



## **STAFF REPORT AND RECOMMENDATION TO THE HISTORIC LANDMARKS COMMISSION**

**CASE FILE:** LU 18-198009 HRM AD – Rothko Pavilion  
PC # 18-132564  
Project Title

**REVIEW BY:** Historic Landmarks Commission

**WHEN:** March 11, 2019 @ 1:30pm

**WHERE:** 1900 SW Fourth Ave., Room 2500B  
Portland, OR 97201

**Bureau of Development Services Staff:**

Hillary Adam 503-823-3581 / [Hillary.Adam@portlandoregon.gov](mailto:Hillary.Adam@portlandoregon.gov)

### **GENERAL INFORMATION**

**Applicant:** Timothy Eddy, Architect 503-227-4860  
Hennebery Eddy Architects  
921 SW Washington Suite 250  
Portland, OR 97205

Gareth Nevitt, Owner Representative 503-266-2811  
Portland Art Museum  
1219 SW Park Ave  
Portland, OR 97205

**Site Address:** 1119 SW PARK AVE & 1219 SW PARK AVE

**Legal Description:** BLOCK 222 LOT 1-3 INC PT VAC ST LOT 4&5 LOT 6-8,  
PORTLAND; BLOCK 223 INC VAC ST LOT 1&8 LOT 2-7,  
PORTLAND

**Tax Account No.:** R667723710, R667723870

**State ID No.:** 1S1E04AA 06300, 1S1E04AA 06400

**Quarter Section:** 3128

**Neighborhood:** Portland Downtown, contact Rani Boyle at 503-725-9979.

**Business District:** None

**District Coalition:** Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.

**Plan District:** Central City – Downtown (West End subarea)

**Other Designations:** 1219 SW Park Avenue – Historic Landmark, individually listed on the National Register of Historic Places on December 31, 1974.  
1119 SW Park Avenue – Local Landmark, designated by City Council Ordinance #130831 on May 6, 1970.

<b>Zoning:</b>	RXd – Central Residential with Design and Historic Resource Protection overlay
<b>Case Type:</b>	HRM AD – Historic Resource Review with Modifications and Adjustments
<b>Procedure:</b>	Type III, with a public hearing before the Historic Landmarks Commission. The decision of the Historic Landmarks Commission can be appealed to City Council.

## PROPOSAL

Type III Historic Resource Review for new additions to the Portland Art Museum, including a 4-story glazed entry pavilion within the vacated portion of SW Madison Street connecting the two existing brick buildings and a 2-story glazed loading bay and 2<sup>nd</sup> floor gallery at the south end of the property along SW Jefferson. The proposal includes a new paved loading area along the SW Jefferson right-of-way and an open-air pedestrian passageway beneath the northern end of the pavilion connecting SW Park and SW 10<sup>th</sup> Avenues. Non-standard improvements, consisting of alternate pavers and curb extensions, are proposed within the rights-of-way along SW Park and SW 10<sup>th</sup> Avenues.

The following Modifications are requested:

1. 33.266.130.C.1 – to allow vehicle area between a building and a street (SW Jefferson);
2. 33.266.220.A.2 – to increase the distance between short term bicycle parking and the primary entrances from 50’ to 88’ from the SW Park Avenue entrance and to 140’ at the SW 10<sup>th</sup> Avenue entrance;
3. 33.266.310.E – to reduce the amount of required landscape screening adjacent to the loading space from 5’ of L2 to 0’;
4. 33.510.220 – to reduce the amount of ground floor windows from the required 50% of the length (l) and 25% of the area (a) to: 0% (l) and 0% (a) along SW Jefferson; approximately 15% (l) and 19% (a) along SW 10<sup>th</sup>; approximately 3% (l) and 2% (a) along SW Main; approximately 18% (l) and 13% (a) along SW Park; and approximately 16% (l) and 16% (a) along the south façade of the north building, facing the pedestrian accessway.; and
5. 33.510.225.C – to reduce the ground floor active use requirement from 50% to 0% along SW Jefferson, from 50% to 10.5% along SW 10<sup>th</sup> at the south block and to 0% on the north block, and from 50% to 8.4% along SW Main, and from 50% to 9.4% along the south side of the Mark Building facing the pedestrian passage.

The following Adjustments are requested:

1. 33.510.263.G.6.c – to allow vehicular access on SW 10<sup>th</sup> Avenue; and
2. 33.266.310.C.2.c – to reduce the number of required loading spaces from 2 Standard A spaces to 1 Standard A space.

## RELEVANT APPROVAL CRITERIA

In order to be approved, this proposal must comply with the criteria of Title 33. The relevant criteria are:

- 33.846.060.G Other approval criteria
- Central City Fundamental Design Guidelines
- 33.846.070 Modifications Considered During Historic Resource Review
- 33.805.040 [Adjustment] Approval criteria

## ANALYSIS

**Site and Vicinity:** The Portland Art Museum is comprised of two separate buildings, each located on their own city block. The original 1931 Pietro Belluschi-designed Art Museum was constructed for that purpose and has expanded through several additions and alterations over the years. It is oriented east, facing the South Park Blocks. The first addition (Hirsch Wing) was also designed by Belluschi in 1938 and is located immediately west of the 1931 wings and fronts on SW Jefferson and 10<sup>th</sup>. In 1970 the Hoffman wing was added to this block and it was later remodeled in 2000. This portion of the museum occupies one city block between Park and 10<sup>th</sup> Avenues along Jefferson Street.

The north Wing of the Portland Art Museum was originally constructed as the Portland Masonic Lodge in 1927 by Frederick Fritsch. It occupies one city block between Park and 10<sup>th</sup> Avenues along Main Street. It is also oriented east, facing the Park Blocks. Both buildings are approximately four stories tall, with basements, constructed of brick, and are separated by the Art Museum’s Sculpture Court, located in the vacated Madison Street right-of-way.

The Portland Art Museum is one of Portland’s premier cultural institutions. Along with the Oregon Historical Society and several performing arts centers that make up the “Cultural District”, these institutions ring the South Park Blocks, downtown’s central greenspace. Nearby to the north is an edge of the retail district, while nearby to the south are apartments, and beyond, the Portland State University campus. Across 10<sup>th</sup> Avenue from the Museum is Portland’s West End Neighborhood. Immediately west is the Eliot Tower, YWCA, a 5-story office and retail building, and a through pedestrian plaza, generally aligned with the Museum’s sculpture court, connecting SW 10<sup>th</sup> and 11<sup>th</sup> Avenues.

The museum complex is within downtown’s Pedestrian District. The site’s west street frontage, SW 10<sup>th</sup> Avenue, includes the streetcar alignment with a stop immediately in front of the Portland Art Museum building. SW 10<sup>th</sup> Avenue is a City-designated Traffic Access Street, Transit Access Street, and a Central City Transit/Pedestrian Street. Along the east frontage of the site is SW Park Avenue, a City-designated Bikeway and Walkway. SW Jefferson Street is a City-designated Traffic Access Street, Transit Access Street, a Central City Transit/Pedestrian Street, and a City-designated Bikeway.

**Zoning:** The Central Residential (RX) zone is a high-density multi-dwelling zone which allows the highest density of dwelling units of the residential zones. Density is not regulated by a maximum number of units per acre. Rather, the maximum size of buildings and intensity of use are regulated by floor area ratio (FAR) limits and other site development standards. Generally the density will be 100 or more units per acre. Allowed housing developments are characterized by a very high percentage of building coverage. The major types of housing development will be medium and high rise apartments and condominiums, often with allowed retail, institutional, or other service oriented uses. Generally, RX zones will be located near the center of the city where transit is readily available and where commercial and employment opportunities are nearby. RX zones will usually be applied in combination with the Central City plan district.

The “d” overlay promotes the conservation and enhancement of areas of the City with special historic, architectural or cultural value. New development and exterior modifications to existing development are subject to design review. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by

requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

The Historic Resource Protection overlay is comprised of Historic and Conservation Districts, as well as Historic and Conservation Landmarks and protects certain historic resources in the region and preserves significant parts of the region’s heritage. The regulations implement Portland’s Comprehensive Plan policies that address historic preservation. These policies recognize the role historic resources have in promoting the education and enjoyment of those living in and visiting the region. The regulations foster pride among the region’s citizens in their city and its heritage. Historic preservation beautifies the city, promotes the city’s economic health, and helps to preserve and enhance the value of historic properties.

The Central City Plan District implements the Central City Plan and other plans applicable to the Central City area. These other plans include the Downtown Plan, the River District Plan, the University District Plan, and the Central City Transportation Management Plan. The Central City plan district implements portions of these plans by adding code provisions which address special circumstances existing in the Central City area. The site is within the Downtown Subdistrict of this plan district.

**Land Use History:** City records indicate that prior land use reviews include:

1. **DZ 3-67:** Approval of Design Review for a new school addition.
2. **V 22-68:** Approval of a Street Vacation for SW Madison Street between SW Park and SW 10th Ave. A permanent 8-foot wide pedestrian easement must be provided and maintained. The easement may not be blocked in any manner and must be adequately illuminated for use in hours of darkness. The easement cannot be used for any purpose other than an open mall. This street vacation was instituted under Ordinance No. 127882 in October 1968. Ordinance No. 156895 in December 1984 amended the original 1968 Ordinance as follows, “That said easement not be blocked in any manner between the hours of 7:00 am and 11:00 pm and be adequately illuminated for use in darkness” and “The owners of the adjacent property may block or close the easement to the public between the hours of 11: pm and 7:00 am provided that any fence or barricade used for the purpose of blocking or closing such easement shall be approved as to design by the design review process.”
3. **CU 92-68:** Approval of a Conditional Use request for an expansion of Portland Art Museum’s Art School and a Variance to reduce the number of parking spaces from 12 spaces to 6.
4. **DZ 3-69:** Approval of Design Review for a Sculpture Mall.
5. **CU 71-70:** Approval of a Conditional Use to erect one special bronze non-illuminated announcement panel display at the east and north entranceways to the Portland Art Museum building.
6. **DZ 5-72:** Landmarks Commission and Design Committee meeting to discuss a high-rise apartment building for the elderly with parking and commercial facilities at the block to the north of the former Masonic Temple. The proposed building was to be tied into a rooftop addition to the former Masonic Temple via a skybridge over SW Main Street. Also proposed was a street vacation of SW Main Street between SW Park and 10th. This was a preliminary meeting to discuss design approach.
7. **DZ 11-72:** Design Review request for remodel of Sculpture Court. *No information regarding decision available.*
8. **HL 8-89:** Approval of a Minor Landmark Design Review for replacement of existing glazing and window frames on two roof monitors above the 2nd floor galleries of the Hirsch Wing.

