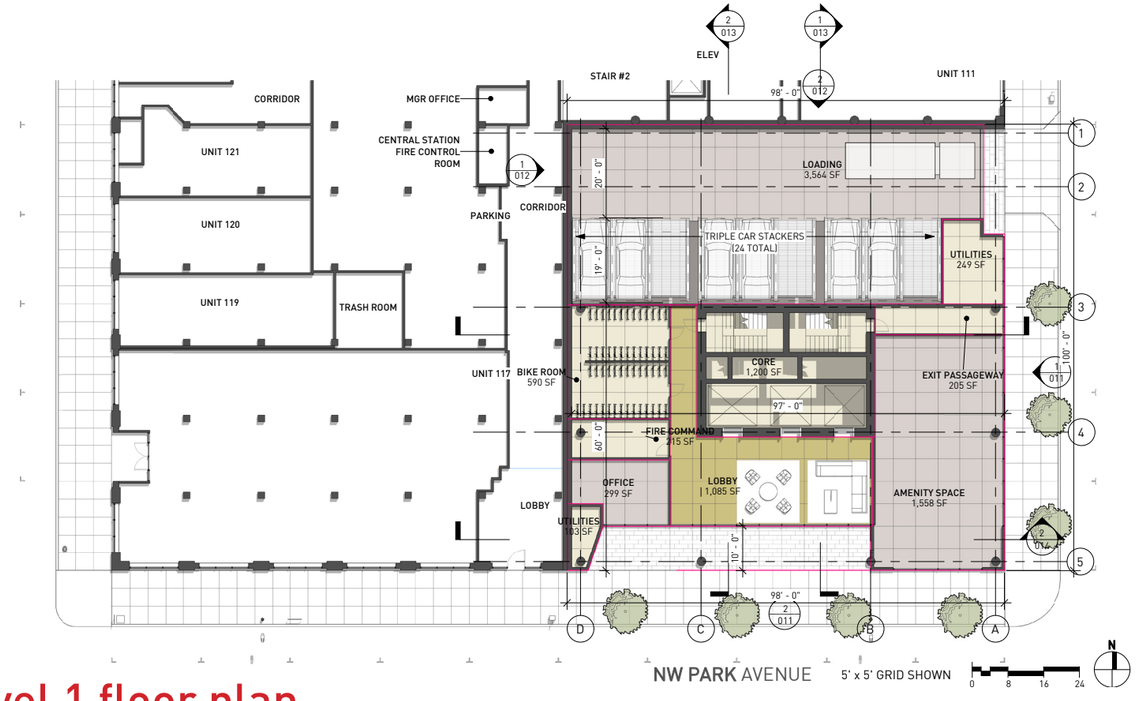
BASE FAR:	6x40,000SF	= 240,000SF
BONUS FAR:	3x40,000SF	= 120,000SF
ALLOWABLE FAR:	9x40,000SF	= 360,000SF
USED FAR:		= 105,000SF
(COTTER BLDG @ 70,000SF & BINDERY BLDG @ 35,000SF)		
TOTAL AVAILABLE FAR		**= 255,000SF**



C18

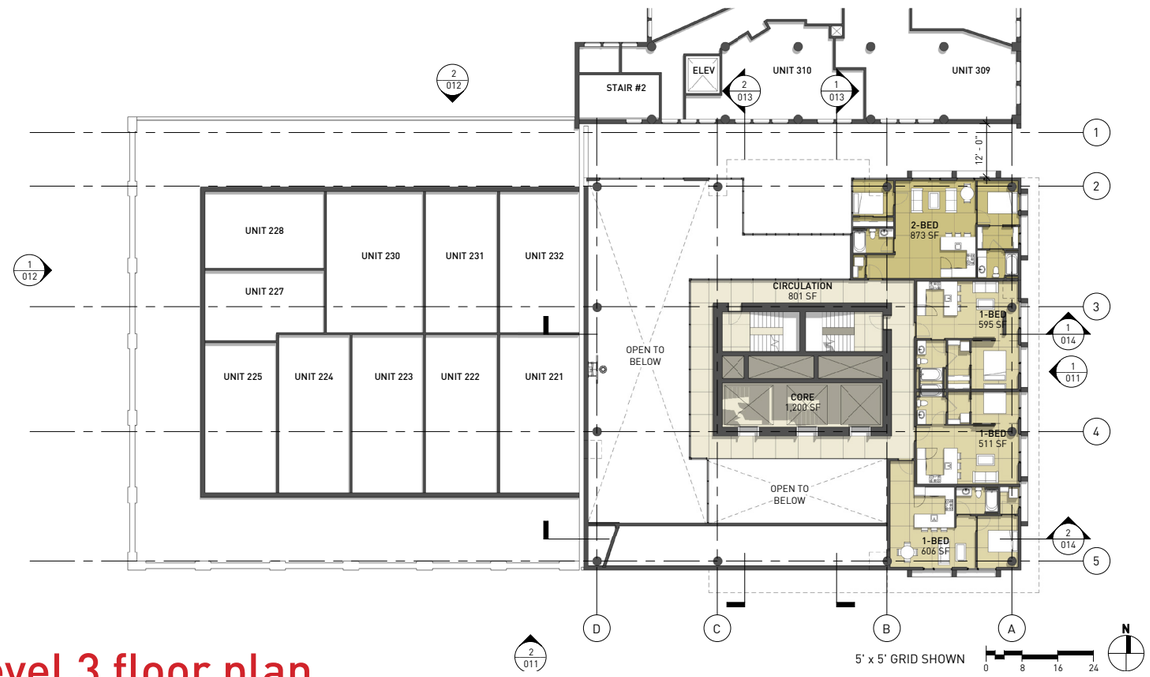
SITE PLAN

THE PHILIP
555 NW Park Avenue
portland, oregon



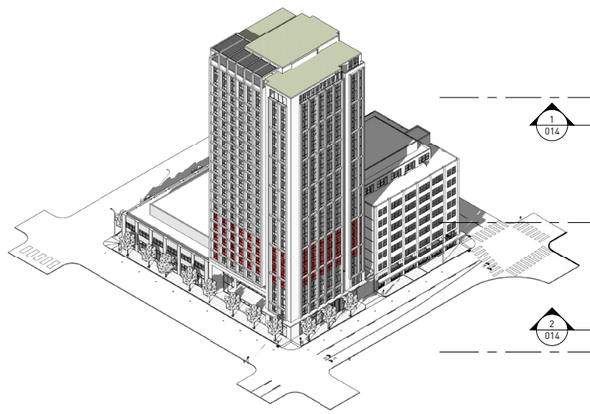
level 1 floor plan

level 2 floor plan



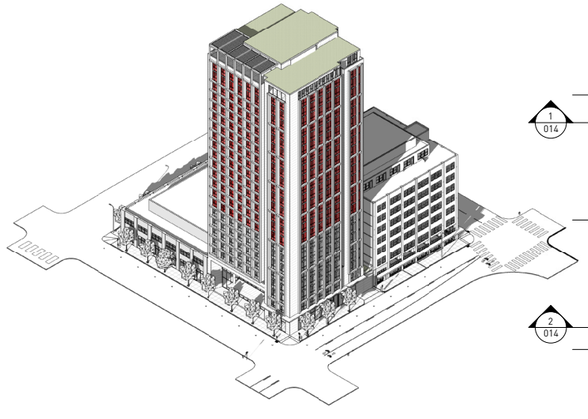
level 3 floor plan

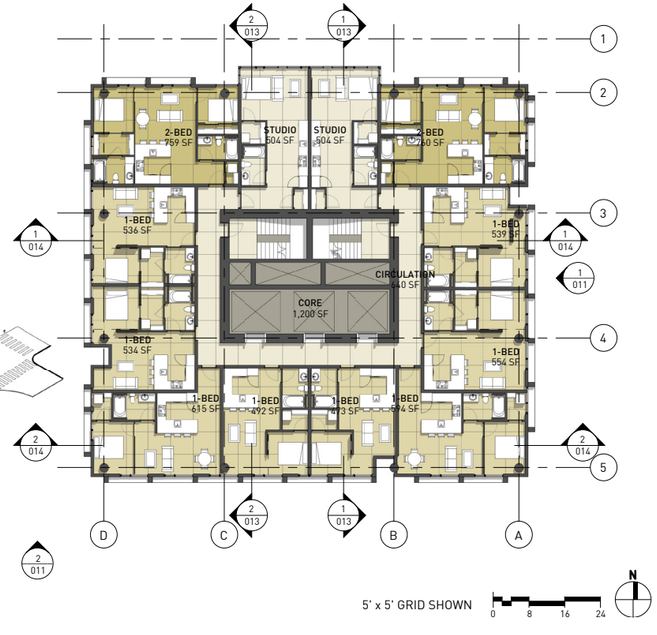
GROSS SF: 8,475SF
LEASABLE SF: 6,703SF
EFFICIENCY: 79%



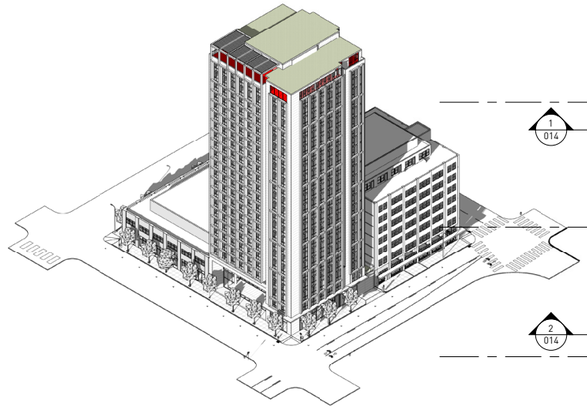
level 4-8 floor plan

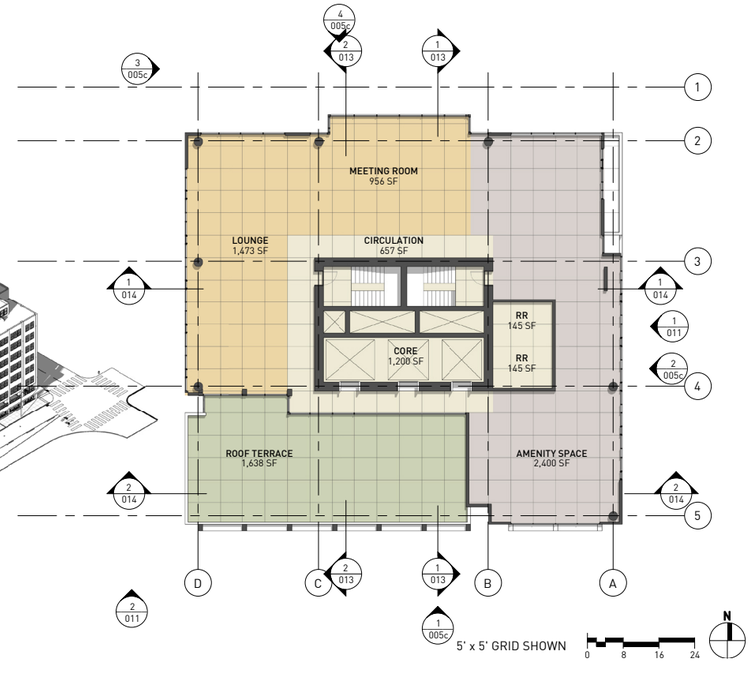
GROSS SF: 8,704SF
LEASABLE SF: 6,864SF
EFFICIENCY: 79%



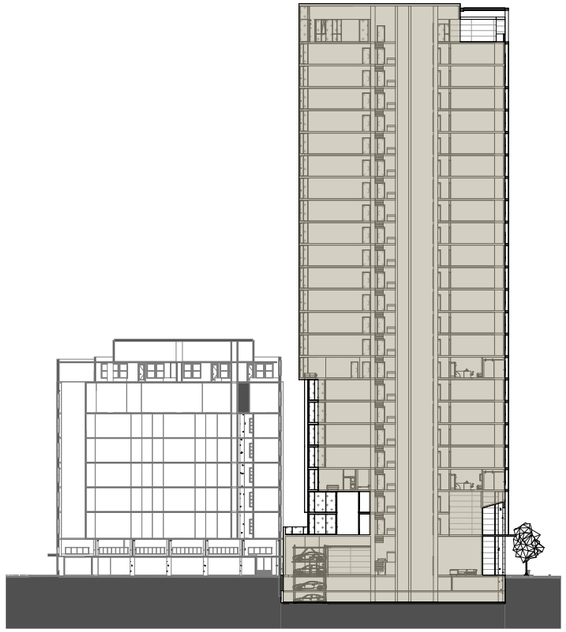


level 9-22 floor plan

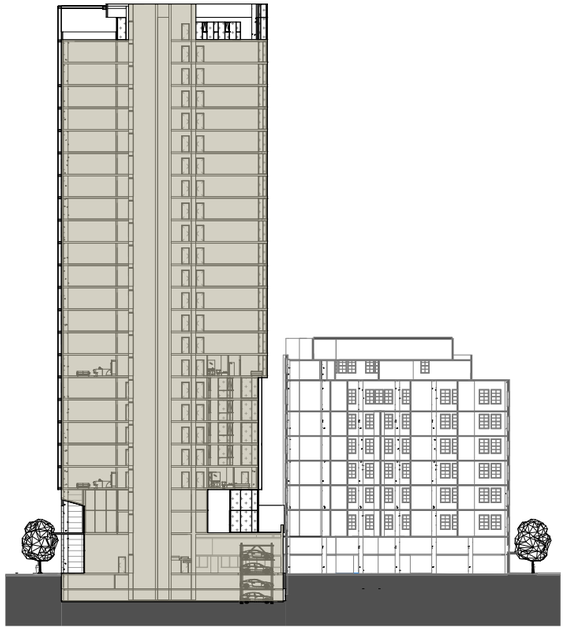




level 23 floor plan



1 N-S BUILDING SECTION



2 N-S BUILDING SECTION

building sections

RENDERINGS

RENDERINGS

RENDERINGS

RENDERINGS

THE PHILIP
555 NW Park Avenue
portland, oregon

RENDERINGS

OPTION C

HALF-BLOCK SCHEME

PREFERRED OPTION

• Scheme C represents a simple, modern contrast to the existing historic buildings on site, which we feel strikes the best balance between maximizing the allowable height and FAR while allowing the existing historic buildings to stand proud, representating their time and place of development in Portland's history
• We feel the introduction of a masonry building consisting of a strong pattern of punched openings strongly competes and contrasts with the graphic pattern of the historic buildings on site
• Modern building provides clear differentiation between new and old materially and graphically with the historic buildings on site
• Continues the block's evolution, just as the historic buildings did in their time, to meet the demands and needs of the City during their time in history. Today, that means high density housing with an affordable component, while retaining the historical significance of this block's character and time in history
• Demo Metro building
• Retain SE Bindery building
• Allows parking
• 3 sub-options provided with multiple skin designs (C1-C3)

Stories:	23
FAR:	275,266sf
Gross SF:	321,132sf (includes below-grade parking)
Leasable SF:	189,286sf
Total unit count:	295 units
Parking count:	125 stalls

EXISTING HONEYMAN HARDWARE SITE ZONING OVERVIEW

SITE ADDRESS:	555 NW PARK AVENUE PORTLAND, OR 97209
BASE ZONE:	CX - CENTRAL COMMERCIAL
OVERLAY:	d - DESIGN (33.420)
PLAN DISTRICT:	CENTRAL CITY (TITLE 33.510) PEARL
SITE AREA:	40,000SF (portlandmaps.com)
MAX. FAR:	6:1 (240,000SF) (MAP 510-2)
BONUS FAR:	3:1 (120,000SF) (33.510.205)
TOTAL ALLOWABLE FAR:	9:1 (360,000SF)
TOTAL AVAILABLE FAR*:	6.5:1 (264,957SF)
BASE HEIGHT:	100' (MAP 510-3)
BONUS HEIGHT:	250'/410' (MAP 510-4)
REQUIRED BUILDING LINES:	YES (MAP 510-7)
GROUND FLOOR WINDOWS:	YES (MAP 510-8)
GROUND FLOOR ACTIVE USES:	YES (MAP 510-9)
PARKING SECTOR:	SECTOR 1
LOADING STALLS:	ONE TYPE A LOADING SPACE REQUIRED, ONE PROVIDED
BIKE PARKING STALLS: (1.5 x 295 UNITS)	STANDARD A, 1.5/UNIT = 443 BIKE STALLS REQUIRED
GROSS BUILDING AREA:	321,132SF
FAR*:	265,780SF
STORIES:	23 STORIES

UNIT COUNTS:

STUDIO:	38 UNITS	439SF AVG	13%
1-BEDROOM:	193 UNITS	600SF AVG	65%
2-BEDROOM:	64 UNITS	887SF AVG	22%
TOTALS:	**295 UNITS**	**637SF AVG**	**100%**

TOTAL UNIT LEASABLE SF:	**189,286SF**
TOTAL RETAIL LEASABLE SF:	**3,649SF**
TOTAL PARKING STALLS:	**125 @ 2 LEVELS**

***FLOOR-AREA-RATIO (FAR)**

BASE FAR 6:1	6x40,000SF	= 240,000SF
BONUS FAR 3:1	3x40,000SF	= 120,000SF
ALLOWABLE FAR 9:1:	9x40,000SF	= 360,000SF

TOTAL EXISTING BUILDING FAR:	155,174SF
TOTAL EXISTING FAR TO REMAIN:	94,220SF
TOTAL EXISTING FAR REMOVED:	60,954SF
ALLOWABLE FAR:	360,000SF
FAR TO REMAIN:	- 94,220SF
TOTAL ALLOWABLE FAR:	**265,780SF**

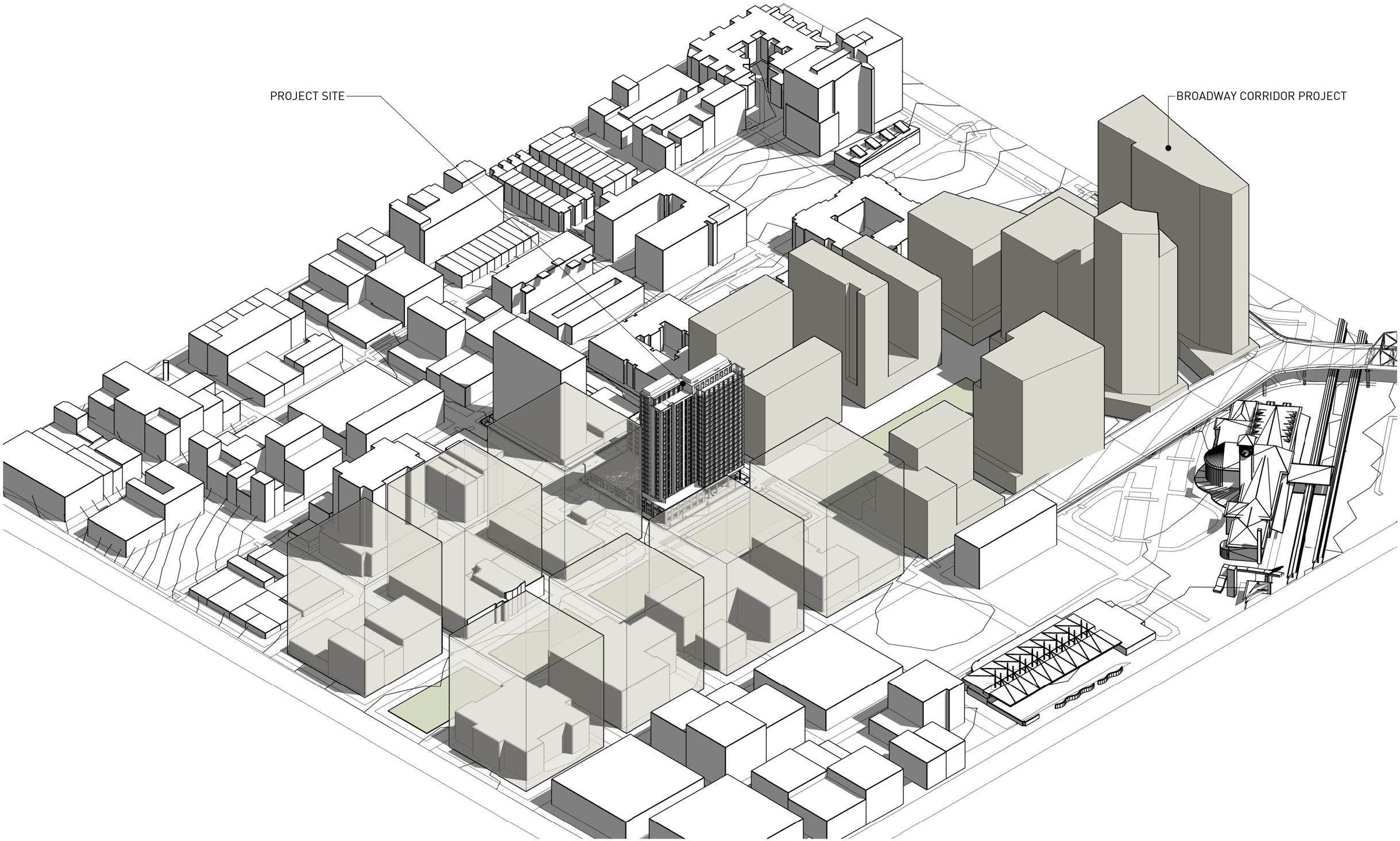
EXISTING BLDG FAR PER BLOCK

COTTER BLDG 79,571SF	**METRO BLDG** 31,400SF
SW BINDERY BLDG 14,649SF	**SE BINDERY BLDG** 29,554SF

YEARS BUILT

METRO BUILDING (1903). RENOVATED IN 1945 & 1972.
17 UNITS, 20 PARKING STALLS
COTTER BUILDING (1912)
72 UNITS, 50 PARKING STALLS
BINDERY BUILDING (1920)
21 UNITS, 16 PARKING STALLS

*Unit count and mix, retail SF and parking count is subject to change.



C28

VICINITY PLAN AXONOMETRIC

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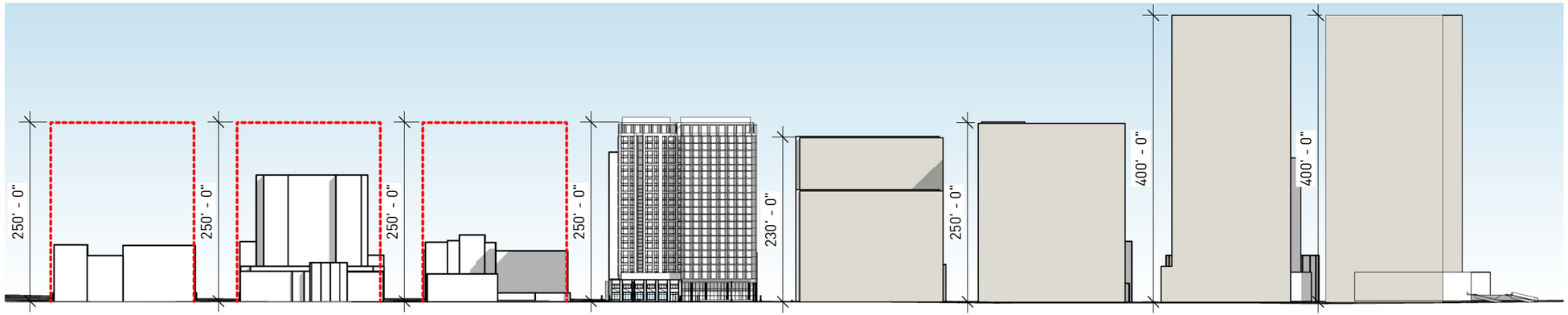
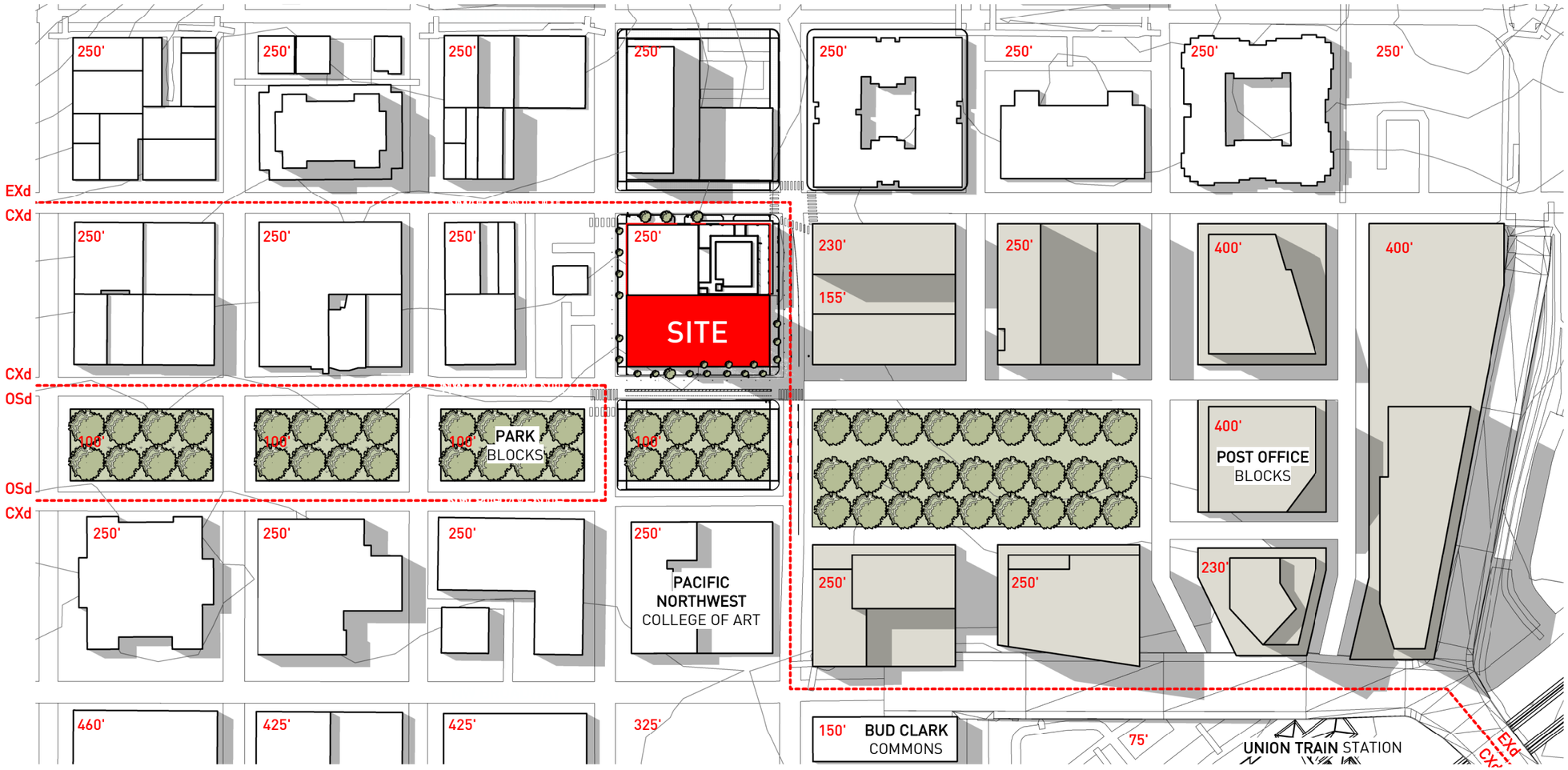
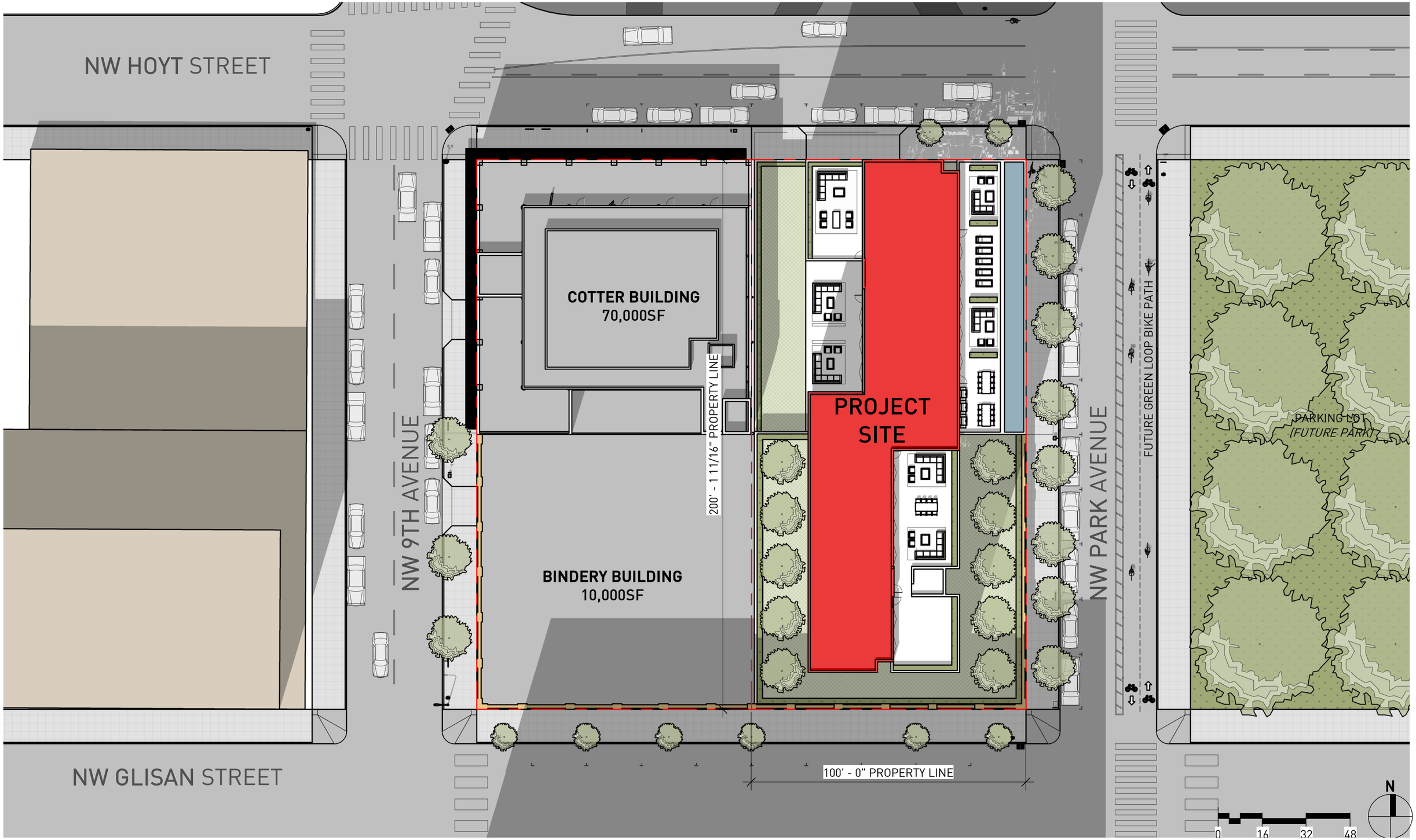
portland, oregon



ALLOWABLE HEIGHT VICINITY SITE ELEVATION



ALLOWABLE HEIGHT VICINITY SITE PLAN



C30

SITE PLAN

THE PHILIP
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portland, oregon

COTTER BUILDING
UNDERGROUND PARKING LEVEL
(50 PARKING STALLS TOTAL)

CONNECTION TO COTTERY BUILDING PARKING. VERIFY (E) SLAB ELEVATION.

(E) SEWER LINE APPROX. LOCATION

-9' - 6"

-20' - 0"

-10' - 0"

-14' - 0"

12.12%

6.58%

6.67%

19 16 65 63 62 26 25 20 35 40 41 42 34 54 43 53

3' - 0" 16' - 0" 20' - 0" 18' - 0" 20' - 0" 17' - 0" 16' - 0" 18' - 0" 20' - 0" 36' - 0" 7' - 0"

7' - 0" 20' - 0" 18' - 0"

PARKING LEVEL P1
21,169 SF

1/16 2/16 1/15 2/15

C31

PARKING LEVEL 1 FLOOR PLAN

THE PHILIP
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UTILITIES
792 SF

BIKE ROOM
5,682 SF

EXIT PASSAGEWAY
237 SF

RETAIL
3,649 SF

FIRE COMMAND
262 SF

OFFICE
188 SF

LEASING
196 SF

LOBBY
2,021 SF

MAIL
334 SF

PACKAGE
289 SF

LOADING/ TRASH/
RECYCLING
1,040 SF

(1) STD "A" LOADING SPACE

Active Use Area

1

0' - 0"

1' - 0"

39' - 4"

47' - 8"

12' - 0"

12' - 0"

10' - 0"

100' - 0"

100' - 7 11/16"

99' - 6"

1
22

C32

LEVEL 1 FLOOR PLAN

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C33

LEVEL 2 FLOOR PLAN

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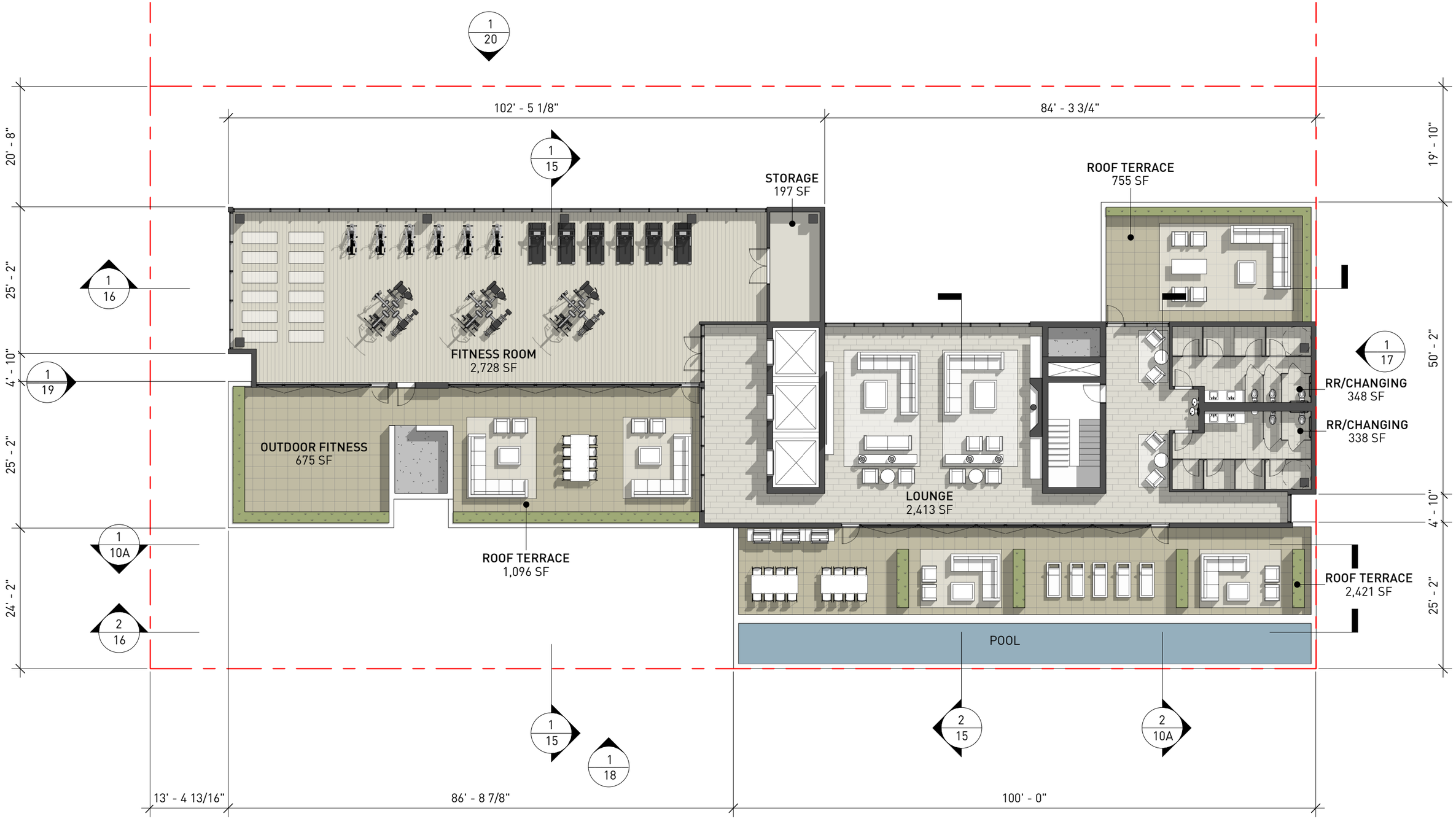
GROSS SF: 11,063SF
LEASABLE SF: 8,857SF
EFFICIENCY: 80.0%

LEVEL 3-22 FLOOR PLAN



C35

LEVEL 23 FLOOR PLAN

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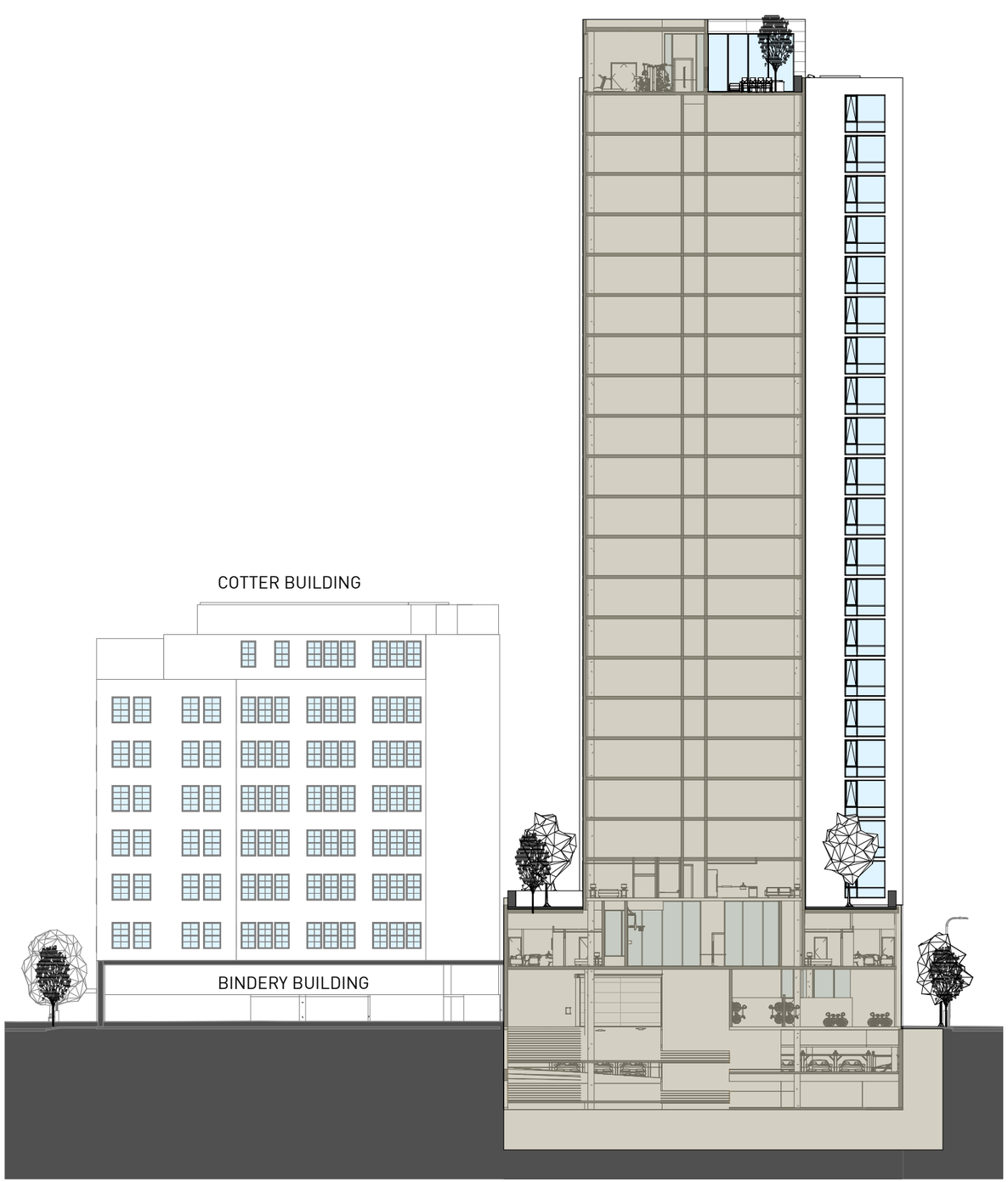
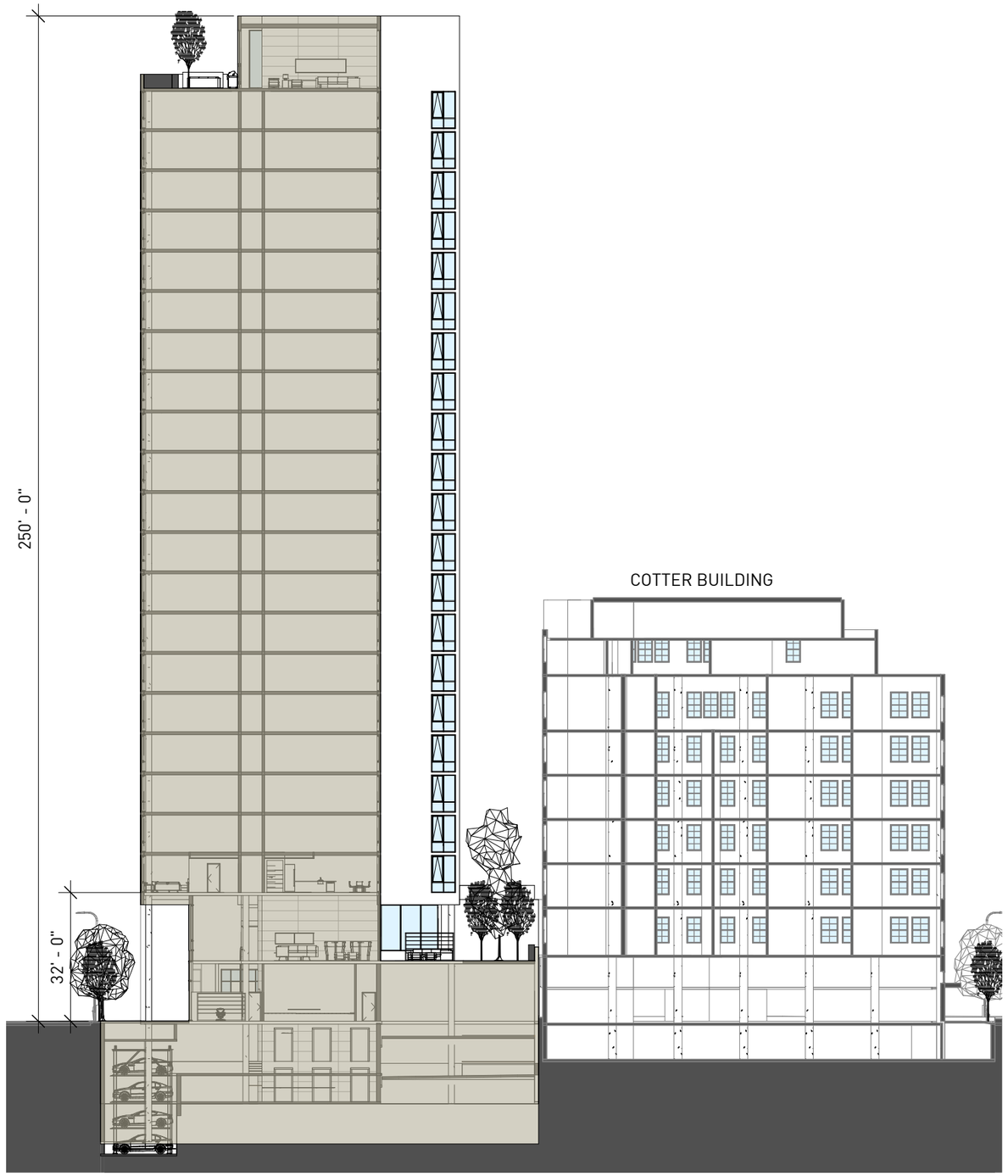
portland, oregon



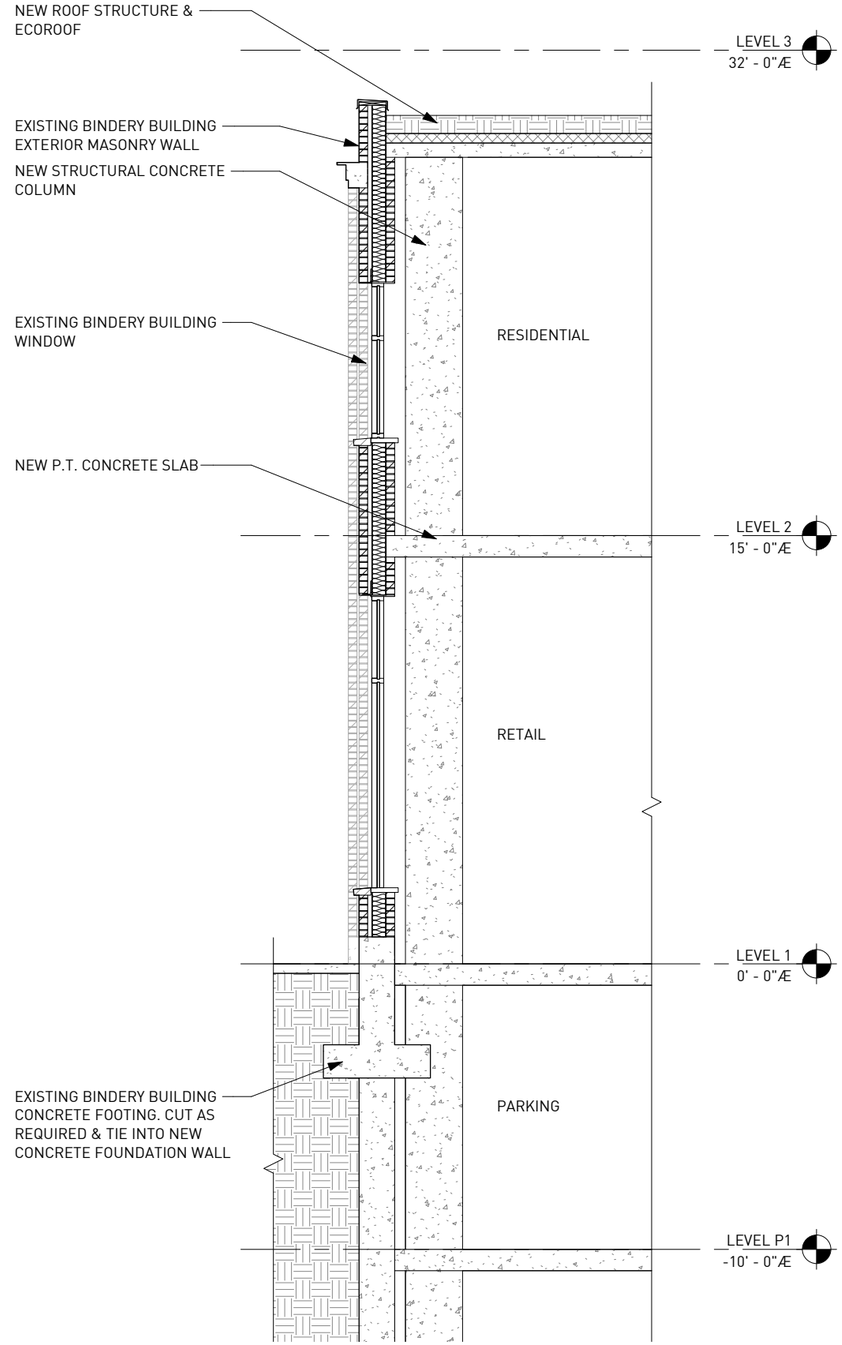
1 N-S BUILDING SECTION LOOKING NORTH

1/32" = 1'-0"

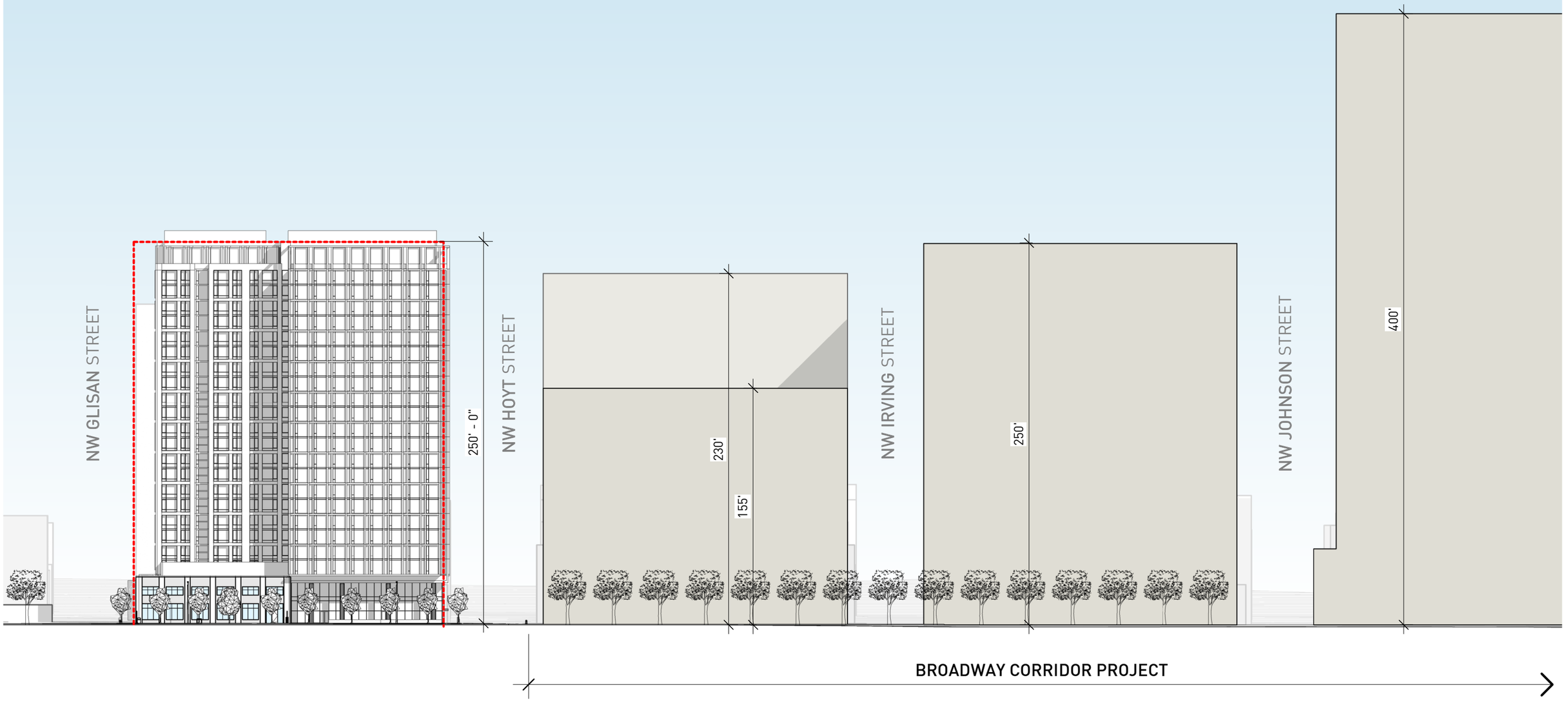


2 N-S BUILDING SECTION LOOKING SOUTH

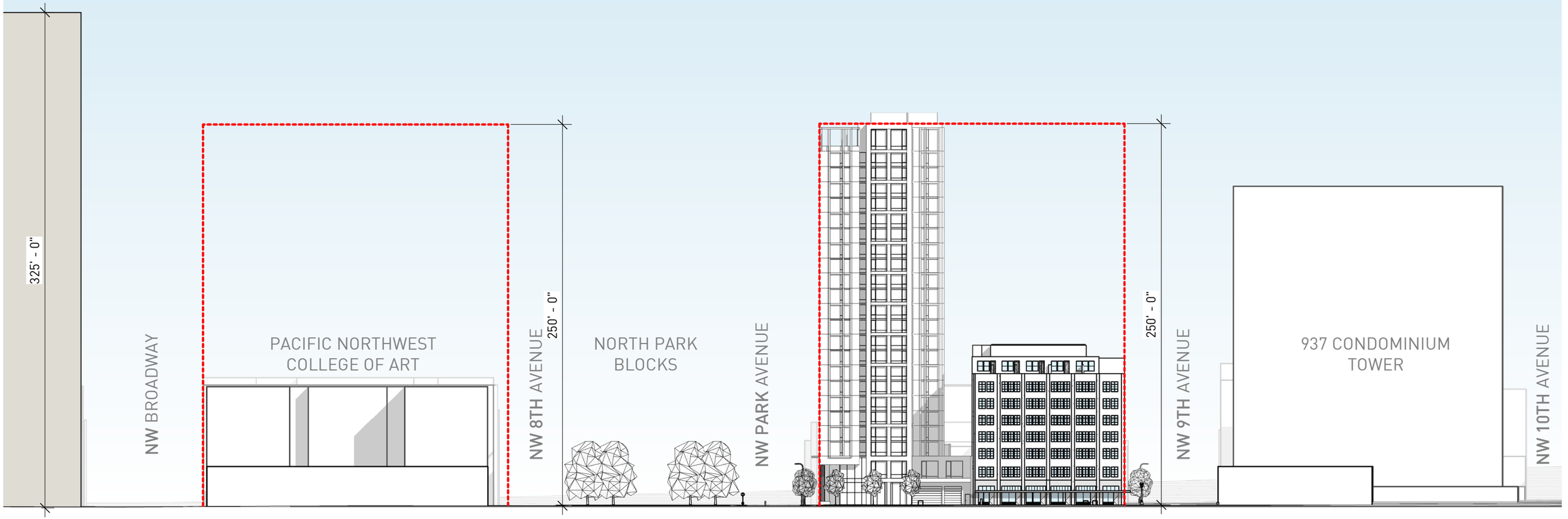
1/32" = 1'-0"



A-A BINDERY BUILDING EXTERIOR WALL SECTION

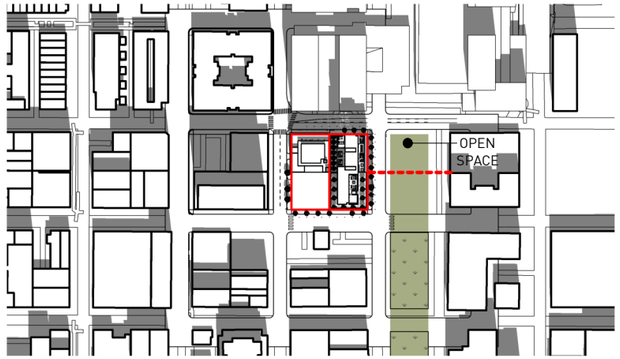


NW PARK AVENUE FUTURE SITE ELEVATION LOOKING WEST

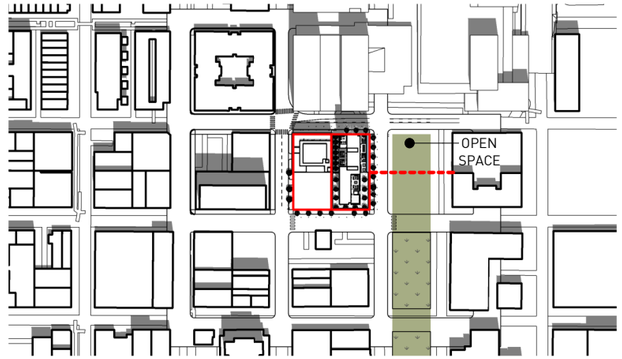


NW HOYT STREET FUTURE SITE ELEVATION LOOKING SOUTH

SHADOW CAST BY PROPOSED BUILDINGS DO NOT COVER MORE THAN 50% OF ADJACENT OPEN SPACE AT NOON.



MARCH 21 @ NOON



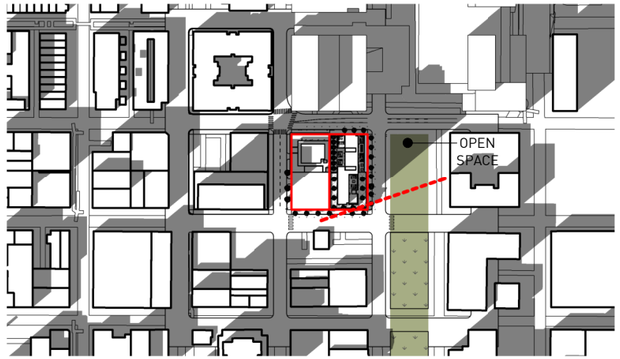
JUNE 21 @ NOON

SEPTEMBER 21 @ NOON

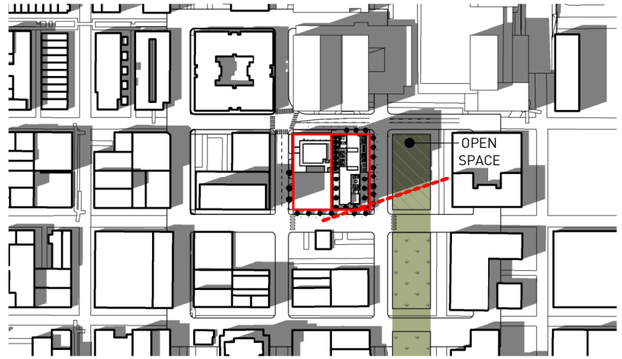
SHADOW CAST BY PROPOSED BUILDINGS DO NOT COVER MORE THAN 75% OF ADJACENT OPEN SPACE AT NOON ON DEC 21 AND 3PM ON MARCH 21, JUNE 21 AND SEPT 21.