9. **HL 61-90:** Approval of a Minor Landmark Design Review for a new awning at the former Masonic Temple.
10. **LUR 92-00635 DZ:** Approval of Design Review for three new awnings and three replacement awnings for the former Masonic Temple.
11. **LUR 93-00229 DZ:** Approval of Design Review for three new awnings for the former Masonic Temple.
12. **LUR 93-00659 DZ:** Approval of Design Review for a new awning for the northwest corner of the former Masonic Temple.
13. **LUR 95-00208 DZ:** Approval of Design Review to install a roof-mounted cooling unit to provide climate control in the exhibit spaces of the Portland Art Museum building. Also approval of a Modification to Ground Floor Windows in order to preserve the existing historic building walls.
14. **PC 98-084:** Pre-application conference for Design Review, Landmarks Review and Design Review to replace an existing auditorium with two floors of exhibition gallery space, construct a 375-400 auditorium with improved exterior courtyard above, convert an art school to gallery and public areas, improvement of loading dock (Portland Art Museum). No parking will be provided.
15. **LUR 98-00476 DZ, CU:** Approval of Historic Design Review for alterations to exterior facades, for improvements in the vacated Madison Street right-of-way, and for Modifications to Ground Floor Windows on the south, east, and west facades. Conditions of approval A. and B. are as follows: A. As proposed per Sculpture Garden Site Plan [Exhibit C.10], 8 “art chairs” must be installed to provide seating along SW 10th Avenue and 10 “art chairs” must be installed to provide seating along the pedestrian walkway connecting SW 10th and SW Park Avenues. The specific design of these specially commissioned “art chairs” has not yet been established. Since their position and number are included in this recommendation for approval, they are not subject to further design review. All of these chairs must be installed no later than January 1, 2002; and B. In conformance with condition [b] of Amended Ordinance No. 156895, “that said easement.....be adequately illuminated for use in hours of darkness”, therefore the glass wall forming the southern edge of the pedestrian walkway shall be illuminated whenever the walkway itself is also illuminated.
16. **LUR 98-00484 CU:** Approval of a Conditional Use for the proposed expansion of the Portland Art Museum space into the Hoffman Wing of the building, as well as a new 375-seat auditorium located partially below grade under a new sculpture garden that will be constructed as part of the redesigned courtyard located in the vacated Madison Street ROW. Condition of approval B. required a revised Transportation Demand Management Plan that includes targeted goals for alternative modes of transportation trips to the Museum. The revised TDMP was to be submitted prior to the issuance of any certificate of occupancy.
17. **LUR 00-00077 HDZ:** Approval of Design Review for already-installed site lighting, surface-mounted to the north wall pilasters of the Hoffman Wing, and three site signs [one placed on SW Park at the entrance to the plaza, one placed on SW 10th at the entrance to the north pedestrian walkway, and a 3rd sign placed internal to the site at the entrance to the Hoffman Wing.]
18. **PC 01-140:** Pre-application conference for a Type III Historic Design Review and Type III Conditional Use Review for a \$12 million renovation and expansion of the north-wing of the Portland Art Museum (Masonic Temple building) to house the new Modern Art Galleries. This pre-application conference expired before a land use review was submitted for the project discussed.
19. **PC 02-142837:** Follow-up pre-application conference for a project similar to what was discussed in PC 01-140.
20. **LUR 02-157059 HDZM:** Historic Design Review approval for exterior alterations and additions to the Historic Masonic Temple.

21. **LU 03-122475 CU AD:** Conditional Use approval for renovation and expansion of the Historic Masonic Temple and an Adjustment to landscaping.
22. **LU 03-172937 HDZ:** Historic Design Review approval for revisions to LU 02-157059 HDZM.
23. **LU 04-040731 HDZ:** Historic Design Review approval for revisions to LU 02-157059 HDZM.
24. **LU 05-129907 HDZ:** Historic Design Review approval for revisions to LU 02-157059 HDZM.

**Agency Review:** A “Notice of proposal in Your Neighborhood” was mailed **February 12, 2019**.

The Bureau of Transportation Engineering responded with the following comment:

“Portland Transportation/Development Review has reviewed the application for its potential impacts regarding the public right-of-way, traffic impacts and conformance with adopted policies, street designations, Title 33, Title 17, and for potential impacts upon transportation services.

Portland Transportation/Development Review has reviewed the application for its potential impacts regarding the public right-of-way, traffic impacts and conformance with adopted policies, street designations, Title 33, Title 17, and for potential impacts upon transportation services.

The most critical PBOT issue is the operation of the proposed loading dock with truck access from new driveways on SW Jefferson and SW 10<sup>th</sup> Ave. The loading dock operations are subject to the condition in the approved Driveway Design Exception (DDE) contained in 18-198119 TR. One of the conditions requires a loading management plan to be reviewed and approved by PBOT prior to building permit approval.

Upgraded ADA corners and mid-block ramps will be required as a condition of building permit approval. The improvements must be constructed under a separate public works permit per the requirements of the City Engineer.

The applicant has requested to install mid-block curb extensions on NW 10<sup>th</sup> and NW Park. The final determination will be made during the engineering review of the public works permit. The one on 10<sup>th</sup> is immediately adjacent to the street car stop. Pedestrians crossing from east to west would have limited visibility if a street car was at the stop. The presence of the street car would block visibility of vehicles traveling north in the lane as pedestrian stepped out from in front of the street car. The curb extension may have to be moved further north.

The proposed curb extension SW Park could interfere with future improvements related the green loop. SW Park is classified as a Major City Bikeway and curb extensions may not be supported depending on the final design of the green loop.

If the applicant wants to more definitive approval for the curb extensions, they must receive approval of 30% public works concept plans. The applicant has been advised for months that this is the process for formal review. That process will take approximately 6-8 weeks as proposed improvements are unlikely to receive approval at the first 30% meeting.

PBOT may support the extension of the plaza pavers to the curb line. PAM will be required to maintain these pavers and must receive approval of an encroachment permit for private elements in the right-of-way.”

Please see Exhibit E-1 for additional details.

The following Bureaus have responded with no issue or concerns:

- Fire Bureau
- Site Development Section of BDS
- The Bureau of Environmental Services
- Life Safety Division of BDS

The Water Bureau did not respond.

The Bureau of Parks-Forestry Division did not respond.

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on **February 12, 2019**. *No responses were received prior to the publication of this staff report.*

## ZONING CODE APPROVAL CRITERIA

### (1) HISTORIC RESOURCE REVIEW (33.846)

#### **Chapter 33.846, Historic Resource Review**

##### **Purpose of Historic Resource Review**

Historic Resource Review ensures the conservation and enhancement of the special characteristics of historic resources.

##### **Historic Resource Review Approval Criteria**

Requests for Historic Resource Review will be approved if the review body finds the applicant has shown that all of the approval criteria have been met.

**Findings:** The site is a designated Historic/Conservation Landmark. Therefore the proposal requires Historic Resource Review approval. The relevant approval criteria are listed in 33.846.060 G. 1.-10. In addition, because the site is located within the Central City, the relevant approval criteria are the Central City Fundamental Design Guidelines.

#### **G. Other Approval Criteria:**

- 1. Historic character.** The historic character of the property will be retained and preserved. Removal of historic materials or alteration of features and spaces that contribute to the property's historic significance will be avoided.
- 2. Record of its time.** The historic 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 properties 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 old 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.

- 9. Preserve the form and integrity of historic resources.** New additions and adjacent or related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic resource and its environment would be unimpaired.

**Findings for 1, 2, 3, 4, and 9:** The essential form and integrity of both historic resources, the Belluschi-designed Art Museum and the Mark (Temple) Building will be retained in the current design. The new additions are proposed to be located within voids of the existing buildings, including the north and south notches to the immediate west of the 1931 Ayer Wing of the Belluschi building which are currently relatively insignificant service areas, the vacated Madison Street, and within the vertical area of the “pleat” that was introduced at the Mark Building in 2005. These additions, if removed in the future, would allow the essential form and integrity of the two landmark buildings to remain unimpaired; this is because these new connections are proposed to be constructed without the removal of existing exterior walls which will become interior walls. To ensure that these newly “interior” historic brick walls at the Belluschi-designed building and the Mark Building will not be demolished, a condition has been added that they shall remain intact.

While the two free-standing full-block brick structures will now be joined across a former right-of-way with this new connection, the two historic structures will remain a physical record of their time and place as the new pavilion is designed to be deferential to the buildings in the following ways:

- Minimizing the points of connection with the two landmarks;
- Setting back from the sidewalk so that the brick structures remain proud;
- Being clad with a glazed exterior to maintain a light and airy feeling within the former right-of-way; and
- Being modest in its design expression so as to not detract attention from the historic landmark structures.

The Portland Art Museum has evolved over time. What began as a simple north-south bar building designed by Pietro Belluschi in 1931, has been added to over the years as the museum expanded its program. This began as early as 1938 with the Belluschi design of the Hirsch Wing to the west and the 1970 Hoffman Wing at the northwest of the Belluschi block, later remodeled in 2000. The Mark Building was purchased by the Art Museum in 1994 and remodeled in 2005. The current proposal continues the ever-evolving character of the Portland Art Museum property but does so in a way that respects the historic character of the two existing landmark structures.

*With the condition of approval that existing exterior brick walls at the Belluschi-designed structures and at the Mark Building which will become interior walls shall remain intact, these criteria are met.*

- 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.

**Findings:** No chemical or physical treatments that could damage historic materials are proposed. *This criterion is met.*



- 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.

**Findings:** While some ground disturbance is proposed, this is relatively minimal and occurs in areas previously disturbed. Nonetheless, if any archaeological resources are discovered appropriate actions will be implemented to evaluate, extract, and preserve these resources. *This criterion is met.*

- 7. Differentiate new from old.** New additions, exterior alterations, or related new construction will not destroy historic materials that characterize a property. New work will be differentiated from the old.

**Findings:** As is noted above, the new additions are distinguished from the historic resources primarily through the use of a glazed exterior. These two new additions are designed with this shared language so that they are easily recognizable as additions from this period in the museum's development history. This design expression allows the historic landmark structures to remain the impressive and distinguished buildings that they are while the new pavilion serves a simple and elegant connector between the two landmarks.

As is also noted above the manner in which the new additions are designed will not destroy historic materials that characterize the property. Due to seismic requirements, seismic joints will need to be added between the new pavilion and the historic landmarks. These joints will run past, or through, decorative cast stone elements, which will require cutting through these elements at these points. To ensure that historic materials will not be unduly damaged at these locations, staff has added a condition of approval that requires that these cast stone elements must be repaired if the pavilion is ever removed in the future; or alternatively, the elements can be removed and stored on-site in perpetuity.

*With the condition of approval that any cast stone decorative elements located in the areas of the seismic joints shall be repaired if the pavilion is ever removed in the future and that if these decorative elements can be removed without significant damages, they shall be stored on-site in perpetuity, this criterion is met.*

- 8. Architectural compatibility.** New additions, exterior alterations, or related new construction will be compatible with the resource's massing, size, scale, and architectural features. When retrofitting buildings or sites to improve accessibility for persons with disabilities, design solutions will not compromise the architectural integrity of the historic resource.
- 10. Hierarchy of compatibility.** Exterior alterations and additions will be designed to be compatible primarily with the original resource, secondarily with adjacent properties, and finally, if located within a Historic or Conservation District, with the rest of the district. Where practical, compatibility will be pursued on all three levels.

**Findings for 8 and 10:** As is noted above, the new additions are to be clad primarily in glass with a butt-glazed finish at the pedestrian level and protruding mullion caps at the upper levels. Extensive glazing was supported by the Historic Landmarks Commission in the three prior Design Advice Requests as it is a relatively neutral material which helps to maintain the desired light and airy feeling of the former Madison right-of-way and identifying an alternative material that could as successfully marry the two landmarks constructed in two different types of brick would be challenging. This response allows the new

additions to be compatible with both the two historic landmarks as well as with neighboring buildings in the vicinity such as Eliot Tower, Ladd Tower, and Broadway Tower.