DECEMBER 21 @ NOON

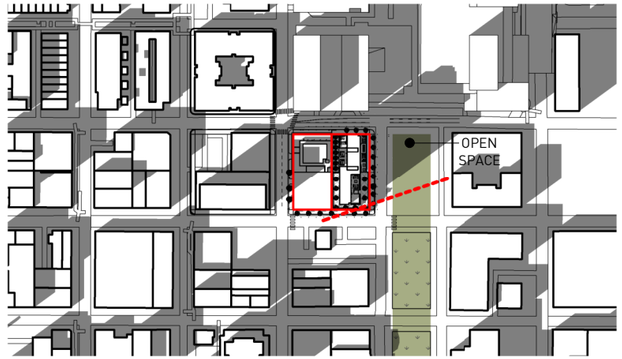
SITE PERSPECTIVE



MARCH 21 @ 3PM



JUNE 21 @ 3PM



SEPTEMBER 21 @ 3PM

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RENDERINGS

RENDERINGS

RENDERINGS

RENDERINGS

THE PHILIP
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RENDERINGS

OPTION C1

HALF-BLOCK SCHEME

• Provides a combination of brick masonry and window wall exterior massing. The parti diagram is simple, clear, elegant and understated without competing with the existing historic buildings
• Ying and yang concept is oriented to make strong connection to the existing historic buildings and future modern architecture that will be a part of the Post Office Blocks development
• The all-glass modern facades make a strong connection to the future Post Office Blocks development, while the brick masonry facade acknowledge and honor the historic buildings that they front.
• The fracturing of the tower massing breaks the building into two separate parts, reducing the scale and visual impact
• Demo Metro building
• Retain SE Bindery building
• Allows parking

Stories:	23
FAR:	275,266sf
Gross SF:	321,132sf (includes below-grade parking)
Leasable SF:	189,286sf
Total unit count:	295 units
Parking count:	125 stalls

RENDERINGS

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RENDERINGS

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RENDERINGS

THE PHILIP
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portland, oregon

OPTION C2

HALF-BLOCK SCHEME

• Per the city's request, we examined a scheme that looked at breaking the building into two separate towers visually and materially, as a way to break down the overall massing and scale of the tower.
• Provides a combination of brick masonry and window wall exterior massing. The parti diagram is simple, clear, elegant and understated.
• The architectural graphic of the all-glass tower does not compete with the existing historic bindery building, allowing it to stand proud on its own.
• The all-glass south tower sits back from the property line allowing for a densely populated roof-garden, that draws the North Park Blocks directly into the project and acts as an extension of the park.
• Demo Metro building
• Retain SE Bindery building
• Allows parking

Stories:	23
FAR:	275,266sf
Gross SF:	321,132sf (includes below-grade parking)
Leasable SF:	189,286sf
Total unit count:	295 units
Parking count:	125 stalls

RENDERINGS

THE PHILIP
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RENDERINGS

RENDERINGS

THE PHILIP
555 NW Park Avenue
portland, oregon

OPTION C3

HALF-BLOCK SCHEME

• This scheme looks to introduce an all-brick masonry facade with a consistent pattern of punched openings respecting the masonry composition of the existing historic buildings.
• Design team felt this masonry scheme competed and distracted from the beauty of the historic buildings existing on site.
• Demo Metro building
• Retain SE Bindery building
• Allows parking

Stories:	23
FAR:	275,266sf
Gross SF:	343,982sf
Leasable SF:	189,286sf
Total unit count:	295 units
Parking count:	125 stalls

RENDERINGS

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RENDERINGS

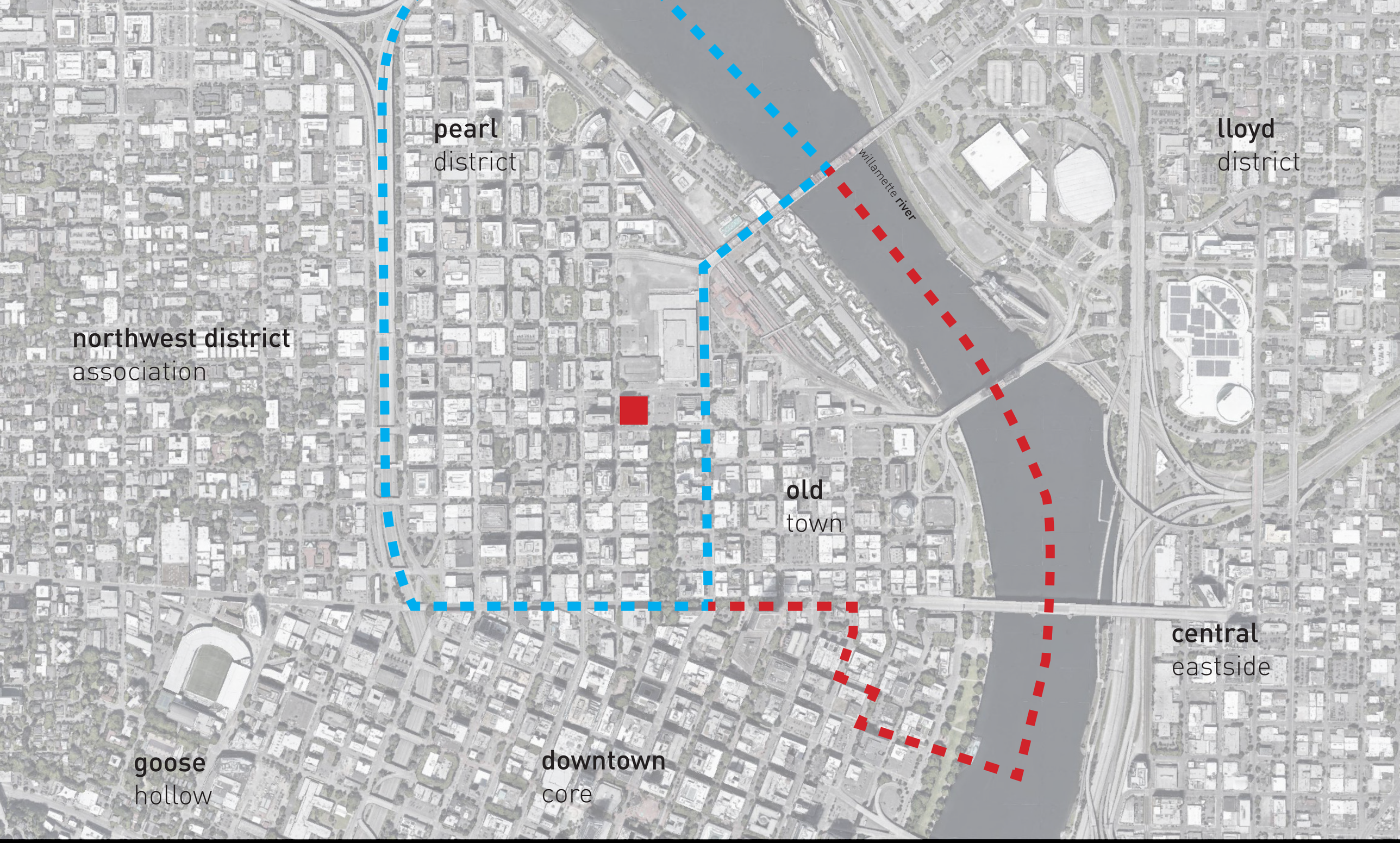
THE PHILIP
555 NW Park Avenue
portland, oregon

RENDERINGS

C OPTIONS COMPARISON

THE PHILIP
555 NW Park Avenue
portland, oregon

APPENDIX



APP02

VICINITY PLAN

THE PHILIP
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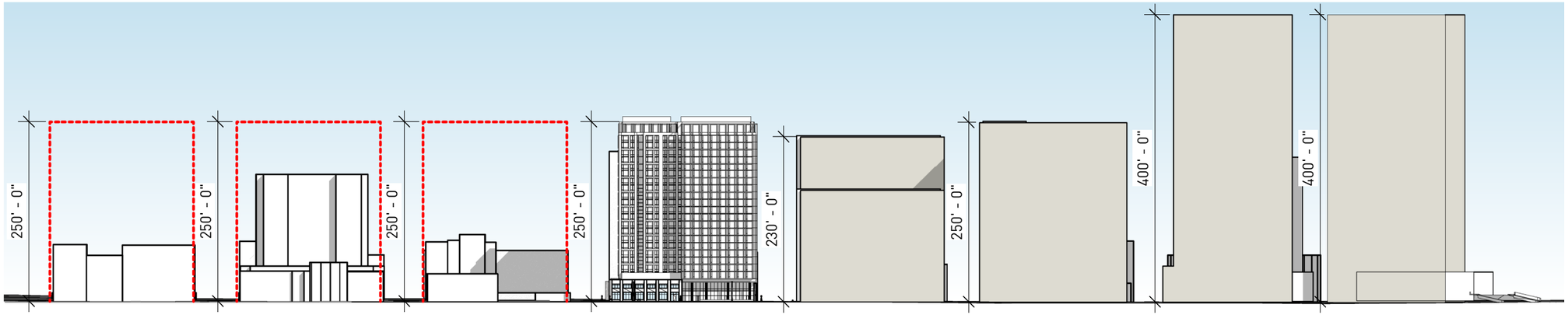
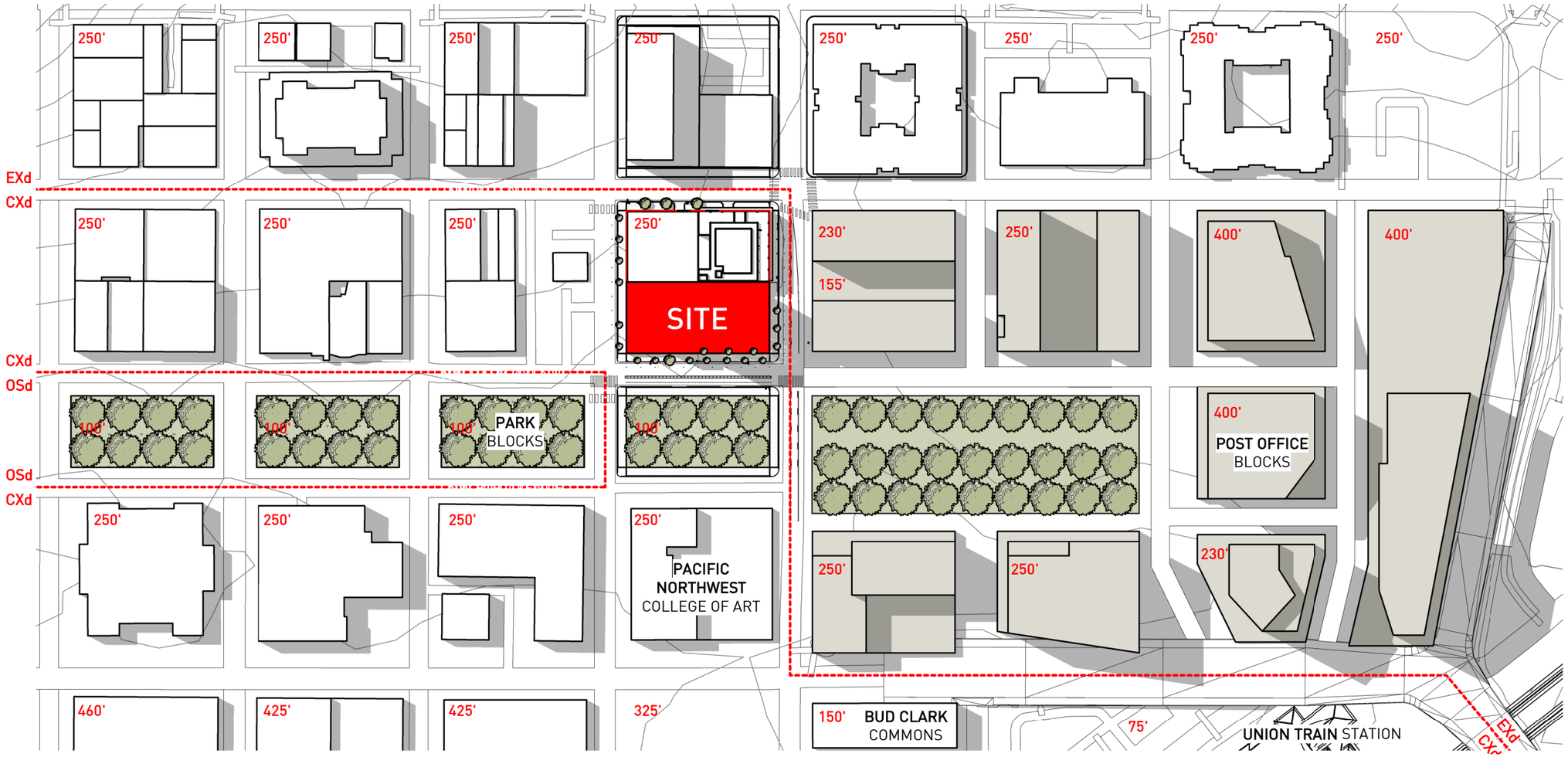
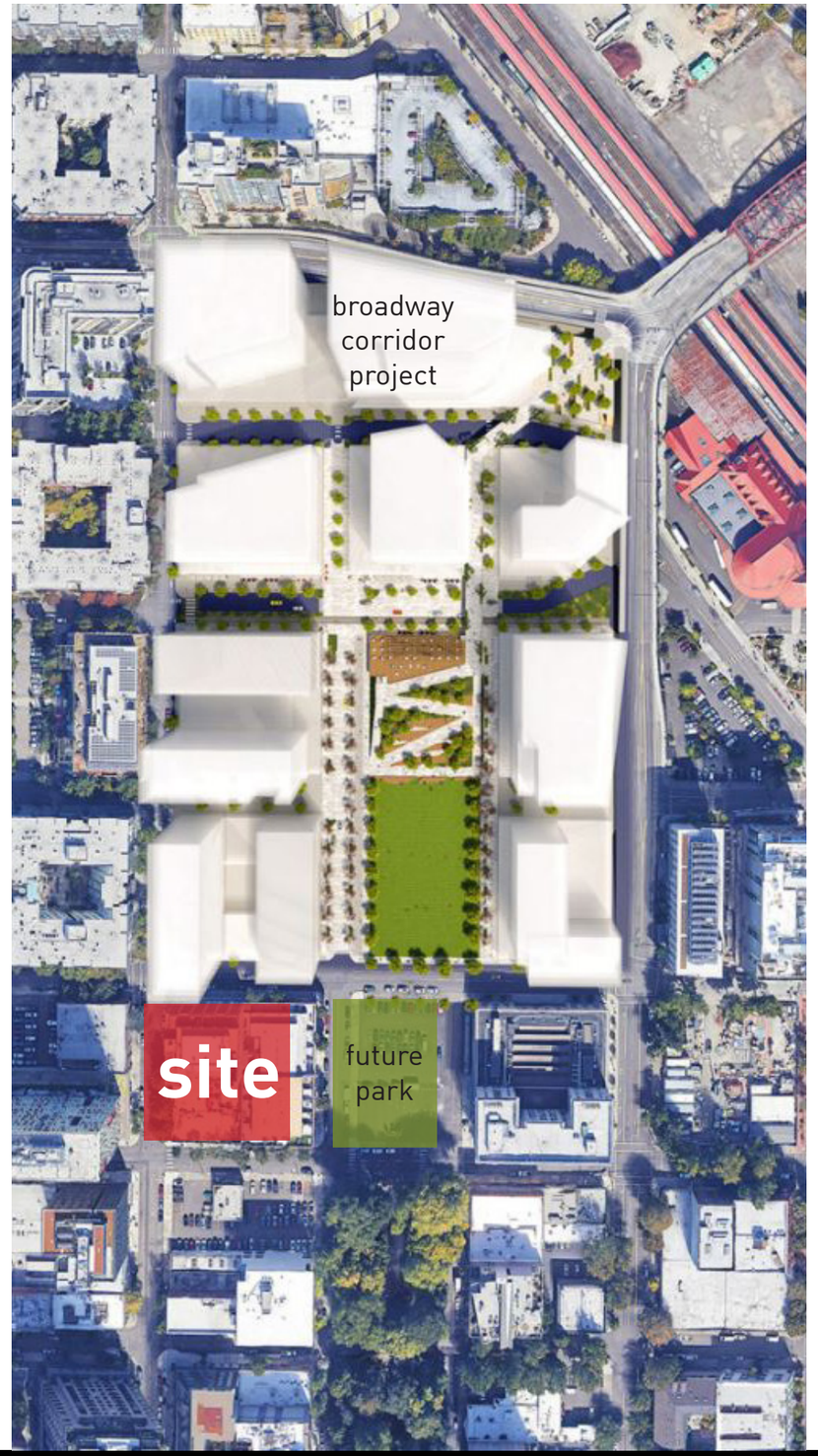
portland, oregon



ALLOWABLE HEIGHTS SITE ELEVATION



ALLOWABLE HEIGHTS SITE PLAN



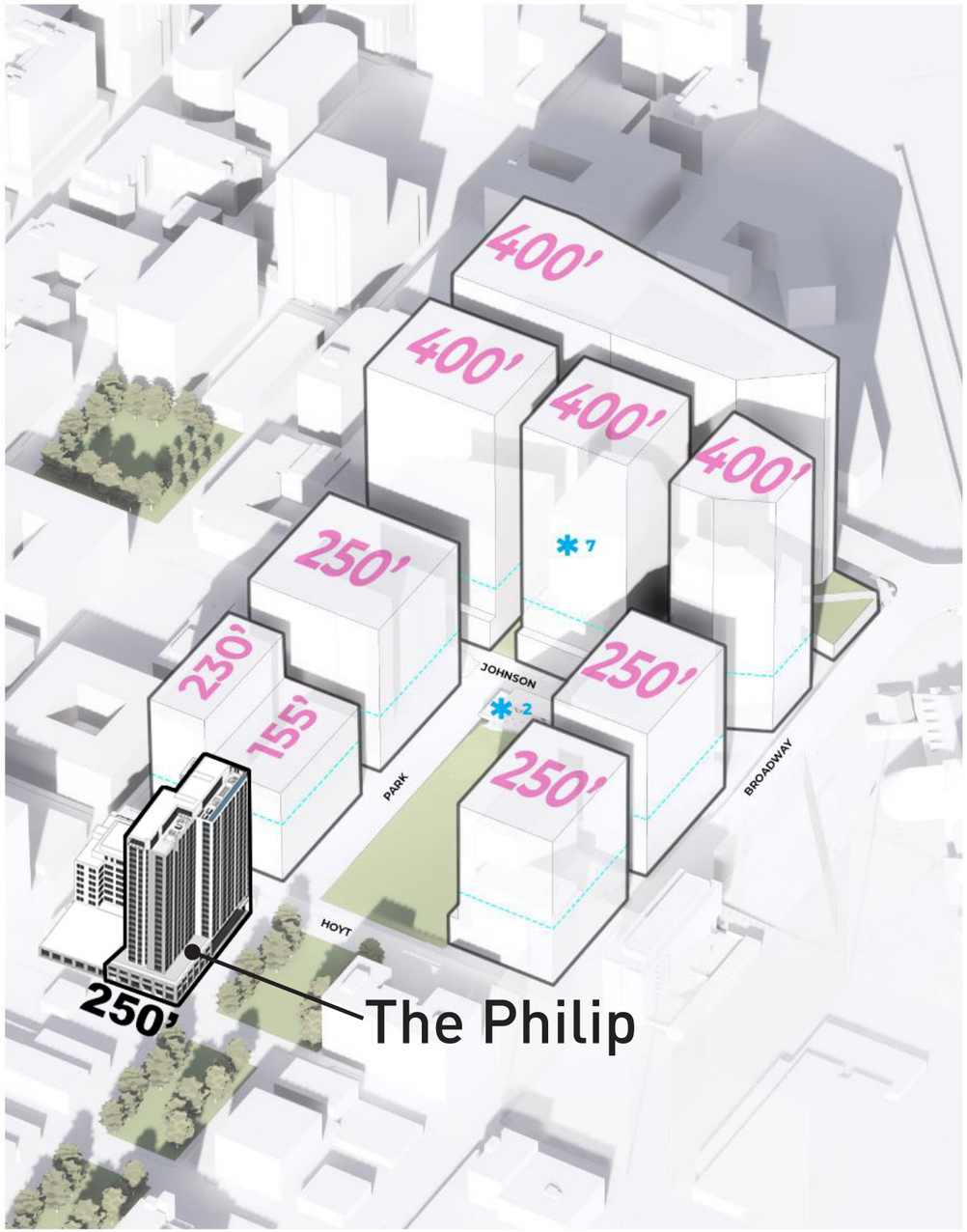
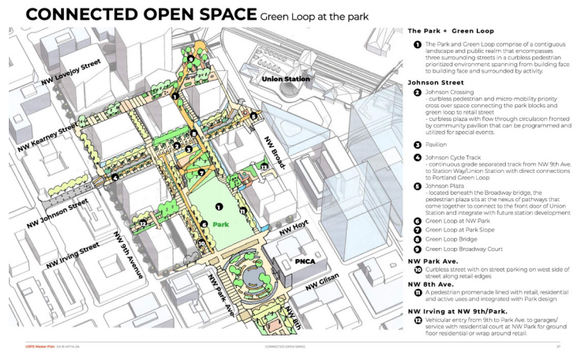


Figure 4.15
Building Envelope - Southwest View



site

APP06

SITE CONTEXT HISTORICAL BUILDINGS DIAGRAM

THE PHILIP
555 NW Park Avenue
portland, oregon

555 NW Park Avenue Built in 1903.

223-233 NW 9th Avenue Built in 1920.

404 NW 10th Avenue Built in 1910.

411 NW Park Avenue Built in 1923.

511 NW Broadway Built in 1919.

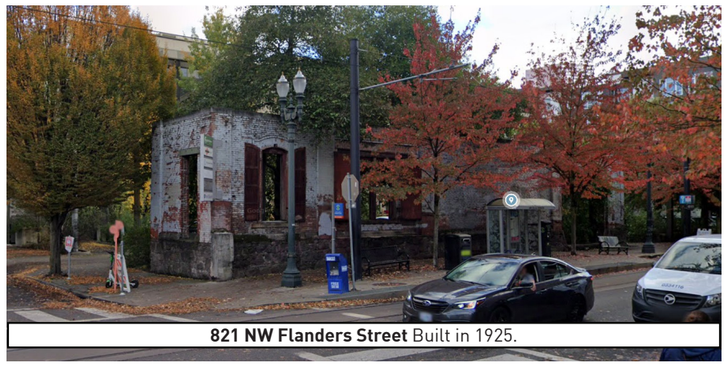
511 NW Broadway Future Park Space.

722 NW Glisan Street Built in 1882.

821 NW Flanders Street Built in 1925.

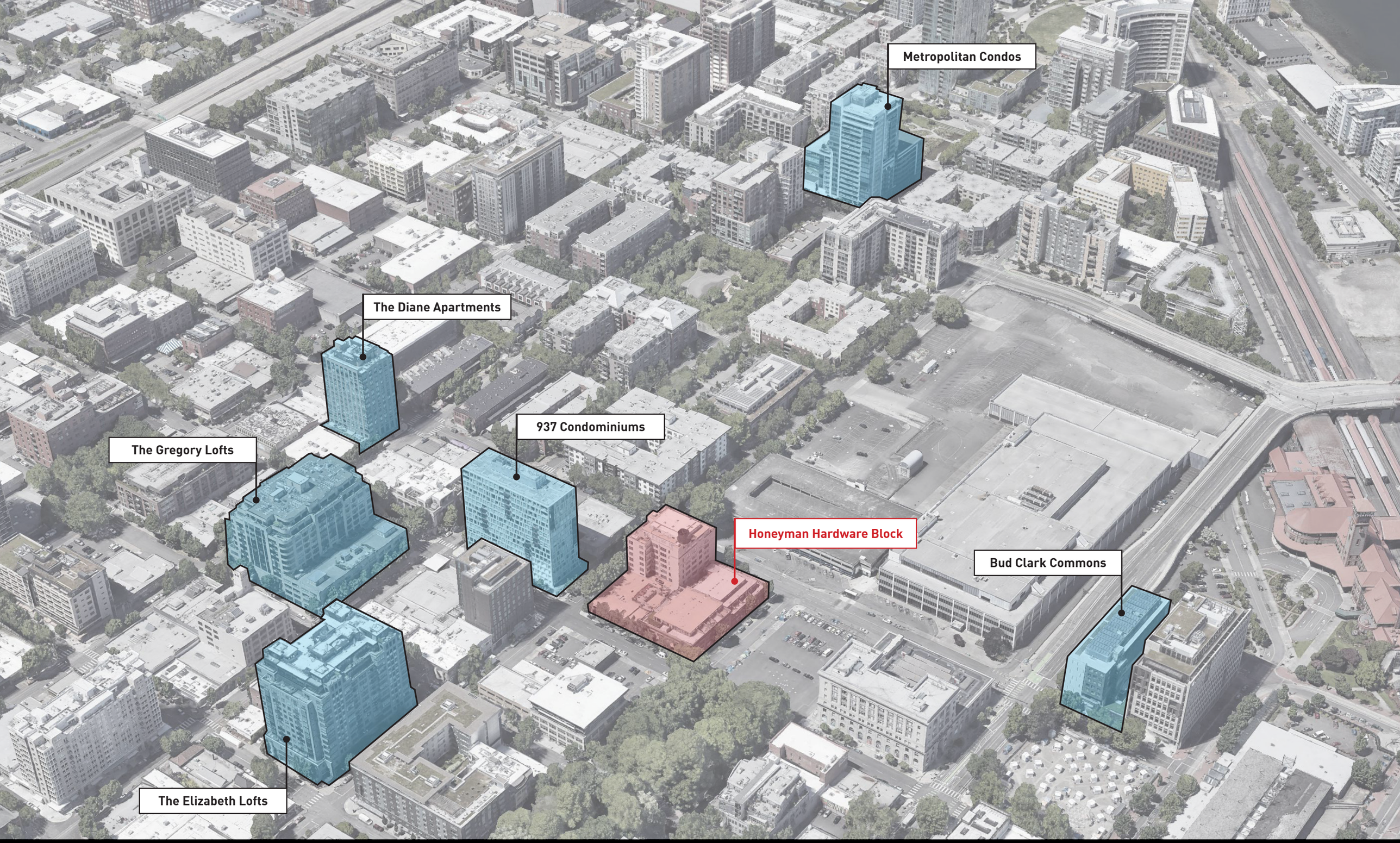
825 NW Davis Street Built in 1925.

907 NW Irving Street Built in 1895.



821 NW Flanders Street Built in 1925.

135 NW Park Avenue Built in 1911.



APP08

SITE CONTEXT NEW APARTMENTS, CONDOS & LOFTS DIAGRAM

THE PHILIP
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THE GREGORY LOFTS, 2001
420 NW 11TH AVENUE

BUD CLARK COMMONS, 2011
665 NW HOYT STREET

937 CONDOMINIUMS, 2008
937 NW GLISAN ST

THE ELIZABETH LOFTS, 2005
333 NW 9TH AVENUE

THE DIANE APARTMENTS, 2018
535 NW 11TH AVENUE

COSMOPOLITAN, 2016
1015 NW NORTHRUP ST

METROPOLITAN CONDOS, 2007
425 NW 9TH AVENUE

IMMEDIATE CONTEXT DIAGRAM

VIEW FROM NW GLISAN STREET & NW 9TH AVENUE LOOKING NORTHEAST

VIEW FROM NW GLISAN STREET & NW PARK LOOKING NORTHWEST

VIEW FROM NW HOYT STREET & NW PARK AVENUE LOOKING SOUTHWEST

VIEW FROM NW HOYT STREET & NW 9TH AVENUE LOOKING SOUTHEAST

HONEYMAN HARDWARE CO
HONEYMAN HARDWARE COMPANY

HONEYMAN

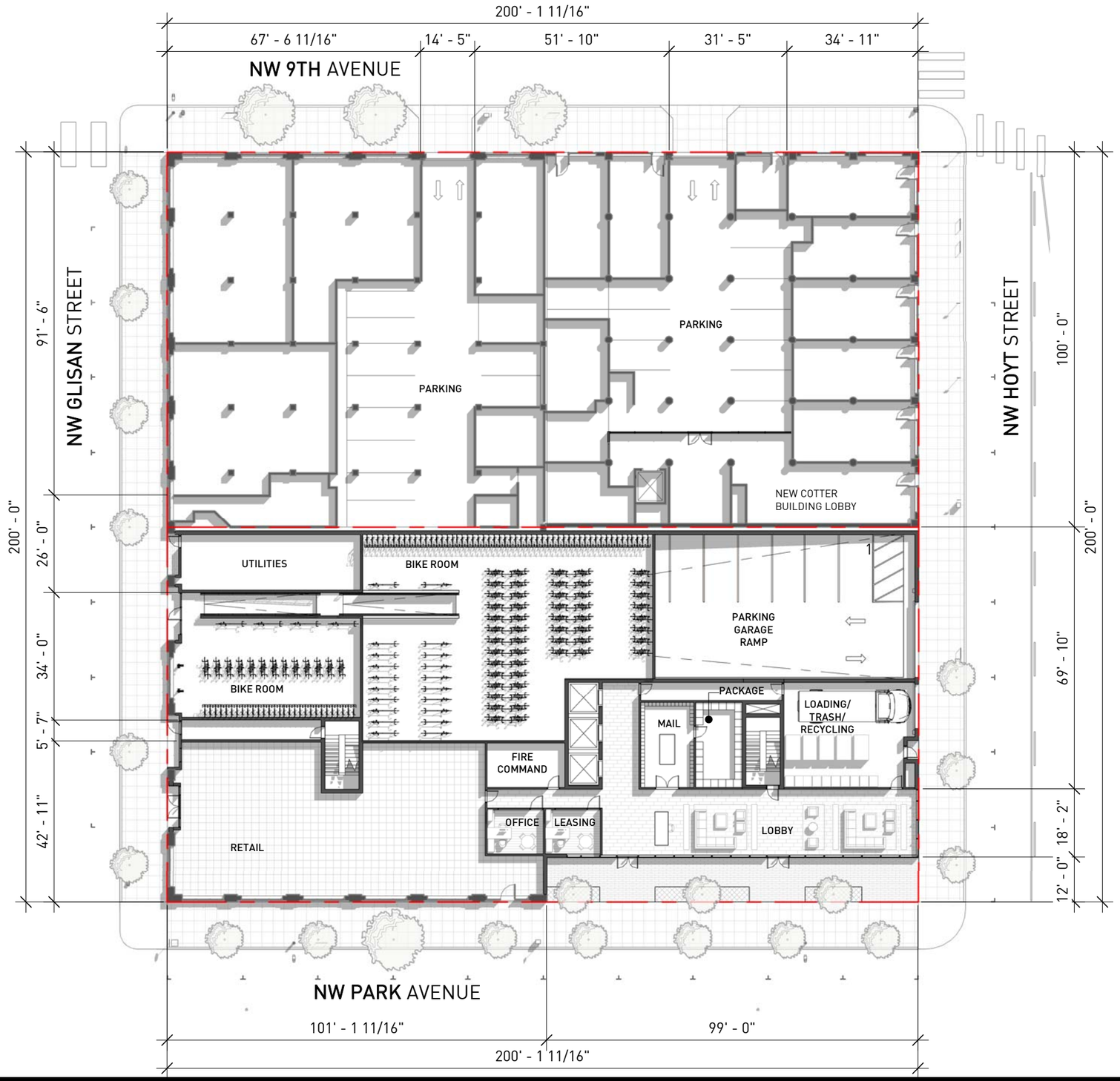
NORTHWEST BOOKBINDING

YOUR
HOME TOWN
HARDWARE

Land Lease

PARK
PARK
25

NORTHWEST BOOKBINDING
FOR SALE OR LEASE
ONE WAY



33.510.215 Required Building Lines

A. Purpose. The required building line standards ensure that buildings in certain parts of the Central City are built to the sidewalk's edge unless landscaping or an extension of the sidewalk is provided. The standards support the street and development character objectives of the Central City 2035 Plan by creating diverse street character, promoting active uses, pedestrian movement, and opportunities for stopping and gathering. Extensions of the sidewalk may incorporate trees, landscape planters, groundcover, and areas for stormwater management between the building and the sidewalk.

B. Required building line standards.

1. General Standards. Unless otherwise specified in Paragraphs B.2. through B.5., new development and major remodels in the RX, CX and EX zones must meet one of the following standards. Exterior walls of buildings designed to meet the requirements of this Paragraph must be at least 15 feet high measured from the finished sidewalk at the building's edge:

a. The building must extend to the street lot line along at least 75 percent of the lot line; or

b. The building must extend to within 12 feet of the street lot line along at least 75 percent of the length of the street lot line. The space between the building and the street lot line must be designed as an extension of the sidewalk and committed to active uses such as sidewalk cafes, vendor's stands, or developed as "stopping places.

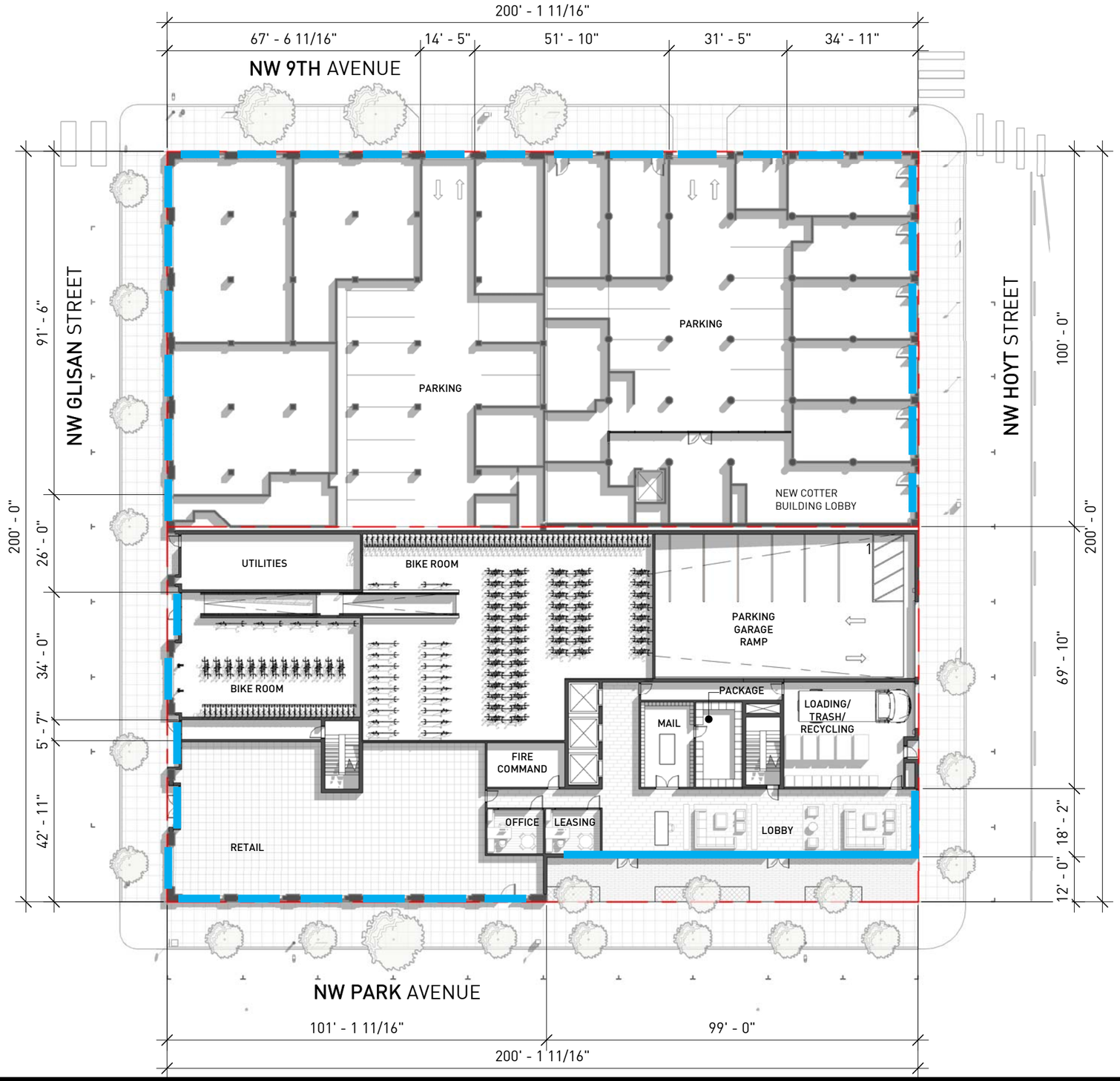
NW 9th Avenue
Existing buildings to remain zero lot line. **Requirement met.**

NW Hoyt Street
200' of total wall length. 188' of building extends to the street lot line, or 94 percent of the length of the street lot line. **Requirement met.**

NW Park Avenue
Approx. 200' of total wall length. Approx. 101' of building extends to the street lot line, or 51 percent of the length of the street lot line. Building on this facade extends to within 12' of the street lot line along at least 75 percent of the length. The space b/t the building and the street lot line will be designed as an extension of the sidewalk and will be committed to active uses. **Requirement met.**

NW Glisan Street
200' of total wall length. 200' of building extends to the street lot line, or 100 percent of the length of the street lot line. **Requirement met.**

GROUND FLOOR GLAZING LOCATION



33.510.220 Ground Floor Windows

A. Purpose. In the Central City plan district, blank walls on the ground level of buildings are limited in order to:

- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas;
- Encourage continuity of retail and service uses;
- Encourage surveillance opportunities by restricting fortress-like facades at street level;
- Avoid a monotonous pedestrian environment; and
- The plan district modifications to the base zone standards for ground floor windows are intended to promote ground floor windows in a larger number of situations than in the base zones and to provide additional flexibility in meeting the standard.

B. Ground floor windows. The following ground floor window standards apply in the RX, CX and EX zones. The standards of B.1 and B.2 apply to new development and major remodeling projects. B.3. only applies to major remodeling projects. To meet the standards, ground floor windows must be windows that allow views into work areas or lobbies, or be windows in pedestrian entrances. Windows into storage areas, vehicle parking areas, garbage and recycling areas, mechanical and utility areas and display cases attached to outside walls do not qualify. Windows into bicycle parking areas are allowed to qualify for up to 25 percent of the ground floor windows coverage requirement. The bottom of the windows of nonresidential spaces must be no more than 4 feet above the finished grade:

1. Ground level facades that face a street or open area shown on Map 510-8 must have windows that cover at least 60 percent of the ground level wall area. For the purposes of this standard, ground level wall area includes all exterior wall area from 2 feet to 10 feet above the finished grade.
2. All other ground level facades that face a street lot line, sidewalk, plaza, or other publicly accessible open area or right-of-way must have windows that cover at least 40 percent of the ground level wall area. For street facing facades of dwelling units the regulations of 33.130.230.B.4 apply. For the purposes of this standard, ground level wall area includes all exterior wall area from 2 feet to 10 feet above the finished grade.
3. Optional artwork. Projects proposing to use artwork as an alternative to the ground floor window requirements may apply for this through the adjustment procedure. Projects may also apply for a modification through design review if they meet the following qualifications. Buildings having more than 50 percent of their ground level space in storage, parking, or loading areas, or in uses which by their nature are not conducive to windows (such as theaters), may be allowed to use the design review process. Artwork and displays relating to activities occurring within the building are encouraged. In these instances, the artwork will be allowed if it is found to be consistent with the purpose for the ground floor window standard.

NW 9th Avenue
Elevation remains unchanged. 40% Glazing Required, 112' of Glazing or 56% Glazing Provided. **Requirement met.**

NW Hoyt Street
Cotter building remains unchanged. 40% Glazing Required, 91' of Glazing or 46% Glazing Provided. **Requirement met.**

NW Park Avenue
Bindery building facade remains unchanged. 60% Glazing Required (Map 510-8), 160' of Glazing or 80% Glazing Provided. **Requirement met.**

NW Glisan Street
SW portion of Bindery building remains unchanged. SE portion of Bindery facade to remain as-is. 40% Glazing Required, 121' of Glazing or 61% Glazing Provided. **Requirement met.**

33.510.225 Ground Floor Active Uses

A. Purpose. The ground floor active use standards are intended to reinforce the continuity of pedestrian-active ground-level building uses. The standards help maintain a healthy urban district through the interrelationship of ground-floor building occupancy and street level accessible public uses and activities, and they encourage a transit-supportive, pedestrian-oriented environment that is safe, active with uses, and comfortable for residents, visitors, and others. Active uses include but are not limited to: lobbies, retail, commercial, and office uses, but do not include storage, vehicle parking, garbage, recycling, mechanical, or utility uses.

B. Sites and development subject to the ground floor active use standard. The ground floor active use standards apply to new development and major remodels on sites with frontage on a street shown on Map 510-9.

C. Ground floor active use standards.

1. Dwelling units are prohibited on the ground floor.
2. Buildings must be designed and constructed to accommodate uses such as those listed in Subsection A. Areas designed to accommodate these uses must be developed at the time of construction. This standard must be met along at least 50 percent of the ground floor of walls that front onto a sidewalk, plaza, or other public open space.

EXISTING OFFICE USE

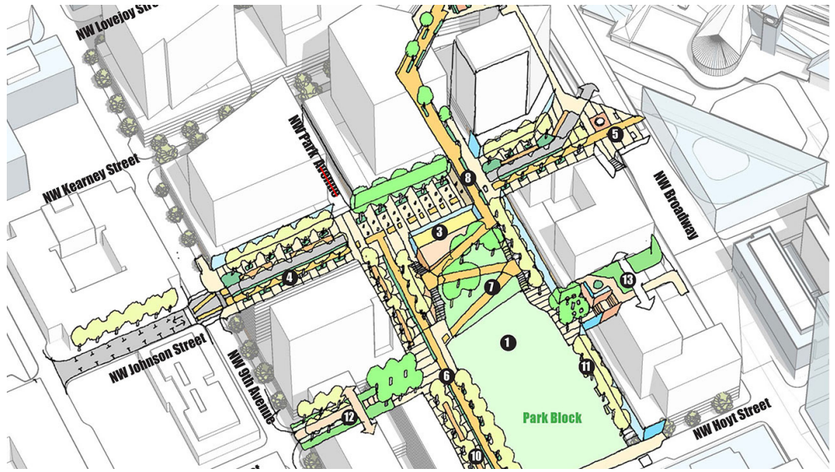
EXISTING RESTAURANT USE

EXISTING LIVE/WORK USE

NEW RETAIL USE

LOBBY USE

FUTURE GREEN LOOP OVERALL MAP

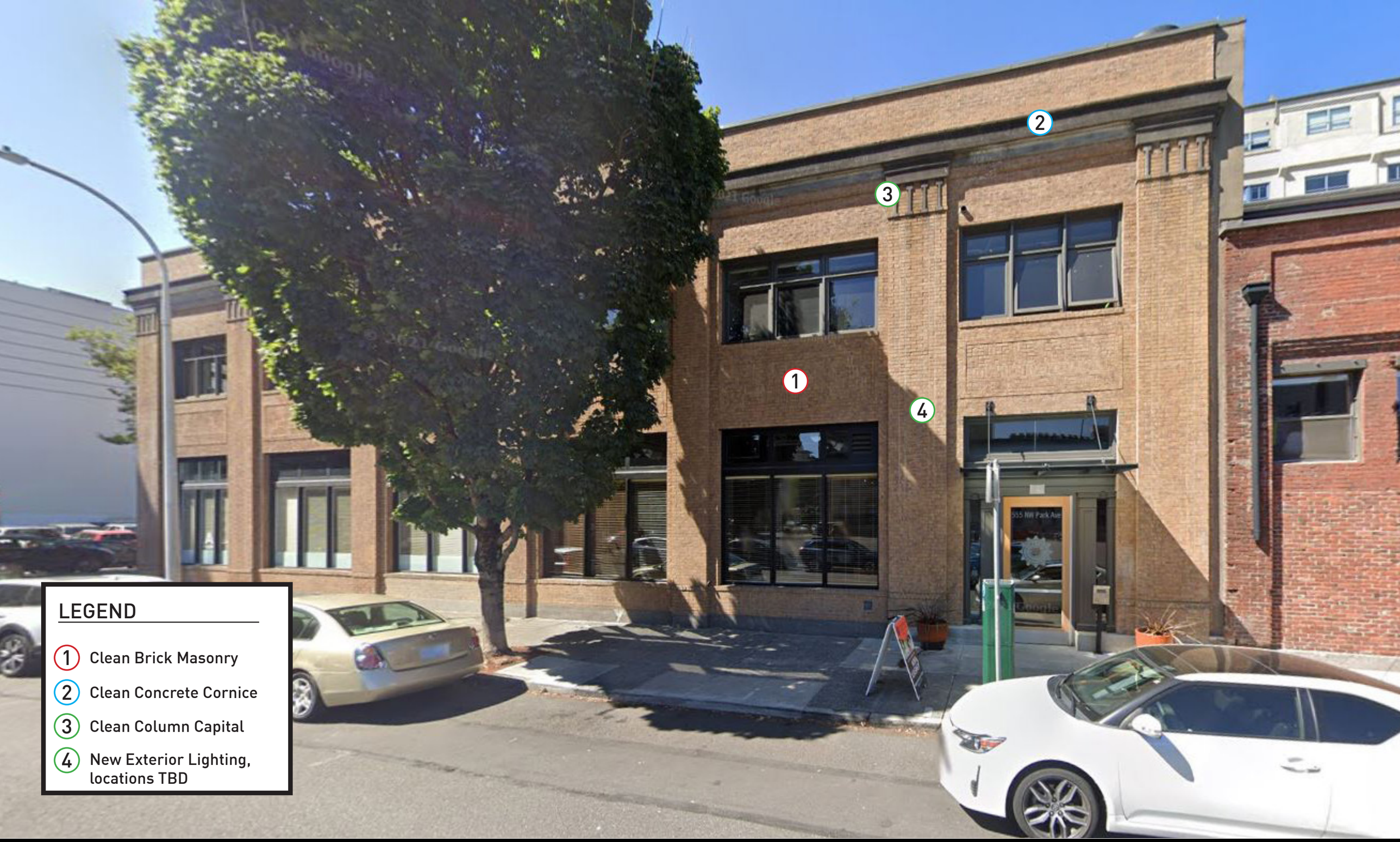


FUTURE GREEN LOOP MAP AT FUTURE POST OFFICE SITE

FUTURE GREEN LOOP RENDERING

FUTURE GREEN LOOP AT PROJECT SITE

FUTURE GREEN LOOP IMAGE AT NORTH PARK BLOCKS



LEGEND

1. Clean Brick Masonry
2. Clean Concrete Cornice
3. Clean Column Capital
4. New Exterior Lighting, locations TBD

1
2
3
LEGEND
1 Clean Brick Masonry
2 Clean Concrete Cornice
3 New Exterior Lighting, locations TBD

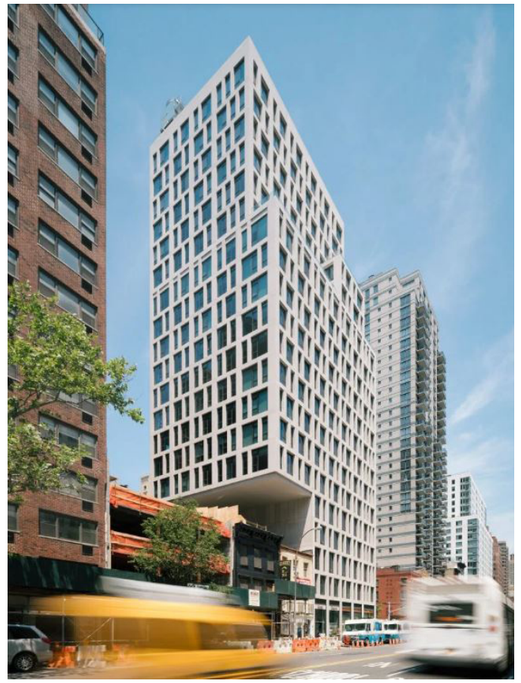
LEGEND

1. Clean Concrete Base
2. Clean Brick Masonry
3. Paint Concrete, color TBD
4. Paint Window Frames, color TBD
5. New Exterior Lighting, locations TBD

Unsuccessful integration of new architecture with existing historic buildings

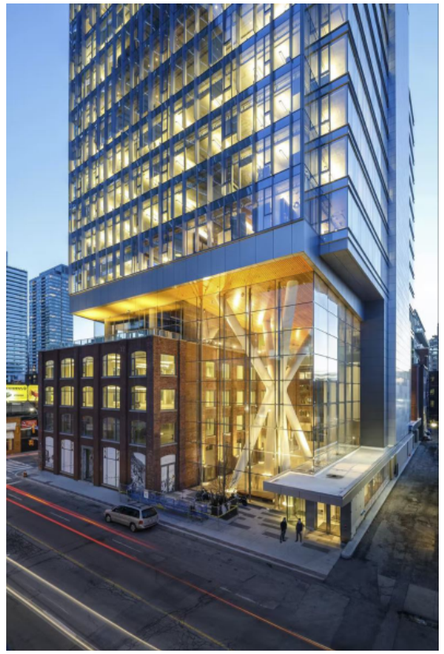
Sixty Martin Place
Sydney, Australia

251 West 91st Street
New York City, NY

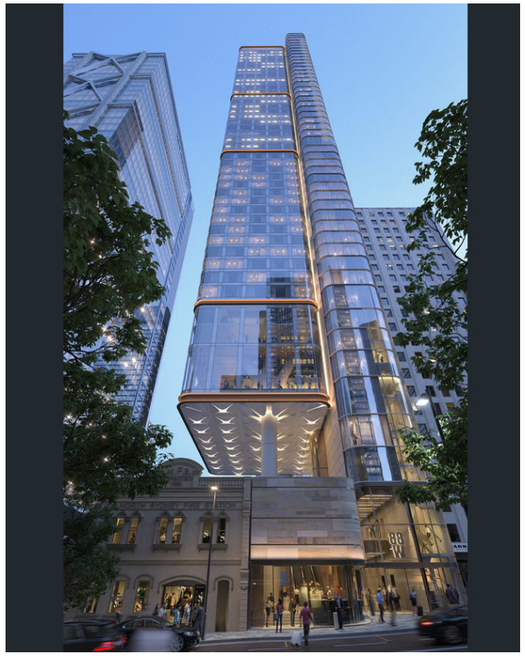


160 East 22nd Street
New York City, NY

Successful integration of new architecture honoring existing historic buildings

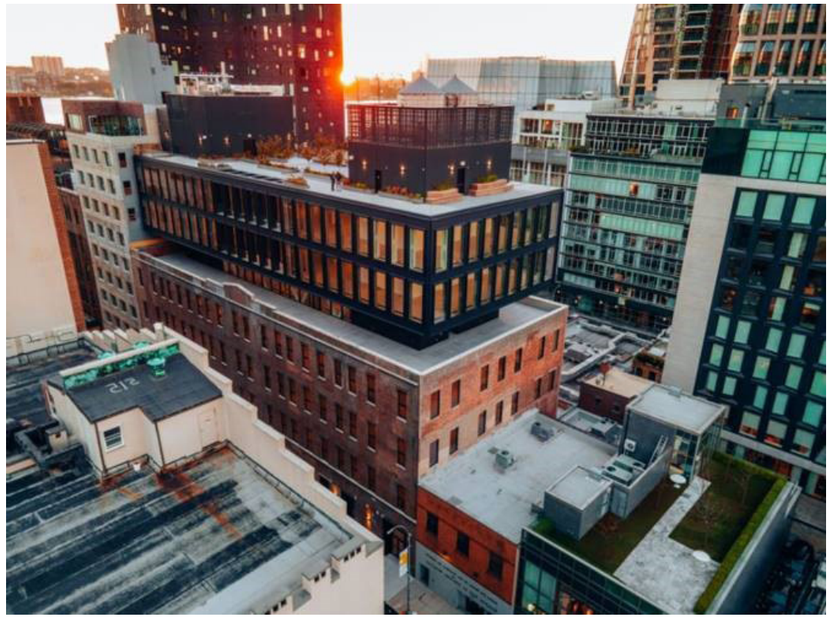


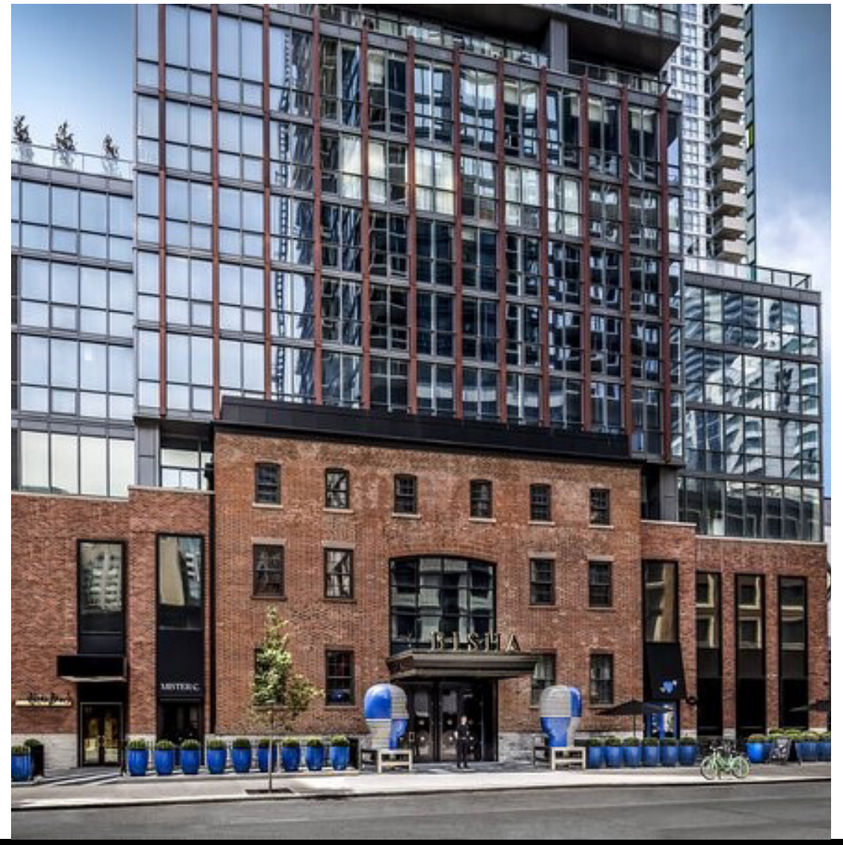
Richmond Center West
Toronto, Canada



88 Walker Street
Sydney, Australia

Tiffany's on 5th Avenue
New York City, NY




ELSHA

ELSHA

APP23

GROUND FLOOR BINDERY RETAIL EXAMPLE

THE PHILIP
555 NW Park Avenue
portland, oregon

treatments, such as sandblasting, that cause damage to historic materials will not be used; 6. Archaeological resources. Significant archaeological resources affected by a proposal will be protected and preserved to the extent practical. When such resources are disturbed, mitigation measures will be undertaken; 7. Differentiate new from old. New additions, exterior alterations, or new construction will not destroy historic materials that characterize a landmark or contributing resource. New work may be differentiated from the old if the differentiation does not diminish the character, features, materials, form, or integrity of the landmark or contributing resource and, if in a Historic District, the district as a whole; 8. Architectural compatibility. New additions, exterior alterations, or new construction will be compatible with the massing, size, scale, and architectural features of the landmark or contributing resource and, if in a district, the district as a whole. When retrofitting to improve accessibility for persons with disabilities or accommodate seismic improvements, design solutions will not compromise the architectural integrity of the landmark or contributing resource; 9. Preserve the form and integrity of historic resources. New additions, exterior alterations, or new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the landmark or contributing resource and, if in a district, the district as a whole would be unimpaired; and 10. Hierarchy of compatibility. New additions, exterior alterations, or new construction will be designed to be compatible primarily with the landmark or contributing resource and, if located within a district, secondarily with contributing resources located within 200 feet and, finally, with the rest of the district. Where	site that would create a false sense of historic development. 3) As discussed above, all three historic quarter block exterior envelopes will be preserved in their original state. The interior uses of all three buildings have changed through renovations over the years specific to use. The Bindery Building which occupies the south half of the site has changed from office and retail when originally build to office/retail with residential additions to the upper floor including an added penthouse to the SE Bindery quarter block. The 7 story Cotter Building located on the NW corner of the block was renovated from a warehouse when originally built to a 9 story residential apartment use. 4) All historic features and materials existing on the three historic quarter blocks will be cleaned, repaired and preserved in their original state. Currently, the exterior envelopes on all three buildings are in good physical shape with little repair needed. 5) The exterior materials on the three historic quarter blocks will be protected and cleaned in a manner that will not cause damage to the historic exterior materials. 6) Currently, there are no know Archaeological resources on the project site. If discovered during construction, such artifacts will be mitigated, protected and preserved to the extent practical. 7) Our proposed design will differentiate the new development from the old. As noted, we are proposing to construct the new residential Philip Tower on the NE corner of the block where the existing Metro Building lives. A portion of the new tower will occupy the interior portion of the floor plan of the adjacent two story SE quarter block Bindery Building (see site plan) without effecting the historic exterior envelope of that building. Rather, it will be preserved, celebrated and integrated into the composition of the Philip Tower as a respected architectural element to the overall development, illustrating how historic buildings that speak to the past can add and reinforce new development that will speak to the future. We feel the new Philip Tower will not diminish the integrity, character or materials of its historic neighbors. Our goal is to not mimic or try to copy historic features in the new tower, but rather let it respond materially and rhythmically to the building

practical, compatibility in districts will be pursued on all three levels.	elevations of the abutting historic buildings. Like many new towers in the Pearl District today that share blocks with old, one and two story industrial buildings, our development will look to incorporate the two story Bindery Building into the project in a way that each building will honor and respect the integrity, its place in history. 8) The scale and massing of the Philip Tower is the direct byproduct of its time and the public need in our city today specific to the demand for desperately needed affordable housing. The evolution of the original Honeyman Block was a direct byproduct driven by the needs of its time with the development of the one and two story Bindery Building in 1920 on the south half of the block following the construction of the 7 story Cotter warehouse building in 1912. As a result, a one and two story retail and office building was erected to support and meet the demands of an evolving industry and the needs of our growing city in that time. From a massing and scale perspective, this new addition of a one and two story retail and office building was 1/7th the height and massing of the original Cotter warehouse, which is how cities evolved and grew throughout history. The development of the Philip Tower in relationship of its mass and scale is very consistent and compatible with many blocks that have been, and that are currently being developed in the ever changing and evolving Pearl District. Very common throughout the district are multi-level residential towers being developed on blocks adjacent to one and two story industrial and retail buildings. 9). If in the future, the Philip Tower were ever removed, the essential form and integrity of the original existing three historic quarter block buildings in addition to that impact on the Pearl District as a whole would not be impaired. 10). As noted above, we are working on designs that are looking to address, support and respect the historical significance of the buildings that exist on the Honeyman Block. We are looking at the integration of the Bindery building "into" the new development of the Philip Tower as an integral part of the tower composition that will breathe new life and energy into these buildings and into the evolving Pearl District.

DESIGN ADVICE REQUEST

PRELIMINARY DESIGN CONCEPTS

555 NW Park Avenue

PORTLAND, OREGON

MAY 23, 2022

tva architects inc.

FIELDS HOLDINGS, LLC

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Zoning Summary

PROJECT LOCATION

Address:	555 NW Park Avenue Portland, OR 97209
Property ID:	R140621

PROPERTY INFORMATION

Base Zone:	CX - Central Commercial
Overlay Zone:	d - Design (33.420)
Plan District:	CC - Central City (Title 33.510)
Neighborhood:	Pearl District
Elevation:	36ft (Approximate)

BASE ZONE DEVELOPMENT STANDARDS

Site Area:	40,000sf (portlandmaps.com)
Height Limit (Base):	100'-0" (Map 510-3)
Height Limit (w/ Bonus):	250'-0" (Map 510-4)
FAR (Base):	6:1 (240,000sf)
FAR (Bonus):	3:1 (120,000sf)
FAR (Total):	9:1 (360,000sf)
FAR Provided:	tbd
Required Building Lines:	Yes (Map 510-7)
Scenic View Corridor:	n/a
Floor Area Transfer Sector:	3
Shadow Study Required:	Yes (Map 510-4)
Ground Floor Windows:	60% Standard Applies Along North Park Blocks
Ground Floor Active Use	Applies along NW Glisan Street
Bird-safe Exterior Glazing:	Required
Ecoroof:	Required
Low-Carbon Buildings:	Green building program registration required
Parking Sector:	1 (Map 510-10)
Car Parking Minimum:	n/a
Car Parking Maximum:	1.5 / 1,000sf of net building area Office or Retail Area 1.2 / residential
Car Parking Provided:	tbd
Short-term Bike Parking:	tbd
Long-term Bike Parking:	443 Required, 443 Provided

Project Team

Developer

Fields Holdings, LLC
Eran Fields
efields@fieldsholdings.com

Architect

TVA Architects
Robert Thompson, Design Principal, FAIA
bobt@tvaarchitects.com
John Jamiel, Project Manager, RA
john.jamiel@tvaarchitects.com

the philip project overview

On behalf of Fields Holdings, LLC please find enclosed our proposal for a Design Advice Request to review preliminary design concepts for a new 23 story residential building containing approximately 300 housing units with an affordable component, 3,500 SF of ground floor retail and 174 below grade parking stalls based on our preferred option B. The project site is located at 555 NW Park Avenue facing the North Park Blocks between NW Glisan and Hoyt and adjacent to the planned Broadway Corridor redevelopment. We have been evaluating three different design schemes for review and are seeking constructive feedback as we move the project forward toward a scheduled construction start date in mid July 2023. Working with City Planner, Tim Heron, we have been evaluating three different design options that are distinctly different in terms of their impact on the historic buildings that make up the site. Scheme A looks at the development of a full half block solution that would require the demolition of the Metro Building, as well as the east half of the historic Bindery Building, retaining the Cotter Building as well as the one story west half of the Bindery Building. Scheme B looks at a solution that would require the demolition of the Metro Building, but would retain the Cotter Building, the one story west half of the Bindery Building, as well as the historically significant façade of the two story east half of the Bindery Building. The B concept would retain all three historic buildings with the integration of the east Bindery Building into the design solution of The Philip. The C scheme is a quarter block solution which retains the Cotter Building as well as the Bindery Buildings but would require the demolition of the Metro Building. Because of the small footprint, the project is unable to provide the necessary onsite parking to make it competitive in the market place. The existing full block is composed of the following historic buildings:

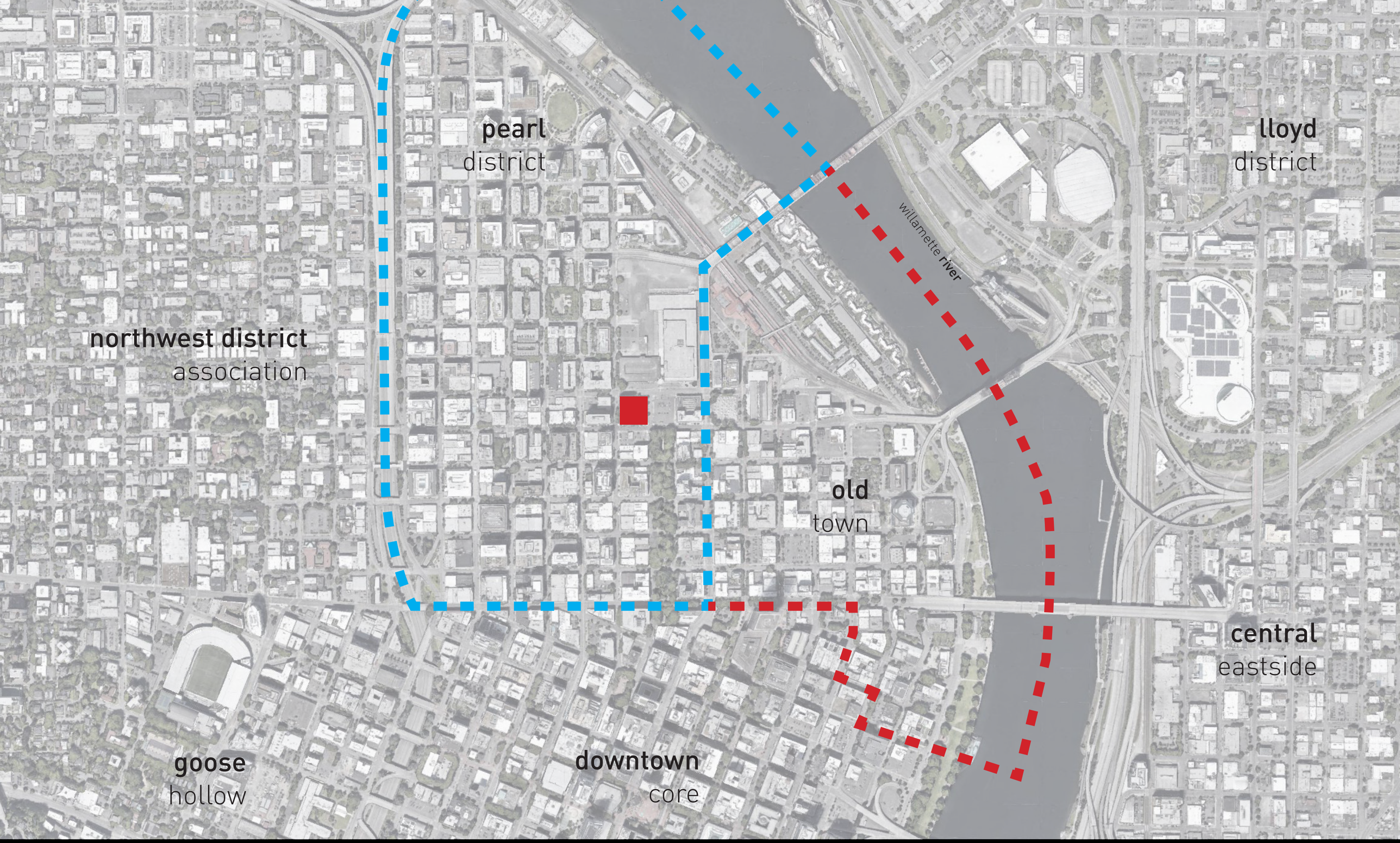
HONEYMAN WAREHOUSE BUILDING (COTTER BUILDING) The oldest existing original building on site is the nine-story quarter block warehouse building, built in 1912. The reinforced concrete structure is located at the northwest corner of the block. When originally built, it featured two nearly identical primary façades on the west and north. The south facade contains a wide light court set back from the party wall, allowing permanent south facing windows. The East façade is built entirely as a temporary party wall, with temporary windows and protruding concrete structural elements designed to tie into a future phase of construction. The building was designed by Portland architect D. C. Lewis, who was also responsible for the Board of Trade Building, the Lumber Exchange Building, the Hotel Alder, and the Railway Exchange Building – all constructed in this era and of a similar style. The building was constructed by the Honeyman Hardware Company as a warehouse and featured a generally open floor plan. In 1989, a two-story penthouse was placed on the roof of the original seven-story building.