The massing of the new additions complements the historic resources in that they allow the historic resources to remain the primary elements of the site. The pavilion is set back from the sidewalk edge allowing space for entry plazas on the east and west. The projecting east entry volume is lower in height than the Belluschi building. The rest of the pavilion is located immediately west of the back wall of the Belluschi wing where it then rises to a height of three stories, only minimally taller than the Belluschi wing. A narrow fourth floor is set further back, barely visible from sidewalk level. At the SW Jefferson side, the new loading bay with second floor gallery is designed to meet the height of the brick cladding of the 1931 and 1938 Belluschi buildings, allowing the 1931 building to remain taller in height. At both the north and south ends of the pavilion, the sides of the pavilion are pulled in from the exterior walls of the landmarks so that these walls can be returned to not interfere with upper level exterior windows in the Hoffman wing to the south and the Mark Building to the north.

The ultimate purpose of the new Rothko Addition is to provide improved accessibility to all museum visitors who currently experience challenges with regard to accessing the entrance as well as way-finding once inside. Because the original Belluschi Building was built prior to the requirement or conscious desire for equitable access, the stair facing SW Park have been the museum's primary entrance since its construction with a secondary accessible entrance added later approximately midblock facing the vacated SW Madison right-of-way. The proposed pavilion will allow all users regardless of their mobility to enter the museum at a single primary entrance (facing either SW Park or SW 10<sup>th</sup>) as well as ensure access to every level of the museum interior from one building to the other. The existing entrances of both the Belluschi building and the Mark Building will remain but will no longer be used as primary entrances to the museum. *These criteria are met.*

### **Central City Fundamental Design Guidelines**

These guidelines provide the constitutional framework for all design review areas in the Central City.

The Central City Fundamental Design Guidelines and the River District Design Guidelines focus on four general categories. **(A) Portland Personality**, addresses design issues and elements that reinforce and enhance Portland's character. **(B) Pedestrian Emphasis**, addresses design issues and elements that contribute to a successful pedestrian environment. **(C) Project Design**, addresses specific building characteristics and their relationships to the public environment. **(D) Special Areas**, provides design guidelines for the four special areas of the Central City.

### **Central City Plan Design Goals**

This set of goals are those developed to guide development throughout the Central City. They apply within the River District as well as to the other seven Central City policy areas. The nine goals for design review within the Central City are as follows:

1. Encourage urban design excellence in the Central City;
2. Integrate urban design and preservation of our heritage into the development process;
3. Enhance the character of the Central City's districts;
4. Promote the development of diversity and areas of special character within the

- Central City;
5. Establish an urban design relationship between the Central City's districts and the Central City as a whole;
  6. Provide for a pleasant, rich and diverse pedestrian experience for pedestrians;
  7. Provide for the humanization of the Central City through promotion of the arts;
  8. Assist in creating a 24-hour Central City which is safe, humane and prosperous;
  9. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Central City as a whole.

*Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project.*

- 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.

**Findings:** While the building is relatively small in stature and located several blocks from the river, the primary entrance faces east and will connect to the future Green Loop. Additionally, the proposed pedestrian passage will maintain access from the west to the Green Loop and beyond, to the river. *This guideline is met.*

- A2. Emphasize Portland Themes.** When provided, integrate Portland-related themes with the development's overall design concept.

**Findings:** No explicit Portland themes are proposed in the design, however, with the use of extensive glazing, greater visual access will be provided between the interior and exterior, thus allowing greater opportunities of public enjoyment of art on this site, and enhancing an unofficial theme of the City of exposure to art. *This guideline is met.*

- 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 superblock 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.

**Findings:** A City Council ordinance has allowed the opportunity for a pavilion to be located in this location within the 60' vacated right-of-way of SW Madison Street. Because this space has always remained relatively open, maintaining a physical pedestrian connection between SW Park and SW 10<sup>th</sup>, as well as a feeling of lightness, has been an important consideration during the design process. As such, the building is primarily clad in glass, which lends a sense of permeability through the pavilion, which is bookended with two solid and massive brick buildings demarcating the north and south blocks. The pedestrian connection at the north end of the pavilion has been a subject of much discussion and has greatly improved from the initial Design Advice Request proposal, which showed this connection going through the interior of the building. Improvements to the pedestrian passage are discussed in detail below; however, it is worth noting here that this connection is now open-air and free of barriers along this path.

While City Council only required that the pedestrian connection through the site remain open during hours matching the schedule of the adjacent

streetcar, maintaining an open connection 24 hours a day is critical to ensuring equitable access for all pedestrians between SW Park and SW 10<sup>th</sup> Avenues and maintaining the City’s 200-foot block pattern. In order to ensure that this path will remain free of pedestrian barriers and that the 200-foot block pattern will be preserved, staff has added a condition of approval that no barriers shall be installed infringing the free movement of pedestrians between SW Park and SW 10<sup>th</sup> Avenues and that any proposal to install a barrier that restricts 24-hour access through this passage shall require removal of this condition. Landscaping and seating is provided within the east and west plazas to soften these spaces and provide respite and gathering space for museum visitor and pedestrians alike.

*With the condition of approval that the open-air pedestrian passage at the north end of the pavilion shall remain free of pedestrian barriers and that any proposal to install a barrier that restricts 24-hour access through this passage shall require removal of this condition, this guideline is met.*

- A4. Use Unifying Elements.** Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.

**Findings:** The pavilion will literally unify and connect the two landmark buildings so that they can more easily experienced by museum visitors. The proposed loading bay will be of the same language as the pavilion and will unify these two elements across the site. In addition, the pavers will extend east-west through the site within the pedestrian areas and similar pavers will be used at the loading space to help give this area more of an open plaza character when not used by loading vehicles. *This guideline is met.*

- 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.

**Findings:** The site is located within the Cultural District and the design concept allows for pedestrians passing by or through the building to experience art in a way that they are not currently able to due to both the opaque design of the two existing landmarks and the museum’s need to protect the art pieces within from UV exposure. The new pavilion will allow greater visibility of select pieces through the use of fritted exterior glass at upper levels which minimizes UV exposure while still allowing visibility and by visually opening up some portions of the museum to pedestrians with the use of clear glazing. For instance, the area within the pedestrian passage immediately below the bridge will now allow views into gallery space within the Mark Building as well as into the basement level just outside of the Whitsell Auditorium. Art will be placed within these spaces for the enjoyment of museum visitors as well as passing pedestrians. The added visibility of select art pieces from the exterior of the building will help to enhance and identify the Portland Art Museum as the heart of the City’s Cultural District. Because visual access to interior works of art is critical to why this pedestrian passage can now be found to be acceptable, staff has added a condition of approval that these windows into the ground and lower levels of the pavilion and Mark buildings must remain clear glazing and that the museum must continually curate these spaces with art that can withstand such exposure.

*With the condition of approval that the windows looking into the ground and*

*lower levels of the pavilion and Mark buildings must remain clear glazing and the museum must continually curate these spaces with art that can withstand such exposure, this guideline is met.*

- A6. Reuse/Rehabilitate/Restore Buildings.** Where practical, reuse, rehabilitate, and restore buildings and/or building elements.

**Findings:** The proposal to construct a unifying pavilion between the north and south wings of the Portland Art Museum will allow for continuation of the current use and preservation of these two historic landmarked buildings. The pavilion has resolved a challenging design problem of connecting, in an accessible and equitable way, these two landmarks with differing floor heights that allows this institution to remain in its current historic location. This expansion allows the historic 1931 Belluschi-designed Portland Art Museum to continue to operate in the same use for which it was designed, ever evolving for current and future generations. *This guideline is met.*

- A7. Establish and Maintain a Sense of Urban Enclosure.** Define public rights-of-way by creating and maintaining a sense of urban enclosure.

**Findings:** The existing historic landmarks were built for institutional uses and are set back from the property lines. The new pavilion is also proposed to be set back from the street lot lines to allow for open plazas in front of the primary entries on both the east and west. While the new pavilion will be located within the vacated right-of-way of SW Madison, the east and west plazas help to preserve a sense of this historic void while also establishing pleasant spaces for pedestrians to gather and rest. The pedestrian passage at the north end will preserve pedestrian access through this former right-of-way between SW Park and SW 10<sup>th</sup> Avenues. *This guideline is met.*

- 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.

**Findings:** As is noted above, the new pavilion is set back on both the east and the west, allowing outdoor space to serve as forecourts to the building entries on either façade. The east plaza has improved significantly since the earlier proposals seen in the first and second Design Advice Requests. The plaza now is minimally above sidewalk level with an adjacent accessible ramp, lending to a low welcoming porch character. The entire vacated right-of-way is proposed to be paved with the same stone pavers extending from the proposed curb extension on SW Park, through the east plaza, the interior of the pavilion, the west plaza, and into the curb extension on SW 10<sup>th</sup> Avenue. This continuation of the pavers through this area, mortar-set at the exterior and pedestal-set at the interior will recall this space's history as a former street and encourage movement through the block, including through the sheltered interior of the pavilion, thus activating the ground level of the site. The pavilion itself is designed almost as an atrium, primarily clad in glass, marking the new entrance to the museum with this grand gesture and allowing visibility between the City outside and the art inside. Both plazas feature bench seating and modest landscaping to soften the edges of the spaces. The west plaza also features movable seating and some sculptures are shown to be located within this space, which will provide further activation. *This guideline is met.*

**A9. Strengthen Gateways.** Develop and/or strengthen gateway locations.

**Findings:** This site is not a designated Gateway. *This guideline is not applicable.*

**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.

**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.

**Findings for B1 and B3:** Existing rights-of-way will be preserved. As is noted above, a pedestrian connection between the site linking SW Park and SW 10<sup>th</sup> Avenues will be maintained and enhanced with greater visual access to art. There has been much discussion between the applicant, staff, the Commission, the public over the course of three Design Advice Requests regarding the design and character of the pedestrian passage through the site. The proposal is significantly improved from the initial designs which were located interior to the building and have progressed throughout the design process.

The current width and height of the passage are constrained by existing interior programming and life safety requirements, specifically the location of existing entrances and exits from the basement level Whitsell Auditorium as well as a desire for universal accessibility throughout the proposal. Providing equitable access across each level of the museum has been a primary goal for the museum and is thus the reason for not raising the bridge connection another level, as was desired by many members of the public.

In order to reduce the overhead impact of the bridge component, the applicant has reduced the depth of the bridge floor structure by one foot and reduced the overall footprint of the lowest level of the bridge to the minimum possible. The ground level wall of the Mark Building, in the location of the existing glass “pleat” and immediately beneath the bridge, will also be opened to provide a full-height window in order to allow views into the remodeled gallery space north of the passage. In addition, the design shows a fully-glazed ground level for the pavilion, including beneath the pavilion stairs which allows clear views into the basement level anteroom outside of the Whitsell Auditorium. This interior area also provides space for hanging art pieces. The applicant has indicated a desire to use this area as an outdoor gallery space for revolving installation pieces; the specific art installations, however, are not proposed as part of this review and therefore the architecture, as designed, must be found to stand on its own.