HONEYMAN STORE, OFFICES AND PRINT SHOP (BINDERY BUILDING) Adjacent to the warehouse is the Honeyman Hardware Store. This half-block, reinforced concrete building, occupies the south half of the parcel and was constructed in 1920. It featured a one-story portion and a two-story portion. The ground floor housed retail at the west half and offices at the east. The upper floor was located at the southeast where the company's printing shop and additional offices were located. In 1989, a one-story penthouse was placed on the roof of the two-story half of the building.

METRO BUILDING The final building on the site occupies a 10,000 square foot parcel at Hoyt and Park Avenue (the northeast corner) and is known as the Metro Building. At the time of the National Register nomination in 1989, this building was purported to be a one-story 1903 stable which was later adapted to an iron warehouse. Subsequent documentation and photographs illustrate that, while the masonry wall along Park Avenue may be part of that structure, the building itself was obliterated first in 1945 and subsequently in the early 1960s. By the 1980s, the window openings of the east wall were infilled with concrete block. In 1989, the building was demolished with the exception of the east wall and rebuilt to three stories with a penthouse.
Of the three solutions, the B scheme is our preferred direction in that it retains the existing three historically significant buildings on site including the integration of the east half of the two story Bindery Building into the design of The Philip Tower. The new building would occupy the NE corner of the block on the site of the existing Metro Building that in the past has been approved for demolition due to the significant impact of multiple renovations essentially "obliterating" the historic significance of that resource across multiple decades throughout its history. We feel the integration of the new tower into the block achieves many positive contributions to the site, as well as to the Pearl District through the inclusion of approximately 300 housing units, including, much needed affordable units. It retains and respects the integrity of the existing historic three-quarter blocks by integrating them into the design composition of the new tower while allowing each building to retain its individual identity as it exists today.

The tower separates itself from the historic Cotter Building to the west by setting its west elevation back from the east face of the Cotter building allowing it to stand proudly on its own providing light and visibility between the buildings. From a massing and scale perspective, the historic buildings that populate the site are a composition of very different scales from the one and two story low scale Bindery Buildings to what is now the 9 story Cotter Building. The new tower differentiates itself from the existing historic buildings and will make strong ties to the historic buildings through the design and integration of the punched masonry facades that abut the historic buildings. We will also be making exterior renovations to the Cotter Building (paint it to make it more fresh and vibrant) and remaining Bindery Building by adding exterior lighting to make it more active, visible, safe and attractive.

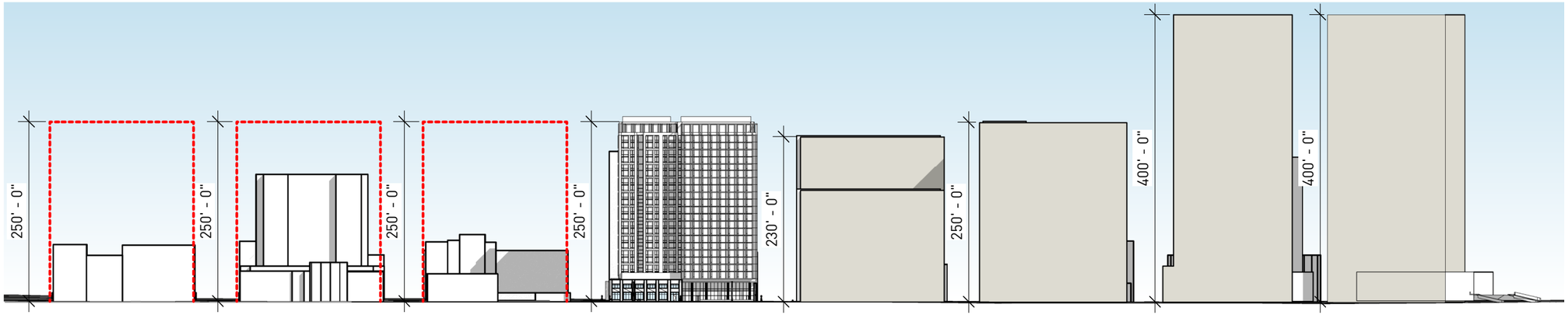
We are trying to find a blend between the past and the future of development in the Pearl District, as well as the blocks that immediately surround the site. We want to respect and honor the historic value of the existing buildings that make up our site through the composition of the tower building massing that will allow for the tower to stand freely from the historic buildings allowing them room to breathe and stand on their own. In the next decade the Honeyman block will be immersed in a sea of towers ranging from 250' up to 400' with the evolution of the new Broadway Corridor Project immediately across the street to the north on the current post office blocks. This development will be a game changer for the entire district with the realization of a complete new ground up live/work/entertainment retail and office district that will redefine the north park blocks in a way rarely seen in Portland's history. The B scheme attempts to bridge the new with the old through the inclusion of rich masonry brick facades that abut the existing historic buildings on site while breaking the composition and massing of the building with the integration of a simple, elegant widow wall systems that make strong gestures to the new up and coming district of taller modern towers to the north. We look forward to a positive productive discussion that centers around the pros and cons of the design options presented, and achieving a consensus specific to an agreed upon approach.



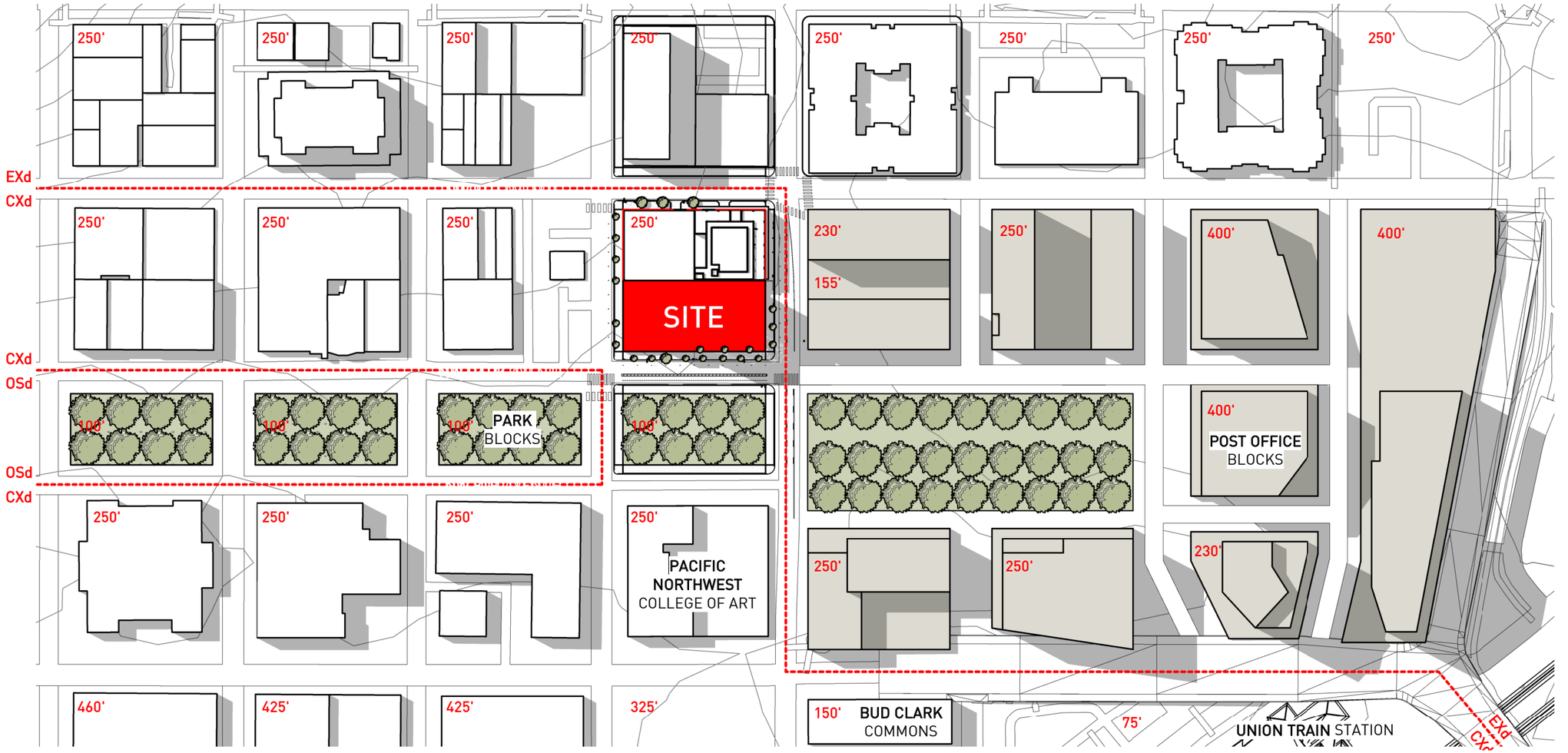
C.5 **FIELDS HOLDINGS, LLC**

VICINITY PLAN

555 NW Park Avenue
portland, oregon



ALLOWABLE HEIGHTS SITE ELEVATION



ALLOWABLE HEIGHTS SITE PLAN

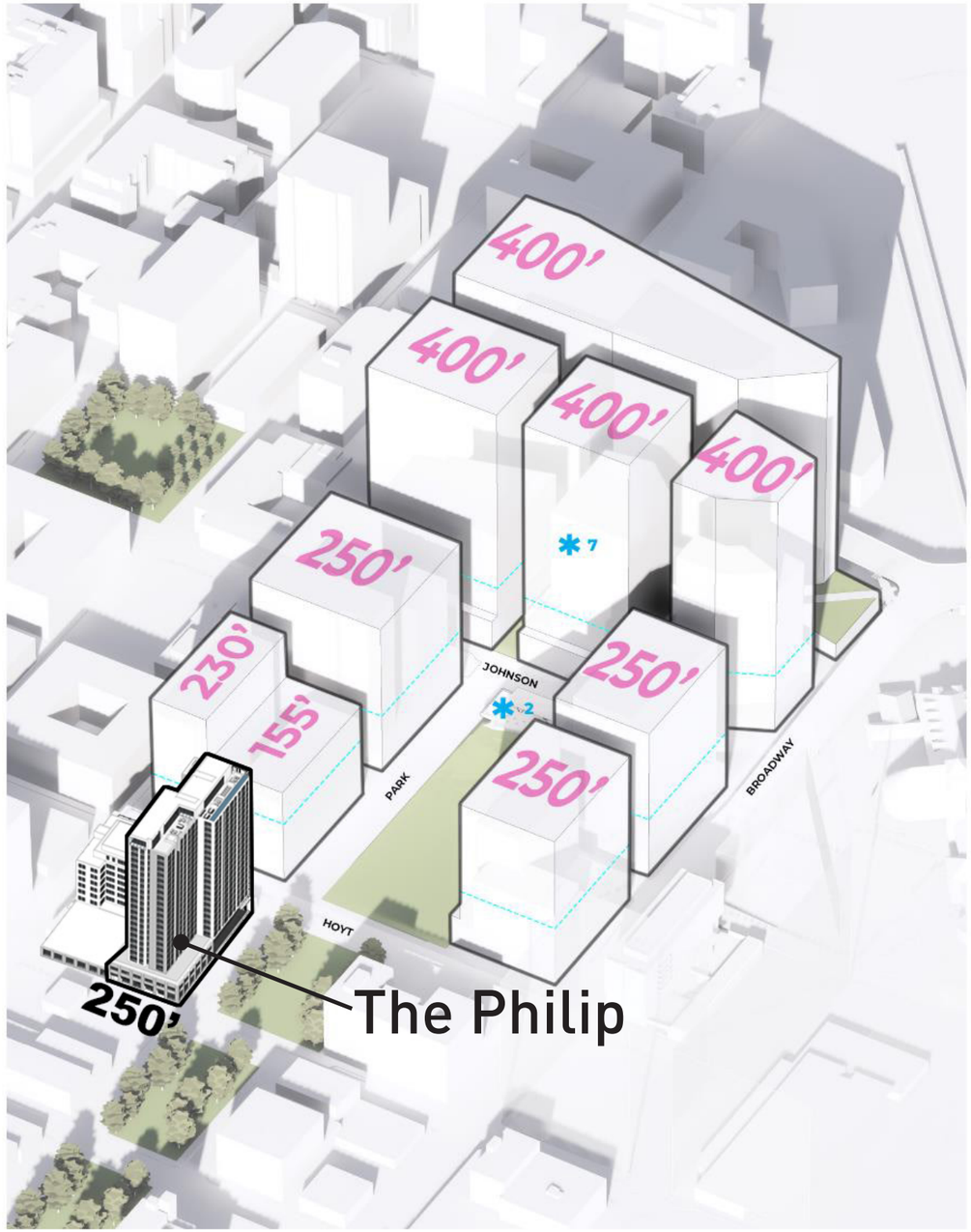


Figure 4.15
Building Envelope - Southwest View

IN RESPONSE TO THE FOLLOWING ITEMS FOUND IN 33.510:
G.2.B

04

BUILDING MASSING OVERVIEW

Building Envelopes

Figure 4.15 represents the minimum and maximum heights of the building envelopes, and setbacks to meet the open area shadow requirements and accommodation of the Green Loop.

The USPS Master Plan building massing is designed to support vibrant and active streets, enhance open space development, and create viable parcels that accommodate a variety of program typologies, while responding to view corridors and the overall massing of the central city.

KEY

MINIMUM HEIGHT 100' **

MAXIMUM HEIGHT ***

* Parcels 2 and 7 serve to define the park.

** Blue line represents minimum 100' height of envelope on all parcels. Minimum height may be less than 100' at parcels 2, 7, 8, and 9C where the Green Loop structure engages the massing; at these locations a height appropriate to accommodate the future Green Loop design is acceptable.

*** Pink number represents the maximum height on that parcel.

Existing zoning code height limits establish the maximum building heights of the project. North of Johnson Street, development footprints 6-9 can be built up to 400'. South of Johnson the maximum building height is 250' for development footprints 3-5. Development footprint 1 has a reduced height to address shadow on the open areas. Development footprint 2 has a maximum height of 50'. The 100' minimum height is not applicable to parcel 9C. All other buildings across the site, have a minimum height limit of 100' to assure the site is not underdeveloped.

Block 7 serves a vital role in defining the park, terminating the view from the park, and should be designed with a sense of permanence and quality expressive of the likely role this site will play as a landmark within the city.

Block 2's pavilion and the Green Loop ramp/ landscape will demarcate the end of the Park Blocks and begin the vertical transition to the Green Loop. Whichever block is developed second should respond to and respect the significance of the previous development.

907 NW Irving St
Built in 1895
Post Office Site
1100 NW Glisan St
Built in 1917
910 NW Hoyt St
Built in 1913
Train Station
Honeyman Hardware Block
404 NW 10th Avenue
Built in 1910
223 NW 9th Avenue
Built in 1920
821 NW Flanders St
Built in 1925
411 NW Park Avenue
Built in 1923
511 NW Broadway
Built in 1919
825 NW Davis St
Built in 1906
135 NW Park Avenue
Built in 1911

555 NW Park Avenue Built in 1903.

223-233 NW 9th Avenue Built in 1920.

404 NW 10th Avenue Built in 1910.

411 NW Park Avenue Built in 1923.

511 NW Broadway Built in 1919.

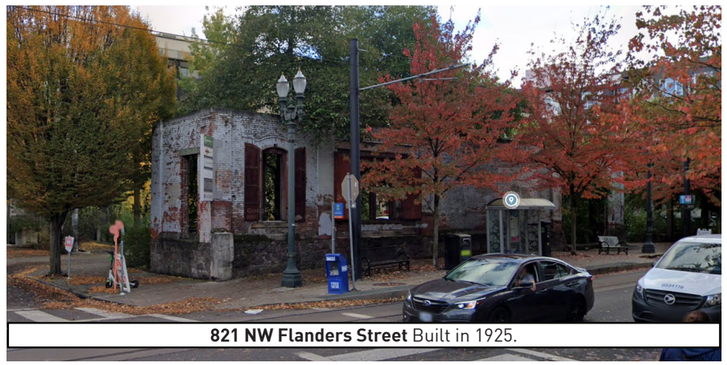
511 NW Broadway Future Park Space.

722 NW Glisan Street Built in 1882.

821 NW Flanders Street Built in 1925.

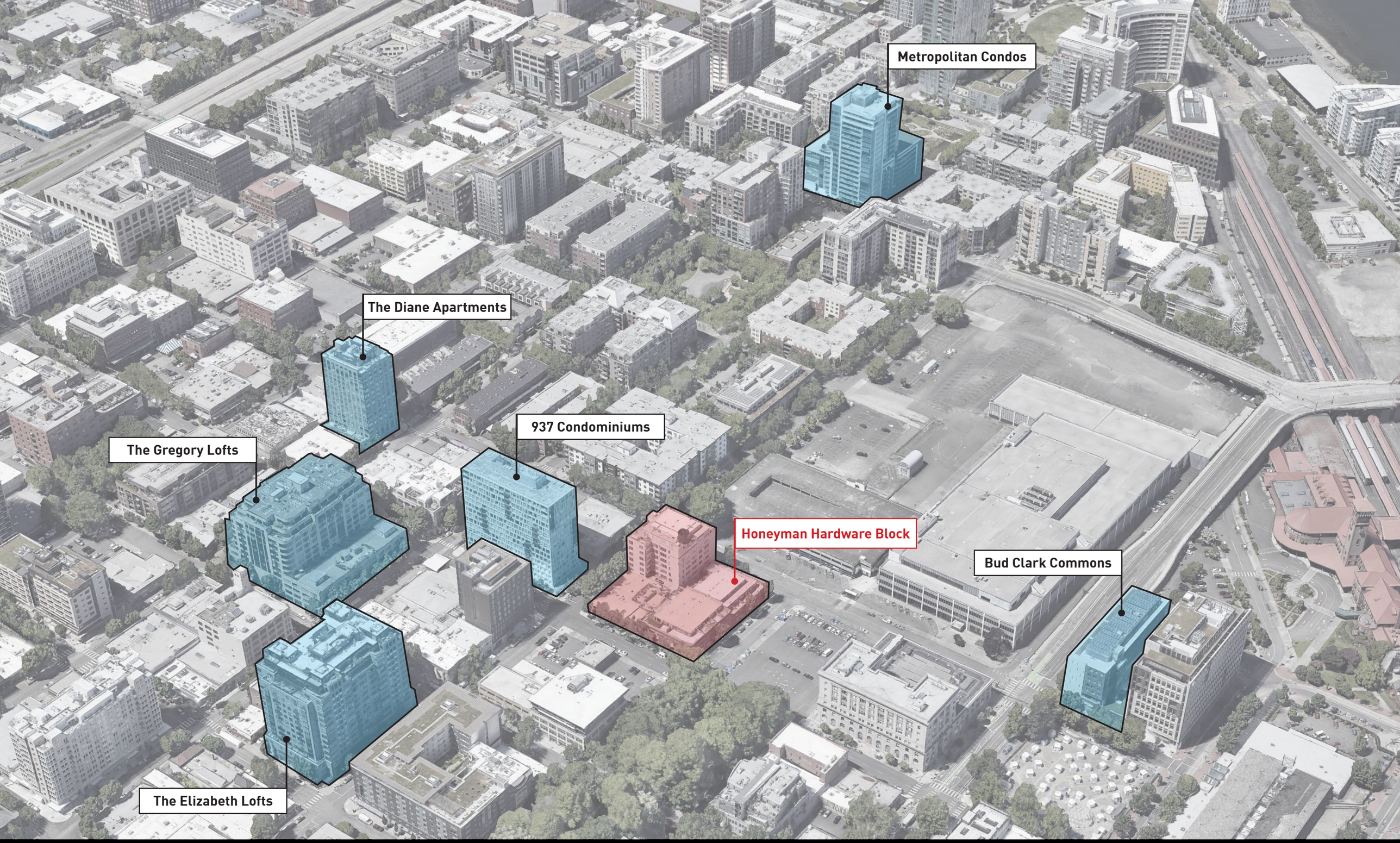
825 NW Davis Street Built in 1925.

907 NW Irving Street Built in 1895.

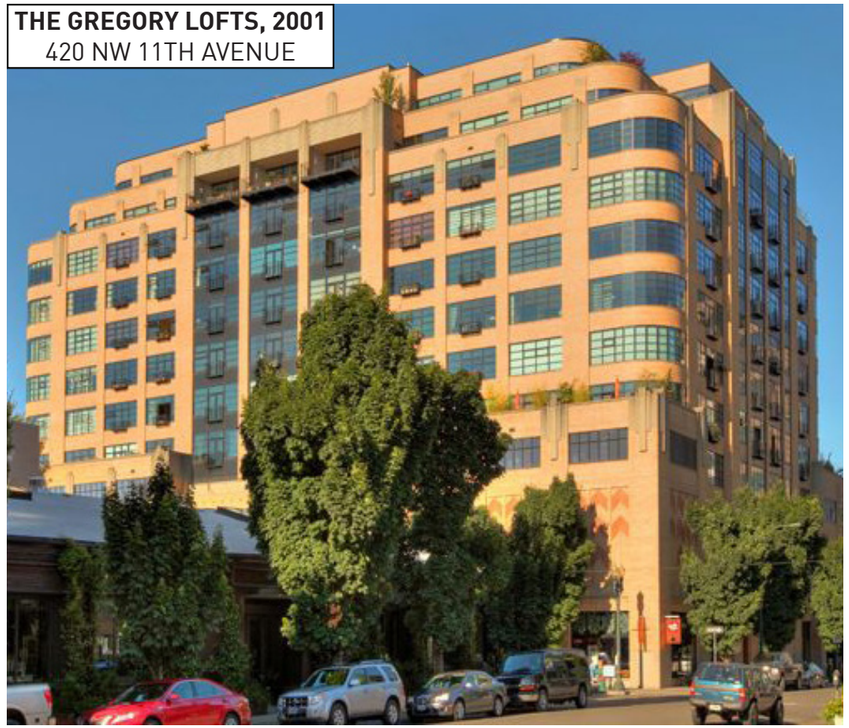


821 NW Flanders Street Built in 1925.

135 NW Park Avenue Built in 1911.


Metropolitan Condos
The Diane Apartments
937 Condominiums
The Gregory Lofts
Honeyman Hardware Block
Bud Clark Commons
The Elizabeth Lofts

THE GREGORY LOFTS, 2001
420 NW 11TH AVENUE



BUD CLARK COMMONS, 2011
665 NW HOYT STREET

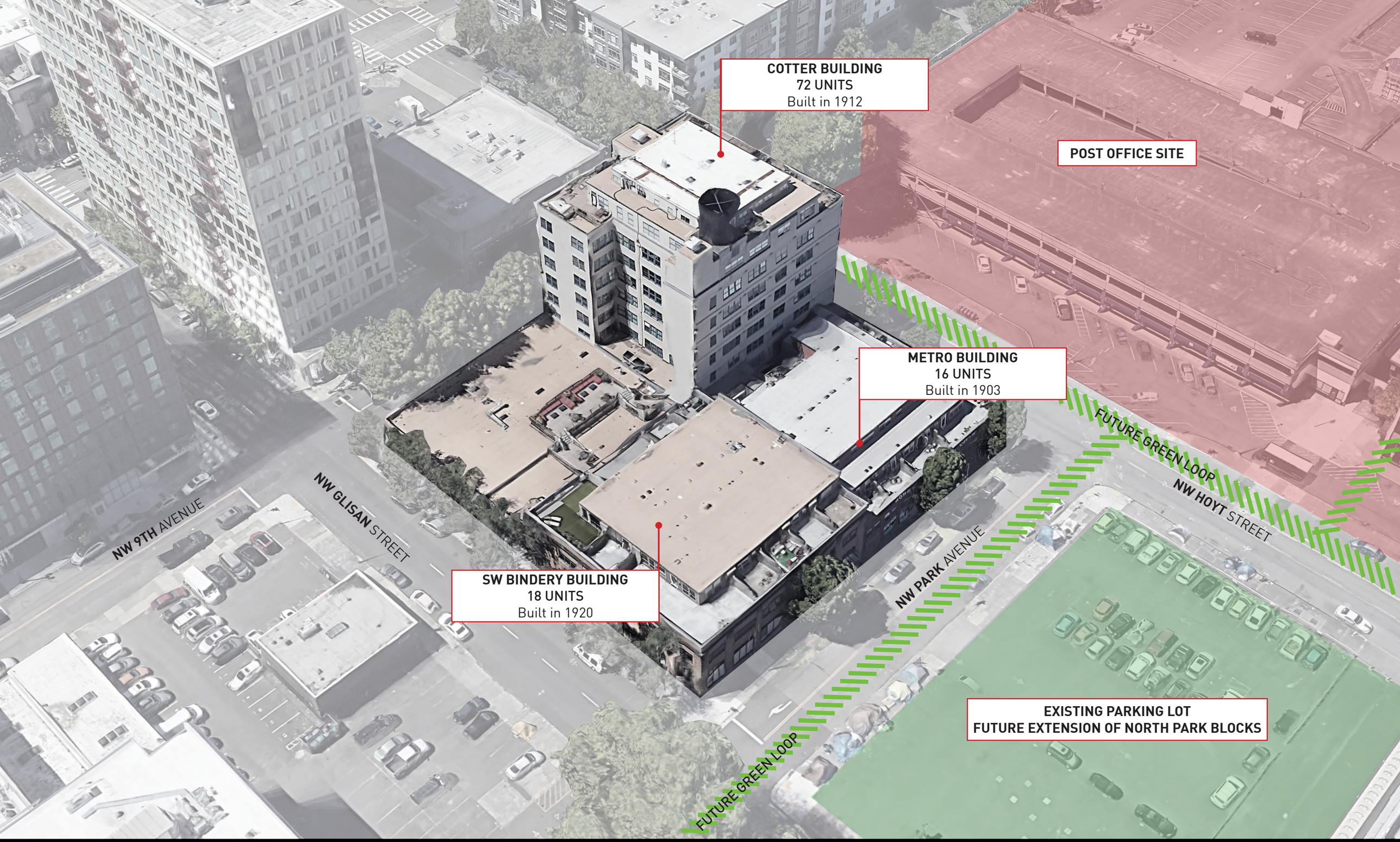
937 CONDOMINIUMS, 2008
937 NW GLISAN ST

THE ELIZABETH LOFTS, 2005
333 NW 9TH AVENUE

THE DIANE APARTMENTS, 2018
535 NW 11TH AVENUE

THE PHILIP APARTMENTS
555 NW PARK AVENUE

METROPOLITAN CONDOS, 2007
425 NW 9TH AVENUE



IMMEDIATE CONTEXT DIAGRAM

VIEW FROM NW GLISAN STREET & NW 9TH AVENUE LOOKING NORTHEAST

VIEW FROM NW GLISAN STREET & NW PARK LOOKING NORTHWEST

VIEW FROM NW HOYT STREET & NW PARK AVENUE LOOKING SOUTHWEST

VIEW FROM NW HOYT STREET & NW 9TH AVENUE LOOKING SOUTHEAST

OPTION **A**

Stories:	23
FAR:	278,117sf
Gross SF:	350,103sf
Leasable SF:	198,146sf
Total Unit Count:	327 Units
Parking Count:	172 Stalls

OPTION **B** - PREFERRED CONCEPT

Stories:	23
FAR:	275,266sf
Gross SF:	343,982sf
Leasable SF:	189,286sf
Total Unit Count:	295 Units
Parking Count:	174 Stalls

OPTION **C**

Stories:	23
FAR:	200,524sf
Gross SF:	200,524sf
Leasable SF:	141,266sf
Total Unit Count:	243 Units
Parking Count:	None

OPTION **A**

OPTION **B** - PREFERRED CONCEPT

OPTION **C**

OPTION **A**

OPTION **B** - PREFERRED CONCEPT

OPTION **C**

OPTION **A**

OPTION **B** - PREFERRED CONCEPT

OPTION **C**

OPTION **A**

OPTION **B** - PREFERRED CONCEPT

OPTION **C**

OPTION A

EXISTING HONEYMAN HARDWARE SITE ZONING OVERVIEW

SITE ADDRESS:	502-514 NW 9TH AVENUE PORTLAND, OR 97209
BASE ZONE:	CX - CENTRAL COMMERCIAL
OVERLAY:	d - DESIGN (33.420)
PLAN DISTRICT:	CENTRAL CITY (TITLE 33.510) PEARL
SITE AREA:	40,000SF (portlandmaps.com)
MAX. FAR:	6:1 (240,000SF) (MAP 510-2)
BONUS FAR:	3:1 (120,000SF) (33.510.205)
TOTAL ALLOWABLE FAR:	9:1 (360,000SF)
TOTAL AVAILABLE FAR*:	6.5:1 (264,957SF)
BASE HEIGHT:	100' (MAP 510-3)
BONUS HEIGHT:	250'/410' (MAP 510-4)
REQUIRED BUILDING LINES:	YES (MAP 510-7)
GROUND FLOOR WINDOWS:	YES (MAP 510-8)
GROUND FLOOR ACTIVE USES:	YES (MAP 510-9)
PARKING SECTOR:	SECTOR 1
LOADING STALLS:	TWO TYPE A LOADING SPACE REQUIRED (MODIFICATION?)
BIKE PARKING STALLS: (1.5 x 320 UNITS)	STANDARD A, 1.5/UNIT = 492 BIKE STALLS REQUIRED
GROSS BUILDING AREA:	350,103SF
FAR*:	278,117SF (9:1)
STORIES:	23 STORIES

UNIT COUNTS:

STUDIO:	60 UNITS	447SF AVG	18%
1-BEDROOM:	200 UNITS	568SF AVG	62%
2-BEDROOM:	60 UNITS	866SF AVG	18%
LOFTS:	7 UNITS	850SF AVG	2%
TOTALS:	**327 UNITS**	**597SF AVG**	**100%**

TOTAL UNIT LEASABLE SF:	**198,146SF**
TOTAL RETAIL LEASABLE SF:	**3,274SF**
TOTAL PARKING STALLS:	**116 @ 2 LEVELS** **172 @ 3 LEVELS**

***FLOOR-AREA-RATIO (FAR)**

BASE FAR 6:1	6x40,000SF	= 240,000SF
BONUS FAR 3:1	3x40,000SF	= 120,000SF
ALLOWABLE FAR 9:1:	9x40,000SF	= 360,000SF

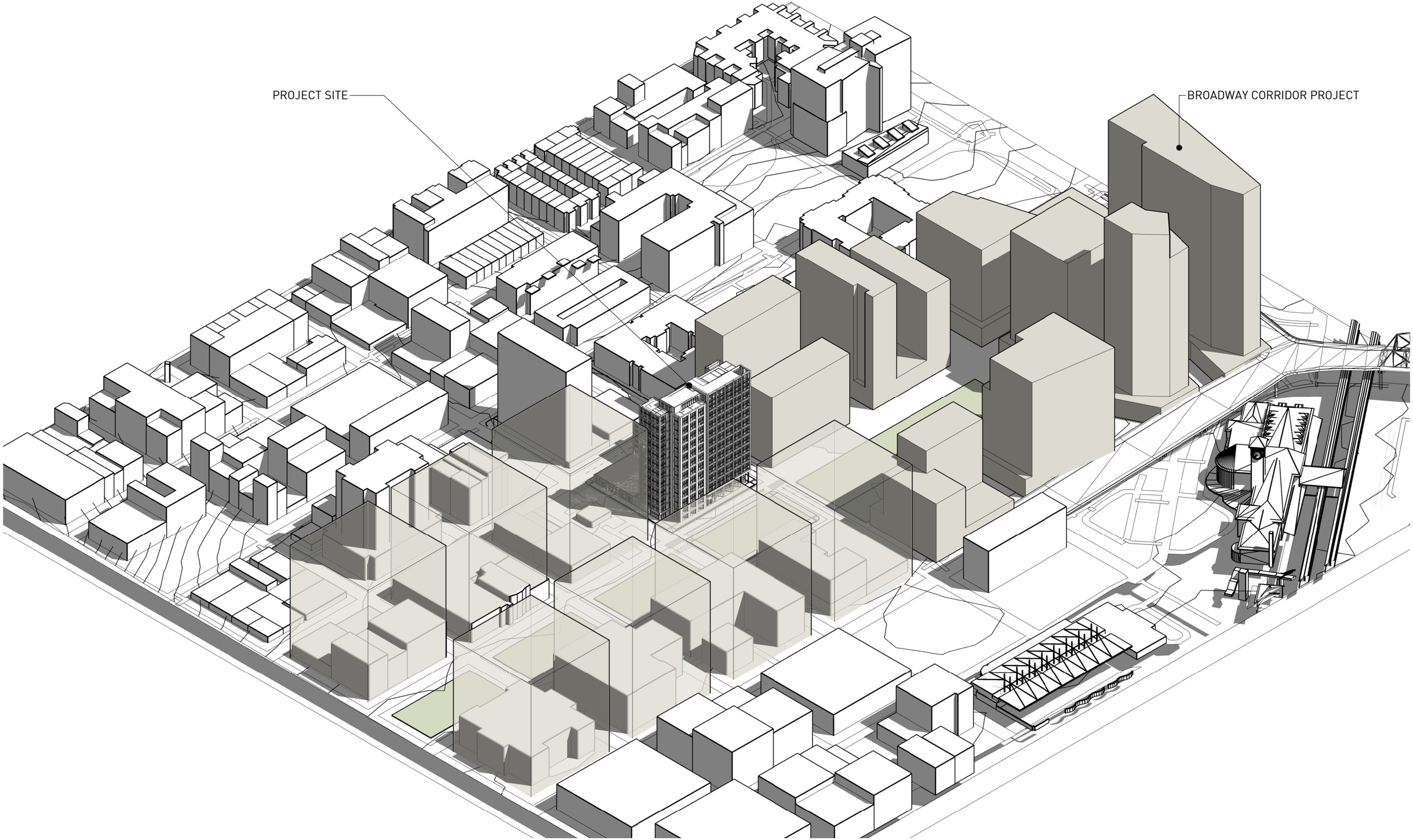
TOTAL EXISTING BUILDING FAR:	155,174SF
TOTAL EXISTING FAR TO REMAIN:	94,220SF
TOTAL EXISTING FAR REMOVED:	60,954SF
ALLOWABLE FAR:	360,000SF
FAR TO REMAIN:	- 94,220SF
TOTAL ALLOWABLE FAR:	**265,780SF**

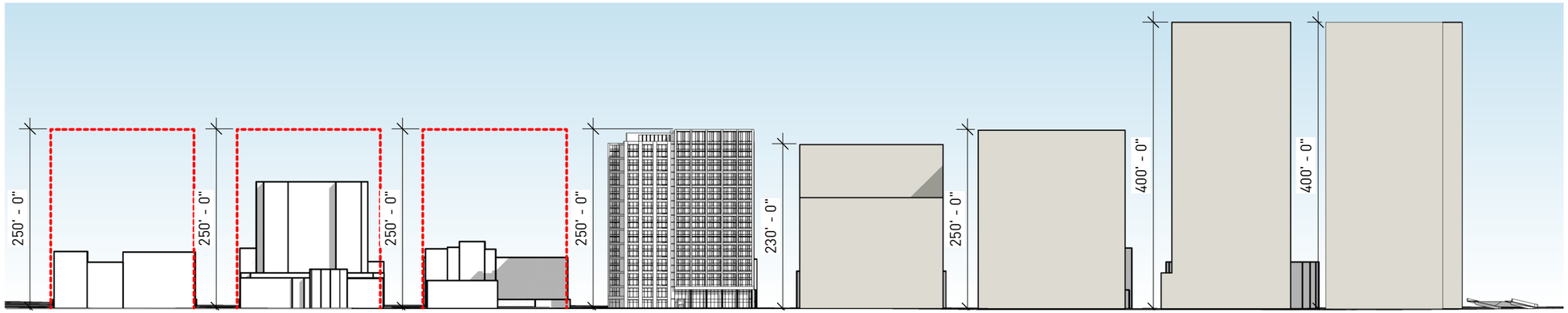
EXISTING BLDG FAR PER BLOCK

COTTER BLDG 79,571SF	**METRO BLDG** 31,400SF
SW BINDERY BLDG 14,649SF	**SE BINDERY BLDG** 29,554SF

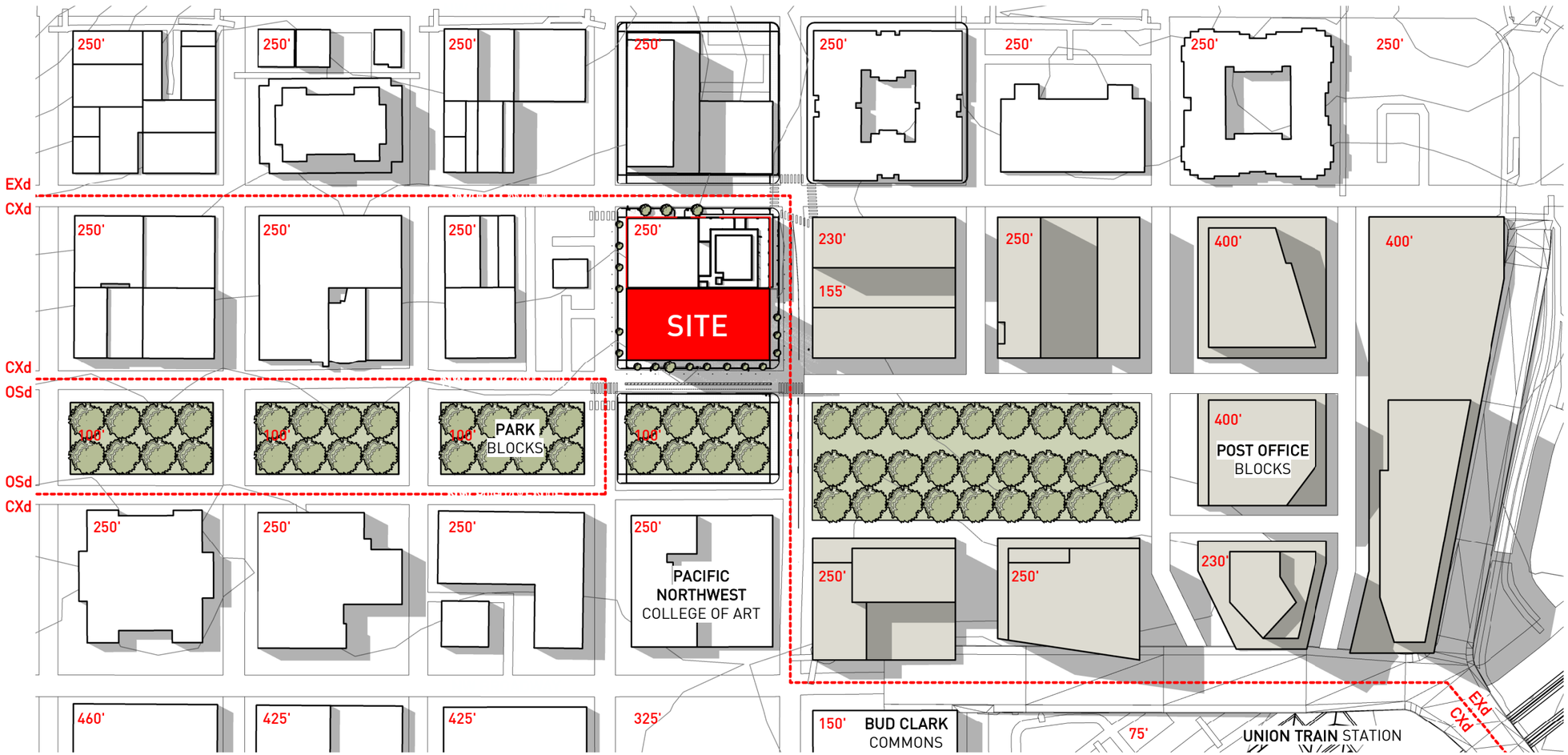
YEARS BUILT

METRO BUILDING (1903). RENOVATED IN 1945 & 1972.
17 UNITS, 20 PARKING STALLS
COTTER BUILDING (1912)
72 UNITS, 50 PARKING STALLS
BINDERY BUILDING (1920)
21 UNITS, 16 PARKING STALLS

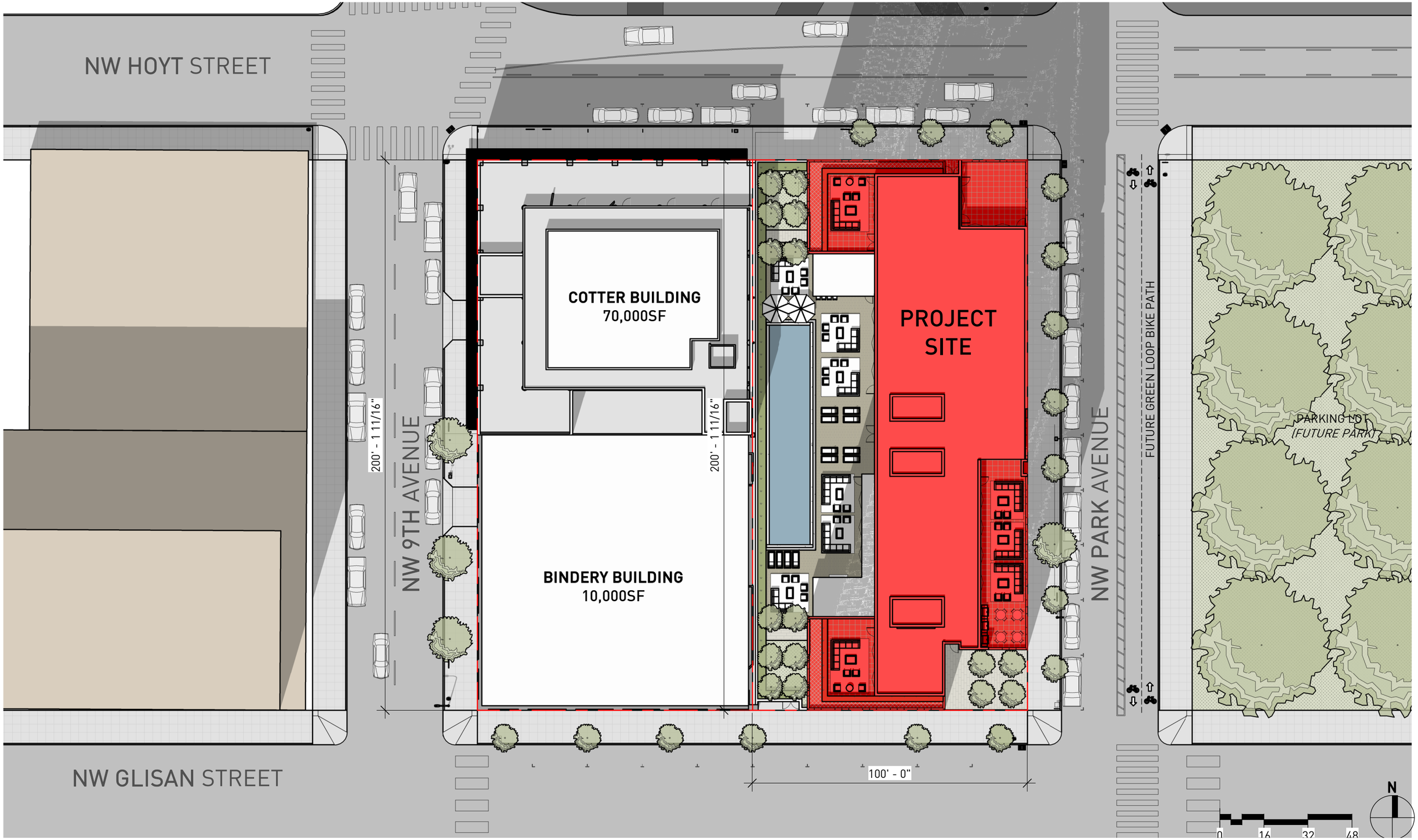

PROJECT SITE
BROADWAY CORRIDOR PROJECT



ALLOWABLE HEIGHT VICINITY SITE ELEVATION



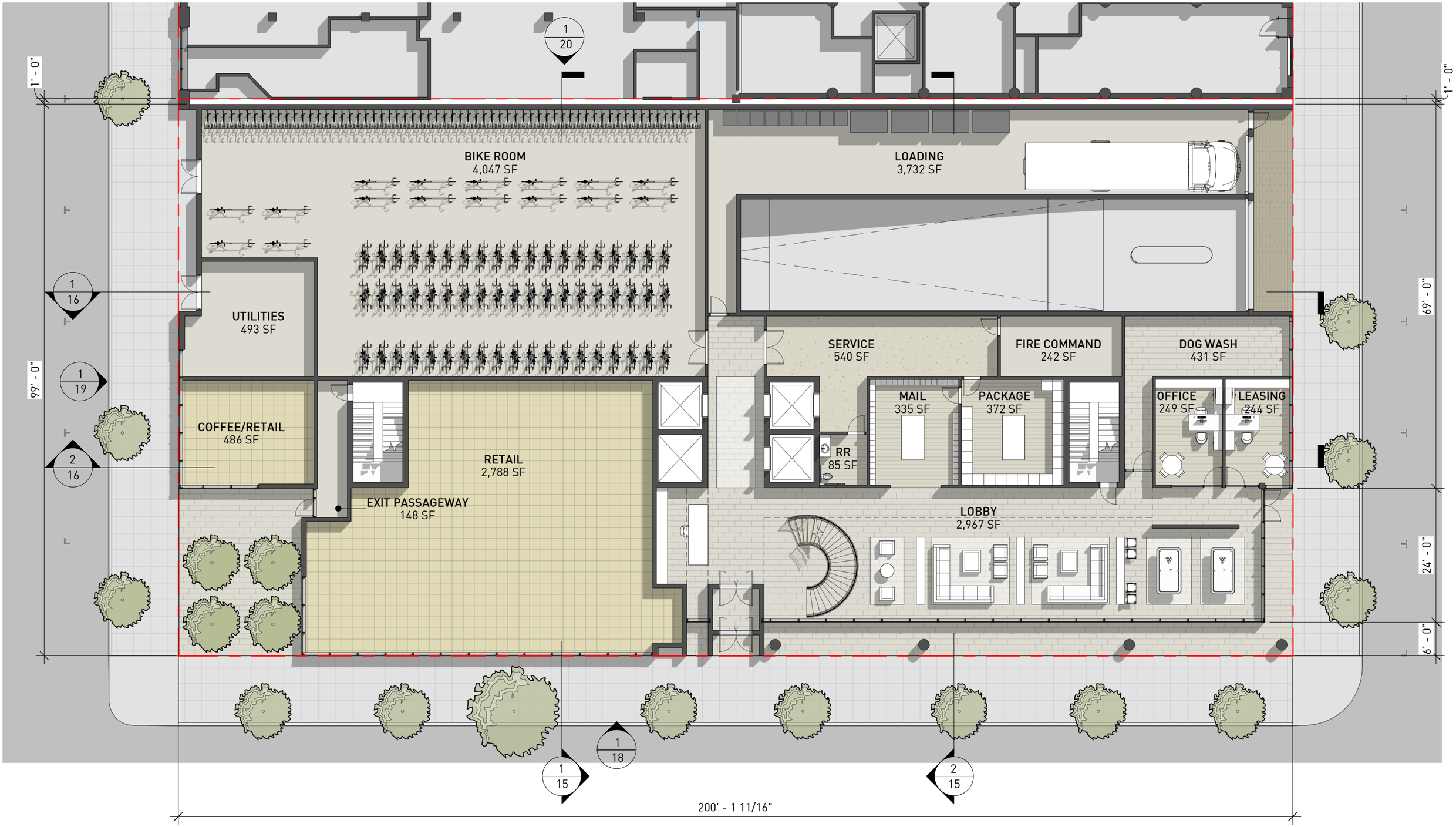
ALLOWABLE HEIGHT VICINITY SITE PLAN



C.23 **FIELDS HOLDINGS, LLC**

OPTION A - SITE PLAN

555 NW Park Avenue
portland, oregon

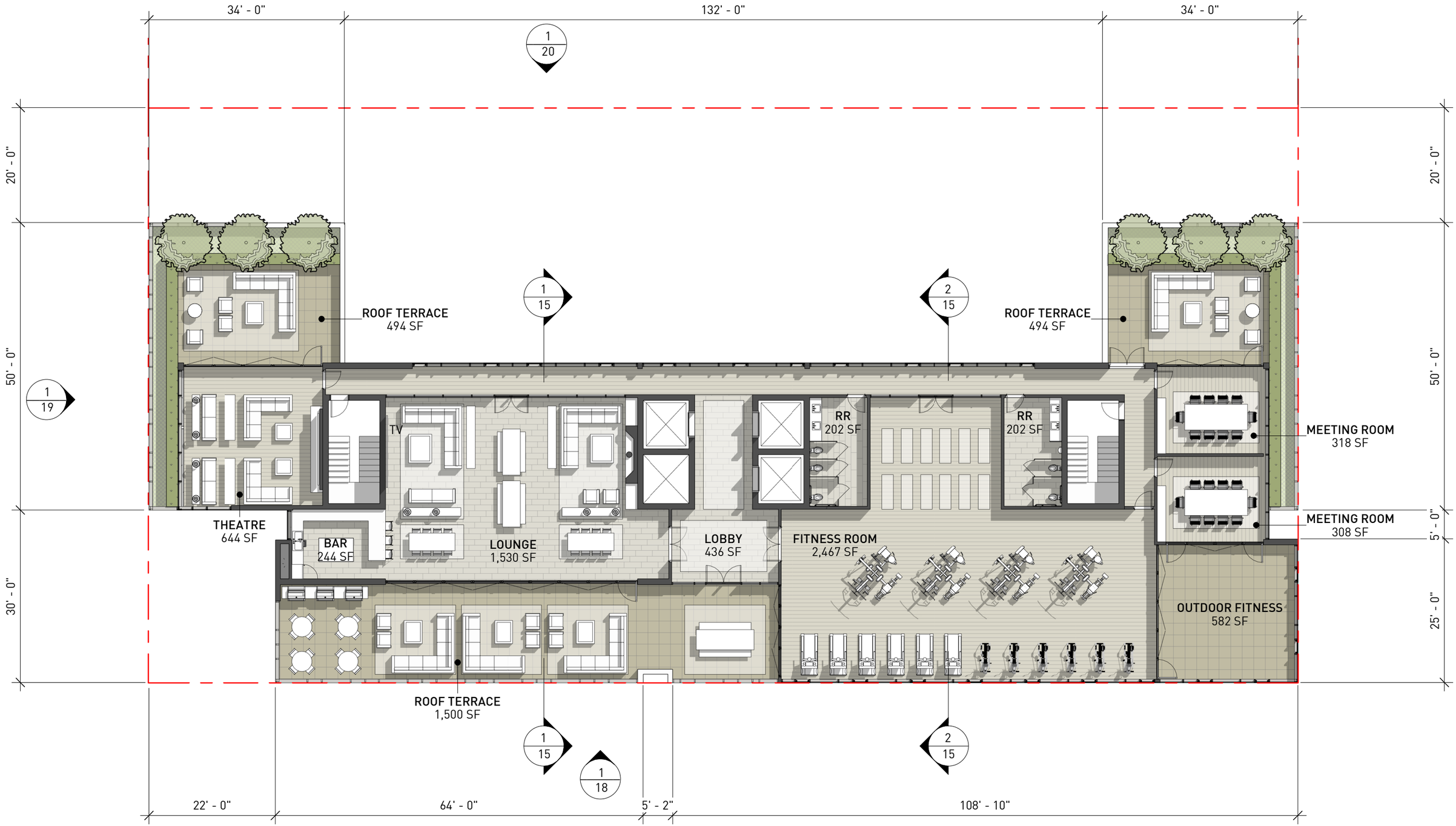

BIKE ROOM
4,047 SF
LOADING
3,732 SF
UTILITIES
493 SF
SERVICE
540 SF
FIRE COMMAND
242 SF
DOG WASH
431 SF
COFFEE/RETAIL
486 SF
RETAIL
2,788 SF
MAIL
335 SF
PACKAGE
372 SF
OFFICE
249 SF
LEASING
244 SF
RR
85 SF
EXIT PASSAGEWAY
148 SF
LOBBY
2,967 SF
1' - 0"
99' - 0"
69' - 0"
24' - 0"
6' - 0"
200' - 1 11/16"
1/20
1/16
1/19
2/16
1/18
1/15
2/15

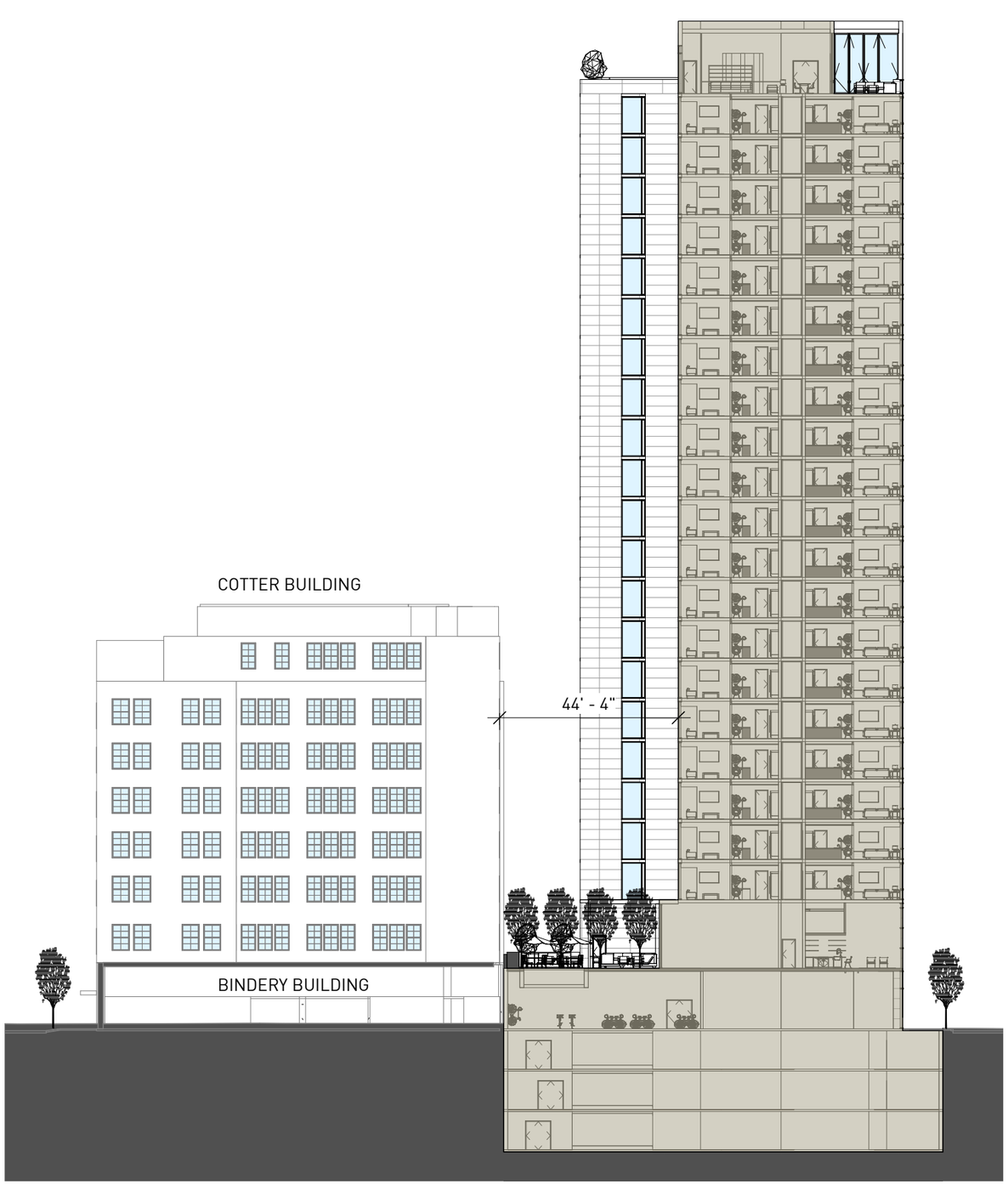
C.25 **FIELDS HOLDINGS, LLC**

OPTION A - LEVEL 2 FLOOR PLAN

555 NW Park Avenue
portland, oregon

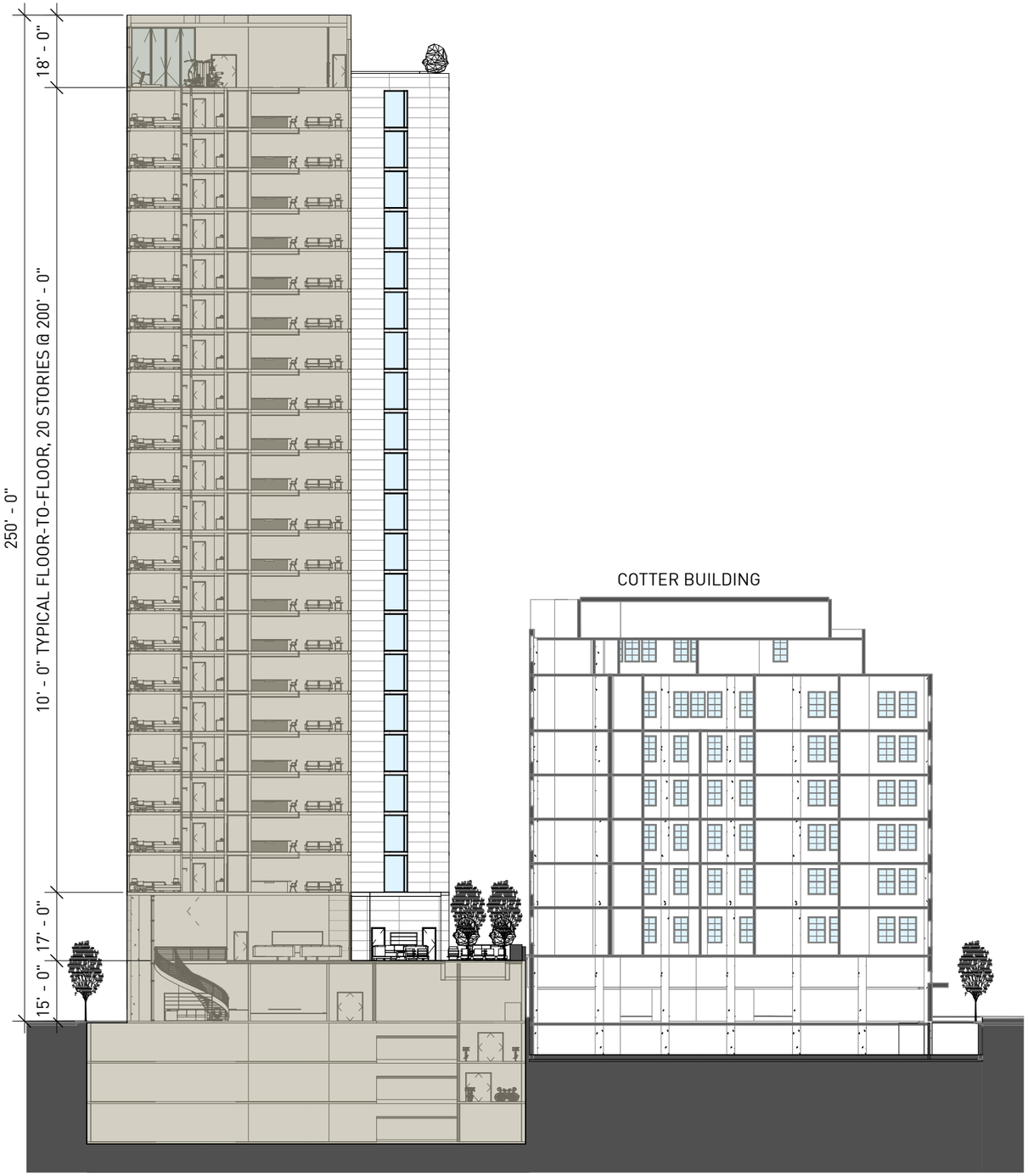
GROSS SF: 11,887SF
LEASABLE SF: 9,574SF
EFFICIENCY: 80.5%


34' - 0"
132' - 0"
34' - 0"
1
20
20' - 0"
20' - 0"
50' - 0"
50' - 0"
1
19
1
15
2
15
ROOF TERRACE
494 SF
ROOF TERRACE
494 SF
TV
RR
202 SF
RR
202 SF
MEETING ROOM
318 SF
THEATRE
644 SF
BAR
244 SF
LOUNGE
1,530 SF
LOBBY
436 SF
FITNESS ROOM
2,467 SF
MEETING ROOM
308 SF
5' - 0"
30' - 0"
OUTDOOR FITNESS
582 SF
25' - 0"
ROOF TERRACE
1,500 SF
1
15
1
18
2
15
22' - 0"
64' - 0"
5' - 2"
108' - 10"



1 N-S BUILDING SECTION LOOKING NORTH

1/32" = 1'-0"

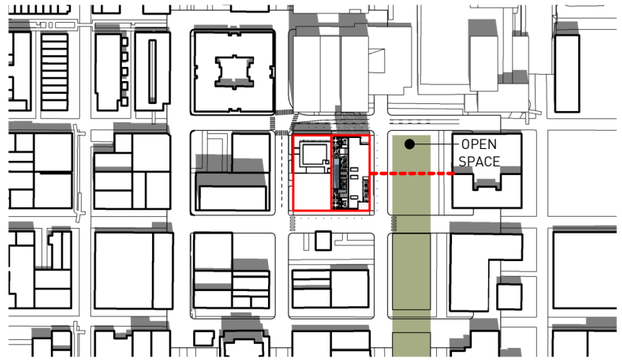


2 N-S BUILDING SECTION LOOKING SOUTH

1/32" = 1'-0"

SHADOW CAST BY PROPOSED BUILDINGS DO NOT COVER MORE THAN 50% OF ADJACENT OPEN SPACE AT NOON.

MARCH 21 @ NOON



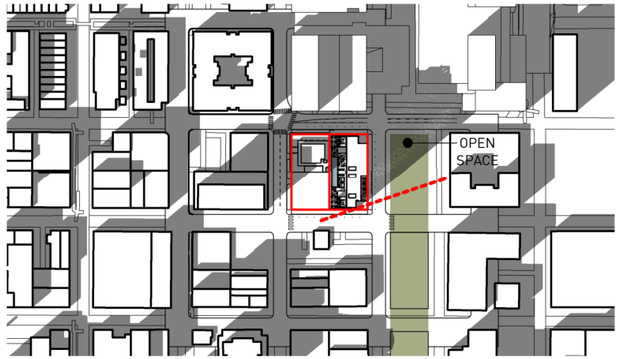
JUNE 21 @ NOON

SEPTEMBER 21 @ NOON

SHADOW CAST BY PROPOSED BUILDINGS DO NOT COVER MORE THAN 75% OF ADJACENT OPEN SPACE AT NOON ON DEC 21 AND 3PM ON MARCH 21, JUNE 21 AND SEPT 21.

DECEMBER 21 @ NOON

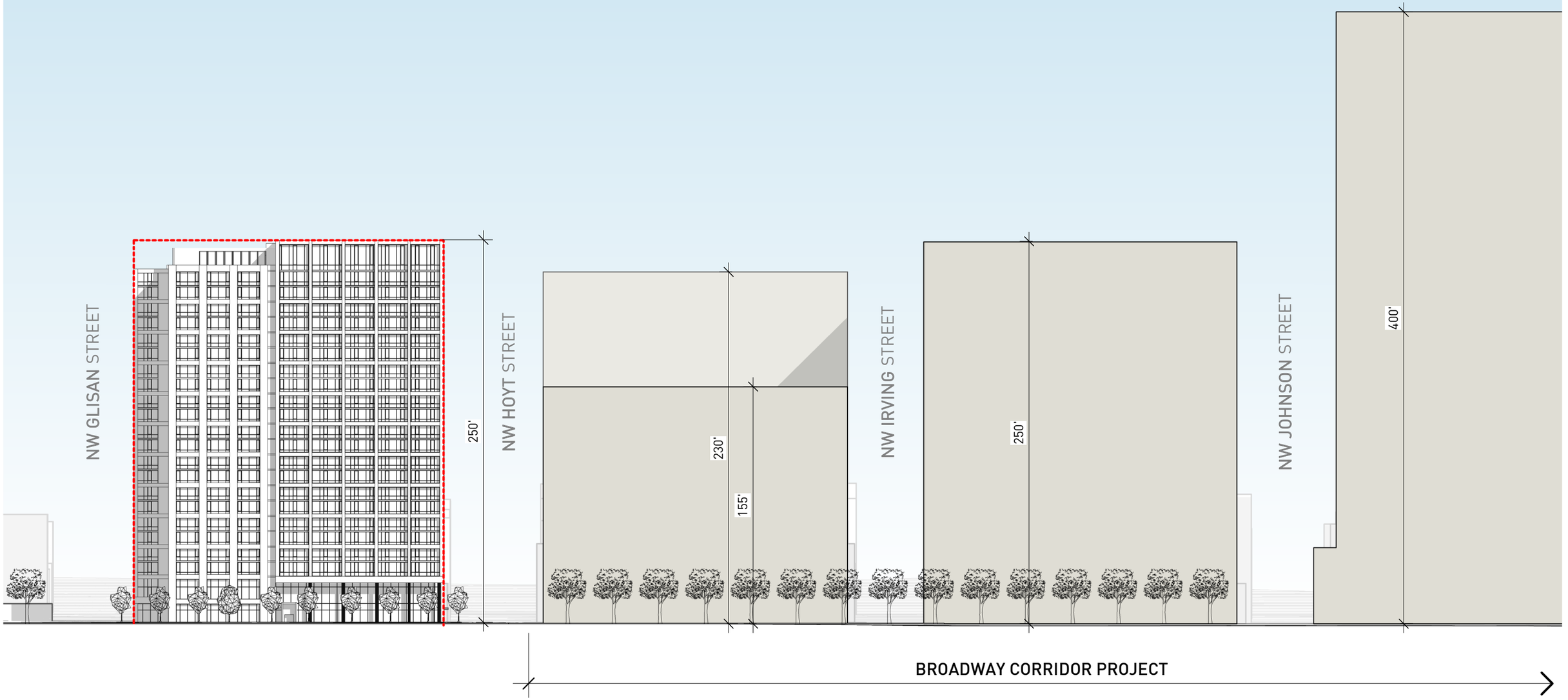
SITE PERSPECTIVE



MARCH 21 @ 3PM

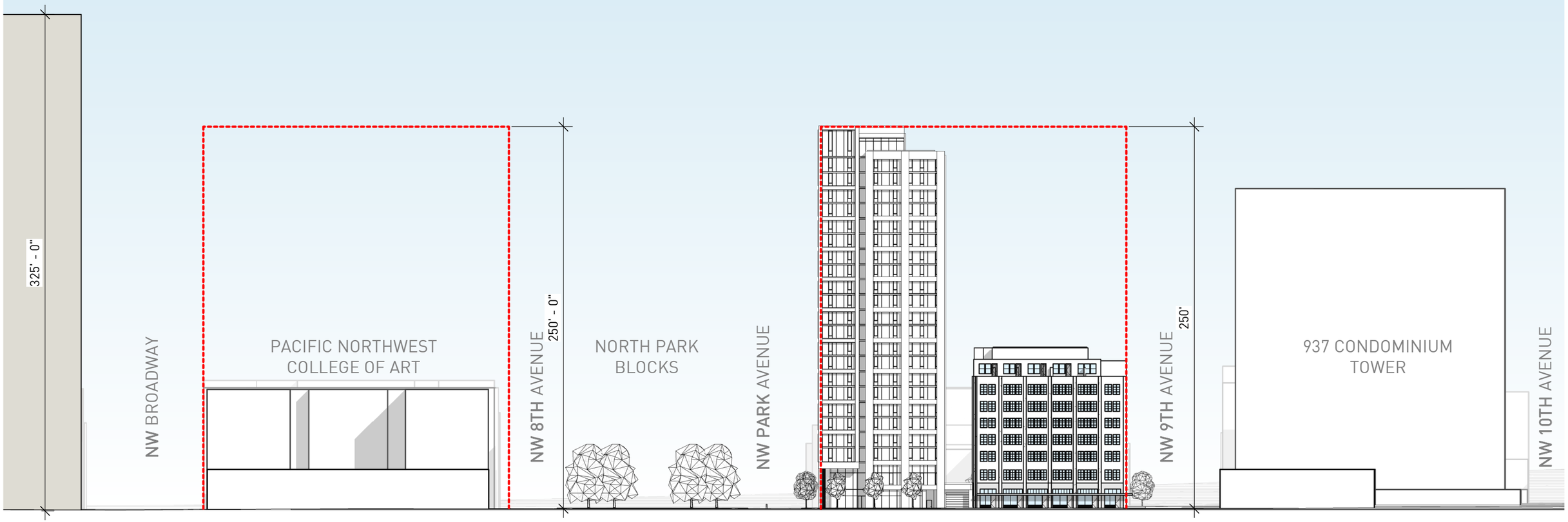
JUNE 21 @ 3PM

SEPTEMBER 21 @ 3PM



C.30 **FIELDS HOLDINGS, LLC** **OPTION A -** NW PARK AVENUE FUTURE SITE ELEVATION LOOKING WEST

555 NW Park Avenue
portland, oregon



C.31 **FIELDS HOLDINGS, LLC** **OPTION A -** NW HOYT STREET FUTURE SITE ELEVATION LOOKING SOUTH

555 NW Park Avenue
portland, oregon

OPTION B

EXISTING HONEYMAN HARDWARE SITE ZONING OVERVIEW

SITE ADDRESS:	502-514 NW 9TH AVENUE PORTLAND, OR 97209
BASE ZONE:	CX - CENTRAL COMMERCIAL
OVERLAY:	d - DESIGN (33.420)
PLAN DISTRICT:	CENTRAL CITY (TITLE 33.510) PEARL
SITE AREA:	40,000SF (portlandmaps.com)
MAX. FAR:	6:1 (240,000SF) (MAP 510-2)
BONUS FAR:	3:1 (120,000SF) (33.510.205)
TOTAL ALLOWABLE FAR:	9:1 (360,000SF)
TOTAL AVAILABLE FAR*:	6.5:1 (264,957SF)
BASE HEIGHT:	100' (MAP 510-3)
BONUS HEIGHT:	250'/410' (MAP 510-4)
REQUIRED BUILDING LINES:	YES (MAP 510-7)
GROUND FLOOR WINDOWS:	YES (MAP 510-8)
GROUND FLOOR ACTIVE USES:	YES (MAP 510-9)
PARKING SECTOR:	SECTOR 1
LOADING STALLS:	TWO TYPE A LOADING SPACE REQUIRED (MODIFICATION?)
BIKE PARKING STALLS: (1.5 x 295 UNITS)	STANDARD A, 1.5/UNIT = 443 BIKE STALLS REQUIRED
GROSS BUILDING AREA:	343,982SF
FAR*:	275,266SF
STORIES:	23 STORIES

UNIT COUNTS:

STUDIO:	38 UNITS	439SF AVG	13%
1-BEDROOM:	193 UNITS	600SF AVG	65%
2-BEDROOM:	64 UNITS	887SF AVG	22%
TOTALS:	**295 UNITS**	**637SF AVG**	**100%**

TOTAL UNIT LEASABLE SF:	**189,286SF**
TOTAL RETAIL LEASABLE SF:	**1,500SF**
TOTAL PARKING STALLS:	**125 @ 2 LEVELS** **174 @ 3 LEVELS**

***FLOOR-AREA-RATIO (FAR)**

BASE FAR 6:1	6x40,000SF	= 240,000SF
BONUS FAR 3:1	3x40,000SF	= 120,000SF
ALLOWABLE FAR 9:1:	9x40,000SF	= 360,000SF

TOTAL EXISTING BUILDING FAR:	155,174SF
TOTAL EXISTING FAR TO REMAIN:	94,220SF
TOTAL EXISTING FAR REMOVED:	60,954SF
ALLOWABLE FAR:	360,000SF
FAR TO REMAIN:	- 94,220SF
TOTAL ALLOWABLE FAR:	**265,780SF**

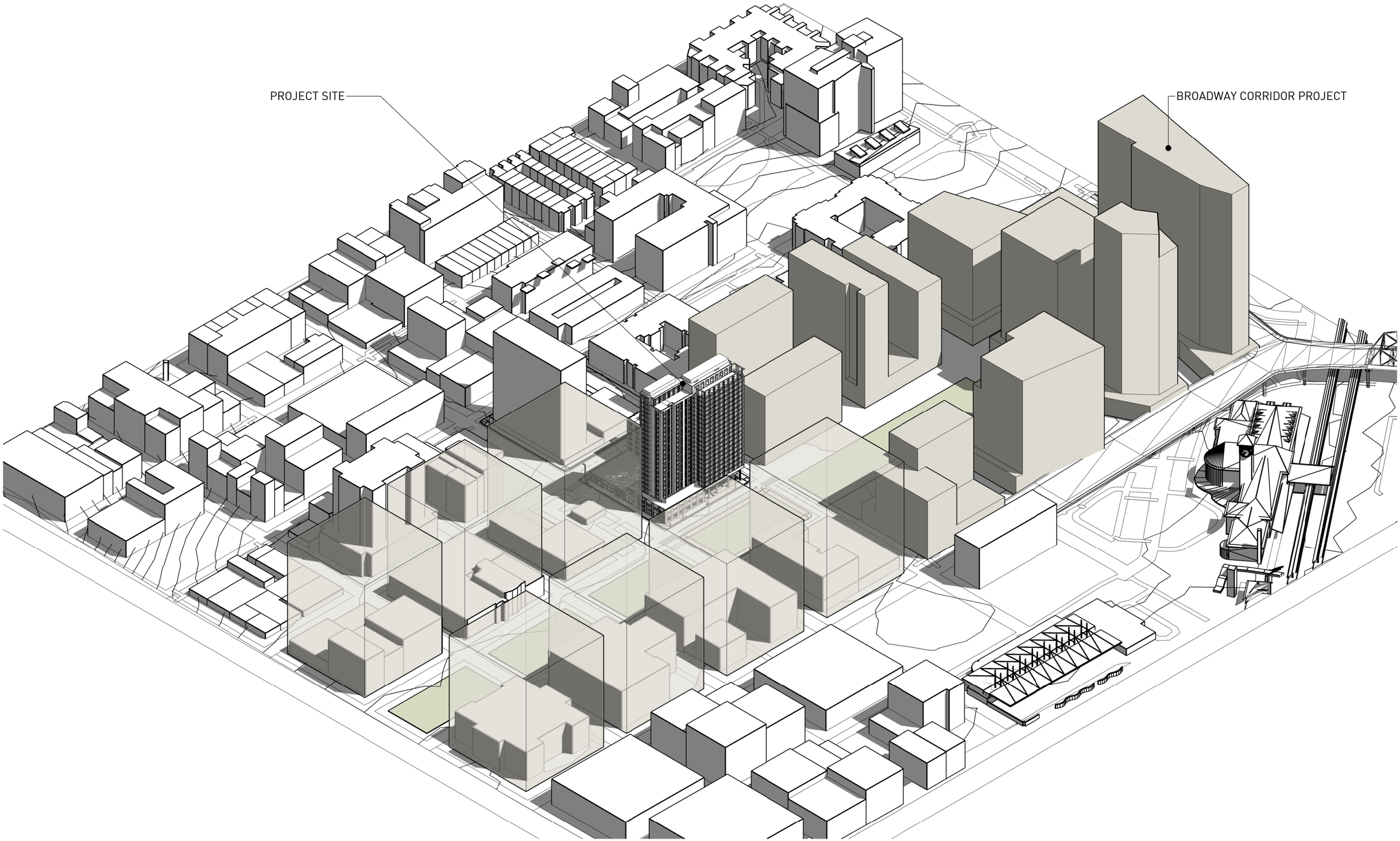
EXISTING BLDG FAR PER BLOCK

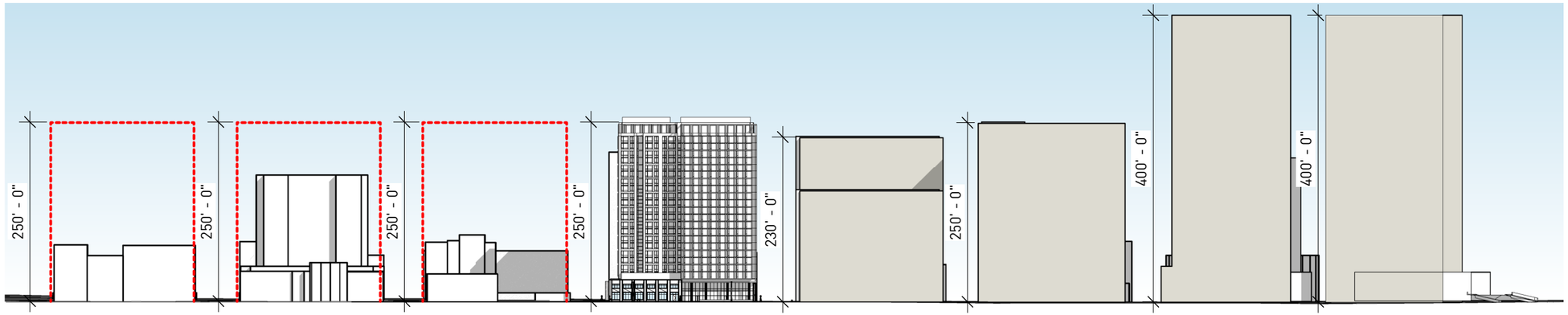
COTTER BLDG 79,571SF	**METRO BLDG** 31,400SF
SW BINDERY BLDG 14,649SF	**SE BINDERY BLDG** 29,554SF

YEARS BUILT

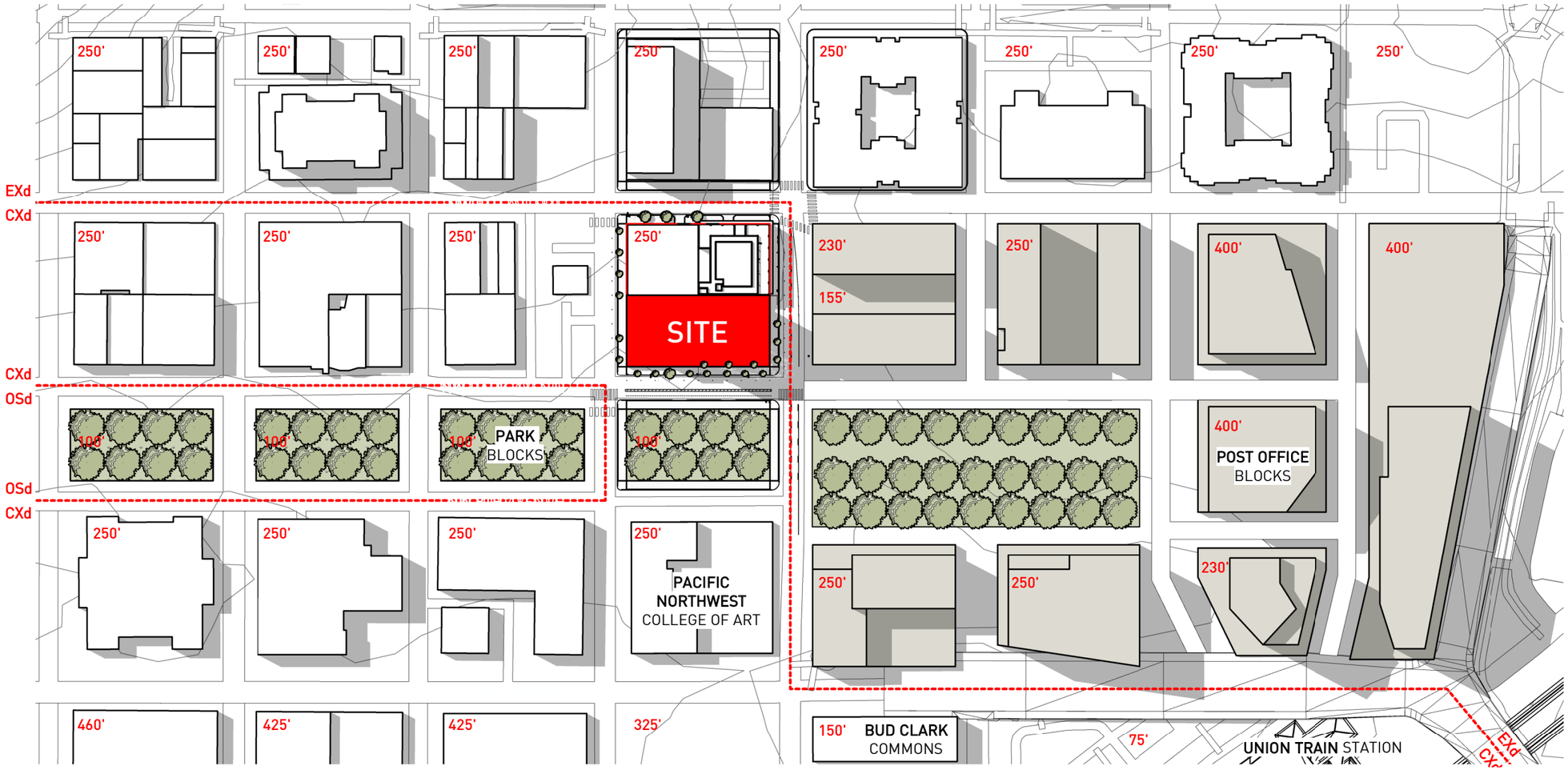
METRO BUILDING (1903). RENOVATED IN 1945 & 1972.
17 UNITS, 20 PARKING STALLS
COTTER BUILDING (1912)
72 UNITS, 50 PARKING STALLS
BINDERY BUILDING (1920)
21 UNITS, 16 PARKING STALLS

*Unit count and mix, retail SF and parking count is subject to change.

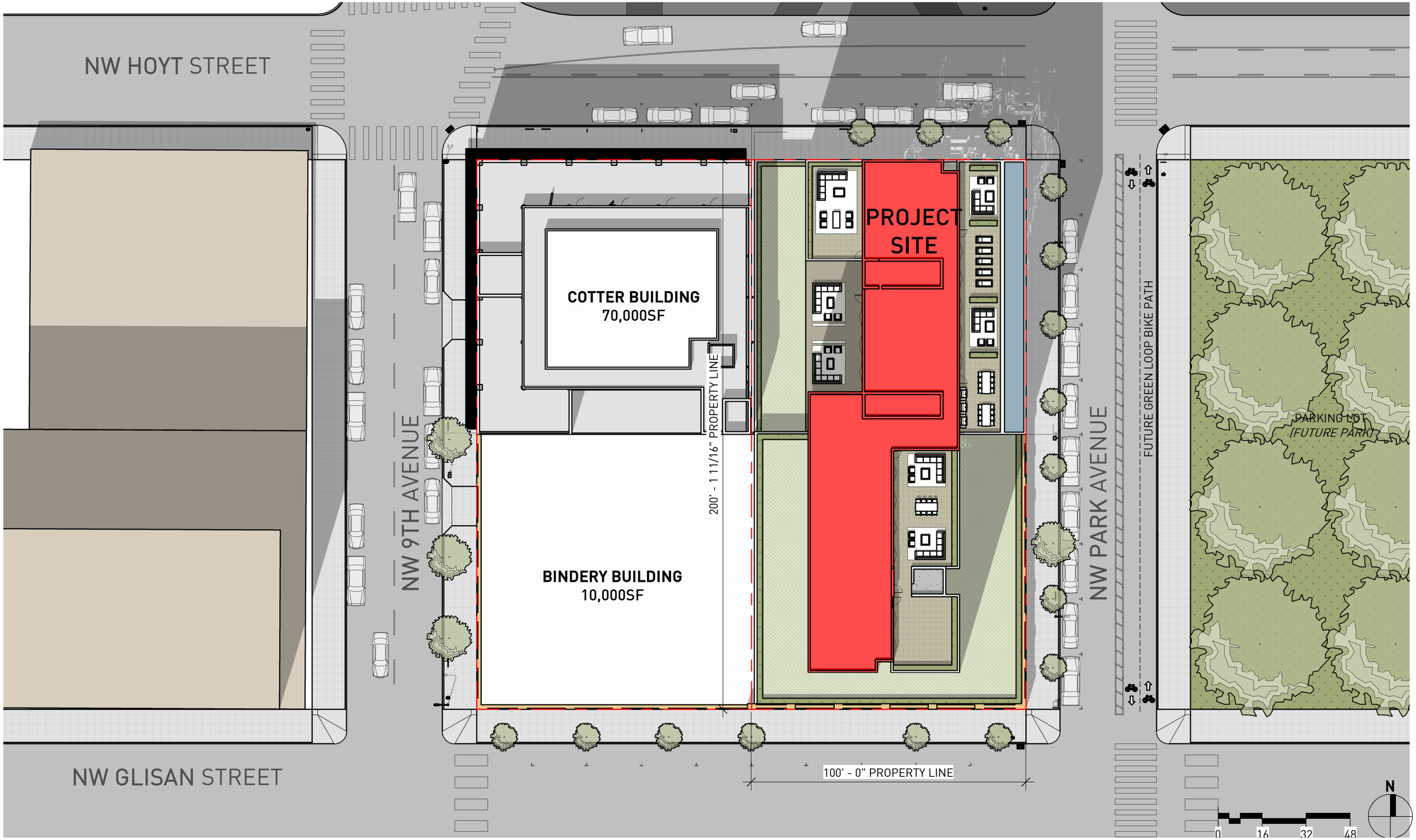

PROJECT SITE
BROADWAY CORRIDOR PROJECT



ALLOWABLE HEIGHT VICINITY SITE ELEVATION



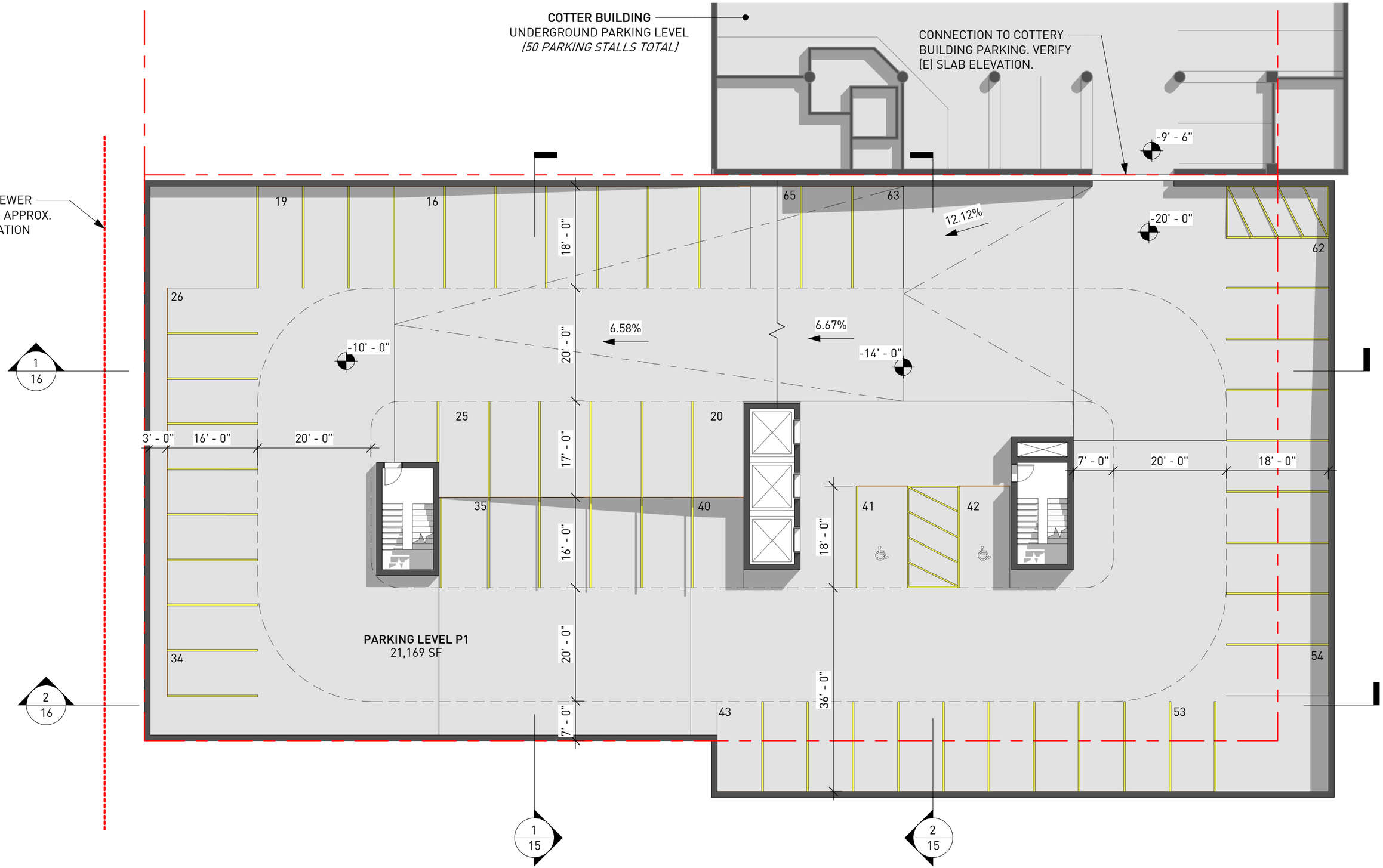
ALLOWABLE HEIGHT VICINITY SITE PLAN



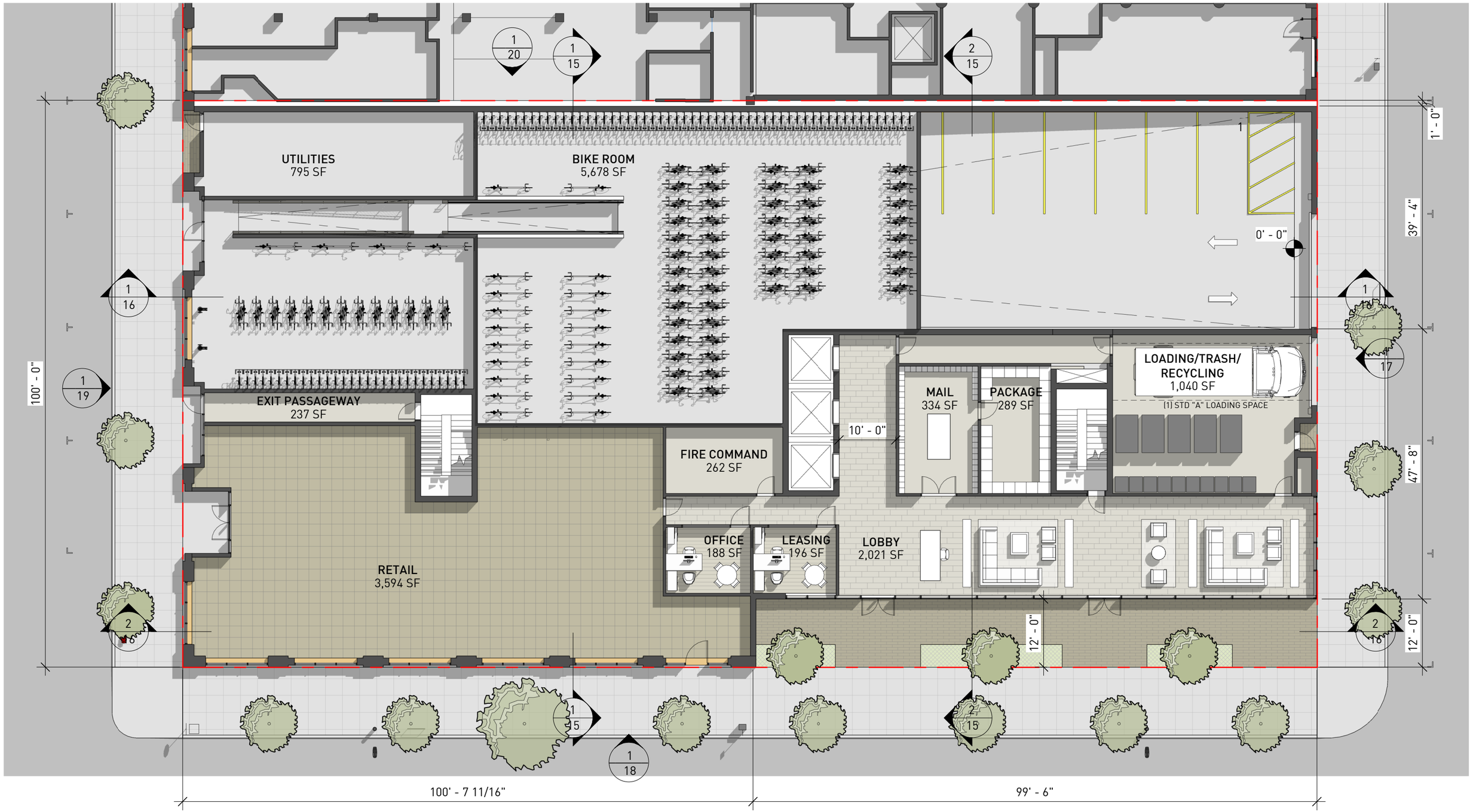
C.40 **FIELDS HOLDINGS, LLC**

OPTION B - SITE PLAN

555 NW Park Avenue
portland, oregon



OPTION B - PARKING LEVEL 1 FLOOR PLAN



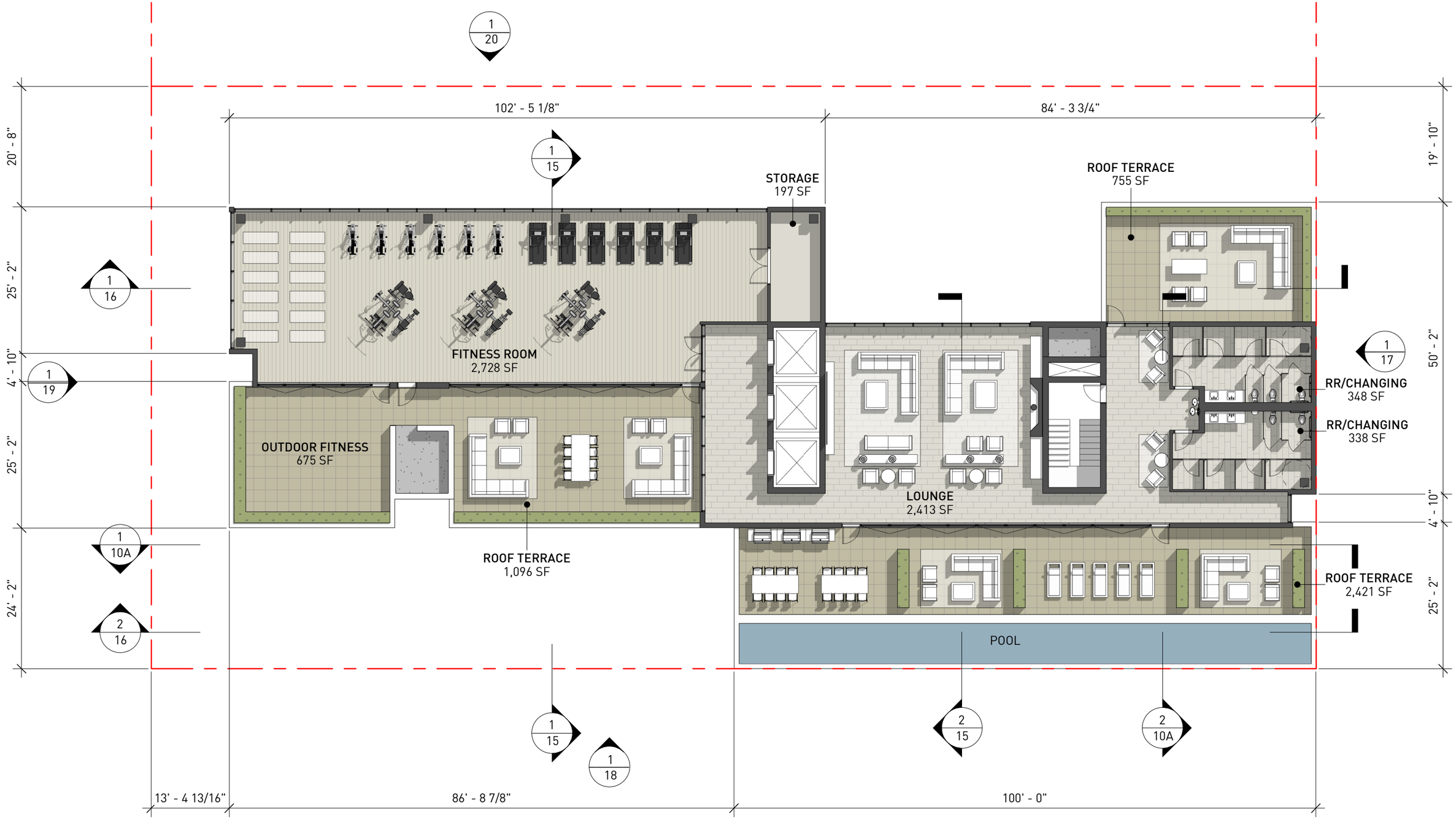
C.42 FIELDS HOLDINGS, LLC

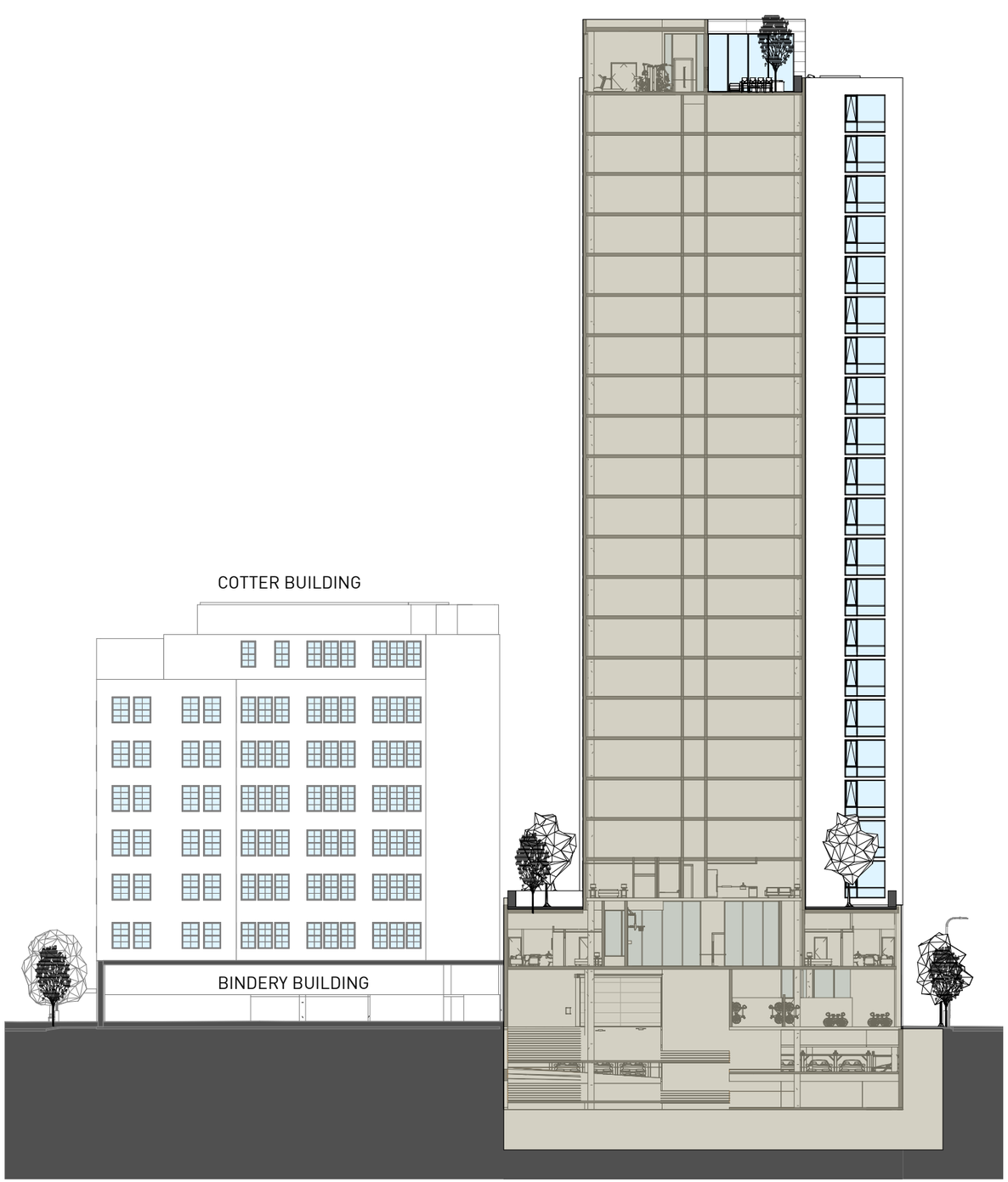
OPTION B - LEVEL 1 FLOOR PLAN

555 NW Park Avenue
portland, oregon

UNIT 210
UNIT 209
2-BED
869 SF
2-BED
822 SF
2-BED
833 SF
1
20
1
16
1-BED
714 SF
1
19
1-BED
719 SF
STORAGE
212 SF
BASKETBALL
COURT
1,793 SF
OUTDOOR AREA
3,055 SF
LOUNGE
580 SF
WORK AREA
521 SF
2-BED
960 SF
1
17
1-BED
739 SF
OPEN TO
BELOW
12' - 0"
99' - 0"
1
10A
2
16
2-BED
869 SF
2-BED
822 SF
2-BED
833 SF
1
15
1
18
2
15
2
10A
100' - 7 11/16"
99' - 6"
100' - 0"
100' - 0"

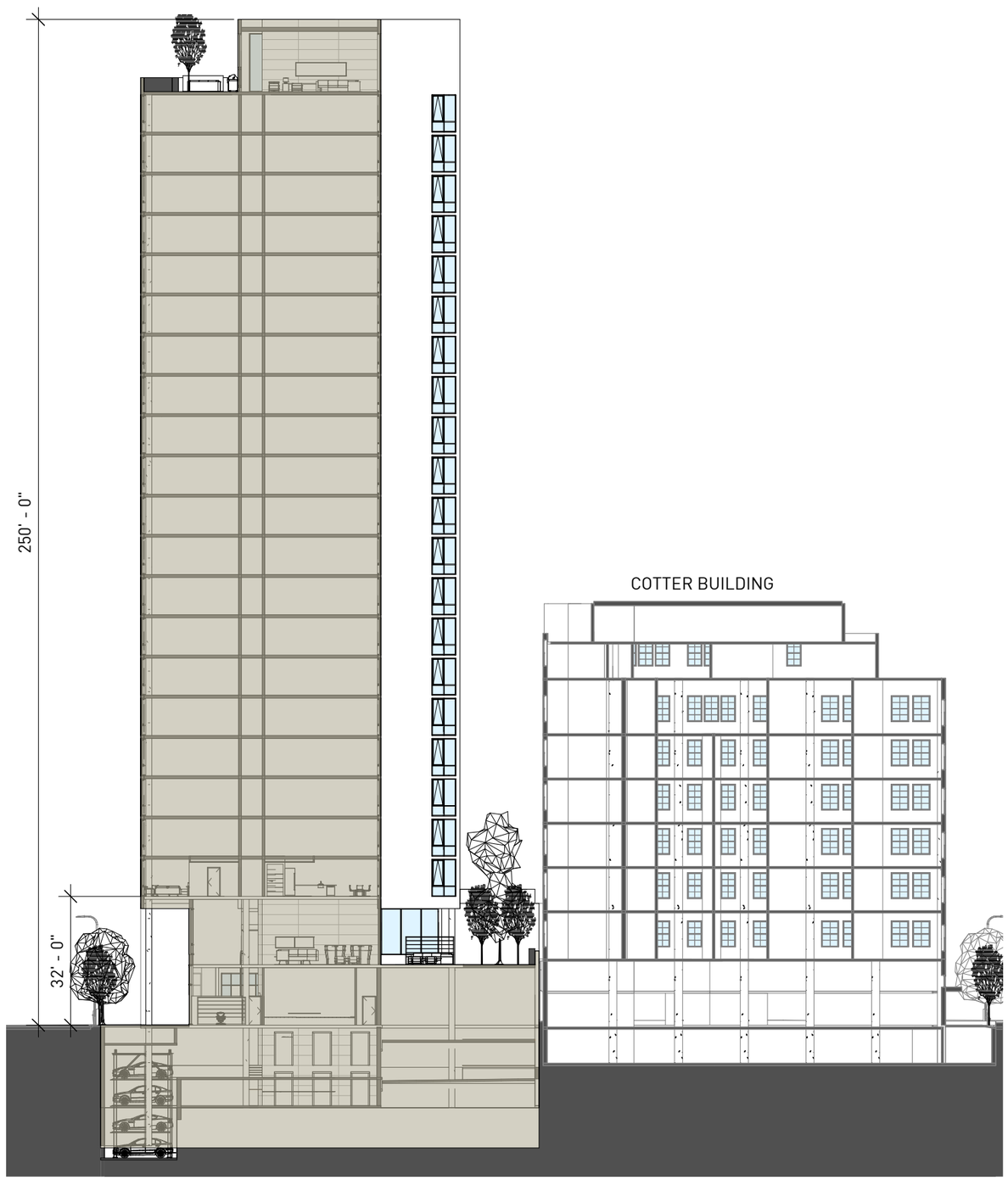
GROSS SF: 11,063SF
LEASABLE SF: 8,857SF
EFFICIENCY: 80.0%


1
20
102' - 5 1/8"
84' - 3 3/4"
20' - 8"
25' - 2"
4' - 10"
24' - 2"
19' - 10"
50' - 2"
4' - 10"
25' - 2"
1
15
1
16
1
19
1
10A
2
16
STORAGE
197 SF
ROOF TERRACE
755 SF
FITNESS ROOM
2,728 SF
OUTDOOR FITNESS
675 SF
ROOF TERRACE
1,096 SF
LOUNGE
2,413 SF
1
17
RR/CHANGING
348 SF
RR/CHANGING
338 SF
ROOF TERRACE
2,421 SF
POOL
1
15
1
18
2
15
2
10A
13' - 4 13/16"
86' - 8 7/8"
100' - 0"



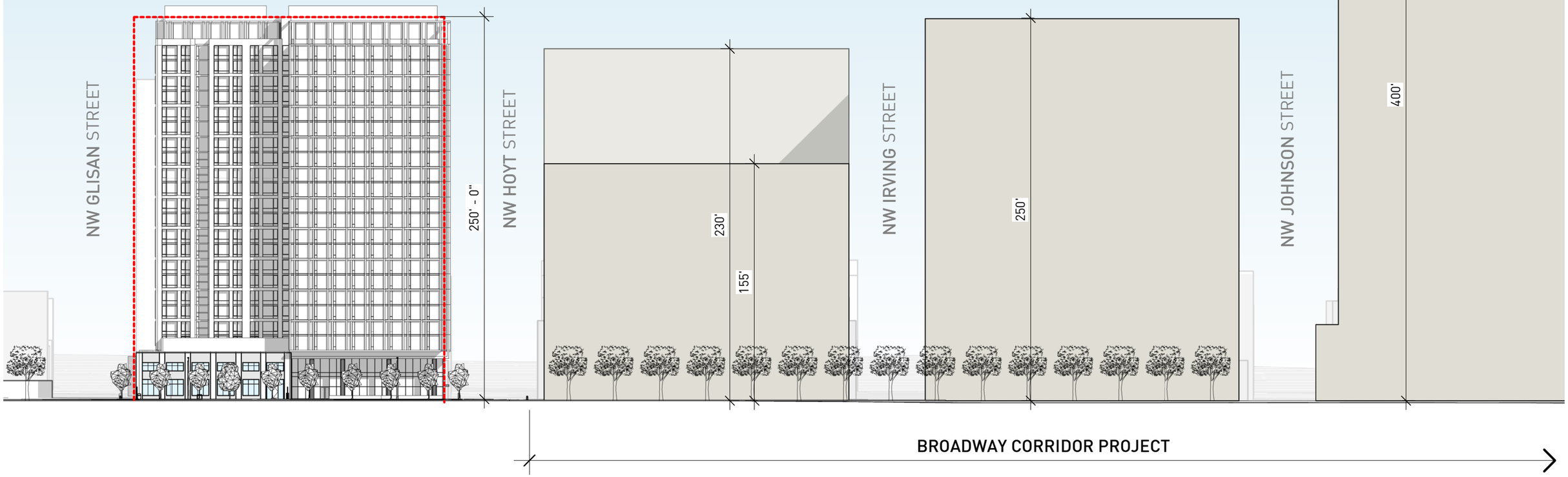
1 N-S BUILDING SECTION LOOKING NORTH

1/32" = 1'-0"



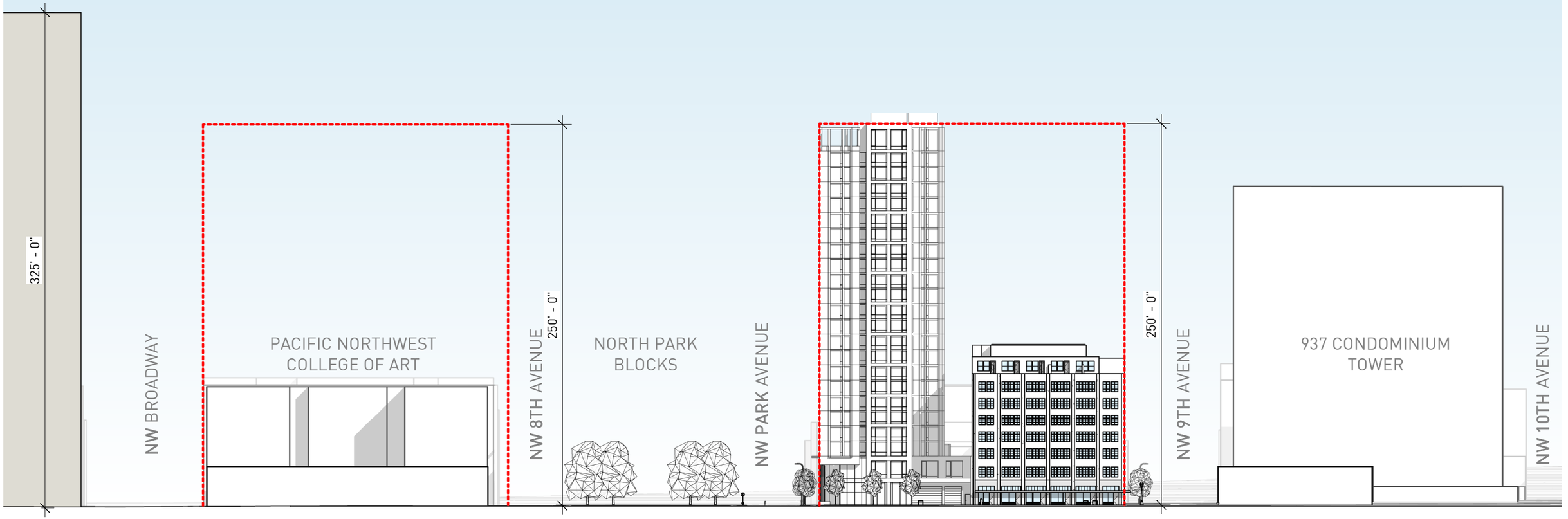
2 N-S BUILDING SECTION LOOKING SOUTH

1/32" = 1'-0"

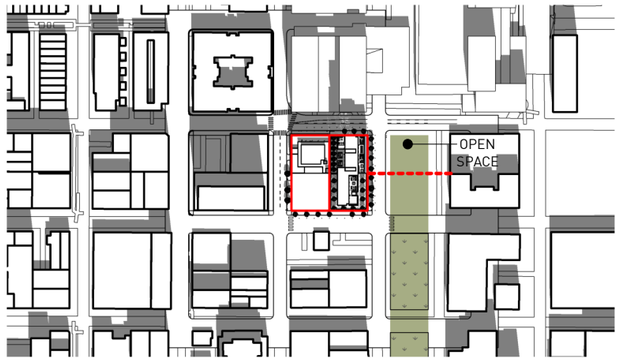


C.47 **FIELDS HOLDINGS, LLC** **OPTION B -** NW PARK AVENUE FUTURE SITE ELEVATION LOOKING WEST

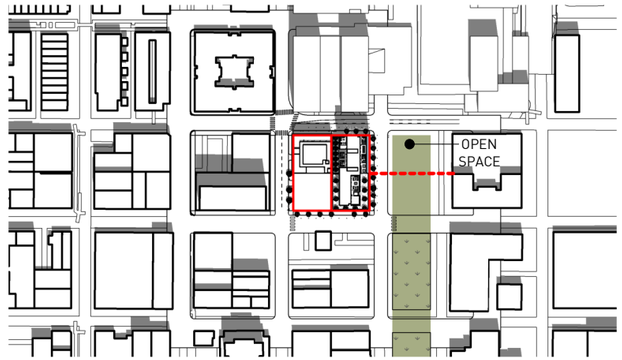
555 NW Park Avenue
portland, oregon


325' - 0"
NW BROADWAY
PACIFIC NORTHWEST
COLLEGE OF ART
250' - 0"
NW 8TH AVENUE
NORTH PARK
BLOCKS
NW PARK AVENUE
250' - 0"
NW 9TH AVENUE
937 CONDOMINIUM
TOWER
NW 10TH AVENUE

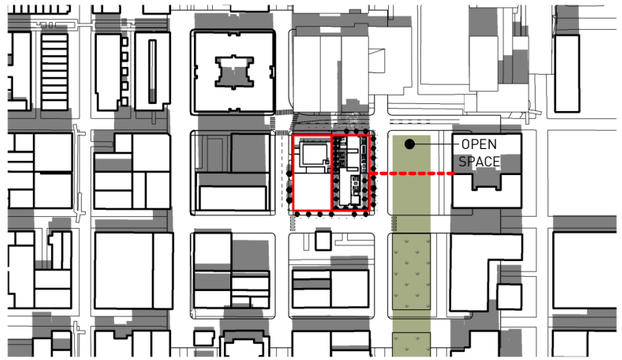
SHADOW CAST BY PROPOSED BUILDINGS DO NOT COVER MORE THAN 50% OF ADJACENT OPEN SPACE AT NOON.



MARCH 21 @ NOON



JUNE 21 @ NOON

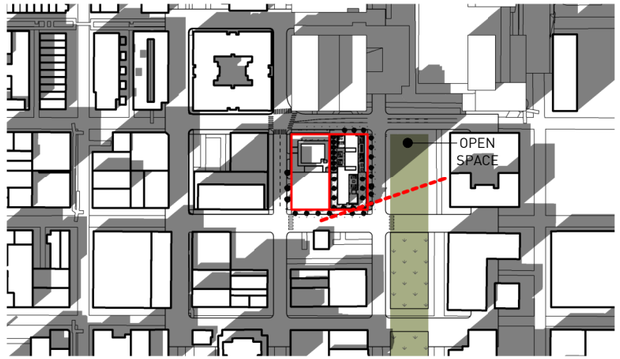


SEPTEMBER 21 @ NOON

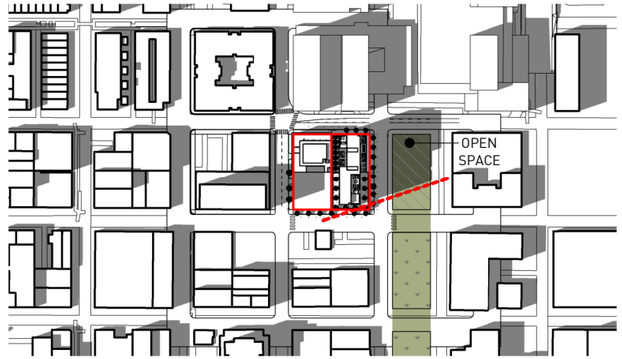
SHADOW CAST BY PROPOSED BUILDINGS DO NOT COVER MORE THAN 75% OF ADJACENT OPEN SPACE AT NOON ON DEC 21 AND 3PM ON MARCH 21, JUNE 21 AND SEPT 21.