In addition to the pedestrian passage improvements, the applicant proposes to extend the curbs at both SW Park and SW 10<sup>th</sup> to reduce street crossings for pedestrians. The extra wide curb extension on SW 10<sup>th</sup> is also intended to provide a clearer connection between the passage on this block with the pedestrian passage north of the Eliot Tower which is slightly offset to the south. The same paving material is proposed from the curb extension on SW

Park, through the east plaza, the pavilion, and the west plaza to the curb extension on SW 10<sup>th</sup>. This will unify this connection within the vacated SW Madison right-of-way. These pedestrian improvements are critical to ensuring a safe and pleasant pedestrian environment as one crosses between SW Park and SW 10<sup>th</sup> and offer substantial mitigation for the proposed loading space which is now located out of the SW Madison vacated right-of-way and along SW Jefferson. Therefore, if the concepts of the SW Park and SW 10<sup>th</sup> Avenue curb extensions and the paving extending into the right-of-way substantially changes from the current proposal, another Historic Resource Review will be required to review these changes. Lastly, because this is a pedestrian space and no curbcuts are proposed except those required for pedestrians, the bollards proposed at either end of the passage are unnecessary and should be removed from the plans to reinforce this areas as space dedicated for pedestrians.

*With the condition of approval that if the concepts of the SW Park and SW 10<sup>th</sup> Avenue curb extensions and the paving extending into the right-of-way substantially changes from the current proposal, another Historic Resource Review shall be required; and*

*With the condition of approval that the bollards at either end of the pedestrian passage be removed from the plans, this guideline is met.*

- 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.

**Findings:** The existing conditions at the museum require that trucks picking up and delivering pieces of art have to pull into the vacated SW Madison right-of-way to back into the existing loading bay behind the 1931 Belluschi building. This creates conflicts with pedestrians as this is also the area of the existing east plaza. Therefore, one of the key elements of the proposal was the desire to separate loading and pedestrian areas. The applicant has studied several alternatives for where the loading could potentially be located onsite and has determined that the landscaped area immediately south of the 1938 wing along SW Jefferson is the least problematic location that can serve the needs of the museum. PBOT staff, BDS staff, and the Historic Landmarks commission have, over the course of three Design Advice Requests (DAR), concurred. The proposal allows for smaller trucks to enter and exit via a wide opening in the modified historic brick garden wall while larger trucks will have to exit onto SW 10<sup>th</sup>, through a new opening in the brick garden wall and across the Streetcar tracks.

Loading in the right-of-way is not an option for the museum programmatically because the risks to highly valued works of art would be too great; therefore, loading on-site, which is required by the Code, was a necessity. Turning diagrams presented during the DAR process showed that larger delivery trucks would cross the pedestrian path through the site as well as cross into the South Park Blocks property across SW Park Avenue. Additionally, a loading bay introduced to the north end of the Mark Building was also studied but was found to significantly impact the lobby and structural footings of this landmark building, therefore this idea was abandoned. While there are essentially no great locations for the loading on this two-block site, occupied

by two landmarks with a required pedestrian path through the middle, the SW Jefferson location appears to be the best alternative.

The applicant has submitted a draft loading management plan that will be further vetted with PBOT at the time of permit. This draft loading management plan includes the following:

- Driveway use only for Art Exhibition loading and unloading. All other pick-ups and deliveries will be made at designated loading zones on SW 10<sup>th</sup> Ave, SW Park Ave, or SW Main St.
- Trucks servicing the facility will be WB-50 or smaller. All trucks will enter and leave the site in a forward motion.
- No driveway use during peak Jefferson St. hours of 7:00-9:00am and 4:00-6:00pm.
- Reinforced sidewalk and rolled curb at Jefferson St. and 10<sup>th</sup> Ave. with gates at property lines.
- Orange-vested flaggers and cones at driveway during truck ingress and egress.

While the applicant's draft loading management plan indicates a rolled curb, the PBOT-approved Driveway Design Exception (TR 18-198119) required that the curbs on both SW Jefferson and SW 10<sup>th</sup> be standard full-height curbs to be modified with temporary ramps at times of ingress and egress of art delivery trucks. This Driveway Design Exception approval is included in the record as an addendum to the PBOT response (E-1). To mitigate for the conversion of this space from a landscaped area with a significant art piece at the SW corner to a loading area, the applicant proposes that the space will be paved with paving similar to that proposed throughout the SW Madison vacated right-of-way. This will unify this area with the pedestrian-specific zone through the vacated SW Madison right-of-way and with the use of bollards, rather than gates, across the SW Jefferson and SW 10<sup>th</sup> openings in the garden wall, will allow pedestrians to use this area as a pass through rather than walking along the sidewalk. This also allows the opportunity for this space to potentially be used for other purposes when no loading activities are expected. The proposed right-of-way improvements including the SW Park and SW 10<sup>th</sup> Avenue curb extensions, as well as the paving in the vacated SW Madison right-of-way extending from curb extension to curb extension through this area also offer substantial mitigation for the relocated loading space on Jefferson. Therefore, if the concepts of the SW Park and SW 10<sup>th</sup> Avenue curb extensions and the paving extending into the right-of-way substantially changes from the current proposal, another Historic Resource Review will be required to review these changes.

As a result of the relocation of the loading area to SW Jefferson, the SW Madison vacated right-of-way is now free of vehicular uses and service uses. Lighting is proposed within this area, highlighting architectural and landscape features in the east and west plazas and through the pedestrian passage.

*With the condition of approval that if the concepts of the SW Park and SW 10<sup>th</sup> Avenue curb extensions and the paving extending into the right-of-way substantially changes from the current proposal, another Historic Resource Review shall be required, this guideline is met.*



- B4. Provide Stopping and Viewing Places.** Provide safe, comfortable places where people can stop, view, socialize and rest. Ensure that these places do not conflict with other sidewalk uses.
- B5. Make Plazas, Parks and 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.
- C6. Develop Transitions between Buildings and Public Spaces.** Develop transitions between private development and public open space. Use site design features such as movement zones, landscape element, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.
- 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.

**Findings for B4, B5, C6, and D1:** The pavilion, which is located between the two historic buildings occupied by the museum, will serve as the new primary entry for the institution. The pavilion will have primary entries on the east and the west, allowing easy access for people arriving by foot, bicycle, or other means from the Park Blocks and Downtown on the east or from the Streetcar and West End neighborhood on the west. The east plaza is intimate, acting as a low porch greeting the Park Blocks, with the 1½-story projecting vestibule greeting and welcoming visitors into the museum. This plaza features bench seating, landscaping, and lighting to ensure a comfortable place to rest and gather. The landscaping and seating is located to the side of the plaza allowing for unobstructed access to the entry from the sidewalk. This plaza is flanked by two of the museum's most significant art pieces and will feature another piece at the southwest corner of the plaza. The proposed plaza will strengthen the museum's connection with the South Park Blocks, providing an official seating area immediately outside its primary entrance and softened by immediately adjacent landscaping, whereas the existing historic condition features only steps leading to the main doors, with the secondary entrance relatively hidden mid-block with no forecourt space and relatively uncomfortable adjacent seating.

Moving west, the pedestrian passage features bench seating, perimeter landscaping and lighting to ensure a comfortable and active transition space through the site. The design of the pedestrian passage has been a major design consideration throughout the process. The most recent design envisions this space akin to an outdoor gallery with opportunities to provide temporary art exhibits, but more importantly, showing clear views into the lower level of the Mark Building where a remodeled interior gallery space will allow pedestrians to view some of the art contained within the building. In addition, the design shows a fully-glazed ground level for the pavilion, including beneath the pavilion stairs which allows clear views into the basement level anteroom outside of the Whitsell Auditorium. This interior area also provides space for hanging art pieces. Because visual access to interior works of art is critical to why this pedestrian passage can now be found to be

acceptable, staff has added a condition of approval that these windows into the ground and lower levels of the pavilion and Mark buildings must remain clear glazing and that the museum must continually curate these spaces with art that can withstand such exposure.

In addition, the applicant proposes to extend the curbs at SW Park and SW 10<sup>th</sup> Avenues at either end of the vacated SW Madison right-of-way in order to ensure safer pedestrian crossings. This area will feature the same paving system from curb extension to curb extension, ensuring a safe and pleasant pedestrian environment as one crosses between SW Park and SW 10<sup>th</sup>. In addition, these proposed pedestrian improvements and offer substantial mitigation for the proposed loading space which is now located out of the SW Madison vacated right-of-way and along SW Jefferson. Therefore, if the concepts of the SW Park and SW 10<sup>th</sup> Avenue curb extensions and the paving extending into the right-of-way substantially changes from the current proposal, another Historic Resource Review will be required to review these changes.

The west plaza is larger in area and features perimeter landscaping and bench seating as well as movable seating, sculpture, and lighting ensuring a comfortable and active urban space. This area is located just outside the gift shop and café and will likely be used by museum-goers as well as pedestrians. In order to make this space more comfortable staff suggests that an additional tree or trees be introduced into the interior of the west plaza; this would provide visual interest as well as some shading for the movable tables and chairs. Additionally, staff suggests that the low planter along the SW 10<sup>th</sup> Avenue sidewalk be reduced in width so that it is no wider than the entry doors on the west façade to allow greater ease of movement between the sidewalk and this plaza. Conditions have been added for these two revisions.

*With the condition of approval that if the concepts of the SW Park and SW 10<sup>th</sup> Avenue curb extensions and the paving extending into the right-of-way substantially changes from the current proposal, another Historic Resource Review shall be required; and*

*With the condition of approval that the windows looking into the ground and lower levels of the pavilion and Mark buildings must remain clear glazing and the museum must continually curate these spaces with art that can withstand such exposure; and*

*With the condition of approval that an additional tree or trees be introduced to the interior of the west plaza; and*

*With the condition of approval that the low planter along the SW 10<sup>th</sup> Avenue sidewalk be reduced in width so that it is no wider than the entry doors on the west façade, these guidelines are met.*

- 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.

**Findings:** Because the pavilion is set back from the sidewalk edges, weather protection is not provided along the sidewalk. However, the pavilion itself provides weather protection to those who choose to pass through the interior lobby space during its regular operating hours and the bridge connection

provides some weather protection over the passage. Glare is mitigated across the glazed pavilion through the use of bird-safe fritted glass and metal fins to help reduce glare and reflection that can occur with large areas of glazing. Trees are proposed at the north end of the plazas to provide some shading to the areas with bench seating. *This guideline is met.*

**B7. Integrate Barrier-Free Design.** Integrate access systems for all people with the building's overall design concept.

**Findings:** One of the primary goals of the museum expansion is to provide barrier-free access to all users. The historic entry stair at the 1931 Belluschi Building, while beautiful and grand to some, is uninviting and even impossible to use for others. A secondary accessible entrance was added much later midblock on the north side of the Belluschi block. While allowing access to all potential users, this entry was still inequitable as the SW Park entrance was still considered to be the primary entrance. The Mark Building also featured an entrance facing SW Park and while this entrance was accessible, moving between the two buildings of the museum has continued to be a challenge for all users. The current condition requires that all users, once inside, must access the basement and travel under the vacated SW Madison right-of-way to reach exhibits in the other building; exiting requires traveling back the way one came.

The museum has strived to meet the goals of universal accessibility in the proposed design. As such, the current proposal seeks to provide one main point of entry for all users, accessible via either SW Park or SW 10<sup>th</sup>, and to provide equitable access for all users across each floor of the museum from the basement level all the way up through the fourth floor. This is the primary reason why the bridge connection across the pedestrian passage is located at the height that it is though it should be noted that ground level access between the buildings is not proposed as this would require that the pavilion extend all the way to the Mark building at the ground level, thereby enclosing the entire SW Madison vacated right-of-way to through pedestrian traffic, as was shown in an earlier concept.

The closure of SW Madison to through-pedestrian traffic was vociferously opposed by the public and the Historic Landmarks Commission in the first Design Advice Request, thus prompting the applicant to revise the design to maintain an open-air pedestrian passage between SW Park and SW 10<sup>th</sup>. The City Council ordinance allowing for construction of this pavilion within the vacated right-of-way requires that public access be maintained “between SW Park and SW 10<sup>th</sup> Avenues between the weekday hours of 5:30am to 12:00am, Saturday hours of 7:00am to 12:00am, and Sunday hours of 7:00am and 11:00pm year-round” and that “access will not be blocked in any manner and will adequately illuminated for use in hours of darkness”. While City Council did not require 24-hour public access through this right-of-way, 24-hour public access is critical to ensure equitable access through this block as requiring users of relatively limited ability to circumnavigate the Belluschi block or the Mark block in order to continue along SW Madison is inequitable. It should be noted that the proposal in front of City Council when this ordinance was drafted showed a pavilion that extended across the entire SW Madison vacated right-of-way at the ground level and would have required pedestrians to pass through the museum to reach either SW Park or SW 10<sup>th</sup> when traveling along SW Madison. The design has since been revised and the pedestrians can now pass through the site without entering the building; this

access needs to be maintained all hours of the day. As such, staff has added a condition of approval that no barriers shall be installed infringing the free movement of pedestrians between SW Park and SW 10<sup>th</sup> Avenues and that any proposal to install a barrier that restricts 24-hour access through this passage shall require removal of this condition.

*With the condition of approval that the open-air pedestrian passage at the north end of the pavilion shall remain free of pedestrian barriers that restrict 24-hour access through the passage, this guideline is met.*

- 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.

**Findings:** The proposed pavilion is clad with glazing allowing views between the interior and exterior spaces including the east and west plazas, as well as the Park Blocks to the east and SW 10<sup>th</sup> Avenue to the west. As is noted elsewhere, the pavilion features entrances on both the east and the west, facing the South Park Blocks and the 10<sup>th</sup> Avenue Streetcar line, respectively. The pavilion bridges a former right-of-way between the two buildings and some concerns have been expressed about the pavilion blocking the view of the Heritage Tree across SW 10<sup>th</sup> from the Park Blocks. While this is unfortunate, this is not a protected view and the new west plaza provides a generous space for museum-goers and pedestrians to appreciate this tree. The new pedestrian passage will allow a new view to be experienced in that as someone passes through this space when traveling from SW Park to SW 10<sup>th</sup>, the Heritage Tree will appear upon exiting the passage, providing a moment of delight. *This guideline is met.*

- C2. Promote Quality and Permanence in Development.** Use design principles and building materials that promote quality and permanence.
- 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.
- 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.

**Findings for C2, C3, and C5:** The two primary materials proposed – glass and stainless steel – are high quality and instill a sense of quality and permanence without imposing a sense of heaviness that the two adjacent landmarks do. The two major additions to the museum campus are designed in a similar language in order to ensure coherency across the site as well as easily identify these two elements as of the same era. Overall the expression is a simple glass box with some elements of flair, such as volumetric changes, exterior fins (mullion caps), and peeks at interior artwork. At the 3<sup>rd</sup> Design Advice Request, the Commission requested that the projecting entry vestibule be simplified by having the exterior glass continue straight up the building so that the terrace guardrail would be coplanar, resulting in a single coherent glass box. The applicant has indicated that while this was studied, the detailing of this would not achieve the desired result. As such the glass guardrail is shown recessed from the outer face of the glass entry vestibule below.

Also at the last DAR, the Commission noted that the museum currently has two points of entry adjacent to SW Park Avenue and that the proposal introduces a third which may be confusing, or even difficult to ascertain as the primary entrance because of its design. The Commission stated that the entry on the east façade needed a bit more grandeur than what was shown so that the new museum entrance can be easily located as one moves north or south down SW Park Avenue. The proposed canopy is little changed from the last DAR and is a relatively simple stainless-steel design at both the east and the west entries. While stainless steel is coherent with other elements of the building such as the bridge soffit and the loading bay door, the design of the canopy offers little to signify the entrance or herald entry into the building as a special moment, unlike what is experienced when entering the historic entry at the Belluschi building. Staff has encouraged the applicant to further explore how to make the entry more prominent in keeping with the character of the existing historic buildings. If the applicant can present a successful resolution to these concerns at the March 11<sup>th</sup> hearing, this guideline may be met.

The proposal will solve a number of long-standing issues with regard to physical connectivity between the two museum buildings in a manner that is modest and respectful to the landmarked structures and preserves their physical integrity to a great degree. However, staff has identified a few areas of concern. Firstly, staff notes that at the last Design Advice Request the Historic Landmarks Commission requested additional information regarding the panel widths of the glazed exterior and how these dimensions relate to the historic landmark buildings. It is not clear in the packet submitted how these dimensions were selected and staff suggests that the applicant introduce this information at the March 11<sup>th</sup> hearing.

Two other areas of concern relate to how the pavilion addition intersects with the Mark Building. It is worth noting that the pavilion intersects gracefully with the 1970 Hoffman wing with the new pavilion touching the Hoffman gracefully between two windows with a recessed exterior wall, allowing the upper floors of the pavilion to then project outward away from the Hoffman windows. This allows light and breathing room between these two volumes and instills a sense of intentionality in the design. This same care is not employed to the same degree on the north side of the building where it touches the Mark Building. While the upper levels of the pavilion are pulled back slightly from the Mark building wall with the contact point located between upper level windows, less open area is proposed between the Mark windows and the pavilion than is proposed on the south side, thus allowing less light and breathing room between the two. Staff notes that the applicant has made efforts to convey an intentional relationship to the Mark Building; one example of this is the location of where the pavilion meets the Mark Building above the opening for the arrow slit windows.

In addition, staff has concerns with the way the seismic joints intersect with the Mark building. The applicant has indicated that decorative elements, primarily constructed of cast stone, will be saw cut in order to allow the seismic joints to perform their necessary function. To ensure that historic materials will not be unduly damaged at these locations, staff has added a condition of approval that requires that these cast stone elements must be repaired if the pavilion is ever removed in the future; or alternatively, the elements can be removed and stored on-site in perpetuity.

*With the condition that the applicant successfully resolves Commission concerns with the design of the east entry at the March 11<sup>th</sup> hearing, this guideline is met; and*

*With the condition of approval that any cast stone decorative elements located in the areas of the seismic joints shall either be repaired if the pavilion is ever removed in the future, or alternatively, these elements can be removed and stored on-site in perpetuity, these guidelines are met.*

- C4. Complement the Context of Existing Buildings.** Complement the context of existing buildings by using and adding to the local design vocabulary.

**Findings:** As is noted in the compatibility findings above, the proposal allows the two historic brick landmarks to be preserved and maintain their presence within the Cultural District, which features a significant amount of brick buildings fronting on the South Park Blocks while the glass connector maintains a sense of lightness between the two landmarks. The glass expression of the pavilion and loading bay help marry two very different brick buildings to each other while allowing the new elements to be compatible with the neighboring context including the more modern and glassy Eliot Tower, Ladd Tower, and Broadway Tower. *This guideline is met.*

- C7. Design Corners that Build Active Intersections.** Use design elements including, but not limited to, varying building heights, changes in façade 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.

**Findings:** The site consists of two full blocks occupied by existing historic landmarks with a sculpture court, loading area, and pedestrian passageway located between these two buildings within the vacated right-of-way of SW Madison. No changes are proposed to the existing corners of the buildings, however the new pavilion introduces stairs and an elevator and to upper floor connections between the buildings. As is noted elsewhere, the loading space has been relocated from the vacated SW Madison right-of-way to the southwest corner of the site at the intersection of SW 10<sup>th</sup> and Jefferson. While this is not an ideal location for loading, this will be a relatively infrequent activity. This area is designed to match other plaza areas on site and is not closed to pedestrians who may choose to pass through this space when loading vehicles are not present. Notably, the historic brick wall which was reduced in height at some point will be modified to a taller height using bricks from the removed portions of the brick wall which will allow this wall to provide seating for pedestrians and bus riders waiting for their bus. *This guideline is met.*

- 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.

**Findings:** The sidewalk level of the building is differentiated with a projecting entry volume on the east and canopies above the entries on the east and west. The new additions are clad with glazing with the spacing between glass panels and the treatment of these panels differentiated between the ground level spaces and the upper level spaces at the pavilion. The ground level of the

pavilion features clear butt-glazed curtain wall system with wide panels while the 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> floors feature panels that are half the width of those on the ground level and exposed fins (mullion caps) with the 2<sup>nd</sup> and 3<sup>rd</sup> floors featuring a 50% frit and the 4<sup>th</sup> floor featuring a 60% frit. Minor deviations occur in order to be consistent across wall planes. At the loading bay, the two-story volume is clad with butt-glazed curtain wall featuring a common panel width for coherency on this smaller addition. The glass here is obscured at the ground level loading bay with a wall built behind the glazing while the gallery space above features two panels with vision glazing. Staff notes that the vision glazing is slightly set back from the outer face of the glass box whereas, glazing at the outer face of the box would result in an overall cleaner expression while still allowing the upper level to be differentiated. Staff has added a condition of approval, requiring that the vision glazing above the loading bay be relocated so that all glazing within this volume is coplanar.

*With the condition of approval that the vision glazing above the loading bay be relocated so that all glazing within this volume is coplanar, this guideline is met.*

**C9. Develop Flexible Sidewalk-Level Spaces.** Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.

**Findings:** The ground level of the pavilion is described by the applicant as a “community commons”. This is the central gathering space within the museum where people will enter and purchase tickets to the museum and provides direct access to the coat check, gift shop, and galleries. While the space is designed for a specific museum-related purpose, it also allows sheltered pedestrian passage through the space during the museum’s regular operating hours. In addition, the west plaza is large enough that it could be used for a variety of programmatic uses and special events. *This guideline is met.*

**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.

**Findings:** No encroachments are proposed in the public right-of-way. The skybridge proposed is located on private property. *This guideline is not applicable.*

**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.

**Findings:** The drawings show a clean design for the pavilion and loading bay roofs, with mechanical units located on the adjacent Mark Building within existing mechanical enclosures. The roof of the projecting entry element facing SW Park Avenue features a terrace overlooking the east plaza and the South Park Blocks beyond. *This guideline is met.*

**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.

**Findings:** Exterior lighting is proposed within the east and west plazas, highlighting architectural and landscape elements as well as exterior sculptures. Lighting across the site is generally minimal and subtle and will not impact the skyline at night. Lighting is also proposed within the pedestrian passage. The applicant is showing lights for both safety purposes but also shows a concept drawing of a potential use of lighting to engage pedestrians through shadowplay. While shadowplay could be interesting, this would also limit any other kind of lighting that may be proposed in the future. In discussions with staff the applicant has indicated that they would like this space to be available for temporary art exhibits, some of which may involve light installations. As such, staff has added a condition that the lights at the bridge element be limited to those required for night time safety and that they be downlights contained within the soffit, if possible.

*With the condition of approval that the lights at the bridge element be limited to those required for night time safety and that they be downlights contained within the soffit, this guideline is met.*

**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.

**Findings:** No signage is proposed as part of this application. *This guideline is not applicable.*

## **(2) MODIFICATION REQUESTS (33.846)**

### **33.846.070 Modifications Considered During Historic Resource Review**

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the historic resource review process. These modifications are done as part of historic resource review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through historic resource review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

- 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.