DECEMBER 21 @ NOON

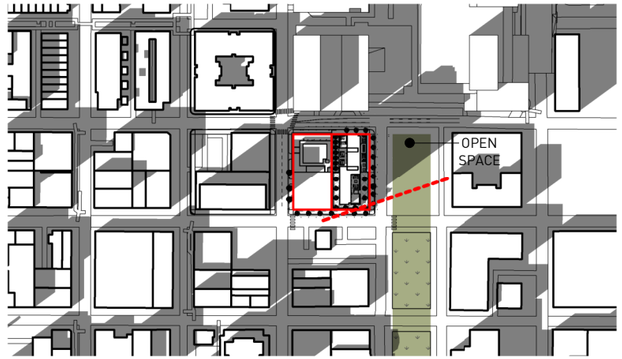
SITE PERSPECTIVE



MARCH 21 @ 3PM



JUNE 21 @ 3PM



SEPTEMBER 21 @ 3PM

OPTION C

HONEYMAN HARDWARE ZONING OVERVIEW

SITE ADDRESS:	NW QUIMBY STREET, PORTLAND, OR 97209
BASE ZONE:	CX - CENTRAL COMMERCIAL
OVERLAY:	d - DESIGN (33.420)
PLAN DISTRICT:	CENTRAL CITY (TITLE 33.510) PEARL
SITE AREA:	40,000SF (portlandmaps.com)
MAX. FAR:	6:1 (240,000SF) (MAP 510-2)
BONUS FAR:	3:1 (120,000SF) (33.510.205)
TOTAL ALLOWABLE FAR:	9:1 (360,000SF)
TOTAL AVAILABLE FAR*:	6.5:1 (260,000SF)
BASE HEIGHT:	100' (MAP 510-3)
BONUS HEIGHT:	250'/410' (MAP 510-4)
REQUIRED BUILDING LINES:	YES (MAP 510-7)
GROUND FLOOR WINDOWS:	YES (MAP 510-8)
GROUND FLOOR ACTIVE USES:	YES (MAP 510-9)
PARKING SECTOR:	SECTOR 1
LOADING STALLS:	ONE TYPE A LOADING SPACE REQUIRED
BIKE PARKING STALLS:	STANDARD A, 1.5/UNIT 1.5 x 243 UNITS = 365 BIKE STALLS REQUIRED
GROSS BUILDING AREA:	200,524SF
FAR:	5.21:1
STORIES:	24 STORIES
TOTAL UNIT COUNT:	**243 UNITS TOTAL**

STUDIO:	40 UNITS	505SF AVG	16%
1-BEDROOM:	161 UNITS	543SF AVG	66%
2-BEDROOM:	42 UNITS	801SF AVG	18%
TOTALS:	243 UNITS	581SF AVG	100%

TOTAL UNIT LEASABLE SF: 141,226SF

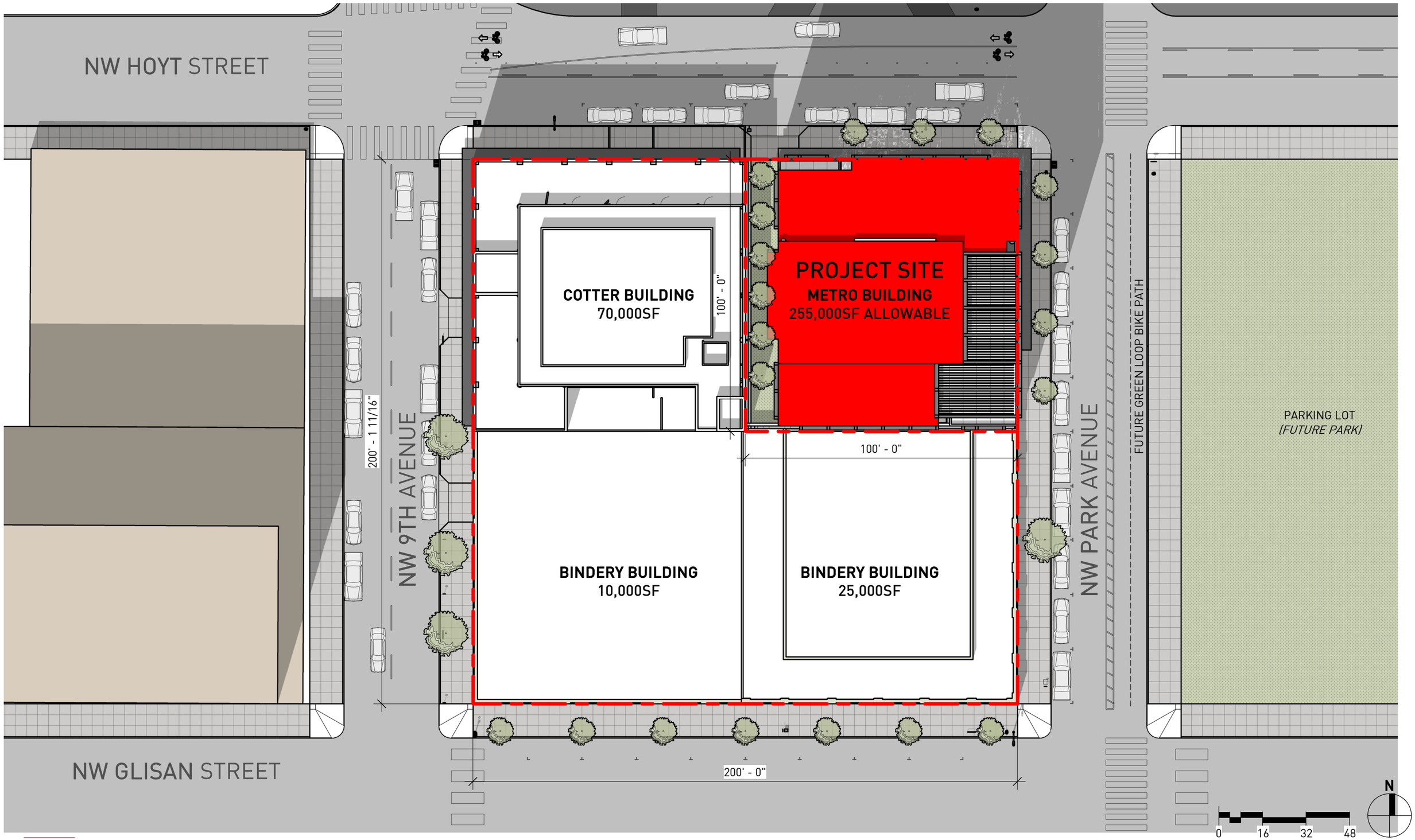
TOTAL PARKING STALLS: **NONE**

***FLOOR-AREA-RATIO (FAR)**

BASE FAR:	6x40,000SF	= 240,000SF
BONUS FAR:	3x40,000SF	= 120,000SF
ALLOWABLE FAR:	9x40,000SF	= 360,000SF
USED FAR:		= 105,000SF

(COTTER BLDG @ 70,000SF & BINDERY BLDG @ 35,000SF)

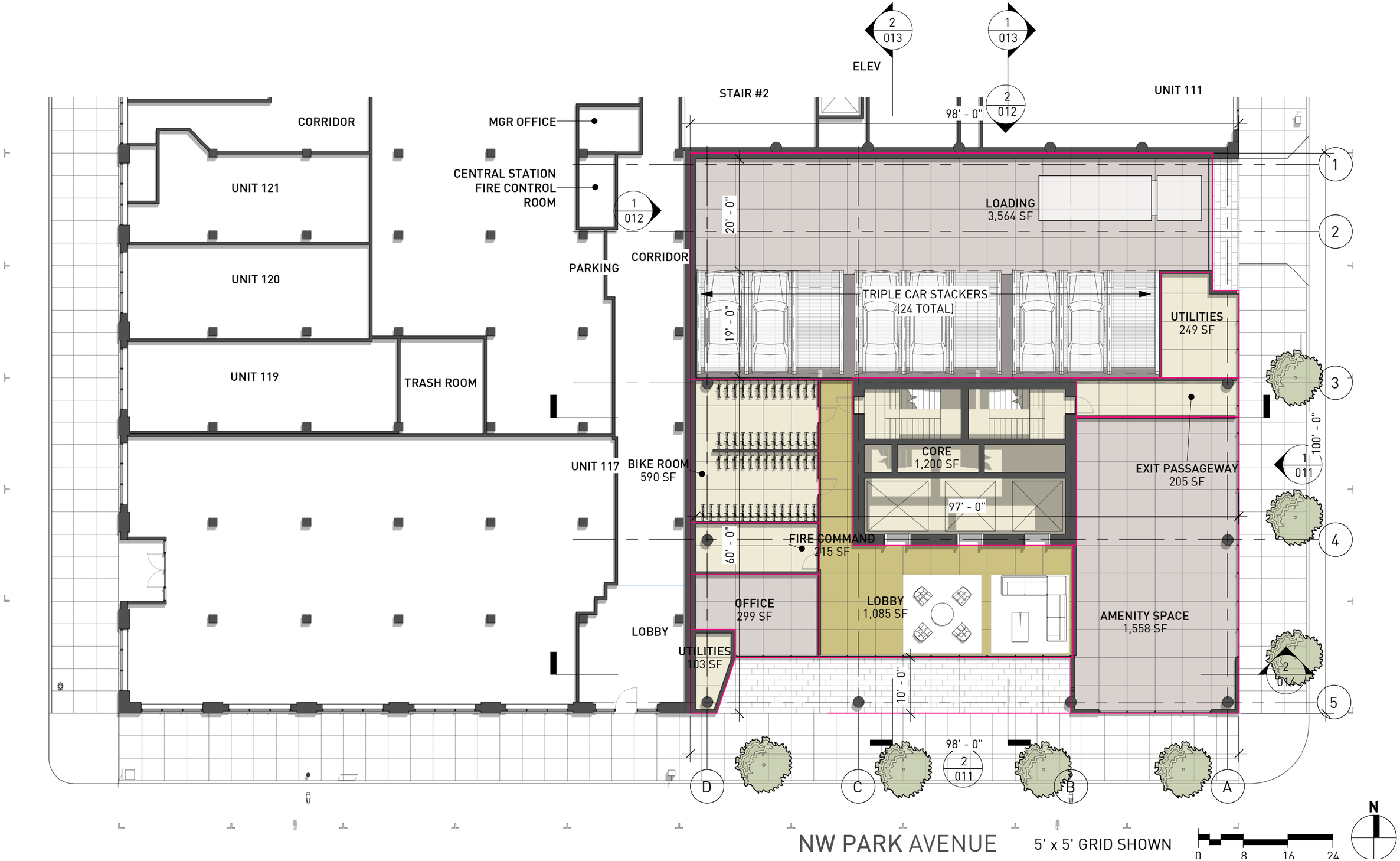
TOTAL AVAILABLE FAR **= 255,000SF**



C.60 **FIELDS HOLDINGS, LLC**

OPTION C - SITE PLAN

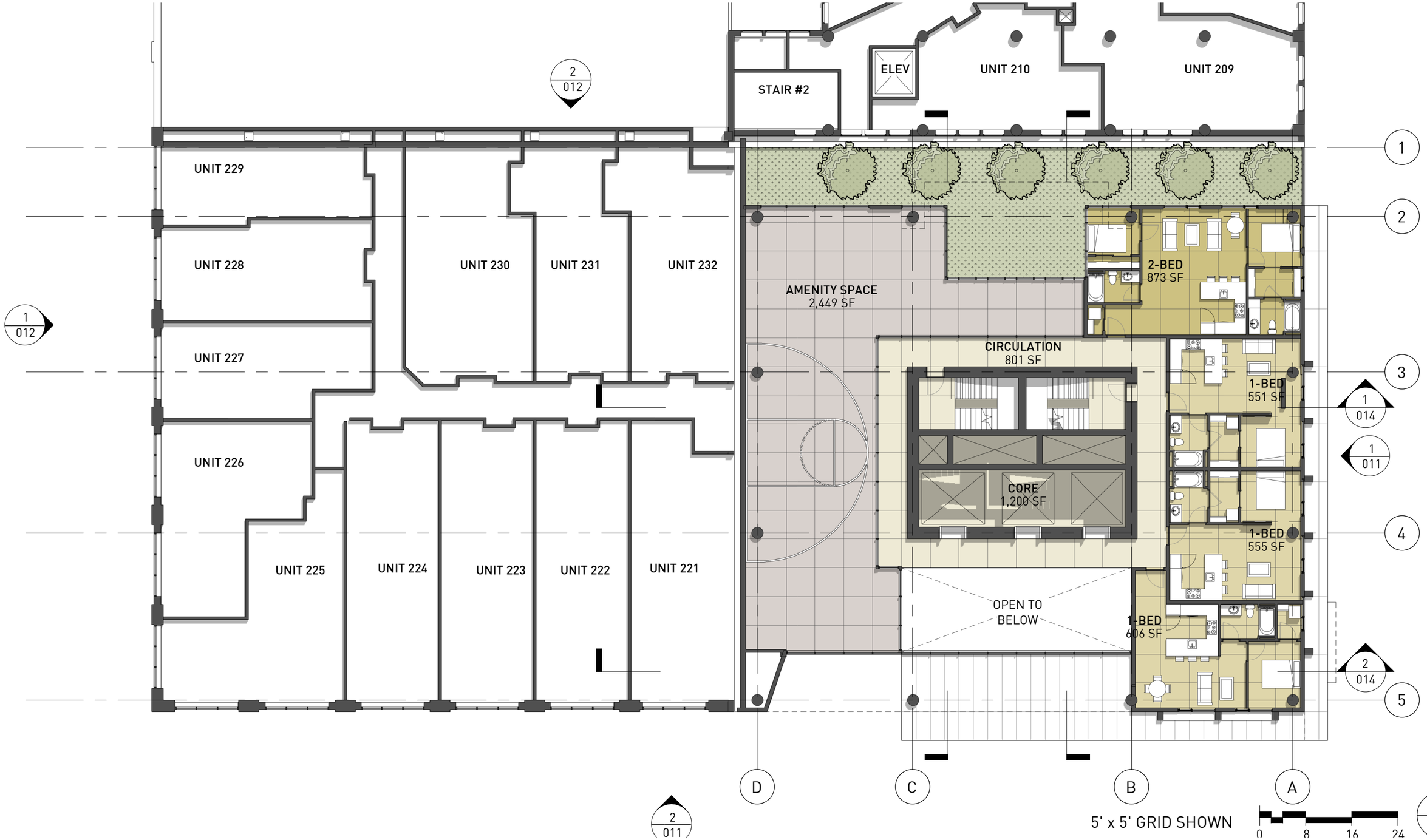
555 NW Park Avenue
portland, oregon



C.61 **FIELDS HOLDINGS, LLC**

OPTION C - LEVEL 1 FLOOR PLAN

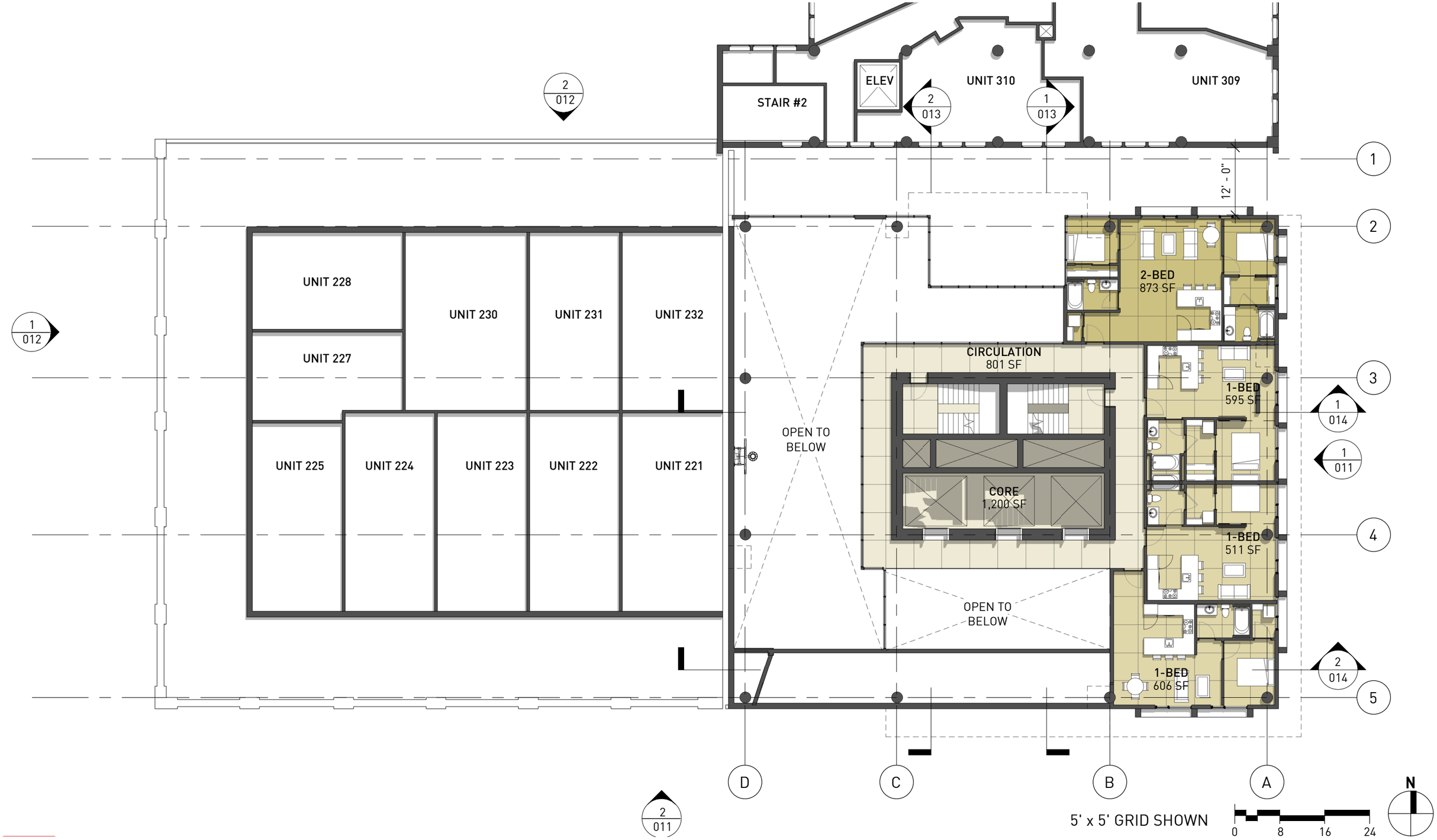
555 NW Park Avenue
portland, oregon



C.62 **FIELDS HOLDINGS, LLC**

OPTION C - LEVEL 2 FLOOR PLAN

555 NW Park Avenue
portland, oregon

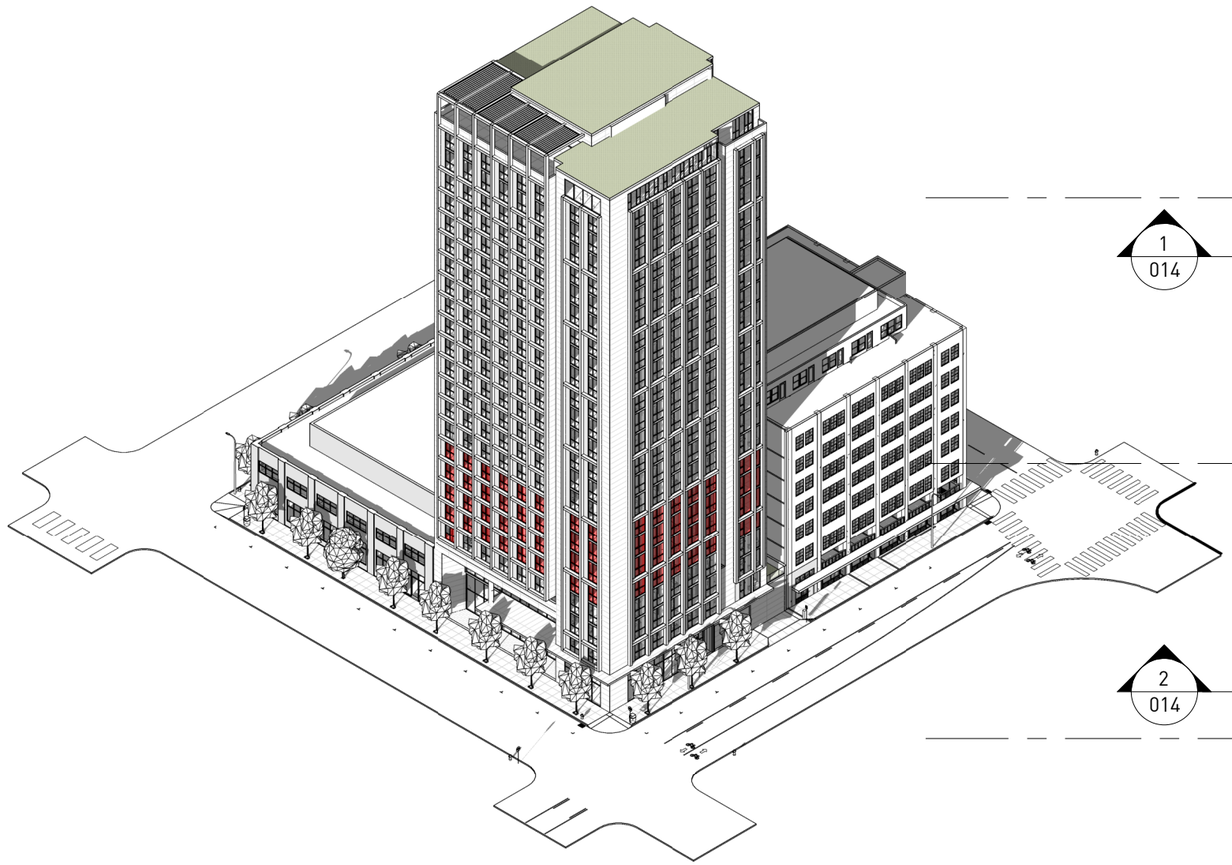


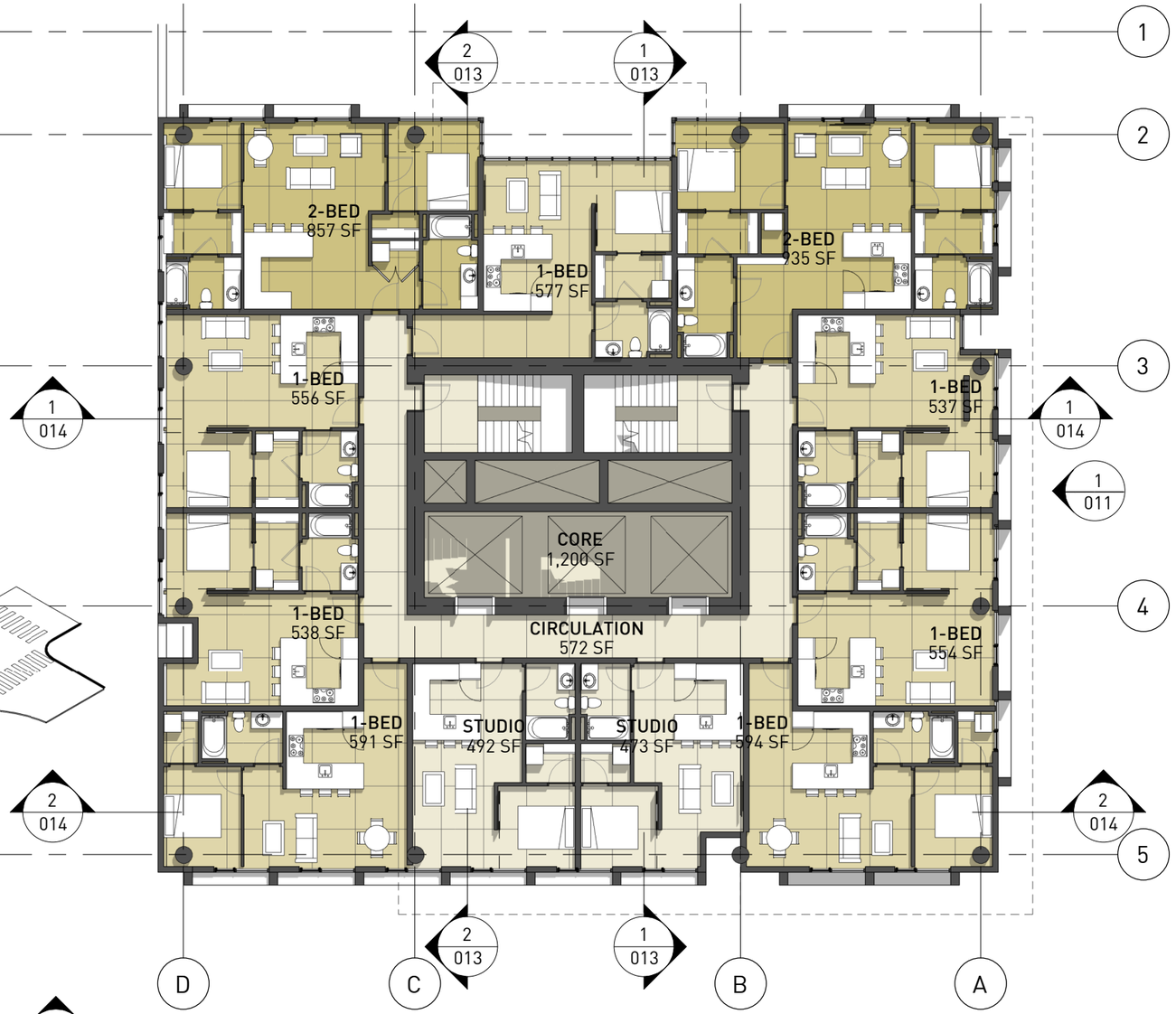
C.63 **FIELDS HOLDINGS, LLC**

OPTION C - LEVEL 3 FLOOR PLAN

555 NW Park Avenue
portland, oregon

GROSS SF: 8,475SF
LEASABLE SF: 6,703SF
EFFICIENCY: 79%



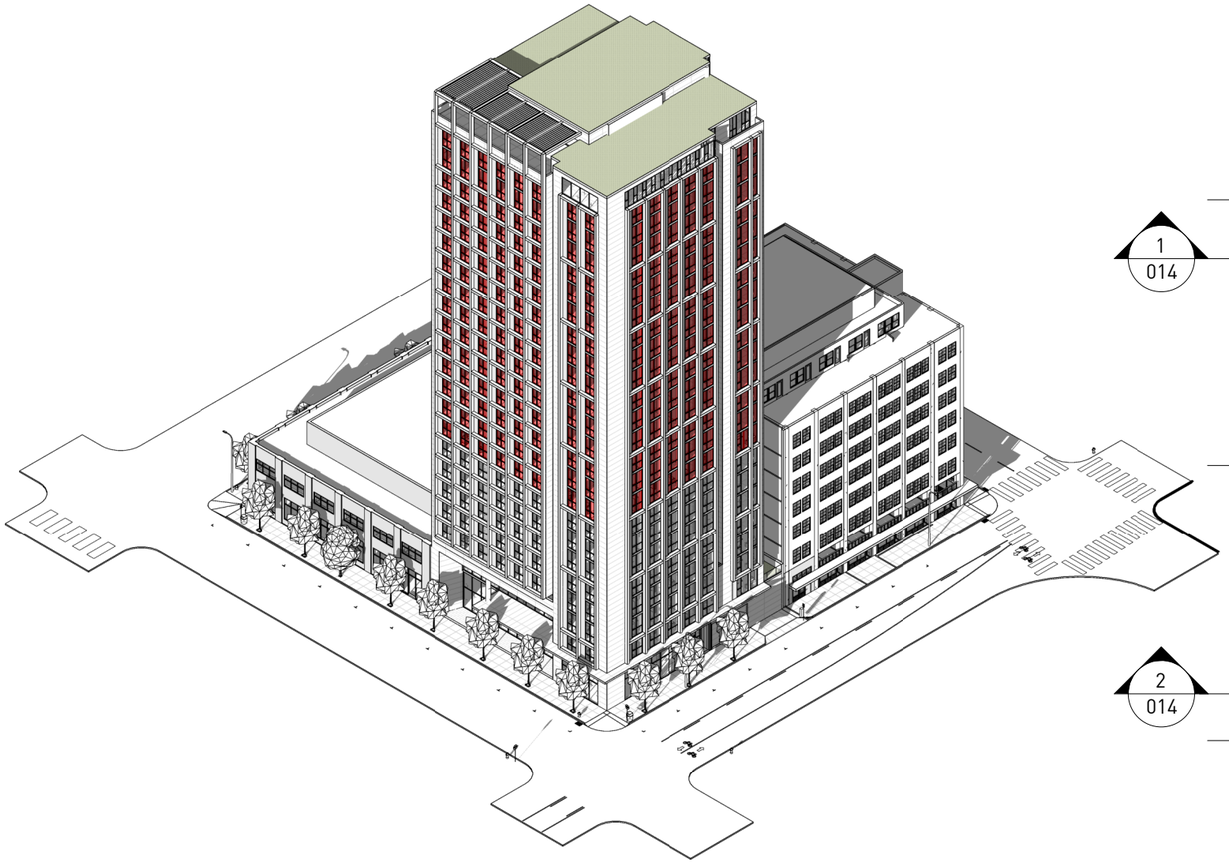


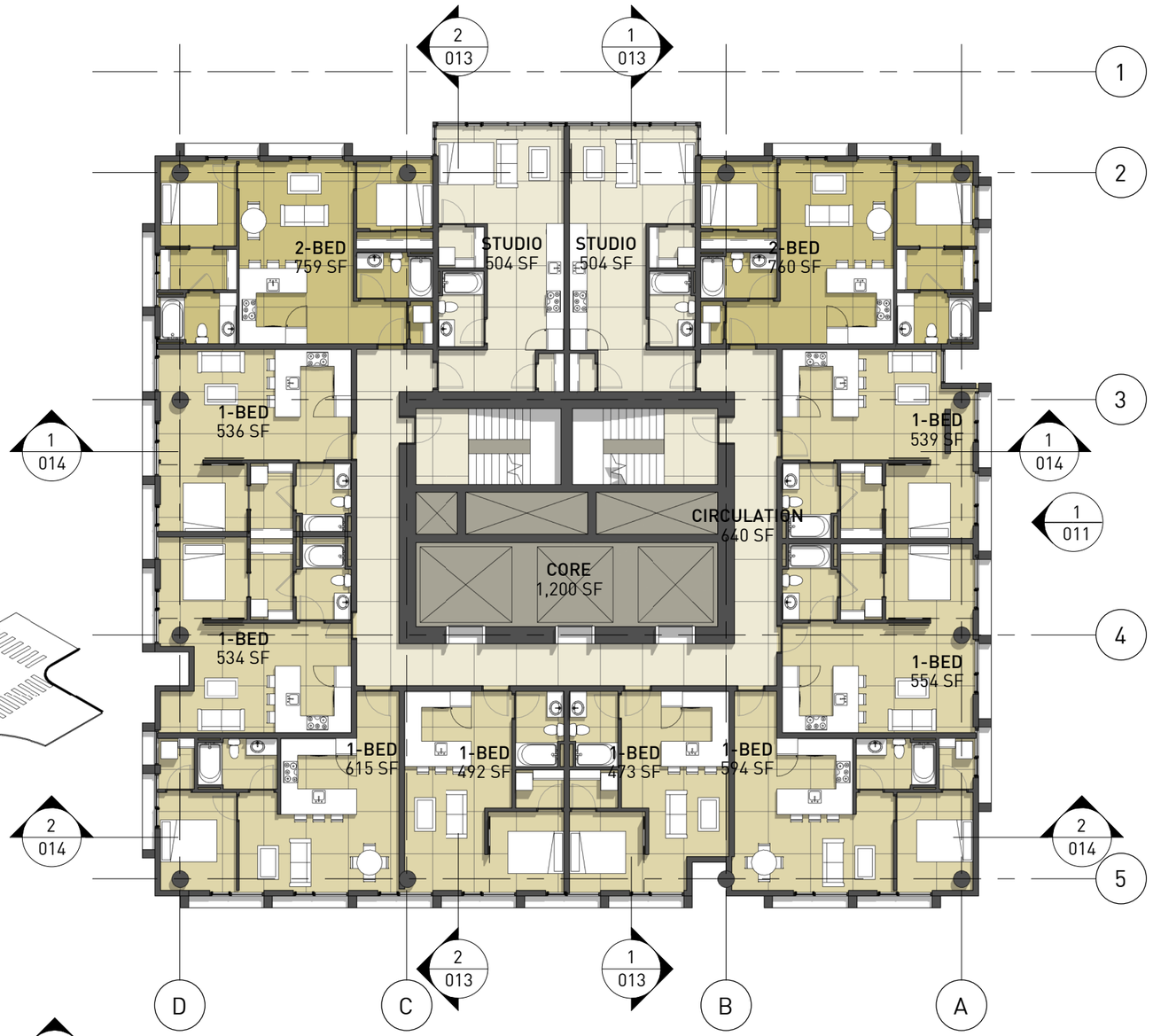
5' x 5' GRID SHOWN

0 8 16 24

N

GROSS SF: 8,704SF
LEASABLE SF: 6,864SF
EFFICIENCY: 79%

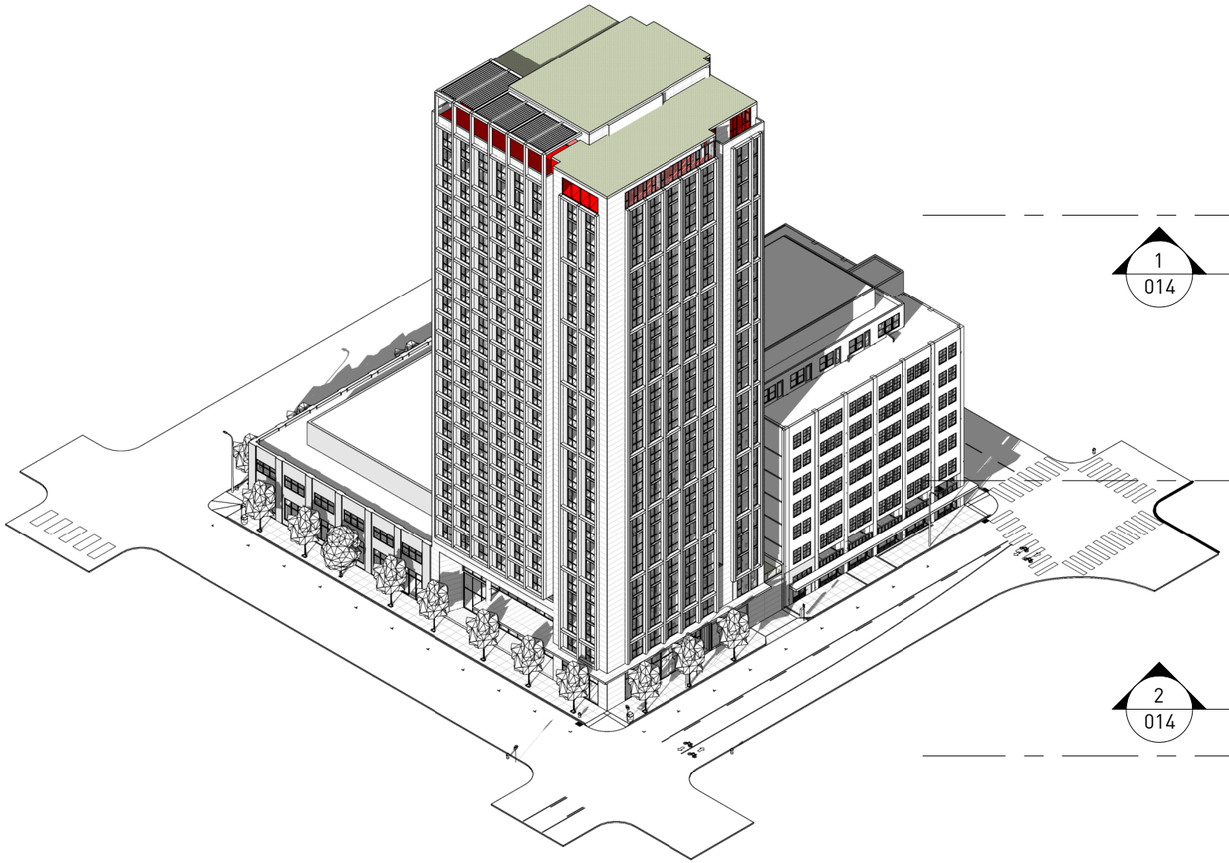


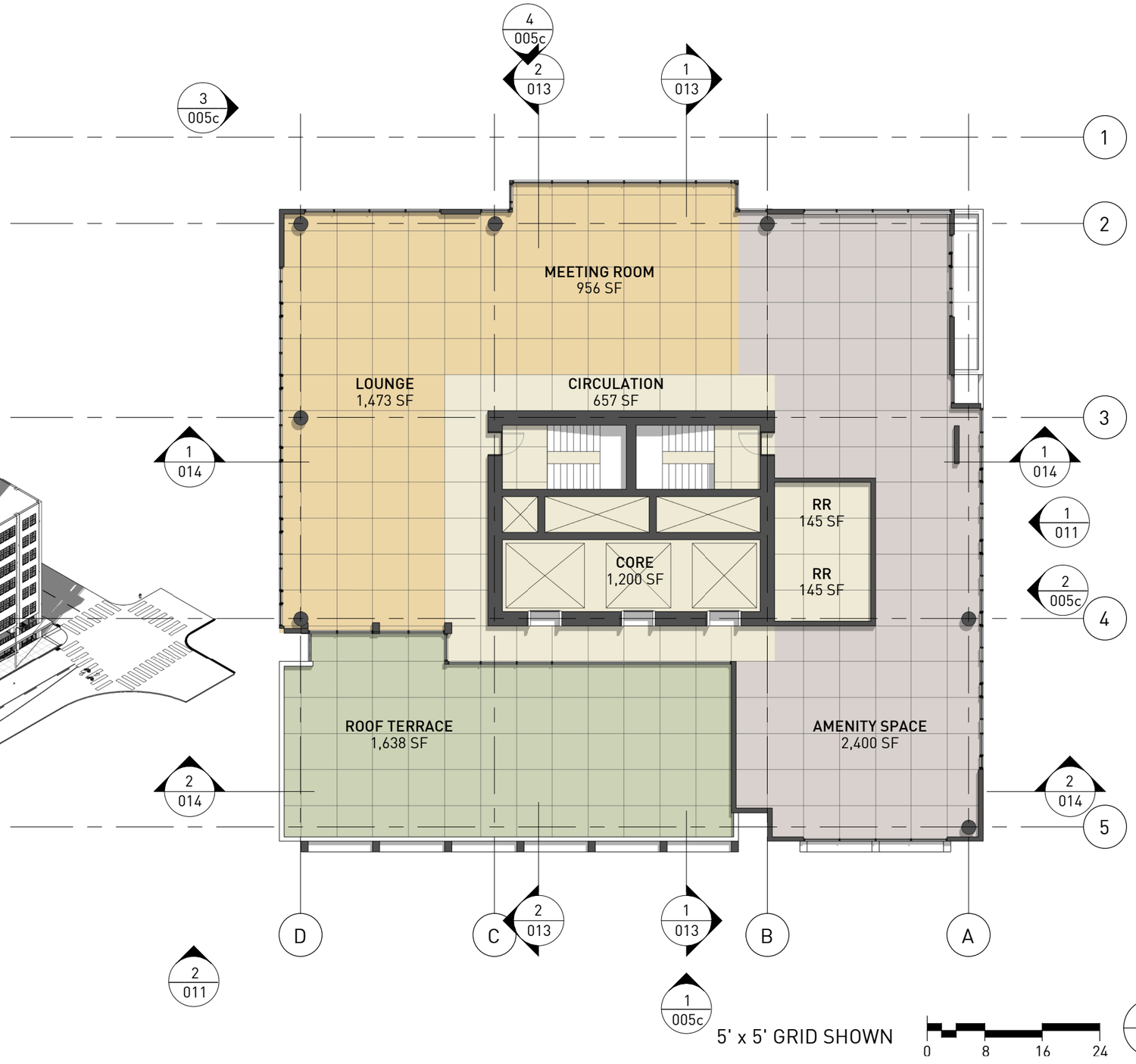


5' x 5' GRID SHOWN

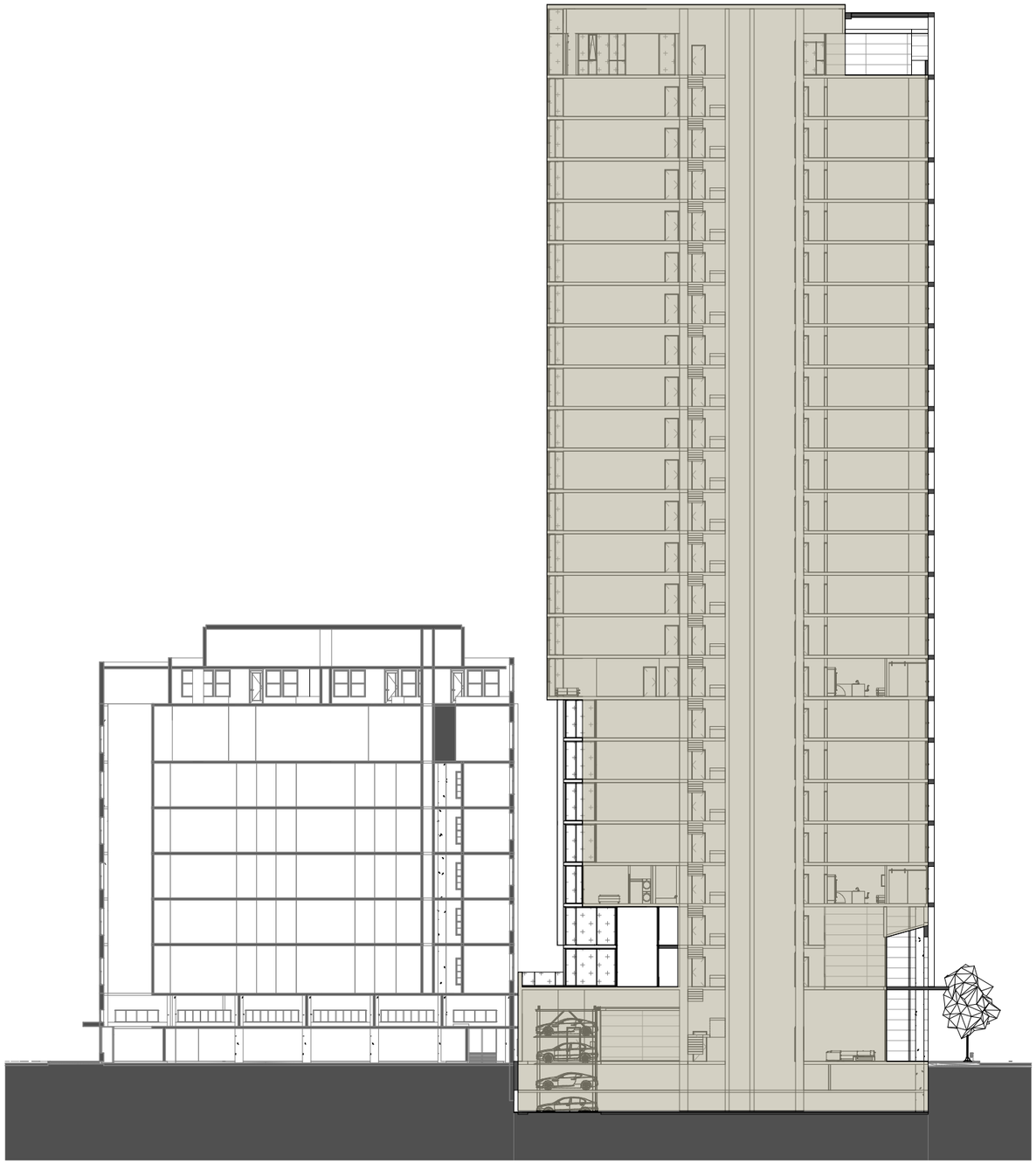
0 8 16 24

N



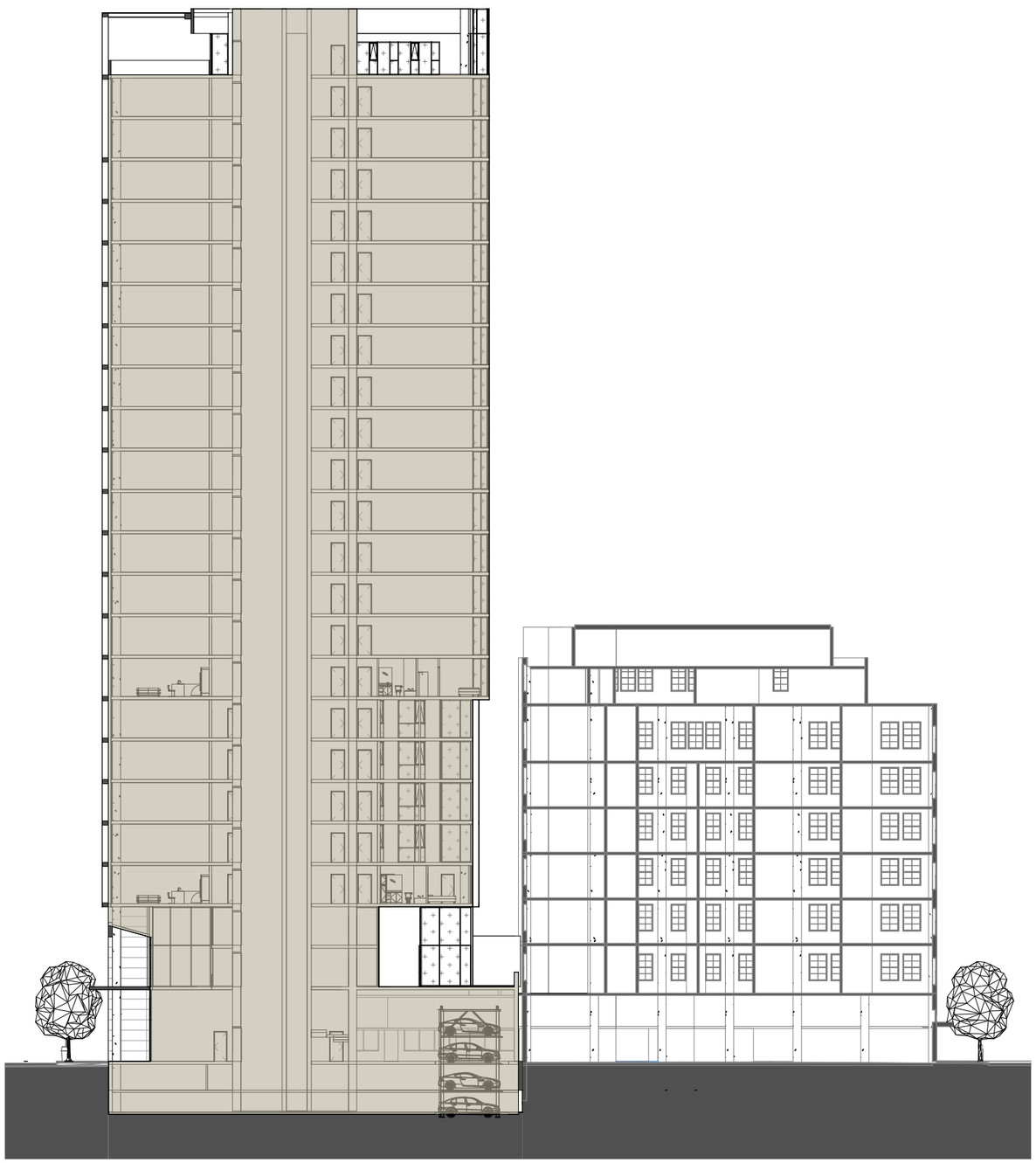


OPTION C - LEVEL 23 FLOOR PLAN



1 N-S BUILDING SECTION

1/32" = 1'-0"



2 N-S BUILDING SECTION

1/32" = 1'-0"

SHADOW CAST BY PROPOSED BUILDINGS DO NOT COVER MORE THAN 50% OF ADJACENT OPEN SPACE AT NOON.

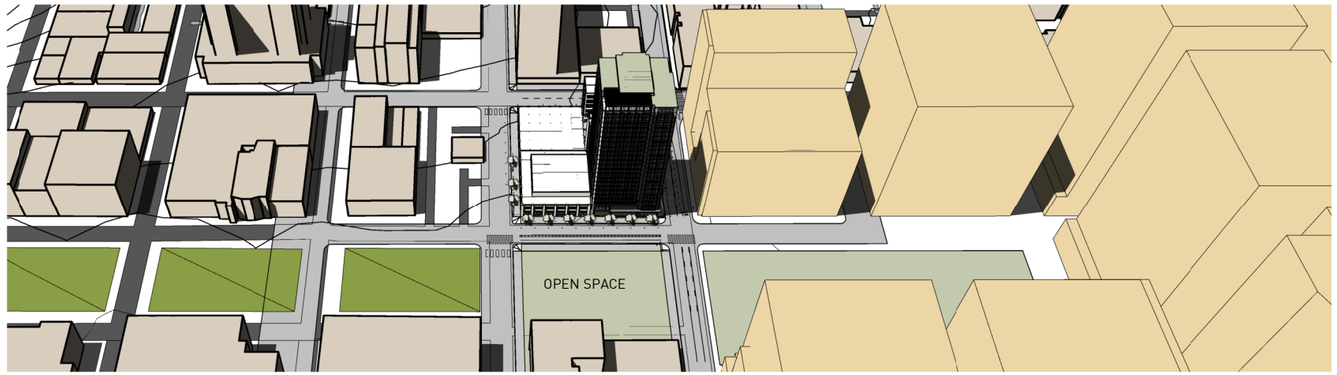
SHADOW CAST BY PROPOSED BUILDINGS DO NOT COVER MORE THAN 75% OF ADJACENT OPEN SPACE AT NOON ON DEC 21 AND 3PM ON MARCH 21, JUNE 21 AND SEPT 21.

MARCH 21 @ NOON

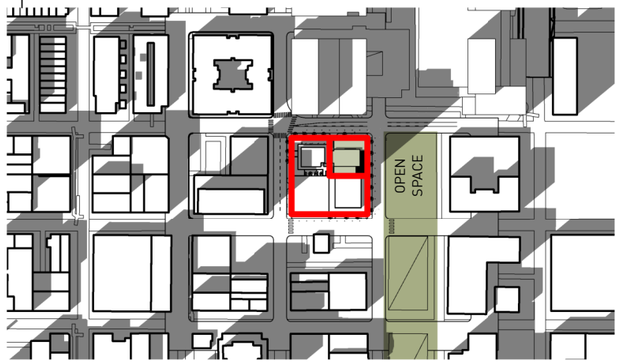
JUNE 21 @ NOON

SEPTEMBER 21 @ NOON

MARCH 21 @ 3PM



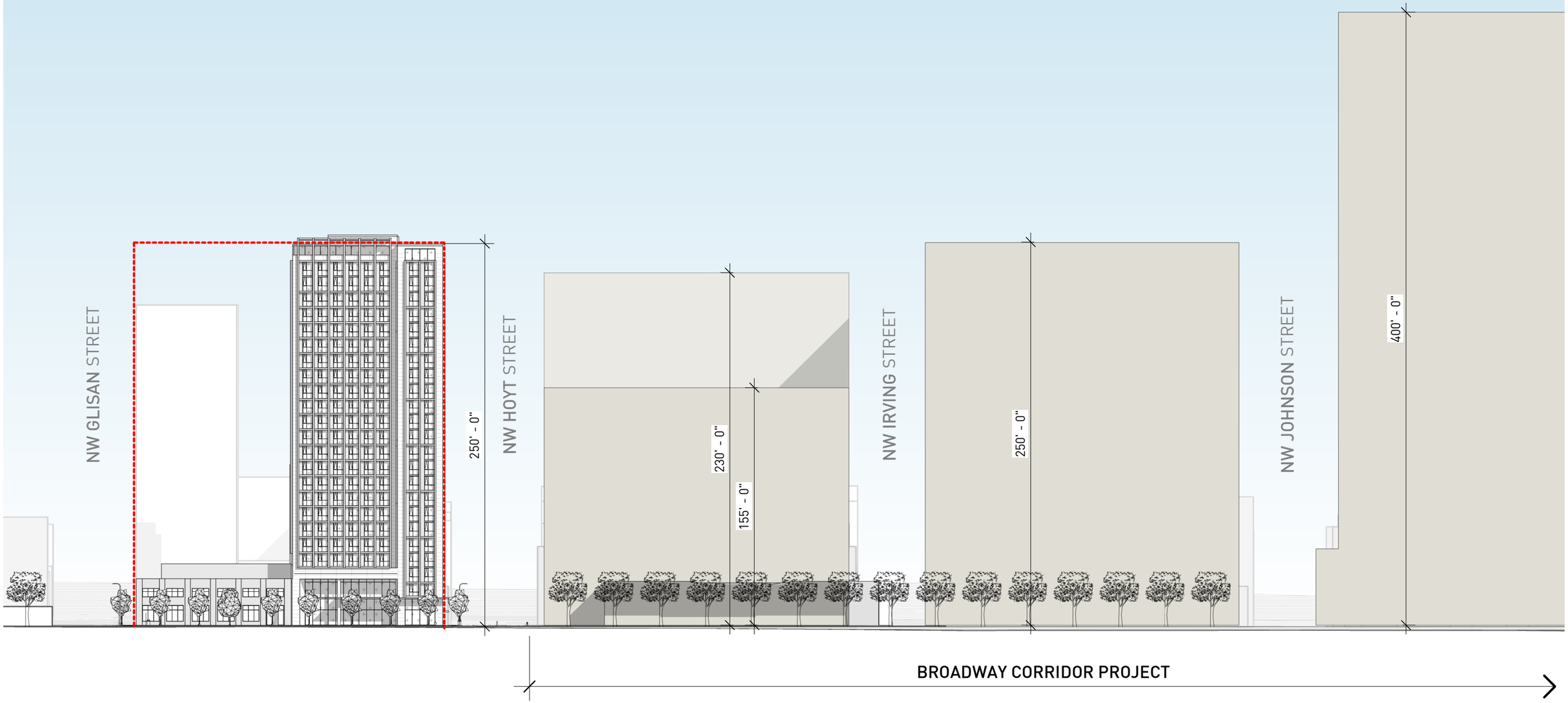
SITE PERSPECTIVE

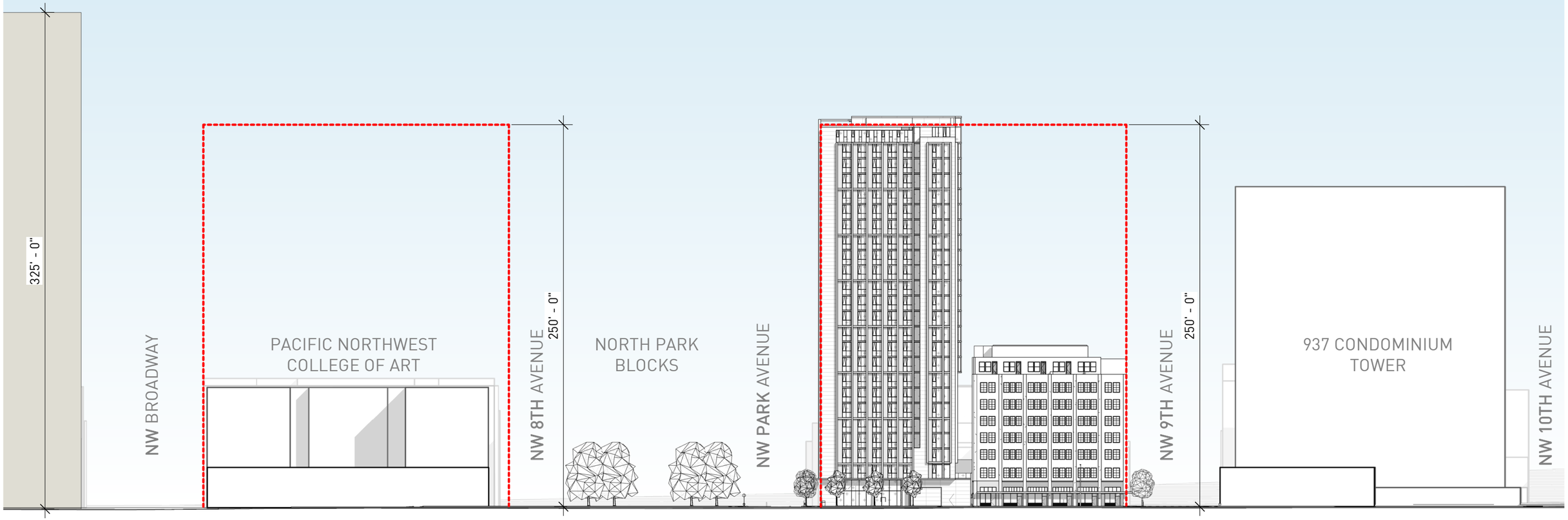


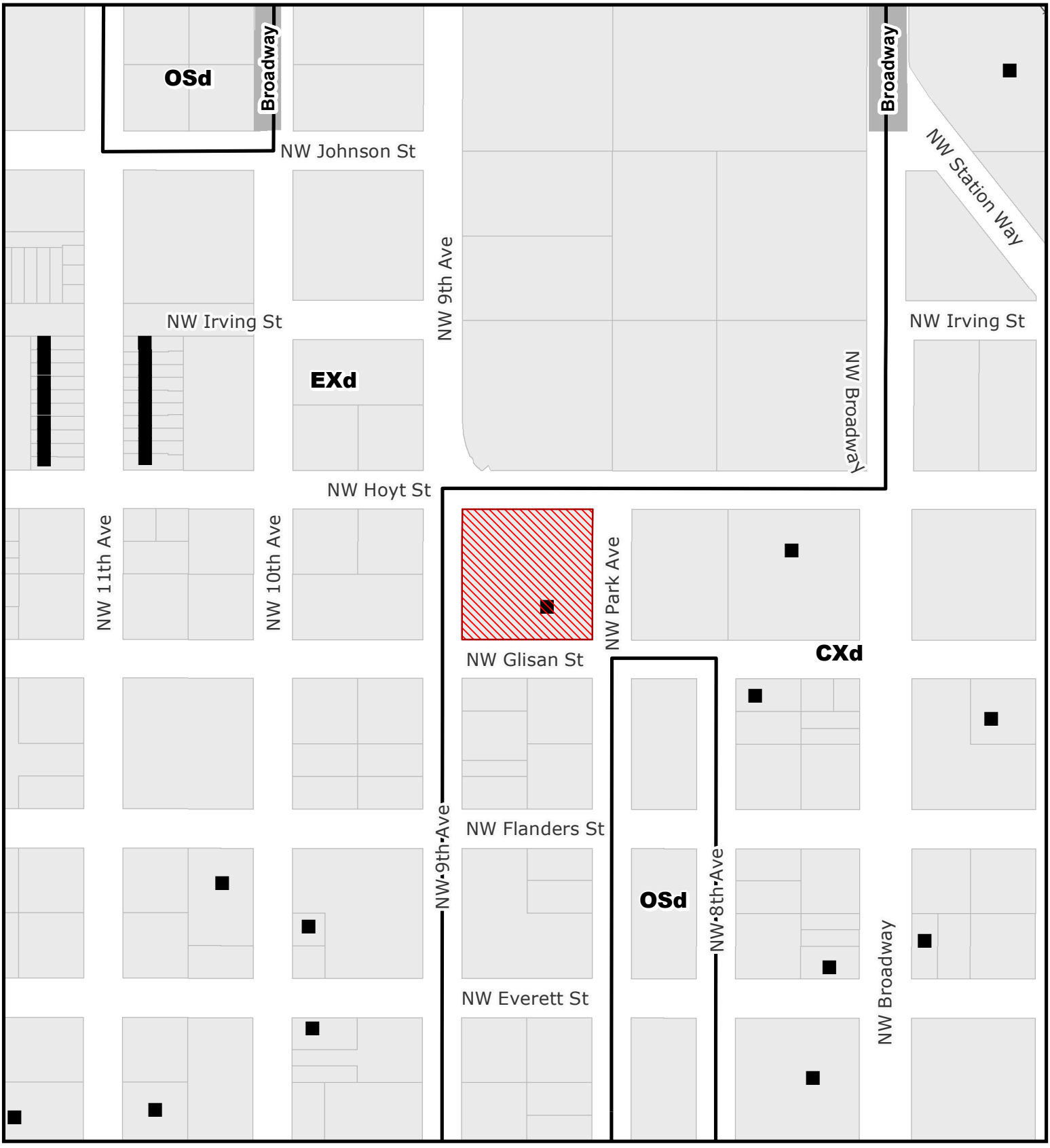
DECEMBER 21 @ NOON

JUNE 21 @ 3PM

SEPTEMBER 21 @ 3PM


NW GLISAN STREET
250' - 0"
NW HOYT STREET
230' - 0"
155' - 0"
NW IRVING STREET
250' - 0"
NW JOHNSON STREET
400' - 0"
BROADWAY CORRIDOR PROJECT


325' - 0"
NW BROADWAY
PACIFIC NORTHWEST
COLLEGE OF ART
250' - 0"
NW 8TH AVENUE
NORTH PARK
BLOCKS
NW PARK AVENUE
250' - 0"
NW 9TH AVENUE
937 CONDOMINIUM
TOWER
NW 10TH AVENUE



ZONING

NORTH

For Zoning Code in effect Post August 1, 2021

CENTRAL CITY PLAN DISTRICT
PEARL SUB DISTRICT

Site

Historic Landmark

File No.	EA 22 - 146647 DA
1/4 Section	3029,2929
Scale	1 inch = 200 feet
State ID	1N1E34BC 7600
Exhibit	B May 26, 2022

Proposed Design Schemes

OPTION **A - Half-Block Scheme**

- Demo Metro building
- Demo SE Bindery building
- Maximizes auto parking

Stories:	23
FAR:	278,117sf
Gross SF:	350,103sf
Leasable SF:	198,146sf
Total unit count:	327 Units
Parking count:	172 Stalls

OPTION **B - Quarter-Block Scheme**

- Demo Metro building
- Retain SE Bindery building
- No auto parking

Stories:	23
FAR:	200,524sf
Gross SF:	200,524sf
Leasable SF:	141,266sf
Total unit count:	243 Units
Parking count:	None

OPTION **C-C3** - **PREFERRED CONCEPT**

- Demo Metro building
- Retain SE Bindery building
- Allows parking
- 3 sub-options provided with different skin designs (C1-C3)

Stories:	23
FAR:	275,266sf
Gross SF:	343,982sf
Leasable SF:	189,286sf
Total unit count:	295 Units
Parking count:	125 Stalls

	A	B	C	D	E	F
1	ENDORSEMENT	INFO1	INFO2	NAME	ADDRESS/IO ADDRESS	CITYSTATEZIP/ADDRESSEE
2	RETURN SERVICE REQUESTED		1N1E34BC 88095	BHATNAGAR,VIVEK & STRADER,DANIEL	937 NW GLISAN ST #1333	PORTLAND OR 97209
3	RETURN SERVICE REQUESTED		1N1E34BC 88100	ANDERSON,DAVID J	4817 ELVA LN	EUGENE OR 97405-4434
4	RETURN SERVICE REQUESTED		1N1E34BC 88110	937 NW GLISAN LLC	353 N OLD WOODWARD	BIRMINGHAM MI 48009
5				CURRENT RESIDENT	510 NW 10TH AVE	PORTLAND OR 97209
6				CURRENT RESIDENT	516 NW 9TH AVE	PORTLAND OR 97209
7				CURRENT RESIDENT	555 NW PARK AVE #124	PORTLAND OR 97209
8				CURRENT RESIDENT	555 NW PARK AVE #208	PORTLAND OR 97209
9				CURRENT RESIDENT	555 NW PARK AVE #209	PORTLAND OR 97209
10				CURRENT RESIDENT	555 NW PARK AVE #214	PORTLAND OR 97209
11				CURRENT RESIDENT	555 NW PARK AVE #215	PORTLAND OR 97209
12				CURRENT RESIDENT	555 NW PARK AVE #221	PORTLAND OR 97209
13				CURRENT RESIDENT	555 NW PARK AVE #222	PORTLAND OR 97209
14				CURRENT RESIDENT	555 NW PARK AVE #227	PORTLAND OR 97209
15				CURRENT RESIDENT	555 NW PARK AVE #230	PORTLAND OR 97209
16				CURRENT RESIDENT	555 NW PARK AVE #231	PORTLAND OR 97209
17				CURRENT RESIDENT	555 NW PARK AVE #301	PORTLAND OR 97209
18				CURRENT RESIDENT	555 NW PARK AVE #310	PORTLAND OR 97209
19				CURRENT RESIDENT	555 NW PARK AVE #318	PORTLAND OR 97209
20				CURRENT RESIDENT	555 NW PARK AVE #401	PORTLAND OR 97209
21				CURRENT RESIDENT	555 NW PARK AVE #409	PORTLAND OR 97209
22				CURRENT RESIDENT	555 NW PARK AVE #503	PORTLAND OR 97209
23				CURRENT RESIDENT	555 NW PARK AVE #606	PORTLAND OR 97209
24				CURRENT RESIDENT	555 NW PARK AVE #607	PORTLAND OR 97209
25				CURRENT RESIDENT	555 NW PARK AVE #609	PORTLAND OR 97209
26				CURRENT RESIDENT	555 NW PARK AVE #706	PORTLAND OR 97209
27				CURRENT RESIDENT	816 NW HOYT ST	PORTLAND OR 97209
28				CURRENT RESIDENT	828 NW HOYT ST	PORTLAND OR 97209
29				CURRENT RESIDENT	937 NW GLISAN ST #1036	PORTLAND OR 97209
30				CURRENT RESIDENT	937 NW GLISAN ST #1130	PORTLAND OR 97209
31				CURRENT RESIDENT	937 NW GLISAN ST #1137	PORTLAND OR 97209
32				CURRENT RESIDENT	937 NW GLISAN ST #1234	PORTLAND OR 97209
33				CURRENT RESIDENT	937 NW GLISAN ST #1334	PORTLAND OR 97209
34				CURRENT RESIDENT	937 NW GLISAN ST #1336	PORTLAND OR 97209
35				CURRENT RESIDENT	937 NW GLISAN ST #436	PORTLAND OR 97209
36				CURRENT RESIDENT	937 NW GLISAN ST #531	PORTLAND OR 97209
37				CURRENT RESIDENT	937 NW GLISAN ST #631	PORTLAND OR 97209
38				CURRENT RESIDENT	937 NW GLISAN ST #930	PORTLAND OR 97209
39				CURRENT RESIDENT	239 NW GLISAN ST	PORTLAND OR 97209
40				CURRENT RESIDENT	514 NW 9TH AVE	PORTLAND OR 97209
41				CURRENT RESIDENT	555 NW PARK AVE #106	PORTLAND OR 97209
42				CURRENT RESIDENT	555 NW PARK AVE #203	PORTLAND OR 97209
43				CURRENT RESIDENT	555 NW PARK AVE #204	PORTLAND OR 97209
44				CURRENT RESIDENT	555 NW PARK AVE #205	PORTLAND OR 97209
45				CURRENT RESIDENT	555 NW PARK AVE #206	PORTLAND OR 97209
46				CURRENT RESIDENT	555 NW PARK AVE #211	PORTLAND OR 97209
47				CURRENT RESIDENT	555 NW PARK AVE #212	PORTLAND OR 97209
48				CURRENT RESIDENT	555 NW PARK AVE #217	PORTLAND OR 97209
49				CURRENT RESIDENT	555 NW PARK AVE #302	PORTLAND OR 97209
50				CURRENT RESIDENT	555 NW PARK AVE #305	PORTLAND OR 97209
51				CURRENT RESIDENT	555 NW PARK AVE #307	PORTLAND OR 97209
52				CURRENT RESIDENT	555 NW PARK AVE #308	PORTLAND OR 97209
53				CURRENT RESIDENT	555 NW PARK AVE #316	PORTLAND OR 97209
54				CURRENT RESIDENT	555 NW PARK AVE #408	PORTLAND OR 97209
55				CURRENT RESIDENT	555 NW PARK AVE #410	PORTLAND OR 97209
56				CURRENT RESIDENT	555 NW PARK AVE #501	PORTLAND OR 97209
57				CURRENT RESIDENT	555 NW PARK AVE #504	PORTLAND OR 97209
58				CURRENT RESIDENT	555 NW PARK AVE #505	PORTLAND OR 97209
59				CURRENT RESIDENT	555 NW PARK AVE #602	PORTLAND OR 97209
60				CURRENT RESIDENT	555 NW PARK AVE #604	PORTLAND OR 97209
61				CURRENT RESIDENT	555 NW PARK AVE #605	PORTLAND OR 97209
62				CURRENT RESIDENT	555 NW PARK AVE #608	PORTLAND OR 97209
63				CURRENT RESIDENT	555 NW PARK AVE #701	PORTLAND OR 97209
64				CURRENT RESIDENT	555 NW PARK AVE #703	PORTLAND OR 97209
65				CURRENT RESIDENT	555 NW PARK AVE #704	PORTLAND OR 97209
66				CURRENT RESIDENT	555 NW PARK AVE #705	PORTLAND OR 97209