**Modification #1:** 33.266.130.C.1 – to allow vehicle area between a building and a street.

*Purpose Statement:* The development standards promote vehicle areas which are safe and attractive for motorists and pedestrians. Vehicle area locations are restricted in some zones to promote the desired character of those zones. Together with the transit street building setback standards in the base zone chapters, the vehicle area restrictions for sites on transit streets and in Pedestrian Districts:

- Provide a pedestrian access that is protected from auto traffic; and
- Create an environment that is inviting to pedestrians and transit users.

*Standard:* Location of vehicle areas. The allowed on-site location of all vehicle areas is stated in Table 266-3. Table 266-3 states that for sites in the RX zone, vehicles areas are not allowed between a building and a street (SW Jefferson).

**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*

**Findings:** As is noted above in the findings for B2, multiple options were studied for alternative locations for the required on-site loading space, including one option involving creating a new opening the historic Mark Building. None of the options are ideal and the selected location for loading is the least problematic with regard to impacts to pedestrians on the sidewalk, pedestrians within the open space, and the historic buildings. By separating the loading from the pedestrian-oriented spaces, this ensures that conflicts between pedestrians and vehicles will be eliminated, which is a significant improvement over the current condition. Because of how the buildings are located on the property, the southwest corner of the property is the only location on site where this could occur without compromising the historic structures by punching a large new hole into the façade of one of the historic landmark buildings. Therefore, the Modification to allow vehicle area between a building and a street better meets historic resource review approval #9 *Preserve the form and integrity of historic resources*, B2 *Protect the Pedestrian*, B5 *Make Plazas, Parks, and Open Space Successful*, and C3 *Respect Architectural Integrity*.

**B. Purpose of the standard.** *The resulting development will meet the purpose of the standard being modified or 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.*

**Findings:** The two relevant points of the purpose statement are that to “provide a pedestrian access that is protected from auto traffic” and “create an environment that is inviting to pedestrians and transit users”. Per the conditions of the Driveway Design Exception, the curbs along the sidewalk along SW Jefferson and SW 10<sup>th</sup> Avenue will remain full-height curbs, rather than rolled curbs, and the sidewalks will be reinforced. Loading activities on the site will have to be managed by the museum through removal of the proposal bollards and placement of temporary ramps to allow loading vehicles to enter the loading area and then removal of the temporary ramps and reinstallation of the bollards upon exiting of the loading vehicles. This will require a bit more of a production than what currently occurs at the museum where loading vehicles can arrive with little advance notice. Per the applicant’s draft loading management plan, flaggers and cones will be present to manage these activities. As is noted above, portions of the historic brick wall will be removed to allow for the new openings for loading vehicles. These bricks will be used to increase the height of the brick wall in the remaining portion to a height closer to its original height, which will allow a seating

opportunity for pedestrians and bus riders. In addition, the loading area will be paved in a similar paving material as the vacated SW Madison right-of-way so that it is inviting to pedestrians to use as a potential cut-through space when loading vehicles are not present.

In addition to the mitigation proposed at the loading space itself, the applicant proposes to extend the curbs at both SW Park and SW 10<sup>th</sup> to reduce street crossings for pedestrians. The extra wide curb extension on SW 10<sup>th</sup> is also intended to provide a clearer connection between the passage on this block with the pedestrian passage north of the Eliot Tower which is slightly offset to the south. The same paving material is proposed from the curb extension on SW Park, through the east plaza, the pavilion, and the west plaza to the curb extension on SW 10<sup>th</sup>. This will unify this connection within the vacated SW Madison right-of-way. These pedestrian improvements are critical to ensuring a safe and pleasant pedestrian environment as one crosses between SW Park and SW 10<sup>th</sup> and offer substantial mitigation for the proposed loading space which is now located out of the SW Madison vacated right-of-way and along SW Jefferson. Therefore, if the concepts of the SW Park and SW 10<sup>th</sup> Avenue curb extensions and the paving extending into the right-of-way substantially changes from the current proposal, another Historic Resource Review will be required to review these changes.

*The proposal better meets the approval criteria and, with the condition of approval that if the concepts of the SW Park and SW 10<sup>th</sup> Avenue curb extensions and the paving extending into the right-of-way substantially changes from the current proposal, another Historic Resource Review shall be required, the purpose of the standard is met and, therefore, this Modification merits approval.*

**Modification #2:** 33.266.220.A.2 – to increase the distance between short term bicycle parking and the primary entrances from 50’ to 88’ from the SW Park Avenue entrance and to 140’ at the SW 10<sup>th</sup> Avenue entrance.

*Purpose Statement:* Short-term bicycle parking encourages shoppers, customers, messengers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles. Short-term bicycle parking should serve the main entrance of a building and should be visible to pedestrians and bicyclists.

*Standard:* Short-term bicycle parking must be within 50 feet of at least one main entrance on each façade that has a main entrance, as measured along the most direct pedestrian route.

**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*

**Findings:** The applicant proposes to locate the short-term bicycle parking just north of the pedestrian passage on both the east and west sides at a distance of 88’ and 140’, respectively. By locating the short-term bicycle park further away from the main entries, this allows the plazas to be unobstructed by this service use while still allowing them to be close enough to the entrances that they can be used by a variety of different users. Locating the bicycle parking outside of the plaza areas allows the art and landscaping within the plazas to be appreciated without additional clutter within the space. Staff suggests however, that relocation of at least two of the western short-term bicycle parking spaces to the north end of the plaza, adjacent and parallel to the building (with a slight reduction in the width of the northern stone bench) would provide a more convenient location for at least a couple bicycles (see findings in B. below). Therefore, the Modification to increase the distance of short-term bicycle

parking to the main entries better meets B2 *Protect the Pedestrian* and B5 *Make Plazas, Parks, and Open Space Successful*.

**B. Purpose of the standard.** *The resulting development will meet the purpose of the standard being modified or 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.*

**Findings:** The proposed short-term bicycle parking is located at the north end of the pedestrian passage on the east and west ends, still relatively convenient, accessible, and visible to a variety of visitors by bicycle. Staff suggests however, that relocation of at least two of the western short-term bicycle parking spaces to the north end of the plaza, adjacent and parallel to the building (with a slight reduction in the width of the northern stone bench) would provide a more convenient location for at least a couple bicycles. This in combination with a reduction to the width of the western planter will ensure that the plaza remains a successful urban space where people can appreciate the art and landscaping but quick bicycle-based visits for messengers can also remain convenient.

*Therefore, with the condition of approval that at least two of the western short-term bicycle parking spaces be relocated to the north end of the west plaza, adjacent and parallel to the building, the proposal better meets the approval criteria and the purpose of the standard, and therefore, this Modification merits approval.*

**Modification #3:** 33.266.310.E – to reduce the amount of required landscape screening adjacent to the loading space from 5' of L2 to 0'.

*Purpose Statement:* A minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. These regulations ensure that the appearance of loading areas will be consistent with that of parking areas. The regulations ensure that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way.

*Standard:* Loading areas must comply with the setback and perimeter landscaping standards stated in Table 266-7. Table 266-7 requires 5 ft. of L2 or 10 ft. of L1 landscaping between a loading space and a street lot line.

**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*

**Findings:** Several of the findings above describe the challenges with identifying a suitable location for loading on this site and how the SW Jefferson frontage was determined to be the best location for this use. However, it is not without challenges. While landscaping would add a nice buffer and help soften the space, it could also present visibility challenges and reduce the amount of space that trucks need to maneuver within the loading area. By reducing the landscaping to zero, unobstructed views can be assured for loading trucks exiting the site onto Jefferson, thereby better protecting pedestrian, cyclists, and drivers. By allowing more freedom of movement within the space, potential damage to the historic resources including the 1938 Wing and the brick wall will be minimized. Therefore, the Modification to reduce the required landscaping to zero better meets B2 *Protect the Pedestrian*, C3 *Respect Architectural Integrity*, and #5 *Historic materials*.

**B. Purpose of the standard.** *The resulting development will meet the purpose of the standard being modified or 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.*

**Findings:** The purpose of the standard is to ensure that the appearance of loading areas is consistent with parking areas and that loading facilities will not have a negative effect on traffic safety. As is noted above, reduction of landscaping will ensure that views to the sidewalk and street are not obstructed by adjacent plantings when loading vehicles are crossing the sidewalk during ingress and egress, thereby protecting passing vehicles, cyclists, and pedestrians from potential conflicts. The appearance of the loading area will be consistent with parking areas in that it is free of architectural elements and consistently paved, albeit with a high-quality paver, rather than asphalt, in order to present a more plaza-like appearance to mitigate the impacts that the loading space otherwise has at this location.

The proposal better meets the approval criteria and the purpose of the standard. *Therefore, this Modification merits approval.*

**Modification #4:** 33.510.220 – to reduce the amount of ground floor windows from the required 50% of the length (l) and 25% of the area (a) to: 0% (l) and 0% (a) along SW Jefferson; approximately 15% (l) and 19% (a) along SW 10<sup>th</sup>; approximately 3% (l) and 2% (a) along SW Main; approximately 18% (l) and 13% (a) along SW Park; and approximately 16% (l) and 16% (a) along the south façade of the north building, facing the pedestrian accessway.

*Purpose Statement:* 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; and
  - Avoid a monotonous pedestrian environment.
- 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.

*Standard:* In the RX, CX, and EX zones, all major remodeling projects must also meet the ground floor window standard of the base zone, or the [optional artwork] option below.

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.

The portions of buildings in the RX and IR zones that have nonresidential development are subject to the ground floor window requirements of the CX zone in 33.130.230.B.2.

Section 33.130.230.B.2 states: In CX zone, all exterior walls on the ground level which face a street lot line, sidewalk, plaza, or other public open space or right-of-way must meet the general window standard in Paragraph 3., below.

Paragraph 3. General standard. The windows must be at least 50 percent of the length and 25 percent of the ground level wall area. Ground level wall areas include all exterior wall areas up to 9 feet above the finished grade. The requirement does not apply to the walls of residential units, and does not apply to the walls of parking structures when set back at least 5 feet and landscaped to at least the L2 standard.

**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*

**Findings:** The overall proposal for the project is to construct a new pavilion between two existing historic landmarks so that the landmarks can continued to be used as they have been for the past several years (Mark) and decades (Belluschi). While the Belluschi and Mark Buildings do feature windows at the ground floor, the majority of these windows are obscured on the interior in order to protect the art within from harmful UV rays. In contrast the new pavilion is primarily made of glass with vision glazing at the ground floor and fritted glazing above. Because the project qualifies as a Major Remodel, the ground floor windows standard must be met. However, meeting this standard would require that the existing windows of the Belluschi building be uncovered and that new windows be created in both the Belluschi and Mark buildings, thus permanently damaging the historic building and significantly altering the historic design of each. Therefore, the Modification to reduce the ground floor windows standard better meets #1 *Historic character*, #2 *Record of its time*, #9 *Preserve the form and integrity of historic resources*, A5 *Enhance, Embellish, and Identify Areas*, and C3 *Respect Architectural Integrity*.

**B. *Purpose of the standard.*** *The resulting development will meet the purpose of the standard being modified or 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.*

**Findings:** The purpose of the standard limits blank walls 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”. In addition, “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.”