	A	B	C	D	E	F
67				CURRENT RESIDENT	805 NW GLISAN ST	PORTLAND OR 97209
68				CURRENT RESIDENT	811 NW GLISAN ST	PORTLAND OR 97209
69				CURRENT RESIDENT	937 NW GLISAN ST #1035	PORTLAND OR 97209
70				CURRENT RESIDENT	937 NW GLISAN ST #1136	PORTLAND OR 97209
71				CURRENT RESIDENT	937 NW GLISAN ST #1531	PORTLAND OR 97209
72				CURRENT RESIDENT	937 NW GLISAN ST #433	PORTLAND OR 97209
73				CURRENT RESIDENT	937 NW GLISAN ST #434	PORTLAND OR 97209
74				CURRENT RESIDENT	555 NW PARK AVE #108	PORTLAND OR 97209
75				CURRENT RESIDENT	555 NW PARK AVE #109	PORTLAND OR 97209
76				CURRENT RESIDENT	555 NW PARK AVE #218	PORTLAND OR 97209
77				CURRENT RESIDENT	555 NW PARK AVE #223	PORTLAND OR 97209
78				CURRENT RESIDENT	555 NW PARK AVE #224	PORTLAND OR 97209
79				CURRENT RESIDENT	555 NW PARK AVE #225	PORTLAND OR 97209
80				CURRENT RESIDENT	555 NW PARK AVE #226	PORTLAND OR 97209
81				CURRENT RESIDENT	555 NW PARK AVE #309	PORTLAND OR 97209
82				CURRENT RESIDENT	555 NW PARK AVE #403	PORTLAND OR 97209
83				CURRENT RESIDENT	555 NW PARK AVE #404	PORTLAND OR 97209
84				CURRENT RESIDENT	555 NW PARK AVE #407	PORTLAND OR 97209
85				CURRENT RESIDENT	555 NW PARK AVE #506	PORTLAND OR 97209
86				CURRENT RESIDENT	555 NW PARK AVE #507	PORTLAND OR 97209
87				CURRENT RESIDENT	555 NW PARK AVE #508	PORTLAND OR 97209
88				CURRENT RESIDENT	555 NW PARK AVE #601	PORTLAND OR 97209
89				CURRENT RESIDENT	555 NW PARK AVE #603	PORTLAND OR 97209
90				CURRENT RESIDENT	555 NW PARK AVE #702	PORTLAND OR 97209
91				CURRENT RESIDENT	555 NW PARK AVE #801	PORTLAND OR 97209
92				CURRENT RESIDENT	555 NW PARK AVE #802	PORTLAND OR 97209
93				CURRENT RESIDENT	555 NW PARK AVE #804	PORTLAND OR 97209
94				CURRENT RESIDENT	555 NW PARK AVE #805	PORTLAND OR 97209
95				CURRENT RESIDENT	825 NW GLISAN ST	PORTLAND OR 97209
96				CURRENT RESIDENT	923 NW GLISAN ST	PORTLAND OR 97209
97				CURRENT RESIDENT	937 NW GLISAN ST #333	PORTLAND OR 97209
98				CURRENT RESIDENT	937 NW GLISAN ST #430	PORTLAND OR 97209
99				CURRENT RESIDENT	937 NW GLISAN ST #432	PORTLAND OR 97209
100				CURRENT RESIDENT	937 NW GLISAN ST #435	PORTLAND OR 97209
101				CURRENT RESIDENT	937 NW GLISAN ST #635	PORTLAND OR 97209
102				CURRENT RESIDENT	937 NW GLISAN ST #734	PORTLAND OR 97209
103				CURRENT RESIDENT	937 NW GLISAN ST #836	PORTLAND OR 97209
104				CURRENT RESIDENT	937 NW GLISAN ST #931	PORTLAND OR 97209
105				CURRENT RESIDENT	506 NW 9TH AVE	PORTLAND OR 97209
106				CURRENT RESIDENT	555 NW PARK AVE #121	PORTLAND OR 97209
107				CURRENT RESIDENT	555 NW PARK AVE #213	PORTLAND OR 97209
108				CURRENT RESIDENT	555 NW PARK AVE #216	PORTLAND OR 97209
109				CURRENT RESIDENT	555 NW PARK AVE #228	PORTLAND OR 97209
110				CURRENT RESIDENT	555 NW PARK AVE #229	PORTLAND OR 97209
111				CURRENT RESIDENT	555 NW PARK AVE #311	PORTLAND OR 97209
112				CURRENT RESIDENT	555 NW PARK AVE #312	PORTLAND OR 97209
113				CURRENT RESIDENT	555 NW PARK AVE #315	PORTLAND OR 97209
114				CURRENT RESIDENT	555 NW PARK AVE #317	PORTLAND OR 97209
115				CURRENT RESIDENT	822 NW HOYT ST	PORTLAND OR 97209
116				CURRENT RESIDENT	911 NW HOYT ST	PORTLAND OR 97209
117				CURRENT RESIDENT	937 NW GLISAN ST #1230	PORTLAND OR 97209
118				CURRENT RESIDENT	937 NW GLISAN ST #1232	PORTLAND OR 97209
119				CURRENT RESIDENT	937 NW GLISAN ST #1330	PORTLAND OR 97209
120				CURRENT RESIDENT	937 NW GLISAN ST #1335	PORTLAND OR 97209
121				CURRENT RESIDENT	937 NW GLISAN ST #1430	PORTLAND OR 97209
122				CURRENT RESIDENT	937 NW GLISAN ST #1433	PORTLAND OR 97209
123				CURRENT RESIDENT	937 NW GLISAN ST #1530	PORTLAND OR 97209
124				CURRENT RESIDENT	937 NW GLISAN ST #1534	PORTLAND OR 97209
125				CURRENT RESIDENT	937 NW GLISAN ST #1630	PORTLAND OR 97209
126				CURRENT RESIDENT	937 NW GLISAN ST #334	PORTLAND OR 97209
127	RETURN SERVICE REQUESTED	PARTY OF INTEREST	JOHN JAMIEL	TVA ARCHITECTS INC	920 SW 6TH AVE STE 1500	PORTLAND OR 97204
128	RETURN SERVICE REQUESTED	APPLICANT	ROBERT THOMPSON	TVA ARCHITECTS INC	920 SW 6TH AVE STE 1500	PORTLAND OR 97204
129	RETURN SERVICE REQUESTED	OWNER	ERAN FIELDS	FH HONEYMAN LOFTS LLC	2251 LINA FLORA DR	LOS ANGELES CA 90077

Design Advice Request

Honeyman Hardware Complex - The Philip Housing

CASE FILE	**EA 22-144647 DA**
WHEN	**Monday, July 11, 2022 @ 1:30 PM** *(This is the hearing start time –see Commission agenda for estimated project start time.)*
WHERE	**ONLINE: Meeting link will be listed on the agenda available at www.portland.gov/bds/landmarks**
HOW	**TO COMMENT: Follow instructions on the Historic Landmarks Commission agenda or email the planner at Tim.Heron@portlandoregon.gov**
REVIEW BY	Historic Landmarks Commission
PROCESS	A **Design Advice Request** is a voluntary review process that allows the Commission to provide early feedback on a development proposal, prior to the required land use review
PROPOSAL	Design Advice Request Meeting for a proposal to construct a 23-story, 300-unit apartment tower, including affordable housing. The development is an addition to the east half of the Honeyman Hardware Historic Landmark block where some demolition of the existing Historic Block is proposed. The proposal would include 3 levels of underground parking, ground floor retail, tenant amenity space on levels 2 and 23, and an ecoroof. No Modifications or Adjustments to the Zoning Code are anticipated at this time.
REVIEW APPROVAL CRITERIA	Demolition Review if 50% or more of the Historic Landmark Honeyman Hardware Complex is proposed for demolition: • 33.846.080.C.1.a-f. (Demolition Review) Approval Criteria. ***And*** Historic Resource Review: • 33.846.060.G.1-10 Other Historic Approval Criteria • Central City Fundamental Design Guidelines • River District Design Guidelines
SITE ADDRESS	555 NW Park Avenue
ZONING/ DESIGNATION	Historic Landmark, listed on the National Register of Historic Places as the *Honeyman Hardware Company Building* CXd, Central Commercial with design overlay

APPLICANT(S)	Robert Thompson, FAIA, TVA Architects bobt@tvaarchitects.com	**OWNER(S)**	Eran Fields, Fields Holdings, LLC efields@fieldsholdings.com

QUESTIONS? BDS CONTACT	**Tim Heron, City Planner** **(503) 823-7726 / Tim.Heron@PortlandOregon.gov** Bureau of Development Services, 1900 SW 4th Ave, Suite 5000, Portland, OR 97201

Traducción e interpretación | Chuyển Ngữ hoặc Phiên Dịch | 翻译或传译 | Turjumida ama Fasiraadda | 翻訳または通訳 | ภาษาและบริการ ที่ ภาษาอะที่บาย
Письменныйили устный перевод | Traducere sau Interpretare | 번역및통역 | الترجمة التحريرية أو الشفوية | Письмовий або усний переклад

503-823-7300 BDS@PortlandOregon.gov www.PortlandOregon.gov/bds/translated TTY: 503-823-6868 Relay Service: 711

City of Portland, Oregon
Bureau of Development Services
Land Use Services
FROM CONCEPT TO CONSTRUCTION

Dan Ryan, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portland.gov/bds

DESIGN ADVICE REQUEST PROCESS OVERVIEW

Purpose

Design Advice Requests (DARs) are a form of early assistance intended to provide a public forum for the preliminary discussion and exchange of information between the applicant, BDS staff, the public, and the representative Commission. The feedback that results from a DAR is advisory and preliminary in nature. The DAR is not a land use review and decisions are not made in the DAR process.

An applicant may request advice from the Design Commission or Historic Landmarks Commission prior to submitting a land use review. In some cases, a DAR may be required by a provision of the Zoning Code. These requests do not substitute for required prescribed regulatory or legislative processes.

Public Participation

The public meeting with the Commission will provide an opportunity for parties to submit oral and written comment. The Commission relies on Portlanders to bring their perspective on their community. Portland has a strong design legacy that continues through this process. The public's early input on significant projects helps to make sure we get this right. Continued participation through the land use review is necessary for public comments to be part of the land use review record.

Meeting Order

The order of appearance for those attending the meeting is as follows:

- BDS Staff Introduction
- Applicant Presentation
- City Staff Discussion Topics
- Public Comments
- Commission and Applicant Discussion

Guiding Criteria

Design Guidelines are used to guide the conversation during the DAR because they are the approval criteria used in the subsequent land use review. All feedback should relate to the concept's response to the Guidelines. Copies of the Design Guidelines are available online at portlandoregon.gov/designguidelines.

Outside DAR Scope

The Commissions only have the authority to influence elements of a project that relate to the approval criteria. For example, guidelines do not address private views. Here other resources for questions on issues that the Commissions cannot address:

Bureau of Planning and Sustainability (BPS)
503-823-7700 | portlandoregon.gov/bps

- Off-Street Parking Requirements
- Upcoming Legislative Projects on Zoning
- Zoning Allowances

Bureau of Transportation (PBOT) **|** 503-823-5185 | portlandoregon.gov/transportation

- On-Street Parking
- Construction Impacts on Streets & Sidewalks

Office of Community & Civic Life
503-823-4519 | portlandoregon.gov/civic

- Neighborhood Association Information
- Crime Prevention
- Noise Control Program
- Neighborhood Mediation

Observing or Testifying at the Portland Design Commission, Historic Landmarks Commission, or Adjustment Committee Webinar Hearings

Thank you for your interest in attending a land use public hearing. All hearings are currently held virtually, via Zoom. The information below will help you get connected.

***If you do not have access to the internet from a home computer or mobile phone, please see the end of this document for instructions on how to participate from a City building at 1900 SW 4th Avenue in downtown Portland.

Preparing for the Hearing:

1. To access the Zoom Webinar, please go to the online hearing Agenda, and click the link under the hearing date you are interested in participating: https://www.portlandoregon.gov/bds/42441
2. In advance of the hearing, please review documents and drawings in the project link within the Online Agenda.
    - Please also provide comments to the planner assigned in advance of the hearing.

Getting into the Hearing [Registering in Zoom to observe or participate in Hearing]:

1. In order to observe or testify in the hearing, please be sure to Register for the Webinar as soon as possible.
    - The Webinar Link is posted to the Online Agenda typically one week prior to the hearing date.
2. Once you register you will receive an email notification of how to log-in or access the Webinar.
3. You can enter the Webinar no sooner than ten minutes before the start of the hearing.
4. You will be held in the Zoom waiting room until the Webinar begins. (Please note each individual agenda item has an estimated start time.)
5. If using a smartphone or tablet, download the Zoom app for easy entry into the Webinar.

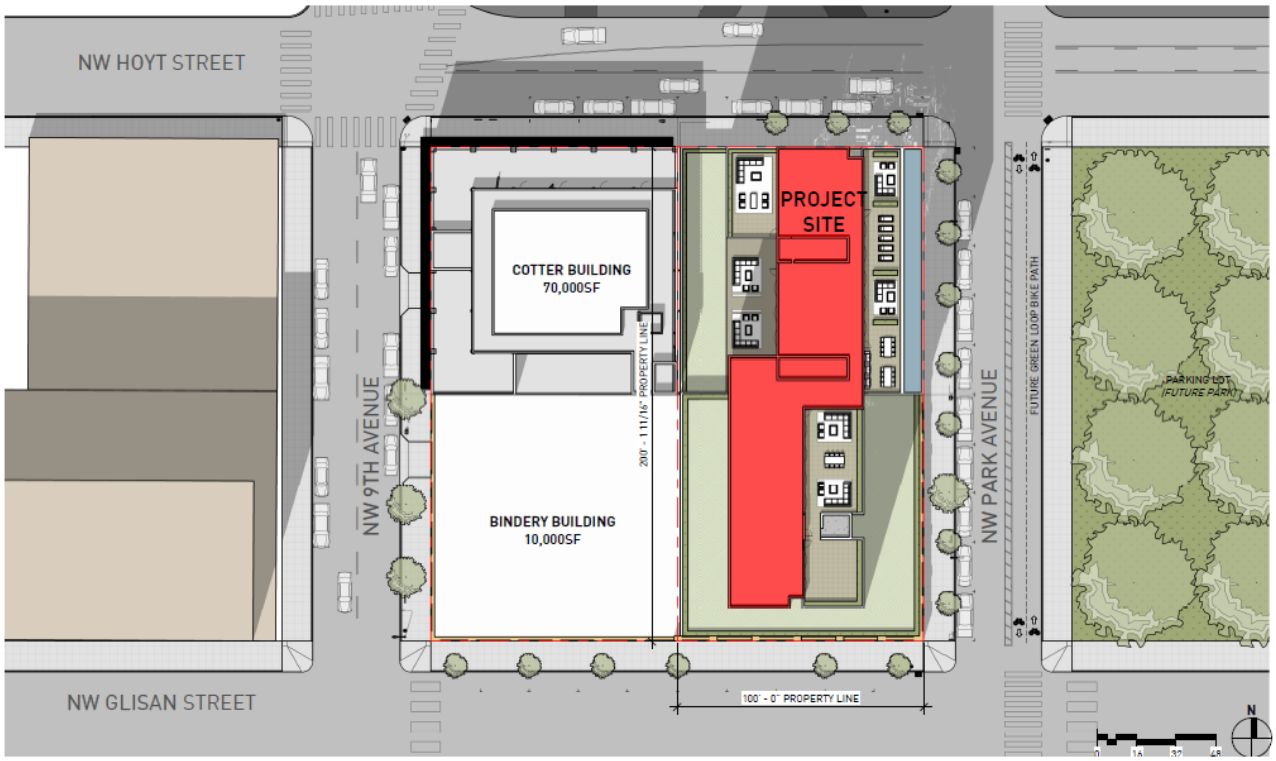
Public participation in the Hearing:

1. After Staff and Applicant presentations, the Chair will announce public testimony is open, and will ask if anyone else would like to testify.
2. You can provide public comment in this Webinar in several ways:
    - If during registration you indicated you would like to testify, we will put your name in order of request. Once in the hearing, testifiers will be renamed "Testifier 1 – (Your Name)"
    - Members of the public will be automatically muted except for when they are called by the Hearings Clerk for their public comment. During the Webinar, the Hearings Clerk will promote participants to "Panelists" in the order of Webinar Registrations received. When it is your turn to provide testimony, please accept the Clerk's invitation to be promoted to Panelist.
    - If you indicated in your registration that you did not want to testify but later changed your mind, when testimony is open:
        - Click the "raise your hand" function in ZOOM, and the Hearings Clerk will add you to the list of testifiers.
        - If you will be participating by call-in, raise your hand by pressing *9 - the Webinar host will see this notification.
    - When you are moved to Panelist position for your testimony, your name will be announced by the Chair or Hearings Clerk. Please be prepared to provide testimony.
    - Each testifier is allotted 2 minutes of testimony unless the Chair grants additional time.
    - Please manage your time when testifying. As a courtesy to other testifiers and our volunteer Commissions, please do not attempt to exceed the allotted amount of time.
3. We will enable screen sharing of presentations only for Design and Landmarks Commission members, project teams, and staff participating in the Webinar.
4. Testifiers who engage in inappropriate behavior or language will be promptly removed from the hearing.

Follow-up:

1. The Webinar will be recorded and uploaded to the City of Portland Auditors website, under the Case File Number, here: https://efiles.portlandoregon.gov/Search.

If you do not have access to the internet from a home computer or mobile phone, we can provide accommodations for you to view a live video display of the hearing from 1900 SW 4th Avenue in downtown Portland. This option for participation requires you to travel to a City building where we will provide a computer for viewing the hearing. City staff will not be present at this viewing location. If you require such accommodation, please contact the BDS Hearings Clerk at 503-865-6525 before 8 AM on the day of the hearing.



.40 **FIELDS HOLDINGS, LLC** **OPTION B** - SITE PLAN 555 NW Park Avenue portland, oregon

C.51 **FIELDS HOLDINGS, LLC** **OPTION B** - RENDERINGS 555 NW Park Avenue portland, oregon

City of Portland, Oregon
Bureau of Development Services
Land Use Services
FROM CONCEPT TO CONSTRUCTION

Dan Ryan, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portland.gov/bds

Date: June 13, 2022

To: Robert Thompson, FAIA, bobt@tvaarchitects.com

From: Tim Heron, Land Use Services, Tim.Heron@portlandoregon.gov

RE: Design Advice Request posting for EA 22-146647 DA - Honeyman / Philip Housing

Dear Robert Thompson:

I have received your application for a Historic Design Advice Request (DA) at 555 NW Park Avenue. Your case number is given above. The meeting with the Historic Landmarks Commission is scheduled for **July 11, 2022.** I am the planner handling your case and can answer any questions you might have during the process.

You are required to post notice on the site of your proposal 21 days before the hearing. The information below will help you do this. I am also enclosing instructions for making the required posting boards and the notice that should be placed on the signs.

A. You must post one of these signs adjacent to each street frontage on the site. **A total of four signs must be posted:** one sign on NW Hoyt Street, one sign on NW Park Avenue, one sign on NW Glisan Street, and one sign on NW 9th Avenue.

B. These signs must be placed within 10 feet of the street frontage line and must be visible to pedestrians and motorists. You may not post in the public right-of-way.

C. Because the meeting with the Historic Landmarks Commission for your case is scheduled for **July 11, 2022** you must post the notice by **June 20, 2022**, 21 days before the hearing.

D. A certification statement is enclosed, which you must sign and return. The statement affirms that you posted the site. It also confirms your understanding that if you do not post the notice by the date above, your hearing will be automatically postponed. You must return this statement to us by **June 27, 2022**, 14 days before the hearing.

E. You should not remove the notice before the meeting, but it must be taken down within two weeks after the meeting. You may want to save the posting boards to use for the required site posting during the Type III land use review.

Encls: Posting Notice
Statement Certifying Posting
Additional Instructions for Posting Notice Signs

cc: Application Case File

Design Advice Request

Honeyman Hardware Complex - The Philip Housing

CASE FILE	**EA 22-144647 DA**
WHEN	**Monday, July 11, 2022 @ 1:30 PM** *(This is the hearing start time –see Commission agenda for estimated project start time.)*
WHERE	**ONLINE: Meeting link will be listed on the agenda available at www.portland.gov/bds/landmarks**
HOW	**TO COMMENT: Follow instructions on the Historic Landmarks Commission agenda or email the planner at Tim.Heron@portlandoregon.gov**
REVIEW BY	Historic Landmarks Commission
PROCESS	A **Design Advice Request** is a voluntary review process that allows the Commission to provide early feedback on a development proposal, prior to the required land use review
PROPOSAL	Design Advice Request Meeting for a proposal to construct a 23-story, 300-unit apartment tower, including affordable housing. The development is an addition to the east half of the Honeyman Hardware Historic Landmark block where some demolition of the existing Historic Block is proposed. The proposal would include 3 levels of underground parking, ground floor retail, tenant amenity space on levels 2 and 23, and an ecoroof. No Modifications or Adjustments to the Zoning Code are anticipated at this time.
REVIEW APPROVAL CRITERIA	Demolition Review if 50% or more of the Historic Landmark Honeyman Hardware Complex is proposed for demolition: • 33.846.080.C.1.a-f. (Demolition Review) Approval Criteria. ***And*** Historic Resource Review: • 33.846.060.G.1-10 Other Historic Approval Criteria • Central City Fundamental Design Guidelines • River District Design Guidelines
SITE ADDRESS	555 NW Park Avenue
ZONING/ DESIGNATION	Historic Landmark, listed on the National Register of Historic Places as the *Honeyman Hardware Company Building* CXd, Central Commercial with design overlay

APPLICANT(S)	Robert Thompson, FAIA, TVA Architects bobt@tvaarchitects.com	**OWNER(S)**	Eran Fields, Fields Holdings, LLC efields@fieldsholdings.com
QUESTIONS? BDS CONTACT	**Tim Heron, City Planner** **(503) 823-7726 / Tim.Heron@PortlandOregon.gov** Bureau of Development Services, 1900 SW 4th Ave, Suite 5000, Portland, OR 97201		

Traducción e interpretación | Chuyển Ngữ hoặc Phiên Dịch | 翻译或传译 | Turjumida ama Fasiraadda | 翻訳または通訳 | ການແປພາສາ ຫຼື ການອະທິບາຍ
Письменныйили устный перевод | Traducere sau Interpretare | 번역및통역 | الترجمة التحريرية أو الشفوية | Письмовий або усний переклад

503-823-7300 BDS@PortlandOregon.gov www.PortlandOregon.gov/bds/translated
TTY: 503-823-6868 Relay Service: 711

Robert Thompson, FAIA, bobt@tvaarchitects.com
920 SW 6th Avenue, Suite 1500
Portland, OR 97204

DATE: _____

TO: Tim Heron | Tim.Heron@portlandoregon.gov
Bureau of Development Services
1900 SW Fourth Ave., Suite 5000
Portland, Oregon 97201

APPLICANT'S STATEMENT CERTIFYING DESIGN ADVICE REQUEST POSTING

Case File EA 22-146647 DA – Honeyman Hardware Complex / The Philip Housing

This certifies that I have posted notice on my site. I understand that the meeting with the Historic Landmarks Commission is scheduled for **July 11, 2022** at 1:30PM, and that I was required to post the property at least 20 days before the hearing.

The required number of poster boards, with the notices attached, were set up on _____(date). These were placed adjacent to each street frontage so that they were visible to pedestrians and motorists.

I understand that this form must be returned to the Bureau of Development Services no later than **June 27, 2022**, 14 days before the scheduled meeting. I also understand that if I do not post the notices by **June 20, 2022**, or return this form by **June 27, 2022**, my meeting will automatically be postponed.

In addition, I understand that I may not remove the notices before the meeting, but am required to remove them within two weeks of the meeting.

_____
Signature

_____
Print Name

_____
Address

_____
City/State/Zip Code

Additional Instructions for Posting Notice Signs

Layout:
The overall board must be printed at its full 18-inch by 24-inch size. Templates for the 18-inch by 24-inch board are provided in Adobe Illustrator, Adobe InDesign, and PDF formats.
Place an image of your proposal, preferably a rendering or an elevation, on the left side of the 18-by-24-inch sign board. Make the image as large as possible without covering any of the blue background of the board and leaving enough room for the posting notice text. Place the posting notice text provided by the city planner on the right side of the board. The posting notice text is provided in PDF format by the city planner for easy insertion/attachment the sign template; it should be inserted at its full 8.5-inch by 11-inch size. See the example image on the following page for reference.

Materials:
Your local sign manufacturer will have a variety of options available, but for environmental reasons we recommend corrugated plastic because it can be recycled. Corrugated plastic is sold under many trade names. It is an extruded twin wall plastic-sheet product produced from high-impact polypropylene resin with a similar make-up to corrugated cardboard and is ideally suited for outdoor signage. It can be direct printed or will accept pressure sensitive adhesive graphics.

The sign must be printed in color.
Installation:
Signs may be attached to an existing building or structure, or mounted on posts, stakes, a fence, or other reasonable and sturdy structure that is fully accessible to the public.

Mounting Height:
To ensure that your sign is displayed at the correct height, the top of the sign when mounted should be no higher than 60" inches above grade and free from any obstruction. The bottom of the sign must be at least 24” above the ground.

An example image of the posting board layout is provided below:

NOTICE OF PUBLIC HEARING

Type III Land Use Review

LOT 5 STATION PLACE

CASE FILE	LU 20-987854 DZM AD
WHEN	THURSDAY, SEPTEMBER 24, 2020 @ 1:30 PM *(This is the hearing start time - see Design Commission agenda for estimated project start time.)*
WHERE	ONLINE: Link to hearing is available at www.portlandoregon.gov/bds/dcagenda
HOW	TO TESTIFY: Follow instructions on the Design Commission agenda or email the planner at Benjamin.Nielsen@portlandoregon.gov
REVIEW BY	DESIGN COMMISSION
LAND USE REVIEW TYPE	DESIGN REVIEW WITH MODIFICATIONS & ADJUSTMENT REVIEW
PROPOSAL	Design Review with Modifications and concurrent Adjustment Review for a proposed 9-story commercial building consisting of ground floor retail, lobby, loading and support spaces, with 2 short stories of structured parking tucked behind comprising 65 parking spaces. Above the ground floor retail and parking, 7 stories of office are proposed, with large roof terraces at the 6th and 8th floors that are cut into the main building massing. Vehicle access to parking and loading is proposed off NW Northrup Street. Three Modifications are requested: one to allow the length of the building façade above 100' in height to be up to 180' long; one to allow long-term bike parking spaces to be 1'-6" by 6'-0", and the last to Modify the ground floor windows standard along NW Northrup Street.
REVIEW APPROVAL CRITERIA	• Central City Fundamental Design Guidelines • River District Design Guidelines • 33.805.040, Other approval criteria (Adjustment Review) • 33.825.040, Modifications that will better meet design review requirements
SITE ADDRESS	NW 9th Ave & NW Northrup St
ZONING/ DESIGNATION	CXd – Central Commercial with Design Overlay Central City Plan District / Pearl Subdistrict
FURTHER INFO	Available online at www.portlandoregon.gov/bds/dcagenda or contact the planner listed below at the Bureau of Development Services.
QUESTIONS? BDS CONTACT	Benjamin Nielsen, City Planner (503) 823-7812 / Benjamin.Nielsen@PortlandOregon.gov Bureau of Development Services, 1900 SW 4th Ave, Suite 5000, Portland, OR 97201

Instacion e integración | Dayán ligá hạc Phiên lịch | 翻译和传译 | Ikatawa ama Interasidu | 翻訳と二言語 | ترجمة التحريرية و الشفوية | Письменный и устный перевод

503-823-7300 | BDS@PortlandOregon.gov | www.PortlandOregon.gov/bds/translation | TTY 503-823-6868 Relay Service: 711

Design Advice Request

Honeyman Hardware Complex - The Philip Housing

CASE FILE	**EA 22-144647 DA**		
WHEN	**Monday, July 11, 2022 @ 1:30 PM** *(This is the hearing start time –see Commission agenda for estimated project start time.)*		
WHERE	**ONLINE: Meeting link will be listed on the agenda available at www.portland.gov/bds/landmarks**		
HOW	**TO COMMENT: Follow instructions on the Historic Landmarks Commission agenda or email the planner at Tim.Heron@portlandoregon.gov**		
REVIEW BY	Historic Landmarks Commission		
PROCESS	A **Design Advice Request** is a voluntary review process that allows the Commission to provide early feedback on a development proposal, prior to the required land use review		
PROPOSAL	Design Advice Request Meeting for a proposal to construct a 23-story, 300-unit apartment tower, including affordable housing. The development is an addition to the east half of the Honeyman Hardware Historic Landmark block where some demolition of the existing Historic Block is proposed. The proposal would include 3 levels of underground parking, ground floor retail, tenant amenity space on levels 2 and 23, and an ecoroof. No Modifications or Adjustments to the Zoning Code are anticipated at this time.		
REVIEW APPROVAL CRITERIA	Demolition Review if 50% or more of the Historic Landmark Honeyman Hardware Complex is proposed for demolition: • 33.846.080.C.1.a-f. (Demolition Review) Approval Criteria. ***And*** Historic Resource Review: • 33.846.060.G.1-10 Other Historic Approval Criteria • Central City Fundamental Design Guidelines • River District Design Guidelines		
SITE ADDRESS	555 NW Park Avenue		
ZONING/ DESIGNATION	Historic Landmark, listed on the National Register of Historic Places as the *Honeyman Hardware Company Building* CXd, Central Commercial with design overlay		
APPLICANT(S)	Robert Thompson, FAIA, TVA Architects bobt@tvaarchitects.com	**OWNER(S)**	Eran Fields, Fields Holdings, LLC efields@fieldsholdings.com
QUESTIONS? BDS CONTACT	**Tim Heron, City Planner** **(503) 823-7726 / Tim.Heron@PortlandOregon.gov** Bureau of Development Services, 1900 SW 4th Ave, Suite 5000, Portland, OR 97201		

Traducción e interpretación | Chuyển Ngữ hoặc Phiên Dịch | 翻译或传译 | Turjumida ama Fasiraadda | 翻訳または通訳 | ການແປພາສາ ຫຼື ການອະທິບາຍ
Письменныйили устный перевод | Traducere sau Interpretare | 번역및통역 | الترجمة التحريرية أو الشفوية | Письмовий або усний переклад

503-823-7300 BDS@PortlandOregon.gov www.PortlandOregon.gov/bds/translated TTY: 503-823-6868 Relay Service: 711

Robert Thompson, FAIA, bobt@tvaarchitects.com
920 SW 6th Avenue, Suite 1500
Portland, OR 97204

DATE: 6/16/2022

TO: Tim Heron | Tim.Heron@portlandoregon.gov
Bureau of Development Services
1900 SW Fourth Ave., Suite 5000
Portland, Oregon 97201

APPLICANT'S STATEMENT CERTIFYING DESIGN ADVICE REQUEST POSTING

Case File EA 22-146647 DA – Honeyman Hardware Complex / The Philip Housing

This certifies that I have posted notice on my site. I understand that the meeting with the Historic Landmarks Commission is scheduled for **July 11, 2022** at 1:30PM, and that I was required to post the property at least 20 days before the hearing.

The required number of poster boards, with the notices attached, were set up on 6/16/2022 (date). These were placed adjacent to each street frontage so that they were visible to pedestrians and motorists.

I understand that this form must be returned to the Bureau of Development Services no later than **June 27, 2022**, 14 days before the scheduled meeting. I also understand that if I do not post the notices by **June 20, 2022**, or return this form by **June 27, 2022**, my meeting will automatically be postponed.

In addition, I understand that I may not remove the notices before the meeting, but am required to remove them within two weeks of the meeting.

Signature

Robert Thompson

Print Name

920 SW 6th Avenue, Suite 1500

Address

Portland, OR 97204

City/State/Zip Code

PBOT
PORTLAND BUREAU OF TRANSPORTATION
1900 SW Fourth Ave., Suite 5000 Portland, OR 97201 503-823-5185
Fax 503-823-7576 TTY 503-823-6868 www.portlandoregon.gov/transportation
Jo Ann Hardesty Commissioner Chris Warner Director

PBOT – Development Review

Design Advice Request Response

Date: June 29, 2022
To: Robert Thompson, TVA Architects
503-220-0668, bobt@tvaarchitects.com
From: Tammy Boren-King, PBOT Development Review
503-823-2948, Tammy.Boren-King@portlandoregon.gov
Case File: EA 22-146647
Location: 514 NW 9TH AVE
R#: R140621, R140621
Proposal: HLC HEARING - 23-story, approximately 300-unit apartment tower including affordable housing, with 3 levels of underground parking, ground floor retail, and tenant amenity space on levels 2 and 23. Development is the east half of the block. The existing Metro building building would be demo'd. See last page of application for more information. Stormwater will be managed on-site via ecoroof as required.

Portland Bureau of Transportation/Development Review (PBOT) staff has reviewed the pre-application conference materials to identify potential issues and requirements.

A. Key Issues and Requirements

Following is a brief summary of issues and requirements that may impact your proposed project or are submittal requirements that will require time to prepare prior to submittal of the application.

- Pre-application conference 22-110786-PC was held on March 9, 2022 for this project. At that time the public improvement requirements were identified and remain unchanged. For the purposes of PBOT frontage improvements, the entire block must be reconstructed to River District Right-of-Way Standards, which are available at https://www.portland.gov/transportation/planning/river-district-right-way-standards-2020-update. The applicant must provide a current survey that documents that there is a minimum of 12-ft of right-of-way (ROW) along all frontages measured from the face of the existing curbs. If there is less than 12-ft, dedication to achieve 12-feet will be required except where existing property-line tight buildings are being retained.

- Thank you for providing the vehicle access from NW Hoyt. A driveway can be allowed to this frontage without an adjustment under 33.510.263- Central City Parking and Loading Access. The various options have different layouts for the driveway. The maximum driveway width allowance for a commercial driveway is 24-feet per TRN 10.40.E. If the eventual design will result in a driveway that is

more than 24-feet in width, a Driveway Design Exception (DDE) is needed. Approval must be secured PRIOR to PBOT support for the land use review.

- The preferred option B of the proposal includes below grade parking under portions of the sidewalks on NW Hoyt St. and NW Park Ave. If the eventual design contains structure under the sidewalk, 30% approved public works concept plans shall be required prior to land use approval. There must be a minimum of 5-ft of clearance between the top of the below grade parking and the grade of the gutter at street level. **Please note a public works permit has not been submitted at the time of this writing. PBOT will not be able to support a design with structural elements under the sidewalk until 30% concept approval of a public works permit is obtained.**
- Driveway gates must be set back a minimum of 20-ft from the street property line or receive approval of a Driveway Design Exception (DDE). The applicant must receive approval of the DDE prior to land use approval. Applications for the DDE can be found at the following link: https://www.portland.gov/transportation/development/driveway-standards. Approval must be secured PRIOR to PBOT support for the land use review.
- The applicant must submit a detailed site utility plan with the land use application. Every effort should be made to locate any private utility vaults within the building on private property. **PBOT's utility policy is undergoing an update with likely effective date in July. It is anticipated that private vaults will be required to be located on private property and not in the right-of-way.**
- The various options submitted all include on-stie loading, even in the ¼ block option. Thank you. It is highly recommended the applicant meet the loading demands of their building on private property. Please be sure to document the overhead clearance requirement will be met. (33.266.310.D) This is 13-feet for a standard A and 10-feet for a standard B. The required loading depends on the proposal.

Street Classifications

NW Glisan is classified as a Traffic Access Street, Transit Access Street, Major City Walkway, Major Emergency Response Street, and a Local Service Street for all other modes. The design classification is Neighborhood Main Street. Based on City GIS, the frontage is improved with a 12-ft sidewalk corridor with a 0-12-0 configuration. This frontage must be reconstructed to River District standards with a 0.5-ft curb, 4-ft furnishing zone, 6-ft sidewalk, and 1.5-ft frontage zone.

NW Hoyt is classified as a City Bikeway, Neighborhood Walkway, Minimum Emergency Response Street, and a Local Service Street for all other modes. The design classification is Local Street. Based on City GIS, the frontage is improved with a 12-ft sidewalk corridor with a 0-12-0 configuration. This frontage must be reconstructed to River District standards with a 0.5-ft curb, 4-ft furnishing zone, 6-ft sidewalk, and 1.5-ft frontage zone.

NW 9th Ave is classified as a Major City Bikeway, City Walkway, Minor Emergency Response Street, and a Local Service Street for all other modes. The design classification is Local Street. Based on City GIS, the frontage is improved with a 12-ft sidewalk corridor with a 0-12-0 configuration. This frontage must be reconstructed to River District standards with a 0.5-ft curb, 4-ft furnishing zone, 6-ft sidewalk, and 1.5-ft frontage zone.

NW Park is classified as a Major City Bikeway, Major City Walkway, Minor Emergency Response Street, and a Local Service Street for all other modes. The design classification is Local Street. It is also the alignment for the Green Loop. Based on City GIS, the frontage is improved with a 12-ft sidewalk corridor with a 0-12-0 configuration. This frontage must be reconstructed to River District standards with a 0.5-ft curb, 4-ft furnishing zone, 6-ft sidewalk, and 1.5-ft frontage zone.

Site Utility Plan

PBOT's current policy on potential transformer vault location within the public right-of-way (r.o.w.) will necessitate that the applicant submits a utility plan for consideration by PBOT and the utility provider. The utility plan must be submitted with the land use application to avoid any conflicts with either process. The applicant should contact the utility provider as early as possible, to identify a feasible location for the necessary transformer/vault. The submittal of the utility plan is required for PBOT to recommend that a land use application be deemed complete. **PBOT's utility policy is undergoing an update with likely effective date in July. It is anticipated that private vaults will be required to be located on private property and not in the right-of-way.** Depending on when vesting in the current policy will end and the submission of development plans for this site, the applicant is strongly encouraged to try and locate private utility vaults on private property and within the building.

The submitted plans do not show any utility vaults in the right-of-way. The applicant must submit the following information package with the design review materials:

Utility Site Plan: A detailed map of the development and the location of all public and private utilities necessary to support the proposed development (with approx.. dimensions – i.e. power/electricity, natural gas, water, sewer, etc.

Vault specifics (if any vaults are proposed in the right-of-way): The location and size of all existing utility vaults adjacent to the development. In addition, detail (include make/model number) and designate any utility vaults which are to be used for the Exclusive Use (UVE) of the development.

Utility Contact List: A list of the names and contact information of all utility representatives consulted to create the plan.

This information must be packaged and sent to PBOT staff (Tammy Boren-King, tammy.boren-king@portlandoregon.gov) for immediate review by PBOT Utility Permit Section. This matter must be resolved (an approved location) prior to the decision on the land use request being made. PBOT will not be able to provide a formal response in support of the overall project without this matter being resolved.

The applicant is further advised that a long-term lease will be applied to proposed vaults within the r.o.w. area. Said lease process must be initiated/completed prior to the issuance of the expected Building Permit for the project.

At the time of submittal of building permit, PBOT will be requiring a lease for private utility vaults in the ROW. If the applicant has any questions about the terms of the lease, they may contact Dave McEldowney, PBOT Right-of-Way Acquisition manager, at 503-823-7166.

B. TRANSPORTATION CODE REQUIREMENTS

The following information must be addressed by the applicant in order to receive building permit approval from PBOT. Loading must be addressed in order to receive land use review approval from PBOT.

Topic	Code and Comments	Code Citation & Link
River District Right-of-Way standards	Please have your civil engineering team review this standards. They include specifications for lighting, furnishing zone treatments, and curb radius among other topics.	https://efiles.portlandoregon.gov/Record/13621560/
Garage Entry Gate/Door	Portland transportation policies call for minimizing conflicts between vehicles and pedestrians, especially in areas that are designated as City Walkways or Pedestrian Districts. The applicant's design should respond by eliminating or reducing the size of as many garage entrances as possible. If there are doors on the garage entrances, they will need to be designed with remote operation or be located at least 20 feet back from the sidewalk.	17.28.110 and TRN 10.40
Garage Entry Grade and Warning System	The garage entry must be designed to allow exiting drivers to see pedestrians on the sidewalks approaching the vehicle exits. Any driveway with a slope greater than or equal to 16% will require the applicant to submit a stamped Driveway Design Exception. In addition, an audio/visual warning system must be installed to warn pedestrians of exiting vehicles.	Portland Policy Document TRN 10.42
Oriel Windows	An encroachment review is required for Oriel Windows that exceed the dimensions prescribed in the Structural Specialty Code section 3202.3.2.	3202.3.2-Structural Specialty Code
Encroachments in the Public Right-of-Way	Any proposed encroachments (balconies, decks and door swings) in the public right-of-way are subject to the requirements of the International Building Code (IBC). Per the IBC, doors may not swing into the public right-of-way. All encroachments will require a permit issued by	International Building Code

Topic	Code and Comments	Code Citation & Link
	PBOT at time of building permit. Additional information on the City's Encroachment Permit process can be found at the following link: www.portlandoregon.gov/transportation/59332. Further, please see the attached document at the end of this response that includes general information on other relevant Encroachment Permit considerations.	

C. Public Works Permit Process

The Right-of-Way improvements will need to be designed by an Oregon licensed civil engineer and constructed under a Public Works Permit, which is separate from the Building Permit that will be necessary for construction of the proposed project.

Concept Development Phase plans must be submitted to Public Works Permitting in order to verify the type of PW Permit that is required and to determine the required performance guarantee amount.

PW Design Review will determine specific design elements including stormwater management, bus stop, curb-cuts, landscaping, location of signage, location of utility poles and street lights, as well as other design requirements.

The applicant is therefore encouraged to contact Public Works at (503) 823-1987 or at pwp@portlandoregon.gov to familiarize themself with the process and initiate the appropriate meetings/process. Additional information on the City's Public Works Permitting process can be found at the following link: http://www.portlandoregon.gov/publicworks. It is important for the applicant to understand the Public Works process and timeline to avoid any conflicts with the Land Use Review and Building Permit process.

Concept Development approval (30% design) including plans, fees, the signed application for permit, and a performance guarantee for the estimated value of the improvement must be submitted prior to Building Permit approval. The performance guarantee may be in the form of a surety bond, irrevocable letter of credit, set-aside account, or cash deposit. Applicant should contact Public Works at (503) 823-1987 for appropriate forms and additional information.

A. Building Permit Information

At the time of building permit review you should be aware of the following:

1. Balconies are required to meet the International Building Code (IBC) for projections into the ROW, which allows one inch of encroachment for each additional inch of clearance above 8-ft', with a maximum allowable encroachment of 4-ft. The building permit must demonstration that any proposed balconies meet this standard. Any windows which project into the public ROW will need to meet the code guide for Window Projections Into Public Right-of-Way available at Microsoft Word - Web OSSC32 1 - Window Projections into Public ROW 040115 (portland.gov).
2. There are overhead power lines adjacent to your site. There are clearance requirements which you should be aware of when designing a zero setback building especially if you are

planning on any projections like balconies or bay windows. Please contact the appropriate utility service company to assure the proposed design meets the requirements for separation distances of structures and utility services.

3. When proposed development will prohibit use of an area of within the public right-of-way, a separate Temporary Street Closure permit will be required. Additionally, closures that do not allow safe passage and unobstructed flow of normal public use in a partially open area or lane, will also require a City approved Traffic Control Plan. For information on obtaining a separate Temporary Street Closure permit, please contact: www.tsup.info (503-823-7611).
4. System Development Charges (SDCs) may be assessed for this development. To receive an estimate of the SDC amount, the applicant is advised to leave a voicemail message to include the case file number, at (503) 823-7002, Option 2. Additional information about PBOT SDCs can be found at: Transportation System Development Charges | Portland.gov.

D. Submittal Requirements for Land Use

This list identifies PBOT submittal requirements. Please see the Conference Summary Memo for all of the materials you must submit for your application to be considered complete.

1. Written narrative adequately addressing all transportation related approval criteria.

2. Preliminary plans showing necessary dedication(s) and right-of-way improvements.

3. The applicant is strongly encouraged to apply for their required 30% approved public works plans as soon as possible. As this will be needed prior to land approval for the option with parking extending past the property line and into the right-of-way under the sidewalk.

-----Original Message-----
From: Sol Schade <solschade@gmail.com>
Sent: Friday, July 8, 2022 9:11 AM
To: BDS Hearings Clerk <BDSHearingsClerk@portlandoregon.gov>
Cc: Heron, Tim <Tim.Heron@portlandoregon.gov>
Subject: Re: Hearing July 11th re: 555 NW Park

Good morning Laura,

Thank you so much. Here is my testimony—

Dear Commissioners,

My name is Sol Schade and I am a resident of the Honeyman Hardware Lofts. I moved to Portland from Philadelphia last summer for a job at one of the big companies outside Portland. I'm single, I'm in my late twenties, and I have lived in big cities for my entire adult life. From what I understand, I fit the demographic for someone "The Phillip" would be marketing to, along with all other new construction apartment buildings in Portland. When I was looking for apartments in Portland last year I was extremely disappointed. It was difficult to find anything that felt like it could be a home. I toured a number of the new builds that would be similar to The Phillip and it felt like someone was trying to convince me to live in a mixture of a hotel and an office building. The Honeyman Hardware lofts immediately felt like my home. My friends from out of town are always jealous when I show them pictures and multiple friends at work either live in the building too or they tried to at some point when an apartment wasn't available.

The Honeyman Hardware lofts are a key anchor to Portland's culture in the rapidly changing Pearl District. I would be devastated if anyone demolished such a beautiful and unique part of Portland's history.

Best,

Sol

2022 July 8

Historic Landmarks Commission
1900 SW 4th Ave., Ste 5000
Portland, OR 97201

RE: The Philip (EA 22-146647 DA, scheduled for July 11th)

Dear Commissioners of the Historic Landmark Commission:

I am a resident of The Pearl writing to express, at a high level, my support for both Options B and C of the proposed Philip projects, as presented in the drawings posted online.

My perspective is predicated on three thoughts:

1) We need more housing. In this regard, I prefer **Option C**.

2) We should minimize off-street parking. In this regard, I strongly prefer **Option B**.

3) We want to preserve old buildings, if for no other reason than to preserve the pedestrian-friendly and human-scaled street feel that older buildings usually provide. In this regard, and maybe contrary to many historic preservationists, I prefer **Option C** because maybe the firmest way to extend an old building's longevity is to deeply incorporate it into a new building.

> I understand that Portland City Hall may have tended to look down on the facadectomy approach in the recent past, but could this project be an opportunity to newly add this approach to our toolbox? My view is that facadectomies are useful ways to permit our city to grow and modernize while also preserving the architecture of our past for the public realm.
>
> It is from the public realm (i.e. from the street) where the vast majority of people experience a building, and it is the public realm that bestows the primary contribution to the architectural and transportation character of a neighborhood. For this reason, in my opinion, there is no more important part of a building than its participation in the public realm, and thus its exterior, which is why I encourage this commission to consider the facadectomy a useful tool, particularly in scenarios such as this one where greater density and intensity of use is needed. It's a nice way to have our cake and eat it, too.

(Option A has too much parking and unnecessarily demolishes existing structures which provide valuable definition and interest to the North Park Blocks. Option A is a non-starter.)

All that said, I cannot decide whether I like Option B or C better. While I certainly like Option C's 20% higher home count (295 vs 243) and quality integration of the Bindery building, Option B's complete elimination of off-street parking is just so damn fantastic! Could we have an Option D in which the project simply zeroes out the parking from Option C and thereby reduced its costs and tenants' housing prices?

Thank you for your attention and consideration,

-Sean Sweat
408 NW 12th Ave #501
Portland, OR 97209

City of Portland, Oregon - Bureau of Development Services

1900 SW Fourth Avenue • Portland, Oregon 97201 | 503-823-7300 | www.portland.gov/bds

Early Assistance Application

File Number: EA 22-146647 DA
Appt Date/Time:

FOR INTAKE, STAFF USE ONLY

Date Rec 5/25/22 by ejd

LU Reviews Expected HR

☐ Required ☐ Optional

☐ Y ☒ N Unincorporated MC
☐ Y ☐ N Flood Hazard Area (LD & PD only)
☐ Y ☐ N Potential Landslide Hazard Area (LD & PD only)
☐ Y ☒ N 100-year Flood Plain
☐ Y ☒ N DOGAMI

Qtr Sec Map(s) 2929 & 3029 Zoning CXd
Plan District CC - Pearl
Historic and/or Design District Central City & Landmark
Neighborhood Pearl District
District Coalition NW/NW
Business Assoc Pearl District & Downtown Retail Council
Neighborhood within 400/~~1000~~ xxxxft Old Town Community

APPLICANT: Complete all sections below that apply to the proposal. Please print legibly.
Email this application and supporting documents to: LandUseIntake@portlandoregon.gov

Development Site

Address 555 NW Park Avenue Cross Street NW Hoyt Street, NW Glisan Street Site Size/Area 40,000sf

Tax account number(s) R 140621 R _____ R _____ R _____

Short Project Description:
include proposed stormwater disposal methods. Attach additional sheets for a more detailed description, if needed.

23-story, approximately 300-unit apartment tower including affordable housing, with 3 levels of underground parking, ground floor retail, and tenant amenity space on levels 2 and 23. Development is the east half of the block. The existing Metro building building would be demo'd. See last page of application for more information. Stormwater will be managed on-site via ecoroof as required.

Design & Historic Review (New development: give project valuation. Renovation: give exterior alteration value) $ 85,000,000

APPLICANT: Select an Early Assistance Type and check boxes for desired meeting/written notes options:

Early Assistance Type	City Reviewers	On-line MS Teams meeting & written notes provided[1]	No meeting, written notes provided
☐ **Pre-application Conference[2]** required for Type III and IV land use reviews	BDS Land Use Services, Transportation, Environmental Services, Water, Parks, others as needed	☐	
■ **Design Advice Request[2]** Public Zoom meeting or written notes only with Design Commission or Historic Landmarks Commission	BDS Land Use Services and Design Commission or Historic Landmarks Commission		
☐ **Early Assistance - Zoning and Infrastructure Bureaus** (including initial bureau responses for street vacations)	BDS Land Use Services, Transportation, Environmental Services, Water, Parks	☐	☐
☐ **Early Assistance - Zoning Only**	BDS Land Use Services	☐	☐
☐ **Pre-Permit Zoning Plan Check** ☐ 1-2 housing units ☐ All other development	BDS Land Use Services		☐
☐ **Public Works Inquiry for 1-2 housing units** No land use review or property line adjustment expected	Transportation, Environmental Services, Water		☐

[1]Where a meeting is optional, an additional fee applies for the meeting in addition to written notes. Please see the Land Use Services fee schedule for detailed fee information: www.portland.gov/bds/documents/land-use-services-fees-schedule.

[2]Public notice (email and internet posting) provided for Pre-application conferences and Design Advice Requests.

Applicant Information

For Early Assistance options that include a meeting, indicate who should be invited by BDS staff. A legible email address must be provided. Include separate sheet for additional names if needed.

PRIMARY CONTACT, check all that apply ■ Applicant ❑ Owner ❑ Other _____
Invite to MS Teams Meeting?: ■ Yes ❑ No

Name Robert Thompson, FAIA Company TVA Architects

Mailing Address 920 SW 6th Avenue, Suite 1500

City Portland State OR Zip Code 97204

Day Phone 503-220-0668 email bobt@tvaarchitects.com

Check all that apply ❑ Applicant ■ Owner ❑ Other _____
Invite to MS Teams Meeting?: ■ Yes ❑ No

Name Eran Fields Company Fields Holdings, LLC

Mailing Address 2251 Lina Flora Dr

City Los Angeles State CA Zip Code 90077

Day Phone _____ email efields@fieldsholdings.com

Check all that apply ❑ Applicant ❑ Owner ■ Other Project team member
Invite to MS Teams Meeting?: ■ Yes ❑ No

Name John Jamiel Company TVA Architects

Mailing Address 920 SW 6th Avenue, Suite 1500

City Portland State OR Zip Code 97204

Day Phone 503-220-0668 email john.jamiel@tvaarchitects.com

Please submit this application via email with the following materials to LandUseIntake@portlandoregon.gov:

■ Written project description
■ Site plans drawn to a measurable scale, with scale and scale bar identified
■ Building elevations drawn to a measurable scale (if appropriate), with scale and scale bar identified

Once the application is received, staff will contact you regarding payment and scheduling a date and time for your meeting.

Questions to be discussed:

Please include on a separate sheet of paper all questions you wish to be addressed.

Note:

1. Only material submitted with the original application will be addressed by City staff; we are unable to address any additional material that is submitted after the application is received.
2. For some proposals, such as those using the Community Design Standards, you will receive more detailed information if you provide full-sized plans.
3. Estimates for System Development Charges (SDCs) are not be provided at Early Assistance Meetings. Refer to SDC information on the BDS website.
4. Plans examiners do not participate in Early Assistance meetings and they do not provide written comments. For life/ safety and building code questions, consult with a plans examiner in the Permit Center or schedule a Life Safety Preliminary Meeting (www.portland.gov/bds/documents/life-safety-preliminary-meeting-request-packet).

Following a pre-application conference, the summary report with web links to forms and handouts will be e-mailed to you. If you prefer to receive paper copies, please check this box. ❑

City of Portland, Oregon
Bureau of Development Services
Land Use Services
FROM CONCEPT TO CONSTRUCTION

Dan Ryan, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portland.gov/bds

Design Advice Request

DISCUSSION MEMO

Date: **July 1, 2022**

To: **Portland Historic Landmarks Commission**

From: **Tim Heron, Historic and Design Review**
503-823-7726, Tim.Heron@portlandoregon.gov

Re: **EA 22-146647 DAR – Honeyman Hardware/ The Philip**
Design Advice Request Memo – July 11, 2022

This memo is regarding the upcoming DAR on **July 11, 2022,** for an addition to the Honeyman Hardware Block, a Historic Landmark, listed on the National Register of Historic Places as the Honeyman Hardware Company Building.

The following supporting documents are available as follows:

- Narrative and Drawings – accessed here on City eFiles. Note, Commissioners who requested hard copies will receive the drawing set by courier.
- Staff Pre-Application Conference notes, Guideline matrix and other documents noted below are attached.

I. PROGRAM OVERVIEW

Design Advice Request Meeting for a proposal to construct a 23-story, 300-unit apartment tower, including affordable housing. The development is an addition to the east half of the Honeyman Hardware Historic Landmark block where some demolition of the existing historic block is proposed. The proposal would include 3 levels of underground parking, ground floor retail, tenant amenity space on levels 2 and 23, and an ecoroof.

No Modifications or Adjustments to the Zoning Code are anticipated at this time.

Please note: The Development Team, on the advice of Staff, has studied Three Options: A, B and C. Their preferred is Option C.

II. DEVELOPMENT TEAM BIO

Architect	Robert Thompson, FAIA (TVA Architects)
Owner's Representative	Eran Fields (Fields Holding, LLC)
Project Valuation	$85,000,000

III. FUTURE DESIGN REVIEW APPROVAL CRITERIA: (see attached matrix)

Demolition Review if 50% or more of the Historic Landmark Honeyman Hardware Complex is proposed for demolition:

- 33.846.080.C.1.a-f. (Demolition Review) Approval Criteria.

And Historic Resource Review:

- 33.846.060.G.1-10 Other Historic Approval Criteria
- Central City Fundamental Design Guidelines
- River District Design Guidelines

IV. SITE INFORMATION

1. **Policy**. The following summarizes key policy context as it applies to the subject site.
   a. **Development Standards – CXd / Central Commercial (Base Zone); Historic Resource overlay; d (Design Overlay); Historic Landmark; Central City Plan District, River subdistrict.**
   b. **Transportation:** Adjacent streets are classified as follows:
      - NW Hoyt Street, Local Service Street
      - NW Park Avenue, Local Service Street
      - NW Glisan Street, Transit Access Street
      - NW 9th Avenue, Local Service Street
2. **Context Background**:
   a. For Demolition Review. The Type 4 Demolition Review process for a Historic Resource in the City of Portland is the highest type of Land Use Review and requires City Council Approval. City Council has denied applications that did not demonstrate a very high-level of compatibility and mitigation based on the approval criteria. Demolition Reviews that have been approved ultimately proposed a significantly compatible replacement structure and/ or addition that reinforced the massing, proportions and materials of the contributing resource and its surrounding context while also providing a significant public benefit.

   Please note that while demolition of the Metro Building on this site was previously approved (LU 07-173368 HDZM, NE corner ¼ block), it was in large part because:

   1) The Metro Building was the least historic building of the three buildings that make up the Honeyman Hardware Company Building complex,

   2) The Metro Building had been modified greatly over time, and

   3) The Metro Building ¼ block was being replaced with another ¼ block building of comparable scale and materiality to the adjacent ¼ block Cotter Building.

   In contrast, Option A [full half block addition – removes the Metro Building and the two-story portion of the Bindery Building] does not appear to meet many of the required approval criteria for Demolition Review and the subsequent Historic Resource Review by virtue of its massing, scale, materials and proportions. ***Please note the detailed Pre-Application Conference Planner Response attached.***

Option B [1/4 block addition – removes the Metro Building] and Option C [3/8 block plus addition – removes the Metro Building and retains the building walls of the two-story portion of the Bindery Building] does not trigger demolition review.

For your reference, the National Register nomination for the Honeyman Hardware Loft is linked below:

National Register of Historic Places – The Honeyman Hardware Company Building

V. STAFF ANALYSIS & RECOMMENDED DAR DISCUSSION TOPICS. Staff recommends you consider the following topics among your discussion items:

CONTEXT | COMPATIBILITY

Approval Criteria/ Guidelines: 33.846.060.G; CCFDG: A5 - Enhance Embellish and Identify Areas, C1 – Enhance View Opportunities, CCFDG C2 – Promote Quality and Permanence, C3 – Respect Architectural Integrity, C4 – Complement the Context of Existing Buildings, C5 – Design for Coherency, D1 – Park Blocks.

1. Partial demolition of the Honeyman Hardware Complex

a. The merits and mitigation of the request to demolish only the ¼ block Metro Building

b. The merits and mitigation of the request to demolish the ¼ block Metro Building and the majority eastern ½ of the Bindery Building

2. Height and massing; base/ middle/ top and proportions

a. Review of Options A, B and C.

b. Review of Option C, hybrid addition, that preserves as much of the Bindery Building as possible with a glassy addition to convey relative lightness above the historic building to remain

c. New addition context and compatibility to remaining Honeyman Hardware Company Building complex

d. Building base, middle, and top proportions and expression

e. Integration with future anticipated development at Broadway Corridor

PUBLIC REALM

Approval Criteria/ Guidelines: A4 - Use Unifying Elements, A8 – Contribute to a vibrant Streetscape, B1 – Reinforce and Enhance the Pedestrian System, B2 – Protect the pedestrian, B-6 Develop Weather Protection, B7 – Integrate Barrier-Free Design, C7 – Design Corners that Built Active Intersections.

3. Preservation of the existing Honeyman Hardware Complex Buildings

- Restoration and improvements

4. Ground floor/ building base quality and program

a. The Green Loop/ Required Building Line frontage.

b. Ground floor uses for each street frontage – residential lobby, residential units, retail and limited back-of- house including loading

QUALITY & PERMANENCE

Approval Criteria/ Guidelines: 33.846.060.G; CCFDG: A5 - Enhance Embellish and Identify Areas, C1 – Enhance View Opportunities, CCFDG C2 – Promote Quality and Permanence, C3 – Respect Architectural Integrity, C4 – Complement the Context of Existing Buildings, C5 – Design for Coherency, D1 – Park Blocks.

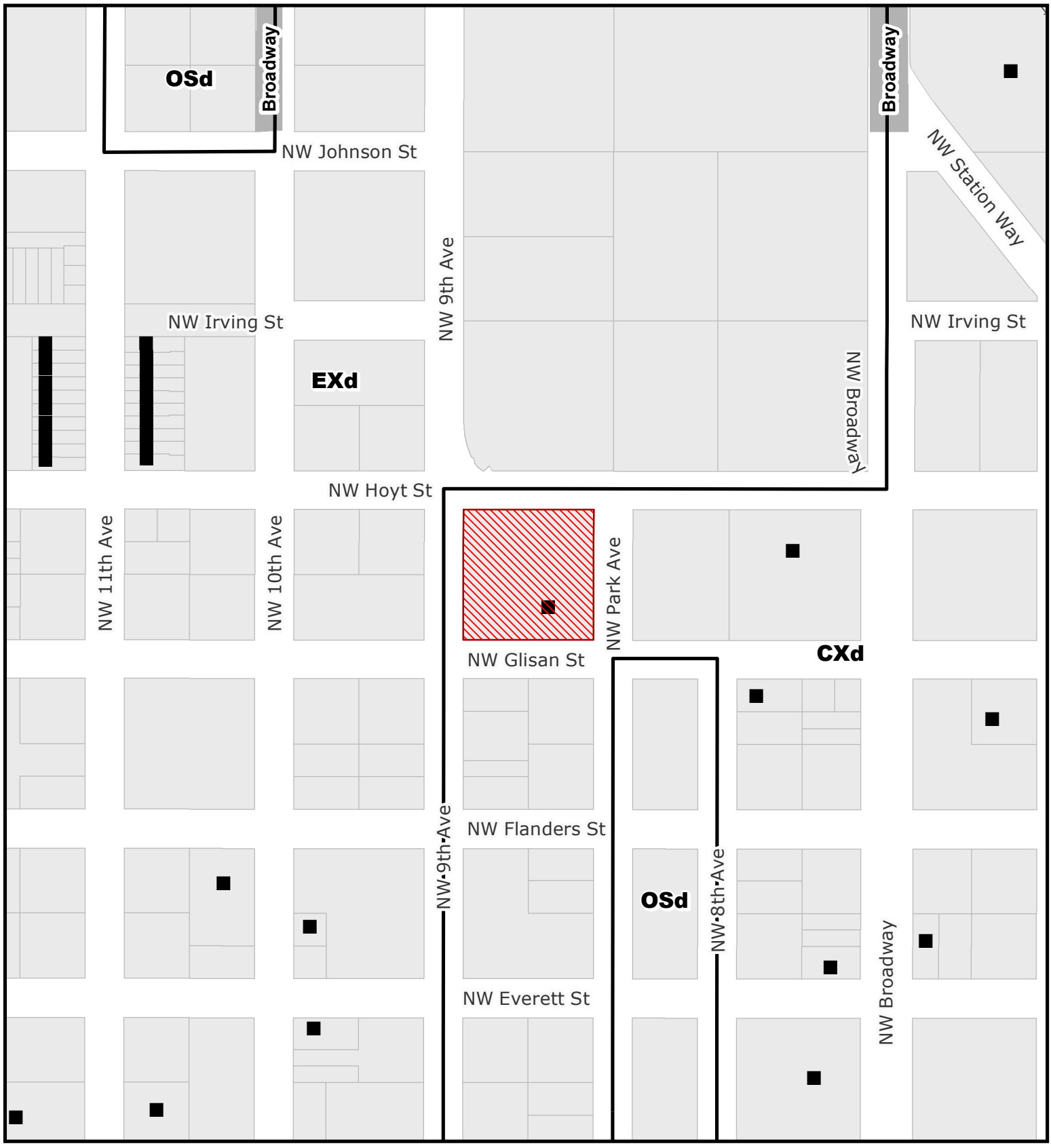
5. Materiality

a. Concrete and masonry are character defining features in the National Register nomination for this block and supported by the Design Guideline approval criteria

b. If other materials or modern cladding systems are being considered, examples and details should be provided

Attachments:

- *Zone Map*
- *Applicant Narrative and Drawing set dated June 27, 2022*
- *Demolition Review: 33.846.080.C.1.a-f. (Demolition Review) Approval Criteria.*
- *Historic Resource Review: 33.846.060.G, Central City Fundamental Design Guidelines and River District Design Guidelines Matrix*
- *EA 22-110786 PC - Honeyman Hardware TVA 23-story PLANNER RESPONSE*



ZONING

NORTH

For Zoning Code in effect Post August 1, 2021

CENTRAL CITY PLAN DISTRICT
PEARL SUB DISTRICT

Site

Historic Landmark

File No.	EA 22 - 146647 DA
1/4 Section	3029,2929
Scale	1 inch = 200 feet
State ID	1N1E34BC 7600
Exhibit	B May 26, 2022

EA 22-146647 DA Exh G2

2. The preservation of the character of the historic resource is more important than meeting the purpose of the standard for which a modification has been requested.

33.846.080 Demolition Review

A. Purpose. Demolition review protects landmarks and contributing resources in districts. Demolition review recognizes that historic resources are irreplaceable assets significant to the region's architectural, cultural, and historical identity and their preservation promotes economic and community vitality, resilience, and memory. In the event that demolition of a historic resource is approved, demolition review also addresses the potential for mitigation of the loss.

B. Review procedure. Demolition reviews are processed as follows:

1. Proposals to demolish an accessory structure are processed through a Type II procedure;

2. Proposals to demolish a Conservation Landmark, National Register Landmark, contributing resource in a Conservation District, or contributing resource in a National Register District are processed through a Type III procedure;

3. All other proposals to demolish a historic resource are processed through a Type IV procedure.

C. Approval criteria. Proposals to demolish a historic resource will be approved if the review body finds that one of the following approval criteria is met:

1. Demolition of the resource has been evaluated against and, on balance, demolition has been found to be equally or more supportive of relevant goals and policies of the Comprehensive Plan, and any relevant area plans, than preservation, rehabilitation, or reuse of the resource. The evaluation must consider:

   a. The resource's age, condition, historic integrity, historic significance, design or construction rarity, value to the community, and association with historically marginalized individuals or communities;

   b. The economic consequences for the owner and the community;

   c. The merits of demolition;

   d. The merits of development that could replace the demolished resource, either as specifically proposed for the site or as allowed under the existing zoning;

   e. The merits of preserving the resource, taking into consideration the purposes described in Subsection A; and

   f. Any proposed mitigation for the demolition.

2. The proposal is to demolish a contributing resource in a Conservation District or National Register District, and demolition of the resource will be mitigated to enhance, preserve, or restore the archaeological, architectural, cultural, or historic significance or integrity of the district. The mitigation must be responsive to the

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significance and integrity of the resource proposed for demolition. The evaluation must consider:

a. The resource's age, condition, historic integrity, historic significance, design or construction rarity, value to the community, and association with historically marginalized individuals or communities;

b. The economic consequences for the owner and the community;

c. Relevant goals and policies of the Comprehensive Plan.

3. The proposal is to demolish a contributing resource in a single-dwelling zone in a National Register District, and demolition of the resource will facilitate the creation of more deeply affordable dwelling units than could practicably result from preservation, rehabilitation, or reuse of the resource. In this case, deeply affordable means permanently affordable to those earning no more than 60 percent of the area median family income. The evaluation must consider:

a. The resource's age, condition, historic integrity, historic significance, design or construction rarity, value to the community, and association with historically marginalized individuals or communities;

b. The economic consequences for the owner and the community;

c. Relevant goals and policies of the Comprehensive Plan.

4. The proposal is to demolish an accessory structure, and demolition of the resource will not significantly diminish the architectural, cultural, or historic significance or integrity of the associated landmark or district.

(Added by: Ord. No. 169987, effective 7/1/96. Amended by: Ord. No. 171589, effective 11/1/97; Ord. No. 175204, effective 3/1/01; Ord. Nos. 175965 and 176333, effective 7/1/02; Ord. No. 176587, effective 7/20/02; Ord. No. 178509, effective 7/16/04; Ord. No. 178657, effective 9/3/04; Ord. No. 178832, effective 10/21/04; Ord. No. 179980, effective 4/22/06; Ord. No. 180619, effective 12/22/06; Ord. No. 181357, effective 11/9/07; Ord. No. 182429, effective 1/16/09; Ord. No. 183598, effective 4/24/10; Ord. No. 184016, effective 1/2/11; Ord. No. 185915, effective 5/1/13; Ord. No. 187216, effective 7/24/15; Ord. No. 188177, effective 5/24/18; Ord. No. 188958, effective 5/24/18; Ord. No. 189000, effective 7/9/18; Ord. No. 189488, effective 12/2/19; Ord. No 189805, effective 3/1/20; Ord. No. 190023, effective 8/10/20; Ord. No. 190687, effective 3/1/22.)

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CITY OF PORTLAND, OREGON - BUREAU OF DEVELOPMENT SERVICES

1900 SW Fourth Avenue, Portland, Oregon 97201, www.portlandoregon.gov/bds

CENTRAL CITY FDG (2003) + RDDG (2008) + 33.846.060.G		PROJECT NAME: *add here*		CASE NUMBER
DATE		PROJECT ARCHITECT: *add here*		PROJECT VALUE $

MACRO / CONTEXT	STAFF		COMMISSION	
	+ / -	*Comments*	+ / -	*Comments*
1. Historic character. The historic character of the landmark or contributing resource will be retained and preserved. Removal of historic materials or alteration of features and spaces that contribute to the landmark or contributing resource will be avoided.				
8. Architecural compatibility. New additions, exterior alterations, or new construction will be compatible with the resource's massing, size, scale, and architectural features of the landmark or contributing resource and, if in a district, the district as a whole. When retrofitting to improve accessibility for persons with disabilities or accommdate seismic improvements, design solutions will not compromise the architectural integrity of the landmark or contributing resource.				
9. Preserve the form and integrity of historic resources. New additions, exterior alterations, or new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the landmark or contributing resource and, if in a district, the district as a whole would be unimpaired.				
10. Hierarchy of compatibility. New additions, exterior alterations, or new construction will be designed to be compatible primarily with the landmark or contributing resource and, if located within a district, secondarily with contributing resources located within 200 feet and, finally, with the rest of the district. Where practical, compatibility will be pursued on all three levels.				
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.				
A1-1: Link the River to the Community. Link the Willamette River to the community reinforcing the river's significance.				
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.				
A3-1: Provide Convenient Pedestrian Linkages. Provide convenient linkages throughout the River District that facilitate movement for pedestrians to and from the river, and to and from adjacent neighborhoods.				

A6: Re-use, Rehabilitate, Restore Buildings. Where practical, reuse, rehabilitate, and restore buildings 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.				
A9: Strengthen Gateways. Develop and/or strengthen gateway locations.				
A9-1: Provide a Distinct Sense of Entry and Exit. When developing at gateway locations, provide a distinct sense of entry and exit that relates to the special qualities of the area.				
B5: Make Plazas, Parks & 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. Develop locally-oriented pocket parks that incorporate amenities for nearby patrons.				
B5-1: Recognize the Roles of the Tanner Creek Parks. Strengthen and enhance the Tanner Creek Parks as both a neighborhood park system and an extension of the North Park Blocks.				
B5-2: Strengthen the Significance of the Classical Chinese Garden. Strengthen the significance of the Classical Chinese Garden.				
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 façades that create visual connections to adjacent public spaces.				
C1-1: Increase River View Opportunities. Increase river view opportunities to emphasize the River District ambiance.				
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.				
C3-1: Integrate Parking. Design parking garage exteriors to visually integrate with their surroundings.				
C4: Complement the Context of Existing Buildings. Complement the context of existing buildings by using and adding to the local design vocabulary.				
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.				

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 integrating special building elements, such as water features or public art. 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. In the North Park Blocks, strengthen the area's role as a binding element between New China/Japantown and the Pearl District.				

D2: 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.				

City of Portland, Oregon
Bureau of Development Services
Land Use Services
FROM CONCEPT TO CONSTRUCTION

Dan Ryan, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portland.gov/bds

BDS – Land Use Planner Response

Pre-Application Conference

Date: April 21, 2022

To: Matt Wickstrom, Conference Facilitator
503-823-6513, Matt.Wickstrom@portlandoregon.gov

From: Tim Heron

503-823-7726, Tim.Heron@portlandoregon.gov

File No.: 22-110786

Location: 514 NW 9TH AVE

Tax Account: R140621, R140621

State ID Number: 1N1E34BC 07600, 1N1E34BC 07600

Proposal: A Pre-Application Conference to discuss construction of a 23-story building with 337 dwelling units and approximately 3,300 square feet of retail space. Three stories of underground parking for 192 vehicle spaces will be provided. Two full-sized loading spaces are required. The proposal involves demoltion of half of the Bindery building which has a historic designation as well as the Metro building; both of which are located on the east portion of the block.

Zoning:

- **Base:** CX, Central Commercial
- **Overlay(s):** d, Design Overlay Zone
- **Plan District:** Central City
- **Pedestrian District:** Yes
- **Streets**: Adjacent streets are classified as follows:
  - NW Hoyt Street, Local Service Street
  - NW Park Avenue, Local Service Street
  - NW Glisan Street, Transit Access Street
  - NW 9th Avenue, Local Service Street
- **Transit:** Considered “close to transit”
- **Corridors:** Not considered Civic or Neighborhood Corridor
- **Neighborhood Plan:** Central City Plan District, Pearl subdistrict
- **Historic Designation:** Historic Landmark, listed on the National Register of Historic Places as the *Honeyman Hardware Company Building*

A. KEY ISSUES AND REQUIREMENTS

The following issues and requirements have been summarized for the applicant to pay special attention to as they may impact the proposed project.

1. Historic Resource Protection Overlay Review Options

a. Community Design Standards Track. The proposal is not eligible to use the non-discretionary design standards track based on the thresholds in Section 33.445.510.

b. Historic Resource Review Track. Two options exist for this proposal:

1. a) A Type 4 Historic Demolition Review [if the proposal demolishes 50% or more of the Historic Resource] based on the thresholds per section 33.445.100.E.1 and 33.846.080.B.3.

If a Type 4 Historic Demolition Review is approved, then

b) A Type 3 Historic Review based on the thresholds per table 846-1 of Section 33.846.060 can be requested.

Or

2. Type 3 Historic Resource Review [if the proposal demolishes 50% or more of the Historic Resource and alterations are approved through historic resource review] based on the thresholds of section 33.445.100.E.2.d.1 & 2 and per table 846-1 of Section 33.846.060.

Additional information about Demolition Review and Historic Resource Review can be found below in the sections below, including Historic Resource Review submittal requirements in Section C. ***Either option should strongly consider a Design Advice Request meeting with the Historic Landmarks Commission.***

c. Neighborhood Contact Requirement (33.420.030). For proposals with Design Overlay zoning, depicted with a 'd' on the official Zoning Maps, that will add at least 10,000 square feet of net building area to a site, the neighborhood contact steps of 33.705.020.C., Neighborhood Contact III, are required. This requirement must be completed 14 days before submitting a Land Use Review application (or building permit for projects utilizing the Community Design Standards). Additional information on the requirements of Neighborhood Contact III requirements at portland.gov/bds/neighborhood-contact.

2. Historic Resource Review and Other Land Use Review Processes

a. Historic Demolition Review Approval Criteria. The applicable approval criteria are *33.846.080.C.1.a-f. (Demolition Review) Approval Criteria.*

b. Historic Resource Review Approval Criteria. The applicable approval criteria are *1) 33.846.060.G.1-10 Other Historic Approval Criteria, 2) Central City Fundamental Design Guidelines, and 3) River District Design Guidelines. The guidelines* can be found at portlandoregon.gov/designguidelines. A matrix of the guidelines for your use has been attached.

c. Additional Land Use Reviews. Additional land use reviews can be requested in addition to the Historic Resource Review. The development standards of the Zoning Code are expected to be met. However, if a standard cannot be met, a *Modification* or *Adjustment* review can be requested. Please note, requests for Modifications or Adjustments must better meet the approval criteria **and** meet the purpose of the standard or demonstrate the preservation of the character of the resource is more important than meeting the purpose of the standard.

- A ***Modification*** review may be requested for site-related standards (such as setbacks, size of loading spaces) that are not met.

- *An **Adjustment*** review may be requested as part of the Historic Resource review for use-related development standards (such as number of loading spaces, number of parking spaces) that are not met.

All additional land use reviews should be listed on the land use application, the respective fees paid, and a response provided that addresses the additional approval criteria listed in the relevant Portland Zoning Code Chapters.

d. Other Approval Criteria. May apply if Modifications (Section 33.846.070) or Adjustments (Section 33.805.040) to development standards are requested.

e. Fee(s). Current fee(s) for land use reviews can be found at Land Use Services Fee Schedule.

f. Design Advice Request Recommended. A Design Advice Request (DAR) is ***strongly*** recommended before the Historic Landmarks Commission. The items noted in Section *3. Historic Resource Review Issues to Address* below would be potential topics of discussion at the DAR meeting. Please refer to the *DAR Information Sheet* for process details and submittal requirements at portland.gov/bds/zoning-land-use/documents/design-advice-request-information-sheet.

g. Guide to Historic Resource Review. You are encouraged to review the Guide to the Historic Resource Review Process prepared by the Historic Landmarks Commission, which provides guidance and expectations of the Historic Resource Review process. The guide can be found on the Landmarks Commission webpage at portland.gov/bds/landmarks/about-hlc.

h. Certificate of Compliance. Approval of a Historic Resource Review allows for the proposed work to be built. The expectation is that the building permit will reflect the project (including the details) that was approved. To ensure this, a Certificate of Compliance will be required at the time of building permit as indicated in a condition of approval. The Certificate of Compliance form can be found at portland.gov/bds/documents/certificate-compliance-design-and-historic-resource-review-approvals

3. Historic Resource Review Issues to Address

This preliminary feedback is a response to the information in your Pre-Application Conference submittal and based on the approval criteria for the two primary components of this proposal, and Design Advice Request topics.

1) Demolition Review (33.846.080.C.1.a-f.)

2) Historic Resource Review (33.846.060.G.1-10 Other Historic Approval Criteria, the Central City Fundamental Design Guidelines, and the River District Design Guidelines)

3) Design Advice Request topics

1) For Demolition Review. The Type 4 Demolition Review process for a Historic Resource in the City of Portland is the highest type of Land Use Review and requires City Council Approval. City Council has denied applications that did not demonstrate a very high-level of compatibility and mitigation based on the approval criteria. Demolition Reviews that have been approved ultimately proposed a significantly compatible replacement structure and/ or addition that reinforced the massing, proportions and materials of the contributing resource and its surrounding context while also providing a significant public benefit.

Please note that while demolition of the Metro Building on this site was approved (LU 07-173368 HDZM, NE corner ¼ block), it was in large part because:

1) The Metro Building was the least historic building of the three buildings that make up the Honeyman Hardware Company Building complex,

2) The Metro Building had been modified greatly over time, and

3) The Metro Building ¼ block was being replaced with another ¼ block building of comparable scale and materiality to the adjacent ¼ block Cotter Building.

This new proposal to demolish the Metro Building, as well as ½ of the significantly intact Bindery Building, with a taller modern half block addition to the Honeyman Hardware Company Building ensemble is a significant demolition request and does not appear to meet many of the required approval criteria for Demolition Review and the subsequent Historic Resource Review by virtue of its massing, scale, materials and proportions.

Approval Criteria for Demolition Review carry a very high bar for approvability and Staff strongly encourages the Applicant to submit for a Design Advice Request with the Historic Landmarks Commission to consider alternatives to the demolition as proposed.

Please note below the National Register Nomination for the Honeyman Hardware Company Building, the Purpose Statement for Demolition Review, the Demolition Review Approval Criteria, the relevant Area Plans, and examples of Type 4 Demolition Reviews in considering this proposal.

- **National Register of Historic Places – The Honeyman Hardware Company Building**
  HONEYMAN WAREHOUSE BUILDING (COTTER BUILDING)
  The oldest existing original building on site is the nine-story quarter block warehouse building, built in 1912. The reinforced concrete structure is located at the northwest corner of the block. When originally built, it featured two nearly identical primary façades on the west and north. The south facade contains a wide light court set back from the party wall, allowing permanent south facing windows. The East façade is built entirely as a temporary party wall, with temporary windows and protruding concrete structural elements designed to tie into a future phase of construction. The building was designed by Portland architect D. C. Lewis, who was also responsible for the Board of Trade Building, the Lumber Exchange Building, the Hotel Alder, and the Railway Exchange Building – all constructed in this era and of a similar style. The building was constructed by the Honeyman Hardware Company as a warehouse and featured a generally open floor plan. In 1989, a two-story penthouse was placed on the roof of the original seven-story building.

  HONEYMAN STORE, OFFICES AND PRINT SHOP (BINDERY BUILDING)
  Adjacent to the warehouse is the Honeyman Hardware Store. This half-block, reinforced concrete building, occupies the south half of the parcel and was constructed in 1920. It featured a one-story portion and a two-story portion. The ground floor housed retail at the west half and offices at the east. The upper floor was located at the southeast where the company's printing shop and additional offices were located. In 1989, a one-story penthouse was placed on the roof of the two-story half of the building.

  METRO BUILDING
  The final building on the site occupies a 10,000 square foot parcel at, at Hoyt and Park Avenue (the northeast corner) and is known as the Metro Building. At the time of the National Register nomination in 1989, this building was purported to be a one-story 1903 stable which was later adapted to an iron warehouse. Subsequent documentation and photographs illustrate that, while the masonry wall along Park Avenue may be part of that structure, the building itself was obliterated first in 1945 and subsequently in the early 1960s. By the 1980s, the window openings of the east wall were infilled with concrete block. In 1989, the building was demolished with the exception of the east wall and rebuilt to three stories with a penthouse.

- ***33.846.080 Demolition Review. A. Purpose.*** *Demolition review protects landmarks and contributing resources in districts. Demolition review recognizes that historic resources are irreplaceable assets significant to the region's architectural, cultural, and historical identity and their preservation promotes economic and*

community vitality, resilience, and memory. In the event that demolition of a historic resource is approved, demolition review also addresses the potential for mitigation of the loss.

C. Approval criteria. *Proposals to demolish a historic resource will be approved if the review body finds that one of the following approval criteria is met:*

1. Demolition of the resource has been evaluated against and, on balance, demolition has been found to be equally or more supportive of relevant goals and policies of the Comprehensive Plan, and any relevant area plans, than preservation, rehabilitation, or reuse of the resource.

The evaluation must consider:
a. The resource's age, condition, historic integrity, historic significance, design or construction rarity, value to the community, and association with historically marginalized individuals or communities;
b. The economic consequences for the owner and the community;
c. The merits of demolition;
d. The merits of development that could replace the demolished resource, either as specifically proposed for the site or as allowed under the existing zoning;
e. The merits of preserving the resource, taking into consideration the purposes described in Subsection A; and
f. Any proposed mitigation for the demolition.

- **Relevant area plans include:**
  - Comprehensive Plan, March 2020: 2035 Comprehensive Plan and supporting documents | Portland.gov
  - Central City 2035 Plan August 10, 2020: CC2035 documents | Portland.gov

- **Examples of relevant prior reviews below [and attached]:**
  Example of approved Type 3 Historic Review addition/ partial demolition:
  - 2008. Honeyman Hardware Block addition, Metro Building demolition. (LU 07-173368 HDZM subject site, Landmark Block, 1/4 block demolition/ addition). The Historic Landmarks Commission decision is attached. Note the approval was in large part because this quarter-block was the least historic building, which had also been modified greatly over time, and was being replaced with a building of comparable scale and materiality to the adjacent Cotter Building.

  Examples of approved Type 4 demo review:
  - 2009. Kiernan Building (LU 09-171359 DM - the Kiernan Building, New Chinatown/ Japantown Historic District, 1/4 block). Final City Council [CC] Decision of approval is attached. Note that the primary driver for City Council approval was the non-profit mission and contribution of social services for the City as tied to the City's Comprehensive Plan Goals and Policies.
    - 2010. Following this Demolition Review Approval by City Council, the Historic Landmarks Commission [HLC] approved LU 10-152663 HDZ – The New Blanchet House of Hospitality/ Riley House. Final Historic Landmarks Commission decision is attached. Note the building approved was comparable in scale and materials of the surrounding historic district.
  - 2021. Blanchet House/ Yamaguchi Hotel (LU 21-029602 DMAD adjacent to the New Blanchet House of Hospitality/ Riley House, New Chinatown/ Japantown Historic District, 1/8 block). City Council Final Decision attached. Again, the non-profit status

and mission of the Blanchet House was a primary focus for approvability. Additionally, the Approval Criteria to solely demonstrate 'loss of any economic benefit' has since been struck from the Zoning Code.

Example of denied Type 4 Demolition Review:

- 2014. Buck Prager Building (LU 14-210073 DM Alphabet Historic District, 1/8 block building on 1/2 block site). City Council decision of denial is attached. Note that in this decision City Council gave more credence to the City's goals related to historic preservation, over those related to housing, as the proposal did not appear to meet the city's specific housing needs. A proposal offering a greater diversity of housing that meets the specific and greatest needs of the city, which is for lower-income housing, could potentially offer a greater public benefit than the preservation of this specific building.
    - 2018. This project returned several years later as a Type 3 Historic Resource Review restoring the 1/8 block building and adding new buildings on each side, both of which serve lower-income populations. The Historic Landmarks Commission approval is attached. Note this project was appealed to City Council, which was overturned, and the original Historic Landmarks Commission approval was upheld.

2) Historic Resource Review. Should demolition of a portion of the Honeyman Hardware Company Building complex be found approvable, please note the Purpose Statement for Historic Resource Review, and the process which follows these Three Tenets: a. Compatibility/ Context, b. Public Realm, and c. Quality & Permanence. Please also note additional Topic Areas to consider: d. mid-level and e. micro level issues.

33.846.010 Purpose of Historic Resource Review
This chapter provides procedures and establishes the approval criteria for all historic resource reviews. The approval criteria protect the region's significant historic resources and preserve important parts of the region's heritage. The reviews recognize and protect the region's archaeological, cultural, historic, and architectural resources, ensure that changes to historic resources preserve physical integrity and historic significance, and provide incentives for historic preservation and adaptive reuse. The reviews also allow for community involvement and the potential for denial when demolition, relocation, new development, or alteration is proposed for certain historic resources.

a. Compatibility/ Context. *Approval Criteria/ Guidelines: 33.846.060.G; CCFDG: A5 - Enhance Embellish and Identify Areas, C1 – Enhance View Opportunities, C4 – Complement the Context of Existing Buildings, D1 – Park Blocks.*

Compatibility and Context apply to two large areas for this proposal: 1) The historic resource, the Honeyman Hardware Company Building complex, and 2) The Central City Park Blocks and River District.

1. Honeyman Hardware Company Building Compatibility/ Context

The proposal must consider both demolition of historic materials and the compatibility of the new addition to the proposed remaining historic resource [west half of the Honeyman Hardware Company Building – ¼ block Cotter Building and the western half of the ½ block Bindery Building].

While the Metro Building was previously approved for demolition, grounded in the lack of its integrity, the replacement ¼ block building approved by the Historic Landmarks Commission [LU 07-173368 HDZ] was balanced with a historically compatible ¼ block replacement building.

The following excerpt from the Historic Landmarks Commission Guide to Historic Resource Review is particularly relevant to this proposal. The reference to Historic Districts applies directly to the site being a Historic Landmark with a full block boundary.

Differentiation & Compatibility
Historic district design guidelines and 33.846.060.G refer to the concepts of "differentiation" and "compatibility." These are the most-often discussed concepts during historic resource review, so it is important that applicants understand how the Commission evaluates projects in light of these two concepts, both of which are included in almost every set of historic approval criteria.

Differentiation
Differentiation involves distinguishing new construction from historic construction. Differentiation is required in order to prevent confusion between a historic resource and a replica. New construction typically has some inherent differentiation by way of modern construction techniques and materials, even when efforts are made to design new buildings that blend in with the historic environment. Differentiation should not be bold or highly apparent from a distance. The HLC encourages applicants to keep differentiation subtle from a distance, becoming more apparent as you get closer to the building. No differentiation should be made that would result in an incongruous appearance or diminish a historic district's setting or sense of place.

Furthermore, the HLC discourages highly-differentiated new construction because it is in direct conflict with "compatibility" approval criteria, as discussed below. Scale is a factor in determining the appropriate amount of differentiation. Typically, the smaller the building or feature is in relationship to its historic counterparts, the more opportunities for differentiation. Proposed new buildings at a larger scale than what is typically found in the historic context are already differentiated by size or height alone, so efforts must be made to enhance compatibility through design and material selection—not to further increase differentiation. New buildings that utilize a style and material palette similar to their historic counterparts might consider a permanent plaque or cast date stamp on the building's primary facade to readily differentiate and communicate that the building is not historic.

Compatibility
The vast majority of Commission discussion is around the "compatibility" of an addition, alteration, or new building in a historic district. As such, we encourage applicants to focus their efforts on designing through the lens of compatibility. We offer this elaboration to help them better understand what this means in the world of historic preservation. For those designing new buildings in historic districts, it is important to note that districts exist not just to recognize and protect the individual historic buildings within their boundaries. When it comes to districts, the sum is greater than the individual parts. Historic design review regulates all development within historic districts in order to protect the integrity of the district as a whole. With compatibility, we are aiming for harmony and wholeness in the historic built environment rather than contrast and incongruence.

Infill buildings must appropriately support and enhance the contributing historic resources in the district, rather than attempt to be design statements that attract attention because they contrast with the historic environment. In the same way that demolition of contributing historic buildings erodes the historic character of a district, incompatible new buildings can equally obfuscate a district's importance and rupture its sense of place. While compatibility is nuanced and evaluated on a case-by-case basis by the Commission, a helpful initial test for compatibility is to imagine quickly scanning the environment with your proposed building in place. If nothing would jump out as being out of context or attracting attention because of a

conspicuous disparity with the district (factors ranging from scale to quality of materials), your design is likely on its way to being compatible.

It is important to note that old and new buildings are compatible when they share similar underlying principles of scale, proportion, composition, level of detail, materials, and craftsmanship that are typical of the setting. Designing for compatibility in historic districts is an exercise that is context-driven and is a purposeful attempt to make a new building fit in and feel like it is "of this place." That said, new buildings do not have to be copies of historic buildings to be compatible, and "fitting in" is not the same thing as uniformity. A new building can make a statement of its own identity without subverting the character of the district. As such, the Commission is actively seeking creative infill designs that are rooted in the historic district context.

2. Central City Park Blocks and River District Context

The site is also located in the North Park Blocks of the Central City River District and within a Central Commercial Zone. Please note the Purpose statement for the CX Zone, the Purpose Statement for the Design Overlay Zone, and while all Design Guidelines Approval Criteria are applicable, please pay specific attention to the Park Blocks applicable Central City Fundamental Design Guidelines and River District Design Guidelines Approval Criteria.

33.130.030.F. Central Commercial zone. *The Central Commercial (CX) zone is intended to provide for commercial and mixed-use development within Portland's most urban and intense areas, specifically the Central City and the Gateway Regional Center. A broad range of uses are allowed to reflect Portland's role as a commercial, cultural, residential, and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian oriented with a strong emphasis on a safe and attractive streetscape. The Design overlay zone is applied to this zone.*

33.420.010 Purpose of Design Overlay Zone. *The Design overlay zone ensures that Portland is both a city designed for people and a city in harmony with nature. The Design overlay zone supports the city's evolution within current and emerging centers of civic life. The overlay promotes design excellence in the built environment through the application of additional design standards and design guidelines that:*

- *Build on context by enhancing the distinctive physical, natural, historic and cultural qualities of the location while accommodating growth and change;*
- *Contribute to a public realm that encourages social interaction and fosters inclusivity in people's daily experience; and*
- *Promotes quality and long-term resilience in the face of changing demographics, climate and economy.*

River District Design Guideline A5-1-2. Reinforce the Identity of the North Park Blocks Area. *This guideline may be accomplished by:*

1) Creating a sense of enclosure for the North Park Blocks with buildings which are at least two or preferably more stories in height.
2) Locating garage entrances and driveways away from Park Block facades.
3) Using neon, or indirectly-lit signs, rather than internally-lit signs.

Central City Fundamental Design Guideline 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 integrating special building elements, such as water features or public art. 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. In the North Park Blocks,*

strengthen the area's role as a binding element between New China/Japantown and the Pearl District.

b. Public Realm/ Ground Level Activation. *33.846.060.G; CCFDG: A4 - Use Unifying Elements, A8 – Contribute to a vibrant Streetscape, B1 – Reinforce and Enhance the Pedestrian System, B2 – Protect the pedestrian, B-6 Develop Weather Protection, B7 – Integrate Barrier-Free Design, C7 – Design Corners that Built Active Intersections;*

- Vehicular access. Please note that NW Glisan Street is the priority transit access street, and NW Park Avenue is a Park Block frontage as well as Green Loop connector. Therefore, in coordination with PBOT, vehicular parking and loading access may be required from NW Hoyt Street. No vehicular access will be allowed along NW Park Avenue.
- Ground level uses. Ground level activation is critical for this site given its location in the Central City with three street frontages in the Pedestrian District, and particularly its frontage along the NW Park Avenue, a North Park Block frontage and Central City Green Loop connector.

c. Quality & Permanence. – *33.846.060.G; CCFDG C2 – Promote Quality and Permanence, C3 – Respect Architectural Integrity, C5 – Design for Coherency*

- Materials. In addition to historic approval criteria and design guidelines approval criteria that speak to promoting quality and permanence, the National Register Nomination for the Honeyman Hardware Company Building complex cite brick and concrete as primary materials. The use of traditional materials such as brick and concrete are critical to best integrate a potential new building addition with the adjacent buildings of the Honeyman Hardware Company buildings' architectural character. If different materials are being considered, please be prepared to provide details and examples to demonstrate how these materials are compatible with the Historic Resource.
- Scale. Careful consideration of the scale, proportion, and intricate detailing will be critical.
- Outdoor Area. Considering this is proposed as a residential building, balconies, preferably recessed, should be provided to provide more outdoor space as well as help to break up the massing of the building. There are several Central City Fundamental Design Guidelines that would be met with the introduction of significantly more balconies.

Additional General Topic Areas

d. "Mid" Issues

1. **Ground level weather protection** - Pedestrian weather protection should be provided. This can be achieved with generous canopies that project out over the sidewalk or ground level setbacks for a majority of all street frontages *(Guideline B6 - Develop Weather Protection)*.
2. **Gas & Electric Meters** - Locate gas and electric meters inside the building to minimize their impact. Gas regulators may be placed on the building's exterior and should be well integrated and, ideally, screened within the façade *(Guidelines B2 – Protect the Pedestrian, C2 – Promote Quality and Permanence in Development,* and *C5 – Design for Coherency).*
3. **Signs** - Signs should be sized appropriately for the building, the district and the pedestrian realm and should incorporate district-appropriate materials *(Guidelines A7 – Establish and Maintain a Sense of Urban Enclosure, A8 – Contribute to a Vibrant Streetscape, C4 – Complement the Context of Existing Buildings, C5 – Design for Coherency, C8 – Differentiate the Sidewalk Level of Buildings,* and *C13 – Integrate Signs.)*

e. "Micro" Issues

1. **Ground level materials** - Materials at the ground floor should be durable enough for use adjacent to public sidewalks, such as brick and masonry *(Guideline C2 – Promote Quality and Permanence in Development*).
2. **Loading and parking door materials** - Integrate these doors with the architecture. Solid doors with translucent glazing are a supportable option. If ventilation is needed, perforated doors with solid panels located to screen car lights and views into parking/loading areas is a supportable alternative *(Guidelines C5 - Design for Coherency and Guidelines B2 – Protect the Pedestrian).*
3. **Building materials** - High quality, durable building materials (building skin, storefronts, windows, doors, canopies, signs, etc.), that respond to the context of the surrounding area or district, are expected. At the ground level facing pedestrian areas, provide robust materials that ensure longevity *(Guidelines C2 – Promote Quality and Permanence in Development and C4 - Complement the Context of Existing Buildings)*.
4. **Vents/Louvers & Mechanical** - Vents through the roof are preferable. If wall mounted on the facade, vents/louvers should be integrated into the windows openings. The Code Guide specific to the screening of dryer vents can be found at portlandoregon.gov/bds/article/726141. Associated mechanical units should be organized and screened *(Guidelines B2 – Protect the Pedestrian, C5 – Design for Coherency, and C11 – Integrate Roofs and Use Rooftops).*
5. **Exterior Lighting** - Exterior lighting should be integrated into the building's overall concept and ensure a safe pedestrian condition along the adjacent sidewalk and within open spaces on the site. Exterior lighting can be used to highlight the building's architecture, however, should not impact the skyline at night. *(Guidelines B2 – Protect the Pedestrian, C4 – Complement the Context of Existing Buildings, C5 – Design for Coherency, C8 – Differentiate the Sidewalk Level of Buildings,* and *C11 – Integrate Exterior Lighting).*

3) <u>Design Advice Request Meeting Topics</u>

1. **Demolition Review**
   - The merits and mitigation of demolition request of only the ¼ block Metro Building
   - The merits and mitigation of demolition as proposed for the ¼ block Metro Building and the eastern ½ of the Bindery Building

2. **Height and massing; base/ middle/ top and proportions**
   - Multiple schemes should include a new ¼ block building, the ½ block as proposed, and a hybrid addition that preserves as much of the Bindery Building as possible
   - New addition context and compatibility to remaining Honeyman Hardware Company Building complex
   - Building base, middle, and top proportions and expression

3. **Materiality**
   - Concrete and masonry are character defining features in the National Register Nomination for this block and supported by the Design Guideline approval criteria
   - If other materials or modern cladding systems are being considered, examples and details should be provided

4. **Ground floor/ building base quality and program**
   - The Green Loop/ Required Building Line frontage 12' setback Modification Request
   - Ground floor uses for each street frontage – residential lobby, residential units, retail and limited back-of- house including loading

5. **End wall treatments**
   - Considering the lower height of the adjacent buildings to the west, these end walls will be extremely prominent. Therefore, their materiality and design should be considered.

Staff recommends that the applicant bring at least 3 distinct schemes to a DAR Meeting for a robust discussion with the Historic Landmarks Commission. The applicant should be able to describe how each scheme relates to its historic context, compatibility and differentiation of the Honeyman Hardware Company Building complex, as well as the surrounding Park Blocks and Central City River District context.

4. Applicable Development Standards

Please note, meeting the minimum Title 33 standards does not ensure that a project will meet the Historic Resource Review approval criteria and receive approval. It is recommended you design to meet/exceed the approval criteria, and not begin with just meeting the minimum Title 33 standards.

a. **Development standards that will apply to the project.** These include, but are not necessarily limited to, those from the following chapters in the Zoning Code (Title 33) and other City codes available online at portland.gov/code/33.
   - 33.846 Historic Resource Review
     - **33.846.070 Modifications Considered During Historic Resource Review.** The approval criteria for modifications considered during historic resource review are:
       A. Better meets historic resource review approval criteria. The resulting development will better meet the approval criteria for historic resource review than would a design that meets the standard being modified; and
       B. Purpose of the standard.
       1. The resulting development will meet the purpose of the standard being modified; or
       2. The preservation of the character of the historic resource is more important than meeting the purpose of the standard for which a modification has been requested.
   - 33.825 Design Review
   - 33.510 Central City Plan District, Pearl Sub District - development standards in the plan district may supersede those in the base zone and chapters below.
   - 33.445 Historic Resource Review Overlay Zone
   - 33.420 Design Overlay Zone
   - 33.266 Parking and Loading
     - Please note that NW Glisan Street is a Transit Access Street and NW Park Avenue is Park Block frontage street. Vehicular access and loading may be required form NW Hoyt Street. Vehicular access along NW Park Avenue is not allowed.
   - 33.248 Landscaping and Screening
   - 33.245 Inclusionary Housing - applies to new development with 20 or more dwelling units.
   - 33.130 Central Commercial Zone (CX base zone)
   - Title 32 Sign Code – signs of any size within the Historic Resource overlay zone require a Historic Resource Review.
   - Title 11 Tree Code – Exemptions for tree density and preservation of this Title only apply to private trees on properties zoned IH, on sites with more than 85% building coverage, and sites less than 5,000 SF in area.

5. Coordination with Other Agencies

Refer to individual responses from all participating bureaus, review groups and agencies for more detailed information.

a. Transportation (PBOT)

1. Utility Transformers. Locate utility transformers underground. If no opportunities exist on-site and outside of the building, they should be within the adjacent right-of-way. Consult with

the utility providing electrical service and the Portland Bureau of Transportation (PBOT) if determined in the right-of-way is the best solution.

Please note, PBOT has a review process for locating private use utility vaults in the public right-of-way, known as Utility Vault Exclusive Use for Development (UVE). Information can be found at portland.gov/transportation/development/utility-vault-permitting-and-leasing-development. A Utility Plan is required to be submitted to PBOT with the Land Use Review for PBOT to recommend that a Land Use Review application can be deemed complete.

2. Garage entrance setback from property line. A "Driveway Design Exception" (DDE) by PBOT is required for garage entry doors to be located less than 20' from the property line to ensure that queuing in the ROW is minimized. The Historic Resource Review process supports garage doors to be located no more than 5' from the building façade.

   A DDE application is required to be submitted to PBOT with or in advance of the Land Use Review because the DDE must be completed prior to issuance of a Land Use Review decision. The application and information can be found at portlandoregon.gov/transportation/77521

3. Oriel Windows. Projecting bays (aka oriel windows) are subject to the Window Projections into Public ROW standards. Note standards A through D must be met. However, Exceptions to standards E through G can be requested as part of the Historic Resource Review. The Code Guide for these standards can be found at portlandoregon.gov/bds/article/68600. A Modification fee is required for staff to consider an Exception.

4. Loading. If Modifications or Adjustments to Title 33 loading standards are contemplated, you must reach out early and coordinate with both PBOT and BDS Historic Resource Review staff ahead of the Land Use Review submittal. PBOT may require a Traffic Scope Approval and Loading Demand Study, which both need to be submitted before the Land Use Review submittal. More information can be found at portland.gov/transportation/development/traffic-impact-studies.

5. Public Works Permit – If PBOT requires a 30% Public Works Permit approval before their response to a Historic Resource Review, it should be noted that such approvals can often take longer than the Land Use Review process. Therefore, you are highly encouraged to initiate the Public Works Permit process before you submit the Historic Resource Review.

b. Environmental Services (BES)

1. Stormwater Management. Stormwater management information, including infiltration tests, utility plans, stormwater facility designs, and site landscaping, must be submitted with the Historic Resource Review application. BES needs to review these elements early to ensure there are no issues that could affect the building size, location or site design.

c. Fire / Life Safety

- Preliminary Life Safety Meeting**.** A separate, preliminary life safety meeting is very beneficial to identify critical life safety and building code issues early in the process and allow the Historic Resource Review proposal to address those issues. This meeting is encouraged prior to submitting the Historic Resource Review. More information and the application can be found at portland.gov/bds/documents/life-safety-preliminary-meeting-request-packet.
- Glazing and Energy Calculations. If large amounts of glazing are proposed, it is highly encouraged that energy calculations are done prior to submitting the Historic Resource Review, in case the building design is affected by energy code requirements.

d. Electrical Services

1. Information for properties served by PGE can be found at portlandgeneral.com/construction/electric-service-requirements

2. Information for properties served by Pacific Power can be found at pacificpower.net/working-with-us/builders-contractors/electric-service-requirements.html

- Please note that the service requirements included in these links may not cover all requirements associated with your project. Applicants should contact the PGE Service Coordinator at 503-736-5450 or the Pacific Power Business Center at 888-221-7070 to identify issues that are specific to your project and to coordinate electric service requirements.
- PGE requires minimum clearances from electric wires, conductors and cables. Please be aware of these clearances by calling PGE at 503-736-5450. More information on PGE minimum clearance can be found at portland.gov/bds/documents/why-you-should-respect-portland-general-electrics-power-line-clearances

e. **Urban Forestry** – Projects that require street tree preservation and planting should reach out to Urban Forestry early in the concept design phase to understand the requirements and process.

f. **Housing Bureau (PHB)** – Projects that trigger Inclusionary Housing (new buildings with 20 or more dwelling units or alterations to existing buildings that add 20 or more dwelling units) or choose to voluntarily comply with the requirements of Chapter 33.245 in order to obtain bonus FAR or density, should contact the Portland Housing Bureau at 503-823-9042 or inclusionary-housing@portlandoregon.gov. Additional information regarding the City's Inclusionary Housing program is available online at the following link: portland.gov/phb/inclusionary-housing.

g. **Parks (PP&R)** – Projects adjacent to, or part of, a public open space, greenway, or public trail should reach out and coordinate with Parks early in the concept design phase.

h. **Regional Arts and Cultural Council (RACC)** – Projects that include public art/cultural components or where either is warranted to meet the approval criteria should reach out and coordinate with RACC early during the concept design phase.

i. **State Historic Preservation Office (SHPO) –** Projects that impact a resource on the National Register of Historic Places should reach out to SHPO to understand their separate processes and requirements early in the concept design phase.

- Contact SHPO Historian Jason Allen, 503-986-0579, jason.allen@oregon.gov if you have any questions. The ORS 358.653 process is managed by the State; City of Portland Staff cannot assist you with the state process.

B. PREVIOUS LAND USE REVIEWS

As part of your application, address relevant conditions of approval from previous land use reviews on the site and discuss the current status of compliance. Below are the relevant land use case reviews that the City of Portland has on record for the subject site:

- **LU 07-173368 HDZ**: Historic Design Review approval for a nine-story addition.
- **LU 08-172461 HDZ**: Historic Design Review approval for relocating and replacing 12 existing RF antennas with 9 new antennas on roof of Honeyman lofts.
- **LU 11-156854 CU HDZ**: Historic Design Review and Conditional Use approval to adding three antennas and accouterments to existing facility.
- **LU 12-193209 HDZ**: Historic Design Review approval of exterior alterations.
- **LU 13-122063 HDZ**: Historic Design Review approval of exterior alterations.
- **LU 15-149885 HDZ**: Historic Recourse Review approval to modify existing radio frequency equipment.
- **LU 18-257813 HR:** Historic Resource Review approval of alterations to existing RF and associated equipment on the penthouse.

C. SUBMITTAL REQUIREMENTS FOR LAND USE REVIEWS

This list identifies the materials you must submit for your Land Use application to be considered complete. For additional details, see Zoning Code Section 33.730.060.

GENERAL

- Digital submittal required.
- For final drawings (C Exhibits) and Appendix set (APP Exhibits):
  - Use 11”x17” format
  - Leave a 1.5”x5” blank space at the bottom right corner for Staff to add the case number, exhibit number and stamp.
- Conduct a thorough review before submitting your drawing packet.
- Review all color quality in submittal to ensure it accurately represent the colors intended.
- When returning for a 2nd hearing, revisions to the prior submittals should be illustrated and clearly marked in a side-by-side comparison.

PROJECT INFORMATION & NARRATIVE

- Land Use Review application form
- Project team and project cost
- Project description
- Zoning summary
- Response to guidelines/approval criteria (Word doc.)
- Modifications and Adjustments requests & approval criteria responses (Word doc.)
- Response to DAR (narrative)
- Technical Reports - Stormwater Loading Analysis, Queuing Study, etc.

DRAWINGS

“C” Exhibits should represent proposed development/alterations and be at an architectural or engineering scale:

- Title Page
- Table of Contents
- Site Plan
- Floor and Roof Plans - roof plan should show all rooftop elements, including mechanical
- Elevations - B/W and color, and without shade or shadows, include material key, street-facing elevations in their immediate context, including adjacent buildings
- Building Sections - Include some depicting relationships to adjacent buildings
- Enlarged Details - windows/doors, storefronts, canopies, balconies, signage and their attachments, etc., control joints, seismic joints, and other visible construction details
- Materials / Colors - clearly identify each building material by name
- Landscape Plans
- Lighting Plans
- Civil Plans
- Cut Sheets - only pertinent product info like type, finish, color, dimensions

SUPPORTING INFORMATION

Appendix (“APP” Exhibits) should include information that supports the drawings:

- Renderings - day and night in context, must be simple and not enhanced marketing-type images, avoid dramatic lighting effects
- Context - plan area, urban (3-block radius), site
- Sightlines - sightline drawings from relevant vantage points
- Material Photos & Examples
- Massing & Design Concept
- Miscellaneous Diagrams - FAR, ground floor windows, clear vs. spandrel panels, height, Modifications, Adjustments, etc.
- Responses to DAR (diagram)

DIGITAL MODEL

Historic Resource Review proposals in a Historic or Conservation District in the Central City plan district that include new development or changes in the bulk of an existing building are required to submit a three-dimensional digital model with the Historic Resource Review application. The digital files required include:

- Sketch up Model (.skp File)
- 3-D Model plugged into Google Earth (.kmz File)

NEIGHBORHOOD NOTIFICATION

When you apply for a Type III Land Use Review, all property owners within 400 feet, and all neighborhood associations and recognized organizations within 1,000 feet of your site will receive notification of your proposal.

- The site is located within the neighborhood association of NW/NW, Pearl District, contact planning@pearldistrict.org.
- The site is located within 400/1,000 feet of NONE/Old Town Community Association, contact Jonathan Cohen at treasure@pdxoldtown.org or Mary-Rain O'Meara at secretary@pdxoldtown.org neighborhood association.
- The site is located within the district neighborhood coalition of Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
- The site is located within the business association of Pearl District Business Association, contact at info@explorethepearl.com & Downtown Retail Council, contact at info@portlandalliance.com.
- Contact information for neighborhood associations, neighborhood district coalitions, and business associations is available at portlandoregon.gov/civic/search.

D. SUBMITTAL – LAND USE REVIEWS & PERMITS

PLEASE BE ADVISED - If a Land Use Review is required, permits for the work subject to the Land Use Review cannot be accepted until the Land Use Review approval is issued and recorded.

Land Use Reviews and other LUS applications:
When you are ready to submit a land use review application, please see the BDS Website at portland.gov/bds/land-use-review-fees-and-types/land-use-reviews-and-final-plat-applications for current submittal requirements. Currently, we are accepting electronic land use applications via email at LandUseIntake@portlandoregon.gov. A Land Use Services technician will contact you with instructions for providing payment for emailed applications.

Permits:
When you are ready to submit a permit, please see our website for updated information on how to apply for permits at portland.gov/bds/permit-review-process/apply-or-pay-permits.

CITY OF PORTLAND, OR
KEY DEVELOPMENT GUIDELINES FOR NEW CONSTRUCTION IN HISTORIC 555 NW PARK AVENUE

DATE: APRIL 27TH, 2022	*TVA ARCHITECTS*
RIVER DISTRICT DESIGN GUIDELINES	ARCHITECT RESPONSE COLUMN
A1-1: LINK THE RIVER TO THE COMMUNITY • Link the Willamette River to the community reinforcing the river's significance.	NA
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 build 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.	The project site located in NW Portland is within the central city and located on a 200' x 200' block.
A3-1: Provide Convenient Pedestrian Linkages. • Provide convenient linkages throughout the River District that facilitate movement for pedestrians to and from the river, and to and from adjacent neighborhoods.	NA
A5-1: Reinforce Special Areas. • Enhance the qualities that make each area distinctive within the River District, using the following "Special Area Design Guidelines (A5-1.1 - A51-5).	NA
A5-1-1: Reinforce the Identity of the Pearl District Neighborhood. • Reinforce the identity of the Pearl District Neighborhood.	Our proposed design reinforces the language and development pattern within the evolving Pearl District through the integration of new high rise residential towers into existing blocks containing one and two story older industrial and warehouses. The mix of scale, architectural language and building types is what creates the unique eclectic quality that has defined the character of the district over the years.
A5-1-2 REINFORCE THE IDENTITY OF THE NORTH PARK BLOCKS AREA	The enclosure guideline is met as the existing two story Bindery building as well as the 23 story Philip

• Creating a sense of enclosure for the North Parks Blocks with buildings which are at least two or preferably more stories in height. • Locating garage entrances and driveways away from Park Block facades. • Using neon, or indirectly-lit signs, rather than internally-lit signs.	Tower exceed the two story requirement creating a sense of enclosure and an architectural framework along the park edges with blocks zoned for 250' tall buildings. The garage entrance is located along NW Hoyt Street. Neon or indirectly-lit signs will be provided.
A5-1-3: Reinforce the Identity of Chinatown. • Reinforce the identity of Chinatown.	NA
A5-1-4: Reinforce the Identity of the Union Station Area. • Reinforce the Identity of the Union Station Area	NA
A5-1-5: Reinforce the Identity of the Waterfront Area. • Reinforce the identity of the Waterfront Area with design solutions that contribute to the character of the waterfront and acknowledge its heritage.	NA
A5-2: Emphasize N.W. Broadway Bright Lights. • Emphasize NW Broadway's bright lights. *This guideline applies to projects on sites located adjacent to or within 100' of Broadway.	NA
A5-3: Incorporate Water Features. • Incorporate water features or water design themes that enhance the quality, character, and image of the River District.	NA
A5-4: Integrate Works of Art. • Integrate works of art or other special design features that increase the public enjoyment of the District.	As we move forward in the development of the project design we will be looking for unique opportunities to integrate art into the project that can be viewed and shared by the public as they pass by the project.
A8-1: Design Fences, Walls, and Gateways to be Seen Over. • Design fences, walls and gateways located between a building and the	NA

sidewalk to be seen over to allow for social interaction.	
A9-1: Provide a Distinct Sense of Entry and Exit. • When developing at gateway locations, provide a distinct sense of entry and exit that relates to the special qualities of the area.	Unique to this project site the Honeyman block is a gateway into the Pearl District from the east as one arrives along NW Hoyt street. We have intentially elevated the base of the tower to include a 30' high all glass lobby façade and set it back 12 feet from the east property line in an effort to create a dramatic transparent lantern at night as well as increase the perception of the public right away as one enters into the new development to the north in the form of the Broadway Corridor development. By pulling back the NE corner of the glazed lobby it opens the aperture or view into the park as one arrives into the north park block along the green loop as well as from NW Hoyt st traveling east.
B1-1: Provide Human Scale to Buildings Along Walkways. • Provide human scale and interest to buildings along sidewalks and walkways.	As mentioned above we are proposing to set back the building base 12 ft. along NW Park Ave at the base of the new tower to increase the width of sidewalk
B5-1: Recognize the Roles of the Tanner Creek Parks. • Strengthen and enhance the Tanner Creek Parks as both a neighborhood park system and an extension of the North Park Blocks.	NA
B5-2: Strengthen the Significance of the Classical Chinese Garden. • Strengthen the significance of the Classical Chinese Garden.	NA
C1-1: Increase River View Opportunities. • Increase river view opportunities to emphasize the River District ambiance.	Design deliberately locates common amenities spaces on the top floor to enhance view opportunities to the river, as well as to the West Hills and the Downtown City Core.
C3-1: Integrate Parking. • Design parking garage exteriors to visually integrate with their surroundings.	NA, parking is provided below-grade.
C9-1: Reduce the Impact of Residential Unit Garages on Pedestrians.	Loading as well as the vehicular parking garage assess has been located on the north elevation of the

• Reduce the impact on pedestrians from cars entering and exiting residential unit garages by locating garage access on alleys, and active spaces on ground floors that abut streets.	building on Hoyt St per the city's request to minimize the impact on pedestrians and ground floor uses.
CENTRAL CITY FUNDAMENTAL DESIGN GUIDELINES	
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.	See C1-1 response above.
A2: Emphasize Portland Themes. • When provided, integrate Portland-related themes with the development's overall design concept.	NA
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.	The project site is located on a 200' x 200' block.
A4 USE UNIFYING ELEMENTS • Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.	The exterior materials proposed for the new Philip Tower look at options in the C schemes that continue the use of brick masonry that reinforces and unifies it to the existing historic Bindery building as well as the base of the Cotter building. In addition to the masonry elements on the new tower an architectural window wall system combined with the masonry skin reinforces the character of the evolving district by blending and unifying this project with many of the new more modern towers that populate the Pearl District. The base of the east Park side elevation of the Philip Tower is lifted 30 feet above the adjacent side walk which aligns with the top cornice of the adjacent historic

	Bindery building and in a similar way the north elevation of the tower carefully responds to the floor alignment and base of the adjacent historic Cotter Building. The same massing also aligns with the base of the Cotter building, but at levels 2 and above is also set back from the Cotter building to provide access to air and sun, but also to allow the Cotter building to maintain its massing and scale as a separate building that honors it's historical nature. New street trees along NW Hoyt and NW Park also help unify and connect the buildings on site.
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.	Design in the public right-of-way will comply with PBOT standards.
A6: Re-use, Rehabilitate, Restore Buildings. • Where practical, reuse, rehabilitate, and restore buildings and/or building elements.	As a part of the development of the Philip Tower the existing historic building elevations that share the project site will be rehabilitated and restored.
A7 ESTABLISH AND MAINTAIN A SENSE OF URBAN ENCLOSURE • Define public rights-of-way by creating and maintaining a sense of urban enclosure.	The tower base in the NE corner of the site is set back from the property line 12' that faces the future North Park Blocks extension up to the height of the Bindery Building to provide an urban edge that is intended to act as an extension of the future park and provide areas for seating and landscaping. The Bindery and Cotter buildings remain as-is and are built right to the property line providing a well-defined urban edge. The two story volume of the new massing along NW Park Avenue aligns with the existing Bindery building height to the east and also aligns with the base of the Cotter building to the north which breaks down the scale of the new massing and helps create that sense of an 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	The new building base at The Philip in the NE corner of the site is set back 12' to provide space for potential public use and seating. Extensive glazing is provided along NW Park Avenue at the street level to connect pedestrians to the buildings interior uses, and multiple entrances along the south, east and north property lines provide physical connections from the streetscape into the interior of the

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.	building. The ground floor portion that is set back 12' from the east property line is ~30' above the street line which allows for great visual connection into the residential lobby where there are views to seating bays at level one and through a lounge/work area into a landscaped courtyard on level two.
A9: Strengthen Gateways. • Develop and/or strengthen gateway locations.	See C4 response below.
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. • Develop pedestrian access routes to supplement the public right–of–way system through superblocks or other large blocks.	The project will meet all zoning requirements for development in the ROW related to sidewalk zones. The project also includes a 12' setback along NW Park Avenue that will provide additional pedestrian access and opportunities for seating/ landscaping/ planters.
B2 PROTECT THE PEDESTRIAN • Protect the pedestrian environment 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.	Currently there is vehicular parking along all streets fronting the project site, which will act to separate the pedestrian at the sidewalks from moving vehicles. As noted above, all new sidewalks and ROW improvements will meet city required standards. We will submit the proposed design as part of our Historic Design Review submission. The 12' deep, 30' high setback along the park frontage at the tower will be an all glass window wall creating dramatic transparency into the half bock long two story highly lit lobby retailing the energy and activity within the building acting as a visual lantern offering safety, interest and diversity to the pedestrian. All mechanical venting and service areas will be located and manages to minimize any impact to the pedestrian experience.
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.	Our proposed design will follow the design criteria and guidelines as prescribed by PBOT.
B4: Provide Stopping and Viewing Places. • Provide safe, comfortable places where people can stop, view,	Our proposed 12' setback at the base of the Philip Tower facing the park is envisioned as an opportunity to create space for social interaction and congregating as well as

socialize and rest. Ensure that these places do not conflict with other sidewalk uses.	interacting with the green loop. The design of that space will be developed and presented as a part of the final land use review.
B5: Make Plazas, Parks & 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. Develop locally-oriented pocket parks that incorporate amenities for nearby patrons.	The design of the Philip Tower takes special care as noted earlier to orient the building entry toward the park as well as the lobby which will share a 30' high glass window wall that will create a dramatic level of transparence retailing the lobby energy and the interior architecture back out to the street engaging the pedestrian experience while passing by the building. In the evening the lobby and base of the building will act as a lantern creating depth and drama while looking at the building from the Park
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.	The new design standards call for the east Park Ave. pedestrian level 1 elevation to have a 12' deep set back which we are providing along the entire 100' tower frontage providing a deep overhang and weather protection for pedestrians.
B7 INTEGRATE BARRIER-FREE DESIGN • Integrate access systems for all people with the building's overall design concept.	New building as well as all improvements in the ROW will meet all current accessibility requirements that apply to the project use.
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.	The residential building entrance is orientated towards the North Park blocks, retail spaces located on corner of NW Glisan and NW Park, views from apartment units include Old Town, Willamette River, and Mt. Hood to the east, downtown Portland to the south, the West Hills to the west, and Mt. St. Helens to the north. Ground floor building facades offer ample glazing to maximize visual connections from interior spaces to the street and park outside.
C2 PROMOTE QUALITY AND PERMANENCE IN DEVELOPMENT • Use design principles and building materials that promote quality and permanence.	The project will be designed and detailed with high quality materials and craftsmanship, which is a trademark of the vast portfolio of buildings we have designed.
C3 RESPECT ARCHITECTURAL INTEGRITY • Respect the original character of an existing building when modifying its exterior.	We are currently not changing the exterior facades of the existing historic Bindery building or the existing historical Cotter building. The Bindery and Cotter buildings will be cleaned, detailed and repaired were needed and in the case of the Cotter building we are proposing to repaint the