As is noted above the reason that this standard is not currently met is because of the original design of the historic landmark buildings. Some of the conditions that the purpose of this standard intends to prevent are present in the historic buildings. However, all sides of the new pavilion and the remodeled opening into the ground level of the Mark Building consist of 100% glazing. This helps to mitigate the conditions around the rest of the two landmark blocks which are intended to be preserved substantially as they currently exist. The museum campus, nonetheless provides a pleasant, rich, and divers pedestrian experience by locating within landscaped areas across the site and the proposed glass pavilion will provide views from the exterior to the interior, thus revealing some art located within. Thus, the purpose of the standard is met, especially as it relates to the new pavilion.

The proposal better meets the approval criteria and the purpose of the standard.  
*Therefore this Modification merits approval.*

**Modification #5:** 33.510.225.C – to reduce the ground floor active use requirement from 50% to 0% along SW Jefferson, from 50% to 10.5% along SW 10<sup>th</sup> at the south block and to 0% on the north block, from 50% to 8.4% along SW Main, and from 50% to 9.4% along the south side of the Mark Building facing the pedestrian passage.

*Purpose Statement:* The ground floor active use standards are intended to reinforce the continuity of pedestrian-active ground-level building uses. The standards are also to help maintain a healthy urban district through the interrelationship of ground-floor building occupancy and street level accessible public uses and activities. Active uses include but are not limited to: lobbies, retail, residential, commercial, and office.

*Standard:* Buildings must be designed and constructed to accommodate uses such as those listed in the Purpose Statement, above. Areas designed to accommodate these uses may be developed at the time of construction, or may be designed for later conversion to active uses. 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.

**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*

**Findings:** The overall proposal for the project is to construct a new pavilion between two existing historic landmarks so that the landmarks can continued to be used as they have been for the past several years (Mark) and decades (Belluschi). While the Belluschi and Mark Buildings do feature active uses within the buildings, they do not provide access between the interior and exterior along the portions of the buildings subject to this standard. Similar to the ground floor windows standard, the active use standard is not met within the historic buildings, but 100% of the proposed pavilion meets this standard, as does the north wall of the Hoffman Wing facing the west plaza. Because the project qualifies as a Major Remodel, the ground floor active use standard must be met. However, meeting this standard would require that new windows and doors be created in both the Belluschi and Mark buildings, thus permanently damaging the historic building and significantly altering the historic design of each, as well as significantly changing the programmatic functions of the Art Museum. Therefore, the Modification to reduce the ground floor windows standard better meets #1 *Historic character*, #2 *Record of its time*, #9 *Preserve the form and integrity of historic resources*, A5 *Enhance, Embellish, and Identify Areas*, and C3 *Respect Architectural Integrity*.

**B. *Purpose of the standard.*** *The resulting development will meet the purpose of the standard being modified or 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.*

**Findings:** The ground floor active use standards are intended to reinforce the continuity of pedestrian-active ground-level building uses and to help maintain a healthy urban district through the interrelationship of ground-floor building occupancy and street level accessible public uses and activities. The Portland Art Museum is a unique institution that helps to maintain a healthy urban district through the important cultural function that it serves within the interior and across the exterior of

its campus. As is noted above the reason that this standard is not currently met is because of the original design of the historic landmark buildings. While the conditions that the purpose of this standard intends to promote are not necessarily present in the historic buildings, all sides of the new pavilion and the remodeled opening into the ground level of the Mark Building meets these purposes. This helps to mitigate the conditions around the rest of the two landmark blocks which are intended to be preserved substantially as they currently exist. The museum campus, nonetheless provides a pedestrian-active ground level and helps to maintain a healthy urban district.

The proposal better meets the approval criteria and the purpose of the standard. *Therefore, this Modification merits approval.*

**(3) ADJUSTMENT REQUESTS (33.805)**

**33.805.010 Purpose**

The regulations of the zoning code are designed to implement the goals and policies of the Comprehensive Plan. These regulations apply city-wide, but because of the city's diversity, some sites are difficult to develop in compliance with the regulations. The adjustment review process provides a mechanism by which the regulations in the zoning code may be modified if the proposed development continues to meet the intended purpose of those regulations. Adjustments may also be used when strict application of the zoning code's regulations would preclude all use of a site. Adjustment reviews provide flexibility for unusual situations and allow for alternative ways to meet the purposes of the code, while allowing the zoning code to continue to provide certainty and rapid processing for land use applications.

**33.805.040 Approval Criteria**

The approval criteria for signs are stated in Title 32. All other adjustment requests will be approved if the review body finds that the applicant has shown that either approval criteria A. through F. or approval criteria G. through I., below, have been met.

The following adjustments are requested:

**Adjustment #1:** 33.510.263.G.6.c – to allow vehicular access on SW 10<sup>th</sup> Avenue; and

- A. Granting the adjustment will equally or better meet the purpose of the regulation to be modified; and

**Findings:** The purpose of the parking and access regulations is to implement the Central City Transportation Management Plan by managing the supply of off-street parking to improve mobility, promote the use of alternative modes, support existing and new economic development, maintain air quality, and enhance the urban form of the Central City. No parking is proposed; however, loading will be provided on site. Per the conditions of the Driveway Design Exception, the new loading access points will feature reinforced sidewalks and full-height curbs, this ensuring that no on-street parking will be lost. *This approval criterion is met.*

- B. If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in a C, E, or I zone, the proposal will be consistent with the desired character of the area; and

**Findings:** The site is located in the RX Zone. Per the Code, “the RX zone is a high density multi-dwelling zone which allows the highest density of dwelling units of the residential zones. Density is not regulated by a maximum number of units per acre. Rather, the maximum size of buildings and intensity of use are regulated by floor area ratio (FAR) limits and other site development standards. Generally the density will be 100 or more units per acre. Allowed housing developments are characterized by a very high percentage of building coverage. The major types of new housing development will be medium and high rise apartments and condominiums, often with allowed retail, institutional, or other service oriented uses. Generally, RX zones will be located near the center of the city where transit is readily available and where commercial and employment opportunities are nearby. RX zones will usually be applied in combination with the Central City plan district.”

While no housing is proposed, the zone allows for institutional uses and this site, which was established as two separate institutional uses prior to establishment of the zoning code, has been the subject of a number of Conditional Use reviews, including a pending Conditional Use review for the proposed 10.15% expansion. This institutional use is located immediately adjacent to two major transit lines, with Streetcar on SW 10<sup>th</sup> and bus lines on SW Jefferson; notably, the City’s future bicycle-oriented Green Loop is envisioned to be located on SW Park. Therefore, the site is located within a hub of multi-modal opportunities. The proposal is not inconsistent with the desired character of this zone. *This approval criterion is met.*

- C. If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone; and

**Findings:** Two Adjustments are requested – allowance of vehicle access on SW 10<sup>th</sup> and reduction of the total number of required loading spaces. The purpose of this Adjustment is to allow larger loading vehicles to exit via SW 10<sup>th</sup>, across the Streetcar line. Smaller art-delivery vehicles will enter and exit the loading space via SW Jefferson. In either instance, flaggers and cones will be deployed to aid the loading process and help to ensure public safety, per the draft loading management plan. By reducing the number of loading spaces on-site, these conflicts are further minimized. Therefore, the cumulative effects of the adjustments are consistent with the purpose of the zone which allows through Conditional Use, institutional uses such as an art museum within this otherwise residential area. *This approval criterion is met.*

- D. City-designated scenic resources and historic resources are preserved; and

**Findings:** As is noted in multiple findings above, the southwest corner of the site was selected as the desired location for the proposed loading in order to minimize conflicts with pedestrians within the site, thus ensuring a safe and successful plaza area, as well as to minimize damage to the historic resources. The proposed loading space allows for the essential form and integrity of the historic resources to be preserved with only minimal alterations to the garden wall and a new addition that merely touches the adjacent historic 1931 and 1938 Belluschi buildings. *This criterion is met.*

- E. Any impacts resulting from the adjustment are mitigated to the extent practical; and



**Findings:** As is noted, the draft loading management plan proposes to have flaggers and cones deployed during loading activities as well as limiting times when loading activities may occur; this will be further vetted and approved by PBOT at the time of permit to ensure pedestrian, cyclist, and vehicular safety. In addition, per the conditions of the Driveway Design Exception, only the larger art-delivery trucks which make fewer visits to the museum will be able to use the SW 10<sup>th</sup> Avenue egress, whereas all other art delivery trucks will exit using SW Jefferson and all non-art delivery trucks will use on-street spaces. *Therefore, the impacts of this egress are mitigated, and this criterion is met.*

- F. If in an environmental zone, the proposal has a few significant detrimental environmental impacts on the resource and resource values as is practicable;

**Findings:** This site is not within an environmental zone. *This criterion does not apply.*

**Adjustment #2:** 33.266.310.C.2.c – to reduce the number of required loading spaces from 2 Standard A spaces to 1 Standard A space.

- A. Granting the adjustment will equally or better meet the purpose of the regulation to be modified; and

**Findings:** The purpose of the loading regulations is to ensure a minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. These regulations ensure that the appearance of loading areas will be consistent with that of parking areas. The regulations ensure that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way. PBOT has analyzed the needs of the Art Museum and the safety needs of the public and has determined that one loading space is sufficient for this site. By reducing the required loading to one space, the overall impacts of the loading facilities on the adjacent right-of-way and on traffic safety will be reduced. *This approval criterion is met.*

- B. If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in a C, E, or I zone, the proposal will be consistent with the desired character of the area; and

**Findings:** By reducing the required loading from two spaces to one, the proposal will not significantly detract from the appearance of the residential area; rather, it will help to mitigate any negative impacts of the loading activities on this site by reducing the intensity of that use. *This approval criterion is met.*

- C. If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone; and

**Findings:** Two Adjustments are requested – allowance of vehicle access on SW 10<sup>th</sup> and reduction of the total number of required loading spaces. The purpose of this Adjustment is to reduce the number of loading spaces from two to one, and will reduce the impacts to the site including visual impacts and potential safety impacts. This is consistent with the purpose of the zone in that the zone is primarily for high density residential uses but allows for some institutional and other uses. Thus, the reduction of the total number of loading spaces on

this site reduces the overall impacts of this non-residential use on this site. *This approval criterion is met.*

D. City-designated scenic resources and historic resources are preserved; and

**Findings:** As is noted in multiple findings above, the southwest corner of the site was selected as the desired location for the proposed loading in order to minimize conflicts with pedestrians within the site, thus ensuring a safe and successful plaza area, as well as to minimize damage to the historic resources. The proposed loading space allows for the essential form and integrity of the historic resources to be preserved with only minimal alterations to the garden wall and a new addition that merely touches the adjacent historic 1931 and 1938 Belluschi buildings. *This criterion is met.*

E. Any impacts resulting from the adjustment are mitigated to the extent practical; and

**Findings:** No impacts to reducing the number of loading spaces on site have been identified by either PBOT or BDS staff. *Because there were no impacts identified in the findings, this criterion does not apply.*

F. If in an environmental zone, the proposal has a few significant detrimental environmental impacts on the resource and resource values as is practicable;

**Findings:** This site is not within an environmental zone. *This criterion does not apply.*

## DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all requirements of Title 11 can be met, and that all development standards of Title 33 can be met or have received an Adjustment or Modification via a land use review, prior to the approval of a building or zoning permit.