• Develop vertical and horizontal additions that are compatible with the existing building, to enhance the overall proposal's architectural integrity.	exterior concrete facades to tie it into the color palette of the new Philip Tower to unify and tie the two buildings visually together. The Metro building on the NE corner will be removed and the new Philip Tower will occupy that quarter block.
C4 COMPLEMENT THE CONTEXT OF EXISTING BUILDINGS • Complement the context of existing buildings by using and adding to the local design vocabulary.	Our project proposes to complement the existing older one and two story buildings in the surrounding Pearl District through cleaning and re-detailing the existing exterior facades of the three historic building on our block while complementing and acknowledging the context of the newer more modern high rise buildings in the design of The Philip that have redefined the architecture and character of the Pearl District over the past 20 years. The blending and acknowledgment of the architectural history of the district both new and old.
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.	Please see building elevations and perspectives.
C7 DESIGN CORNERS THAT BUILD ACTIVE INTERSECTIONS • Use design elements including, but not limited to, varying building heights, changes in facade 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.	Our project when looking at it as a whole is a rich combination of new and old that reinforces and complements the character and the Pearl District and immediate blocks surrounding our project site. Each of the three Historic buildings that make up the Honeyman Hardware block in addition to The Philip Tower speak to variety in architectural scale, height, façade planes, canopies, and corner treatments. There is a rich variety of building architecture grounded in history that adds to the rich context that has defined the Pearl district for generations. Retail and active uses anchor the corners of the ground floor along NW Park Ave facing the park blocks and all building core elements such as stairs and elevators are located in the middle of the building plan away from the exterior facades. The loading bay as well as access to the below grade parking garage are located on NW Hoyt street as required by PBOT.
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.	The sidewalk level of The Philip as well as the Cotter building are differentiated by pedestrian level canopies and large windows. We're not proposing to modify or change the exterior façade treatment on the Historic Bindery building. With The Philip Tower we are setting back the level one and two east façade 12' at the building sidewalk level and aligning the soffit with the cornice of the Bindery building to the south so the tower hovers

	above the Bindery building allowing it to visually stand free of the tower above.
C9: Develop Flexible Sidewalk Level Spaces. • Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.	Ground floor retail provides ability for a variety of active uses to engage pedestrians and offer places of interest.
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.	NA
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.	The entire top level of the proposed Philip Tower is set aside as amenity spaces including outdoor landscaped courtyards, fitness rooms, the building lounge as well as a swimming pool creating a vibrant active space shared by the building tenants. All roof mounted mechanical equipment will be screened from view from adjacent buildings. A key feature to our design is the integration of a beautifully landscaped roof garden on top of the existing Bindery Building. The garden space will be accessed by the building tenants as well as provide garden space of the apartment units that open out onto it. We see the roof gardens as creating a strong visual extension to the North Park Blocks as well as a way for the tower to gently integrate and coexist with the Bindery Building.
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.	The roof level amenity spaces will be down lit away from the sky but in a fashion that will cap the building with a softly lit crown of light highlighting the active uses and social spaces that form the social center of the building. The base or ground floor level of the building will have lit canopies washing the pedestrian sidewalks as well a 30' high by 100' long glazed building lobby that will glow at night creating depth and drama as viewed from the Park side of the building.
C13 INTEGRATE SIGNS	Signage will be integrated into the buildings canopy at The Philip Tower as well as on the exterior columns of the Bindery building in the form of blade signs. The

• 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.	design of the signage will be a part of the Design Review submission.
D 1 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 integrating special building elements, such as water features or public art. • 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. In the North Park Blocks, strengthen the area's role as a binding element between New China / Japantown and the Pearl District.	The building lobby and ground floor retail space will be oriented facing the Park on NW Park Ave. see plans The North Park blocks currently define the boundary between China Town and the Pearl District. As currently zoned the tall buildings encouraged by code along the park at 250' will create containment to the park and energize the pedestrian level active uses creating a vibrant rich zone filled with housing, retail and creative office space. The Philip will be a catalyst that will be at the fore front of the new Broadway Corridor district development at the Post Office site laying the way for the creation of one of the most progressive new live work and entertainment districts in Portland.
D2: 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.	NA
D3. 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	NA

environment. Size and place signs and their structural support systems so that significant architectural or historical features of the building are not concealed or disfigured. Ensure that all signs receive proper maintenance.	
D4. New China/Japantown Unique Sign District. • Provide opportunities for the development of suitably ornate signs, using motifs, symbols, bright colors, and celebrative forms that add to the atmosphere and character of New China/Japantown. Size and place signs and their structural support systems so that significant architectural or historical features of the building are not concealed or disfigured. Ensure that all signs receive proper maintenance.	NA
HISTORIC RESOURCE REVIEW (TITLE 33.846)	
33.846.060.G **G. Other historic approval criteria.** When required by Paragraphs E. or F., the following approval criteria must be met: **1. Historic character.** The historic character of the landmark or contributing resource will be retained and preserved. Removal of historic materials or alteration of features and spaces that contribute to the historic significance of the landmark or contributing resource will be avoided; **2. Record of its time.** The landmark or contributing resource will remain a physical record of its time, place, and use. Changes that create a false sense of historic development, such as adding conjectural features or architectural elements from other buildings will be avoided; **3. Historic changes.** Most resources change over time. Those changes that have acquired historic significance will be preserved;	**1)** As discussed in the introduction the Honeyman Hardware block is made up of essentially four quarter block buildings. The south half of the site contains the historic Bindery buildings which consists of a one and two story building while the NW corner of the block contains the 7 story historic Cotter building. The Metro Building is located on the NE quarter of the site and has been modified and destroyed through multiple destructive changes over the decades losing its historical significance and was approved for demolition in 2008 to make way for a new apartment building that was never built. The new Philip Tower is proposed to occupy the NE quarter block of the site as well as a portion of the SE quarter block where the east Bindery building exists. A portion of the tower will integrate into the center of the east Bindery building aligning with the existing penthouse that caps the building pulled back from the edges of the historic building by 25' along NW Park and the Park Blocks, 15' along NW Glisan and 20' along the west side of the building. This will allow the Bindery buildings Historic exterior façade to remain untouched and the building renovated as a part of the new Philip Tower containing new apartment units and amenity

4. Historic features. Generally, deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement, the new feature will match the historic feature in design, color, texture, and other visual qualities and, where practical, in materials. Replacement of missing features must be substantiated by documentary, physical, or pictorial evidence; **5. Historic materials.** Historic materials will be protected. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials will not be used; **6. Archaeological resources.** Significant archaeological resources affected by a proposal will be protected and preserved to the extent practical. When such resources are disturbed, mitigation measures will be undertaken; **7. Differentiate new from old.** New additions, exterior alterations, or new construction will not destroy historic materials that characterize a landmark or contributing resource. New work may be differentiated from the old if the differentiation does not diminish the character, features, materials, form, or integrity of the landmark or contributing resource and, if in a Historic District, the district as a whole; **8. Architectural compatibility.** New additions, exterior alterations, or new construction will be compatible with the massing, size, scale, and architectural features of the landmark or contributing resource and, if in a district, the district as a whole. When retrofitting to improve accessibility for persons with disabilities or accommodate seismic improvements, design solutions will not compromise the architectural integrity of the landmark or contributing resource; 9. Preserve the form and integrity of historic resources. New additions, exterior alterations, or new construction will be undertaken in such a manner that if removed in the future, the essential form	spaces. To that end the three remaining historic buildings comprised of the one and two story Bindery building in addition to the Cotter building on site will be retained and preserved. **2)** The historic Bindery Building as well as the Cotter Building will remain a physical record of their time and place though their use has changes over the years from office and warehouse space apartment buildings. We are not proposing any changes to the historic buildings and have no plans to present a design on the Metro building site that would create a false sense of historic development. **3)** As discussed above, all three historic quarter block exterior envelopes will be preserved in their original state. The interior uses of all three buildings have changed through renovations over the years specific to use. The Bindery Building which occupies the south half of the site has changed from office and retail when originally build to office/retail with residential additions to the upper floor including an added penthouse to the SE Bindery quarter block. The 7 story Cotter Building located on the NW corner of the block was renovated from a warehouse when originally built to a 9 story residential apartment use. **4)** All historic features and materials existing on the three historic quarter blocks will be cleaned, repaired and preserved in their original state. Currently, the exterior envelopes on all three buildings are in good physical shape with little repair needed. **5)** The exterior materials on the three historic quarter blocks will be protected and cleaned in a manner that will not cause damage to the historic exterior materials. **6)** Currently, there are no know Archaeological resources on the project site. If discovered during construction, such artifacts will be mitigated, protected and preserved to the extent practical. **7)** Our proposed design will differentiate the new development from the old. As noted, we are proposing to construct the new residential Philip Tower on the NE corner of the block where the existing Metro Building lives. A portion of the new tower will occupy the interior portion of the floor plan of the adjacent two story SE quarter block Bindery Building (see site plan) without

and integrity of the landmark or contributing resource and, if in a district, the district as a whole would be unimpaired; and **10. Hierarchy of compatibility.** New additions, exterior alterations, or new construction will be designed to be compatible primarily with the landmark or contributing resource and, if located within a district, secondarily with contributing resources located within 200 feet and, finally, with the rest of the district. Where practical, compatibility in districts will be pursued on all three levels.	effecting the historic exterior envelope of that building. Rather, it will be preserved, celebrated and integrated into the composition of the Philip Tower as a respected architectural element to the overall development, illustrating how historic buildings that speak to the past can add and reinforce new development that will speak to the future. We feel the new Philip Tower will not diminish the integrity, character or materials of its historic neighbors. Our goal is to not mimic or try to copy historic features in the new tower, but rather let it respond materially and rhythmically to the building elevations of the abutting historic buildings. Like many new towers in the Pearl District today that share blocks with old, one and two story industrial buildings, our development will look to incorporate the two story Bindery Building into the project in a way that each building will honor and respect the integrity, its place in history. **8)** The scale and massing of the Philip Tower is the direct byproduct of its time and the public need in our city today specific to the demand for desperately needed affordable housing. The evolution of the original Honeyman Block was a direct byproduct driven by the needs of its time with the development of the one and two story Bindery Building in 1920 on the south half of the block following the construction of the 7 story Cotter warehouse building in 1912. As a result, a one and two story retail and office building was erected to support and meet the demands of an evolving industry and the needs of our growing city in that time. From a massing and scale perspective, this new addition of a one and two story retail and office building was 1/7th the height and massing of the original Cotter warehouse, which is how cities evolved and grew throughout history. The development of the Philip Tower in relationship of its mass and scale is very consistent and compatible with many blocks that have been, and that are currently being developed in the ever changing and evolving Pearl District. Very common throughout the district are multi-level residential towers being developed on blocks adjacent to one and two story industrial and retail buildings. **9).** If in the future, the Philip Tower were ever removed, the essential form and integrity of the original existing three historic quarter block buildings in addition to that impact on the Pearl District as a whole would not be impaired.

	10). As noted above, we are working on designs that are looking to address, support and respect the historical significance of the buildings that exist on the Honeyman Block. We are looking at the integration of the Bindery building "into" the new development of the Philip Tower as an integral part of the tower composition that will breathe new life and energy into these buildings and into the evolving Pearl District.

City of Portland

Historic Landmarks Commission

Design Advice Request

EA 22-146647 DA

555 NW Park Avenue

July 11, 2022

Staff Presentation

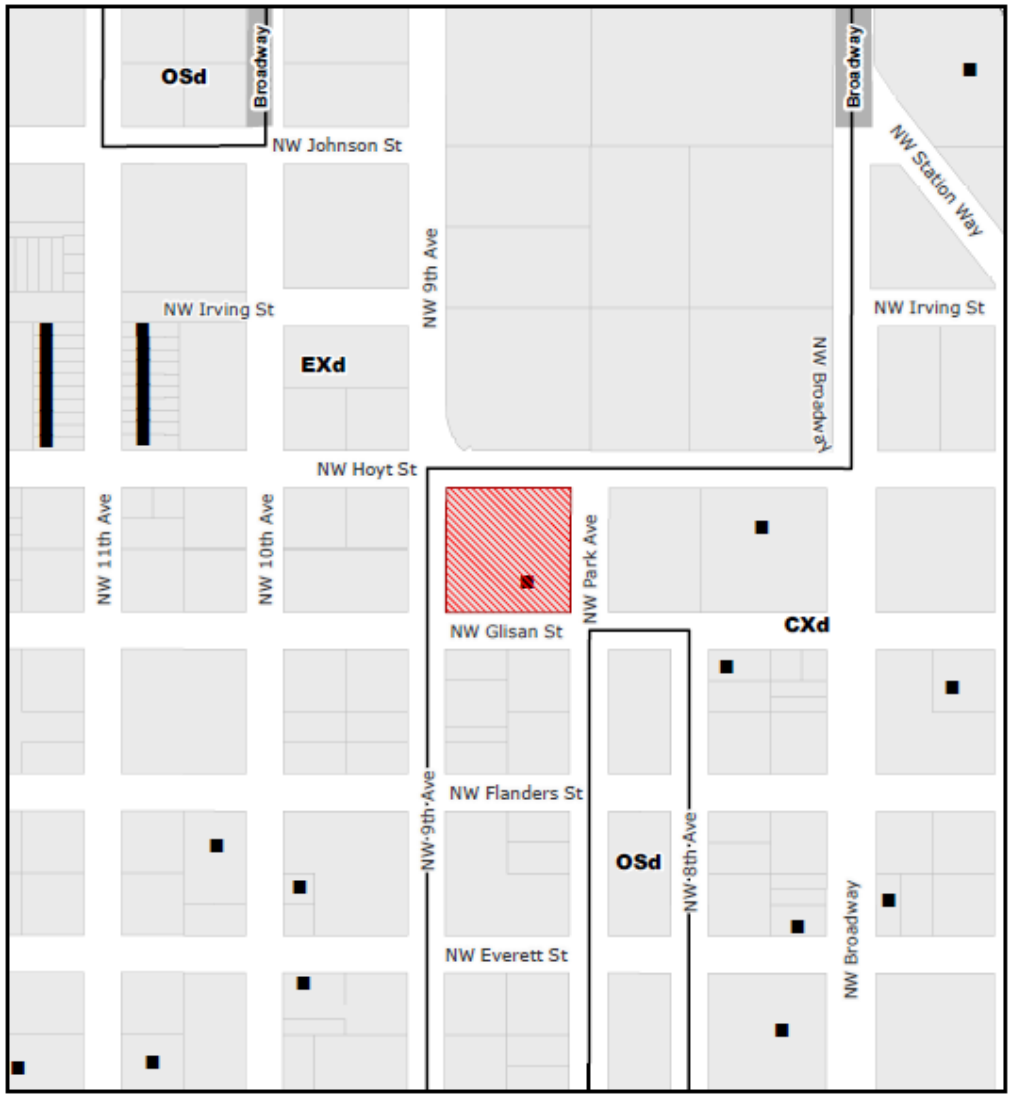
Staff Introduction

Applicant Presentation

Staff Discussion Topics

Public Comments

Commission Conversation



Location:

- Historic Landmark, listed on the National Register of Historic Places as the *Honeyman Hardware Company Building*
- Central City Plan District
- River/ Pearl Subdistrict

Base Zone:

- CXd, Central Employment
- Design Overlay

Approval Criteria:

- Demo Review 33.846.080

and/ or

- Historic Review 33.846.060
- Central City Fundamental Design Guidelines
- River District Design Guidelines

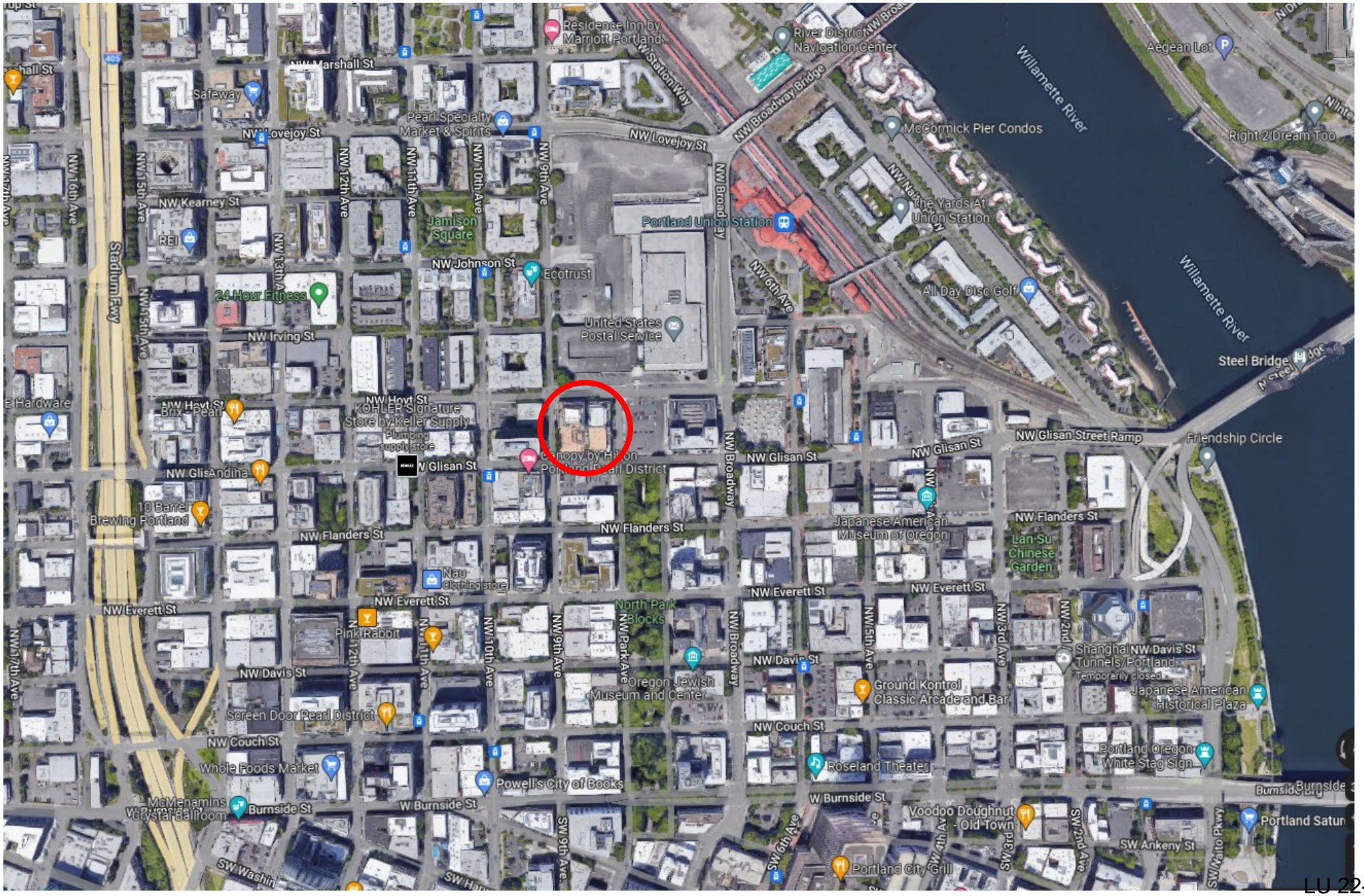
Height:

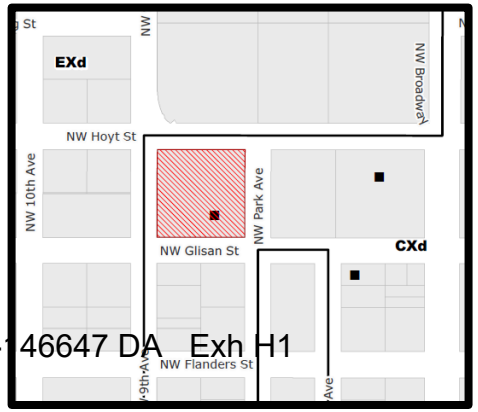
100’ base height
250’ max bonus*
250’ proposed
**Shadow Study Required when adjacent to Open Space*

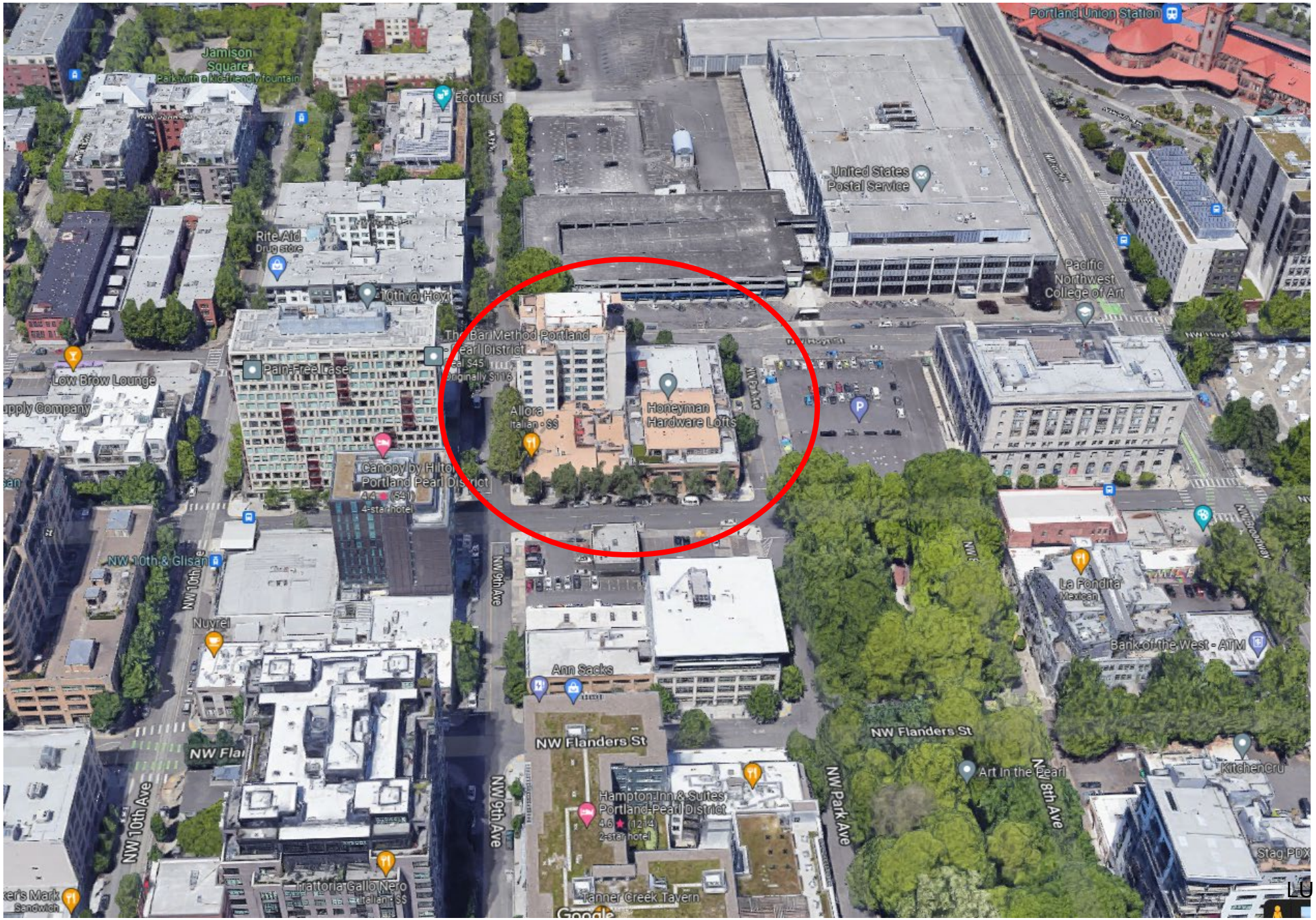
Floor Area Ratio:

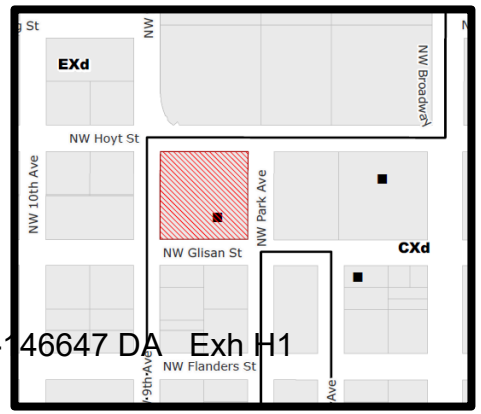
6:1 base
3:1 bonus with inclusionary housing**, unlimited FAR transfers
9:1 proposed
***Earns bonus height*

Zoning


Residence Inn by Marriott Portland
River District Navigation Center
Aegean Lot
Willamette River
NW Marshall St
Safeway
Pearl Specialty Market & Spirits
NW Lovejoy St
NW Broadway Bridge
McCormick Pier Condos
Right 2 Dream Too
NW Kearney St
Jamison Square
Portland Union Station
The Yards At Union Station
REI
NW Johnson St
Ecotrust
All Day Disc Golf
24 Hour Fitness
Stadium Fwy
United States Postal Service
NW Irving St
Steel Bridge
NW Hoyt St
KOHLER Signature Store by Keller Supply
NW Glisan St
NW Glisan Street Ramp
Friendship Circle
Canopy by Hilton Portland Pearl District
Andina
10 Barrel Brewing Portland
NW Flanders St
Japanese American Museum of Oregon
Lan Su Chinese Garden
Nau clothing store
NW Everett St
North Park Blocks
Pink Rabbit
Oregon Jewish Museum and Center
NW Davis St
Shanghai Tunnels/Portland
Ground Kontrol Classic Arcade and Bar
Japanese American Historical Plaza
Screen Door Pearl District
NW Couch St
Whole Foods Market
Powell's City of Books
Roseland Theater
Portland Oregon White Stag Sign
McMenamins Crystal Ballroom
Burnside St
W Burnside St
Voodoo Doughnut Old Town
SW Ankeny St
Portland City Grill


EXd
NW Broadway
NW Hoyt St
NW 10th Ave
NW Park Ave
NW Glisan St
CXd
NW Flanders St


Portland Union Station
Jamison Square
Park with a kid-friendly fountain
Ecotrust
United States Postal Service
Rite Aid
Drug store
10th & Hoyt
Pacific Northwest College of Art
Low Brow Lounge
Pain-Free Laser
Allora
Italian · $$
Honeyman Hardware Lofts
Canopy by Hilton Portland Pearl District
4-star hotel
NW 10th & Glisan
Nuyrel
La Fondita
Mexican
Bank of the West - ATM
Ann Sacks
NW Flanders St
Art in the Pearl
Kitchen Cru
Hampton Inn & Suites Portland-Pearl District
2-star hotel
Trattoria Gallo Nero
Italian · $$
Tanner Creek Tavern
Google
NW 10th Ave
NW 9th Ave
NW Park Ave
NW 8th Ave


EXd
NW Hoyt St
NW Broadway
NW 10th Ave
NW Park Ave
NW Glisan St
CXd
NW Flanders St

Listed on the National Register of Historic Places as the *Honeyman Hardware Company Building; Nov 1989*

HISTORIC VIEW
APRIL 1945
HONEYMAN HARDWARE BUILDING
PORTLAND, OREGON MULTNOMAH COUNTY
JOURNAL PHOTO

The Honeyman Hardware Company Complex occupies a square block in the Northwest Triangle warehouse district in Northwest Portland. The complex is composed of three interconnected structures which represent three episodes of construction, and which tell the story of the development of the Honeyman Hardware Company on this site. A single story brick horse stable built in about 1903 is the oldest of the existing buildings on the block. A Commercial Style seven story reinforced concrete warehouse was built in 1912, designed by well known local architect David Chambers Lewis. In 1920 the Honeyman Hardware Company retail store was completed. This was built by contractor F.H. Miles on the south side of the block. The one story stable building is in use as a garage; the seven story warehouse functions as it was originally intended; and the 1920 retail store is occupied by a bookbinding firm. The 1912 warehouse and the 1920 retail building retain much of their architectural integrity, and are in good condition. The 1903 stable retains some of its original appearance, though it was altered in 1945 and 1972, and is important for its interpretive value. It is in fair condition.

The Honeyman Hardware Company Building at 832 Hoyt Street occupies a full city block in the northwest industrial district of Portland, Oregon. It is comprised of several interconnecting buildings erected in three episodes of development between 1903 and 1920. It meets National Register Criterion A in the area of commerce as the historic site of consolidated operations of a principal distributor of industrial hardware in the period when Portland was the leading distribution center of the Pacific Northwest region. The historic period of significance is marked from the company's earliest improvement of the site, which is still in evidence, to about 1939, the year which marks the high point of operations under management yet influenced by the example of Thomas and James Honeyman, sons of the company founder. Within a few years of James Honeyman's retirement in 1937, the company's fortunes commenced to decline from their peak, and by 1942 the doors were closed.

National Register of Historic Places:
Honeyman Hardware Company Building; Nov 1989

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☒ A ☐ B ☐ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)	Period of Significance	Significant Dates
Commerce	1903-1939	1912
		1920-1923

Cultural Affiliation: N/A

Significant Person	Architect/Builder
N/A	David Chambers Lewis

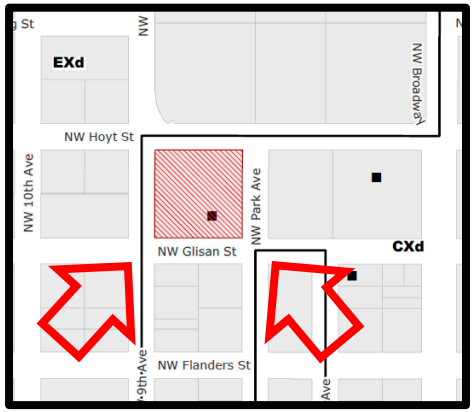
State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Architect and Architectural Significance

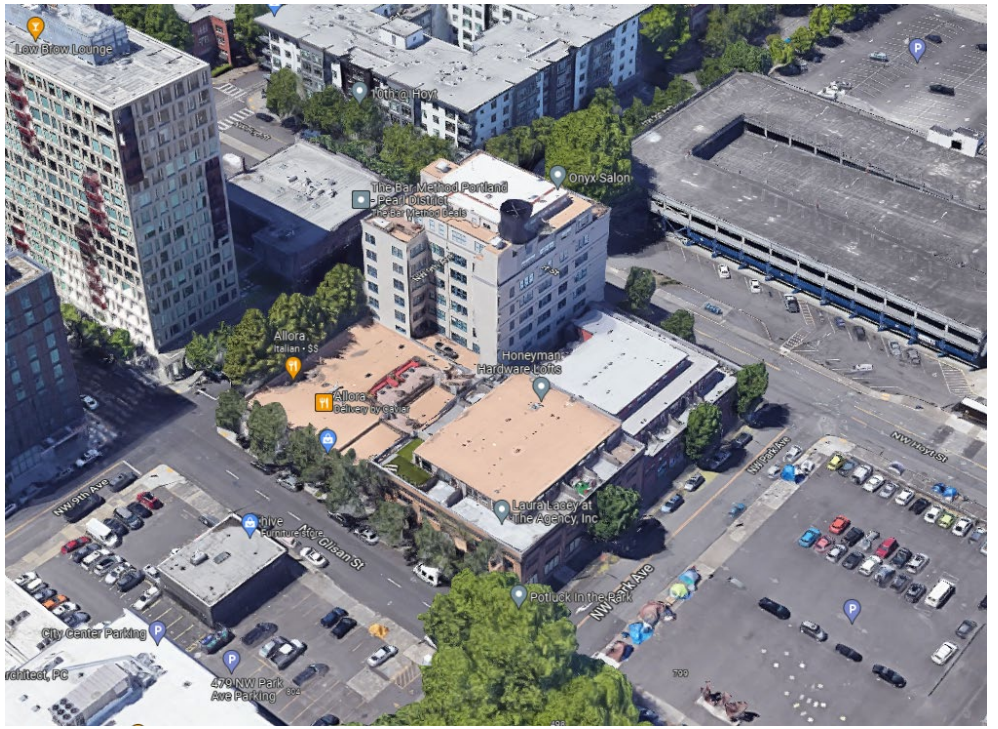
In 1911 the Honeyman's commissioned David Chambers Lewis to design their new warehouse which was to be placed just west of their Iron Warehouse on N.W. Hoyt. It was designed so that it could be converted into a hotel, as there was good potential for a hotel business. The passenger terminals for the Northern Pacific Railroad were located across the street on Hoyt between N.W. Seventh and Ninth, and the passenger terminals for the Portland Seattle and Spokane Railroads were located down Hoyt Street between N.W. Tenth and N.W. Twelfth. The building was designed to front on N.W. Hoyt.

National Register of Historic Places:

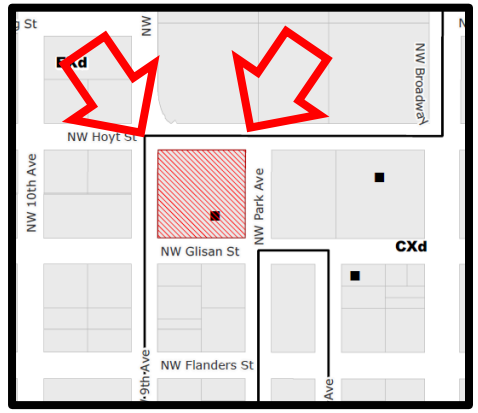
Honeyman Hardware Company Building; Nov 1989



HONEYMAN STORE, OFFICES AND PRINT SHOP (BINDERY BUILDING) - 1920



HONEYMAN WAREHOUSE BUILDING (COTTER BUILDING) - 1912



METRO BUILDING - 1903

Honeyman Hardware Block addition, Metro Building demolition. (LU 07-173368 HDZM subject site, Landmark Block, 1/4 block demolition/ addition).

HLC approval was in large part because this quarter-block was the least historic building, which had also been modified greatly over time, and was being replaced with a building of comparable scale and materiality to the adjacent Cotter Building.

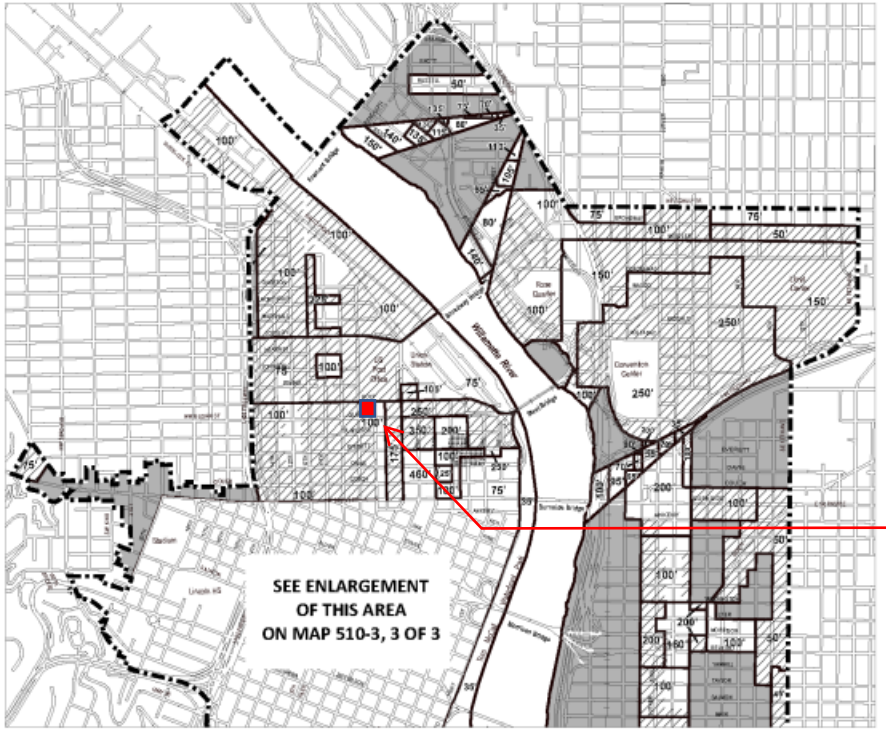
National Register of Historic Places:
Honeyman Hardware Company Building; Nov 1989

Base Heights

Map 510-3

Map 1 of 3

Map Revised August 10, 2020



Legend

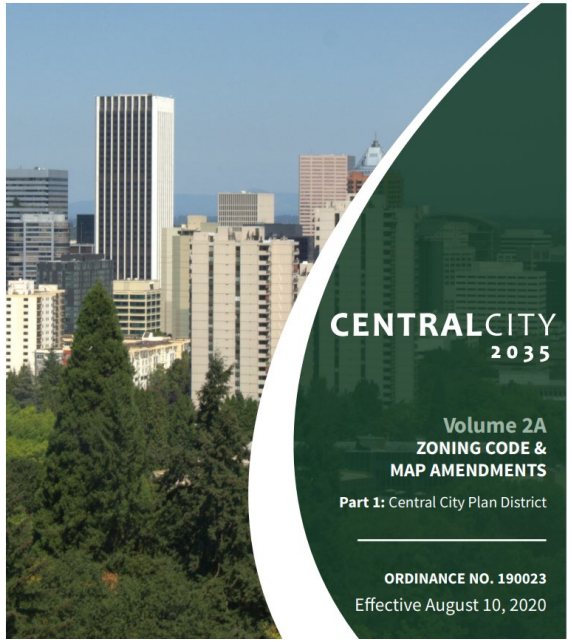
- Central City Plan District boundary
- X' Base building height
- Areas where height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Area eligible for height increase
- Base height limit of 75' for first 125 feet from top of bank
- Areas where a shadow analysis is required

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon



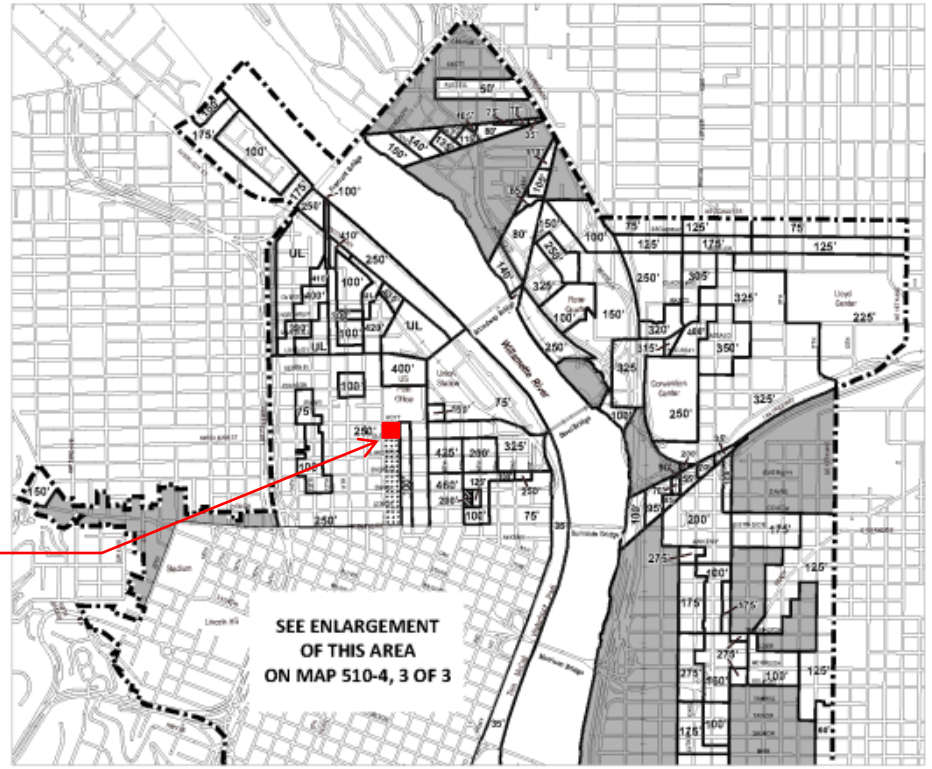
Site

Bonus Heights

Map 510-4

Map 1 of 3

Map Revised August 10, 2020



Legend

- Central City Plan District boundary
- X' Maximum bonus height
- Areas where height is determined by base zone
- Area where residential required
- Proposed right-of-way
- Proposed accessways
- UL Unlimited height allowed
- Areas where a shadow analysis is required
- Area eligible for additonal height under 33.510.210.D.2

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Central City/ River District, CC 2035 Plan, August 20, 2020 Zoning Code

POSTED JANUARY 30, 2020

(Portland, OR) –

Portland Parks & Recreation is allocating $8 million in funding from System Development Charges towards extending the North Park Blocks. Located between NW Glisan and Hoyt and NW 8th and Park Avenues, the project will transform a City-owned parking lot next to the Pacific NW College of Art into a new public green space. The endeavor also aligns with the larger Broadway Corridor project.

"Extending the North Park Blocks will add valuable green space to the Central City and give Portlanders additional access to the housing, offices, shops, and transportation routes which the Broadway Corridor project will offer," says Portland Mayor Ted Wheeler. "Parks are an integral part of this new neighborhood that is adding thousands of new households and offices."

When complete, the northernmost North Park Block will transition straight to another new park on the redeveloped post office site. It will also help improved connections between the Pearl District and Old Town/Chinatown.

Site

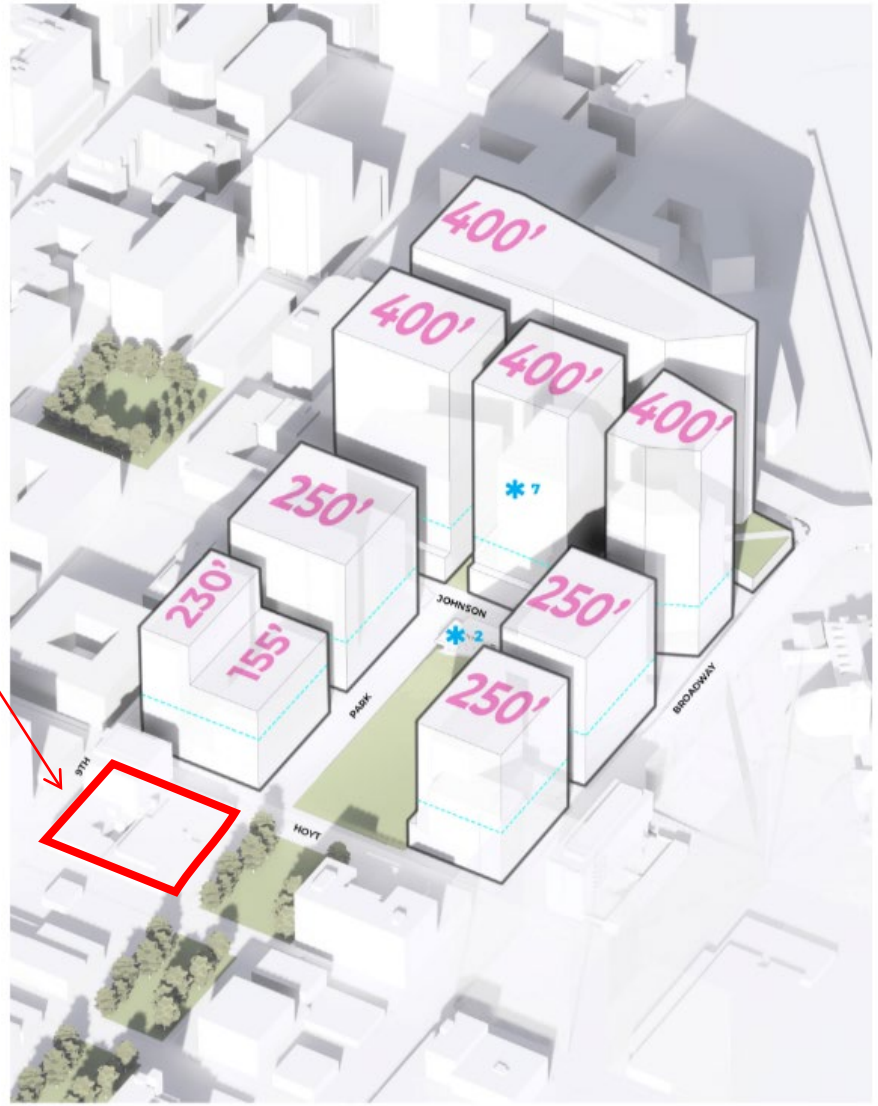


Figure 4.15
Building Envelope - Southwest View

IN RESPONSE TO THE FOLLOWING ITEMS FOUND IN 33.510:
G.2.B

Building Envelopes

Figure 4.15 represents the minimum and maximum heights of the building envelopes, and setbacks to meet the open area shadow requirements and accommodation of the Green Loop.

The USPS Master Plan building massing is designed to support vibrant and active streets, enhance open space development, and create viable parcels that accommodate a variety of program typologies, while responding to view corridors and the overall massing of the central city.

KEY

MINIMUM HEIGHT 100' **

MAXIMUM HEIGHT ***

* Parcels 2 and 7 serve to define the park.

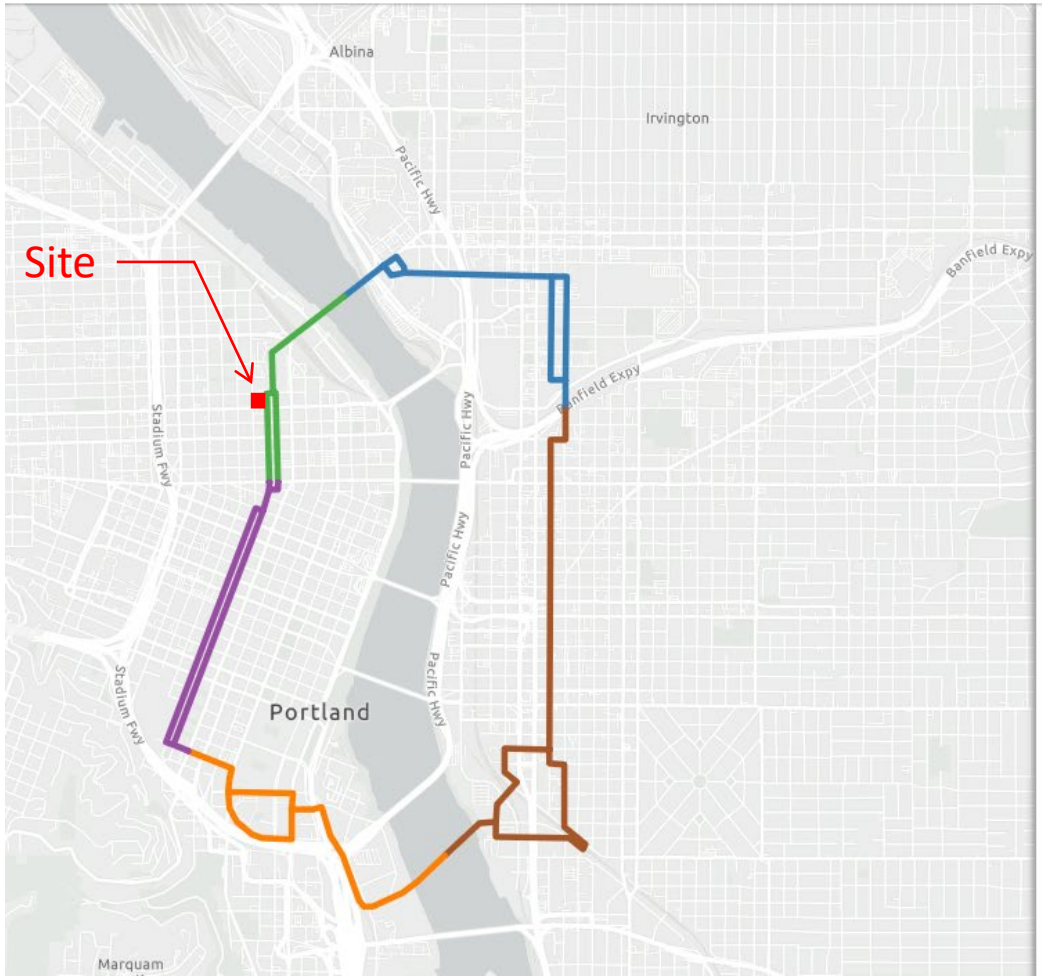
** Blue line represents minimum 100' height of envelope on all parcels. Minimum height may be less than 100' at parcels 2, 7, 8, and 9C where the Green Loop structure engages the massing; at these locations a height appropriate to accommodate the future Green Loop design is acceptable.

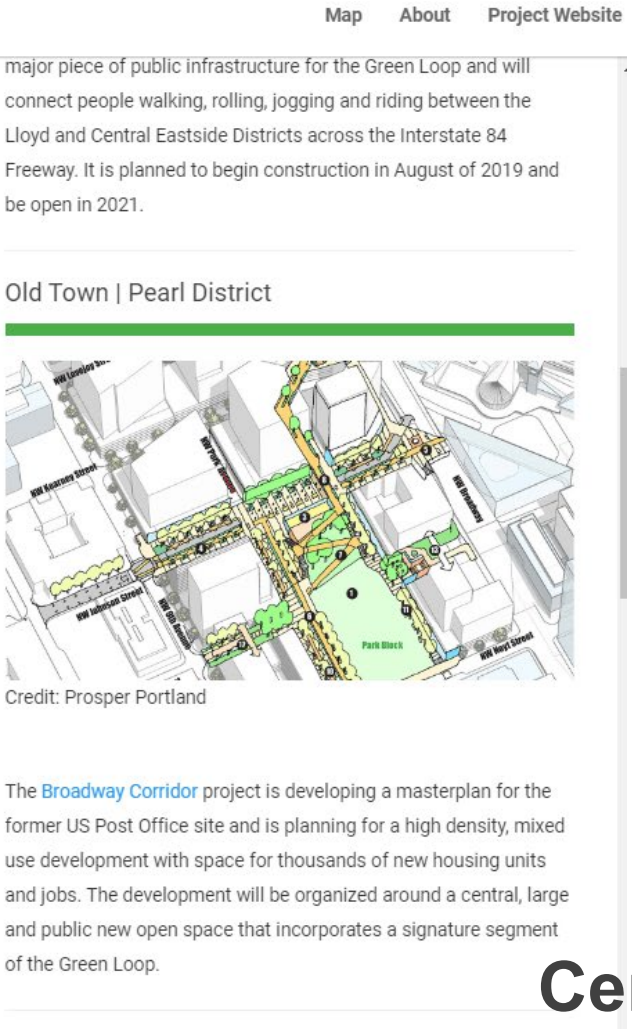
*** Pink number represents the maximum height on that parcel.

USPS Master Plan.pdf

North Park Block Extension / Broadway Corridor

The Green Loop will be a six-mile linear park that connects people through the heart of the city, improving access to and linking regional attractions, cultural institutions, employment centers, and shopping districts. The Green Loop will connect to places within and beyond Portland's downtown neighborhoods and the Willamette River.





The Central City is home to 60 percent of Portland's affordable housing units. It has the largest concentration of social services and care providers in the city, especially shelter facilities.

The Green Loop will support businesses and social services, improving access to places where people can get the staples and support they need. And it will reconfirm Portland's commitment to greater access to parks, nature, and active transportation.

Plus, a third of Portland's jobs are in the Central City, and more than 50,000 new jobs are coming in the next two decades. Building the Green Loop offers a chance to harness opportunities for more people at all income levels to work in the Central City and call it home.

In turn, the Green Loop can become an iconic symbol of a city that values and supports all people: residents, workers, students, and visitors of all ages, shapes and sizes, origins, and incomes.

Central City Green Loop

LU 22-146471 EA Exh H1

Staff Introduction

Applicant Presentation

Staff Discussion Topics

Public Comments

Commission Conversation

Staff Introduction

Applicant Presentation

Staff Discussion Topics

Public Comments

Commission Conversation

CONTEXT

1. **Partial demolition of the Honeyman Hardware Complex**
   a. The merits and mitigation of the request to demolish only the ¼ block Metro Building
   b. The merits and mitigation of the request to demolish the ¼ block Metro Building and the majority eastern ½ of the Bindery Building
2. **Height and massing; base/ middle/ top and proportions**
   a. Review of Options A, B and C.
   b. Review of Option C, hybrid addition, that preserves as much of the Bindery Building as possible with a glassy addition to convey relative lightness above the historic building to remain
   c. New addition context and compatibility to remaining Honeyman Hardware Company Building complex
   d. Building base, middle, and top proportions and expression
   e. Integration with future anticipated development at Broadway Corridor

PUBLIC REALM

3. **Preservation of the existing Honeyman Hardware Complex Buildings**
   - Restoration and improvements
4. **Ground floor/ building base quality and program**
   a. The Green Loop/ Required Building Line frontage.
   b. Ground floor uses for each street frontage – residential lobby, residential units, retail and limited back-of- house including loading

QUALITY & PERMANENCE

5. **Materiality**
   a. Concrete and masonry are character defining features in the National Register nomination for this block and supported by the Design Guideline approval criteria
   b. If other materials or modern cladding systems are being considered, examples and details should be provided

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OPTION **A - Half-Block Scheme**
• Demo Metro building Stories: 23

OPTION **B - Quarter-Block Scheme**
• Demo Metro building Stories: 23

OPTION **C-C3 - PREFERRED CONCEPT**
• Demo Metro building Stories: 23

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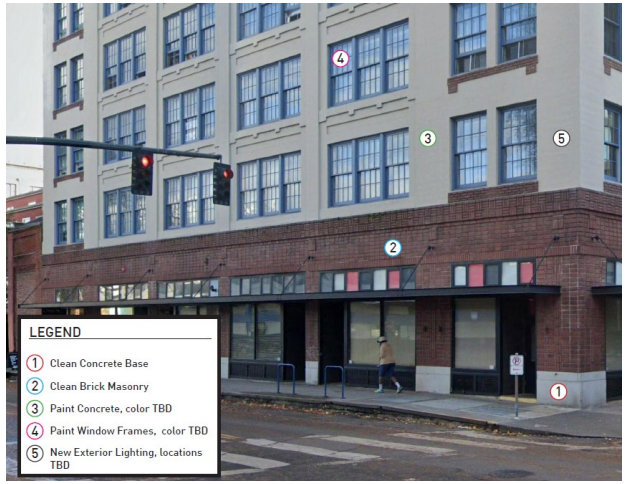

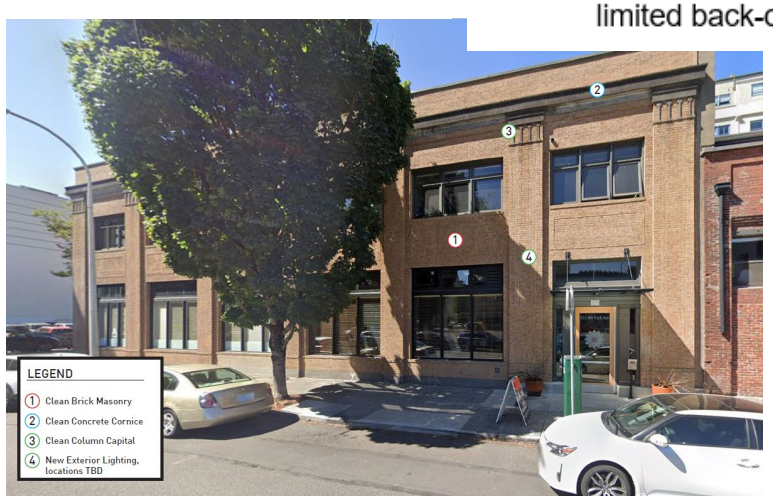

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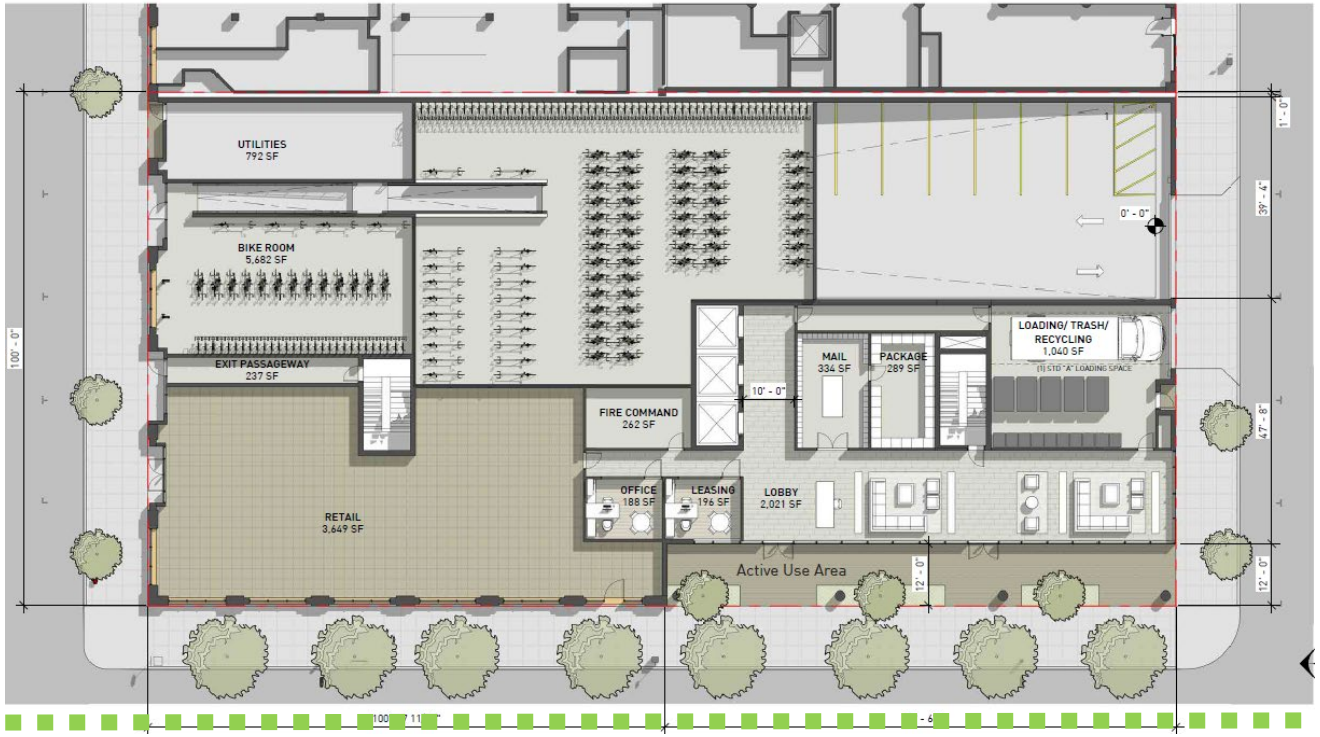

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Discussion Topics

end

EA 22-146647 DA –
The Philip

	FIRST NAME	LAST NAME	EMAIL	ADDRESS	CITY	ZIP	ARE YOU HERE FOR:	WOULD YOU LIKE TO TESTIFY	ARE YOU FOR OR AGAINST
1	Andrew	Fortgang	afortgang@gmail.com	555 NW Park Ave	Portland	97209	YES	YES	FOR
2	Robbie	Macnichol	robbie@debbiethomas.com	402 NW 13th Ave	Portland	97209	YES	YES	FOR
3	David	Dysert	david.dysert@gmail.com	323 NW 13th Ave	Portland	97209	YES	YES	N/A
4	Christina	Sinkovec	cbsinkovec@gmail.com	555 NW Park Avenue, Apt 303	Portland	97209	YES	YES	AGAINST
5	Kristi	Pendleton	kristi.pendleton@greystar.com	16030 sw Davis Road	Beaverton	97007	YES	YES	FOR
6	Natalee	Durant	kearneyplazamgr@greystar.com	6224 N Atlantic Ave	Portland	97217	YES	YES	FOR
7	Melissa	Darby	lowercolumbia@gmail.com	3327 NE Simpson St, Apt, Suite, Bldg. (optional)	Portland	97211	YES	YES	AGAINST
8	Sarah	Clymer	sarah@sclymer.us	555 NW Park Avenue, #214	Portland	97209	YES	YES	N/A
9	Jennifer	DeFrancesco	jennlexidog@hotmail.com	1125 NW 12th Ave #705	Portland	97209	YES	YES	FOR
	Sol	Schade	Solschade@gmail.com	555 NW Park Ave	Portland	97209	YES	YES	AGAINST
10	Dena	Philippson	denaphilippson@gmail.com	1400 NW Marshall St.	Portland	97209	YES	YES	FOR
11	Melanie	Roberts	softballplyr25@hotmail.com	16764 SE Hagen Road, Happy Valley, OR 97086	white	97086	YES	YES	FOR
12	Phil	Kennedy	pkennedy@andersen-const.com	10627 NW Vernon Ct.	Portland	97229	YES	YES	FOR
	Sol	Schade	Solschade@gmail.com	555 NW Park Ave	Portland	97209	YES	YES	AGAINST

Thank you,