## CONCLUSIONS

The proposal for the new Rothko Pavilion creates an inviting new entry pavilion for the Portland Art Museum, thus resolving several internal connectivity and accessibility issues. The pavilion does this with minimal impacts to the historic resources. While the vacated SW Madison right-of-way will now be occupied with newly enclosed building space primarily for private use, it does so in a way that preserves a sense of openness, allows pedestrians through access across the site, and exposes pedestrians to art that may otherwise remain hidden to non-paying customers. In this way, the museum will better serve its patrons as well as the city as a whole. The proposed loading bay, while not ideally located, preserves the historic buildings, ensure a safe and comfortable public realm between the buildings, and minimizes loading impacts through its design and proposed management, which marks a notable improvement over the current condition. The purpose of the Historic Resource Review process is to ensure that additions, new construction, and exterior alterations to historic resources do not compromise their ability to convey historic significance. This proposal meets the applicable Historic Resource Review criteria, Modification criteria, and Adjustment criteria and therefore warrants approval.

## **TENTATIVE STAFF RECOMMENDATION**

(May be revised upon receipt of new information at any time to the Historic Landmarks Commission decision)

Staff recommends approval of new additions to the Portland Art Museum, including a 4-story glazed entry pavilion within the vacated portion of SW Madison Street connecting the two existing brick buildings and a 2-story glazed loading bay and 2<sup>nd</sup> floor gallery at the south end of the property along SW Jefferson. The proposal includes a new paved loading area along the SW Jefferson right-of-way and an open-air pedestrian passageway beneath the northern end of the pavilion connecting SW Park and SW 10<sup>th</sup> Avenues. Non-standard improvements, consisting of alternate pavers and curb extensions, are proposed within the rights-of-way along SW Park and SW 10<sup>th</sup> Avenues.

Staff recommends approval of the following Modifications:

1. 33.266.130.C.1 – to allow vehicle area between a building and a street (SW Jefferson);
2. 33.266.220.A.2 – to increase the distance between short term bicycle parking and the primary entrances from 50' to 88' from the SW Park Avenue entrance and to 140' at the SW 10<sup>th</sup> Avenue entrance;
3. 33.266.310.E – to reduce the amount of required landscape screening adjacent to the loading space from 5' of L2 to 0';
4. 33.510.220 – to reduce the amount of ground floor windows from the required 50% of the length (l) and 25% of the area (a) to: 0% (l) and 0% (a) along SW Jefferson; approximately 15% (l) and 19% (a) along SW 10<sup>th</sup>; approximately 3% (l) and 2% (a) along SW Main; approximately 18% (l) and 13% (a) along SW Park; and approximately 16% (l) and 16% (a) along the south façade of the north building, facing the pedestrian accessway.; and
5. 33.510.225.C – to reduce the ground floor active use requirement from 50% to 0% along SW Jefferson, from 50% to 10.5% along SW 10<sup>th</sup> at the south block and to 0% on the north block, and from 50% to 8.4% along SW Main, and from 50% to 9.4% along the south side of the Mark Building facing the pedestrian passage.

Staff recommends approval of the following Adjustments:

1. 33.510.263.G.6.c – to allow vehicular access on SW 10<sup>th</sup> Avenue; and
2. 33.266.310.C.2.c – to reduce the number of required loading spaces from 2 Standard A spaces to 1 Standard A space.

This recommendation of approval is per Exhibits contained within C1 and per the following recommended conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B through O) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 18-198009 HRM AD". All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.
- C. No field changes allowed.

- D. Existing exterior brick walls at the Belluschi-designed structures and at the Mark Building which will become interior walls shall remain intact.
- E. Any cast stone decorative elements located in the areas of the seismic joints shall be repaired if the pavilion is ever removed in the future; if these decorative elements can be removed without significant damages, they shall be stored on-site in perpetuity.
- F. The open-air pedestrian passage at the north end of the pavilion shall remain free of pedestrian barriers that restrict 24-hour access through the passage.
- G. The windows looking into the ground and lower levels of the pavilion and Mark buildings must remain clear glazing and the museum must continually curate these spaces with art that can withstand such exposure.
- H. If the concepts of the SW Park and SW 10<sup>th</sup> Avenue curb extensions and the paving extending into the right-of-way substantially changes from the current proposal, another Historic Resource Review shall be required.
- I. The bollards at either end of the pedestrian passage be removed from the plans.
- J. An additional tree or trees be introduced to the interior of the west plaza.
- K. The low planter along the SW 10th Avenue sidewalk be reduced in width so that it is no wider than the entry doors on the west façade.
- L. The applicant shall successfully resolve concerns with the design of the east entry at the March 11<sup>th</sup> hearing.
- M. The vision glazing above the loading bay be relocated so that all glazing within this volume is coplanar.
- N. The lights at the bridge element be limited to those required for night time safety and that they be downlights contained within the soffit.
- O. At least two of the western short-term bicycle parking spaces be relocated to the north end of the west plaza, adjacent and parallel to the building.

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**Procedural Information.** The application for this land use review was submitted on July 5, 2018, and was determined to be complete on December 31, 2018.

*Zoning Code Section 33.700.080* states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on July 5, 2018.

*ORS 227.178* states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case,

the applicant waived the 120-day review period, as stated with Exhibit #A-2. Unless further extended by the applicant, **the 120 days will expire on: December 31, 2019.**

**Some of the information contained in this report was provided by the applicant.**

As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the recommendation of the Bureau of Development Services with input from other City and public agencies.

**This report is not a decision. The review body for this proposal is the Historic Landmarks Commission who will make the decision on this case.** This report is a recommendation to the Historic Landmarks Commission by the Bureau of Development Services. The review body may adopt, modify, or reject this recommendation. The Historic Landmarks Commission will make a decision about this proposal at the hearing or will grant a continuance. Your comments to the Historic Landmarks Commission can be mailed, c/o the Historic Landmarks Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201 or faxed to 503-823-5630.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. You may review the file on this case by appointment at our office at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201. Please call the file review line at 503-823-7617 to schedule an appointment.

**Appeal of the decision.** The decision of the Historic Landmarks Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the Historic Landmarks Commission, City Council will hold an evidentiary hearing, one in which new evidence can be submitted to them. Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing.

**Who can appeal:** You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,000.00 will be charged.**

Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

**APPEAL PROCESS**

You can appeal the decision of the Historic Landmarks Commission to the Oregon Land Use Board of Appeals (LUBA), within 21 days of the date of decision, as specified in the Oregon Revised Statute (ORS) 197.830. Among other things, ORS 197.830 requires that a petitioner at LUBA must have submitted written testimony during the comment period for this land use review. You may call LUBA at 1-503-373-1265 for further information on filing an appeal.

**Who can appeal.** Failure to raise an issue in person or in writing by the close of the record at or following the final evidentiary hearing on this case may preclude an appeal to LUBA on that issue. Also, if you do not provide enough detailed information to the Historic Landmarks Commission, they may not be able to respond to the issue you are trying to raise. In such a situation, an appeal to LUBA based on that issue may not be allowed.

**Recording the final decision.**

Before the applicant can proceed with their project, the final Land Use Review decision must be recorded with the Multnomah County Recorder.

A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- *Unless, appealed,* The final decision may be recorded on or after **the day following the last day to appeal.**
- A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- **By Mail:** Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- **In Person:** Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034. For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

**Expiration of the approval.** Recorded decisions (except Comprehensive Plans and Zoning Map Amendments) expire three years from the date of the final decision unless:

- A building permit has been issued, or
- The approved activity has begun, or
- In situations involving only the creation of lots, the land division has been recorded.

**Applying for your permits.** A building permit, occupancy permit, or development permit must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

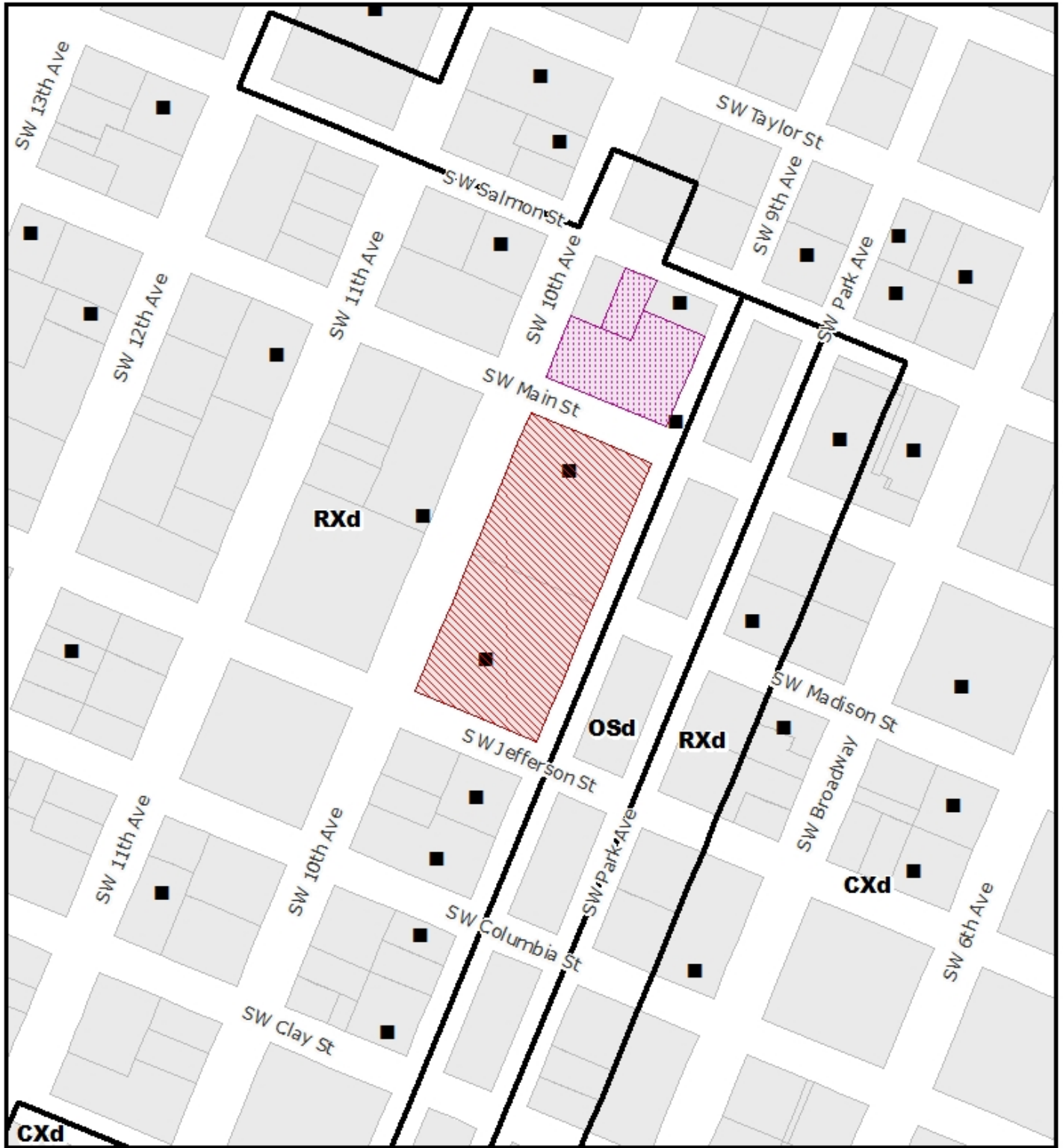
- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the city.

**The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).**

Hillary Adam  
March 28, 2019

**EXHIBITS – NOT ATTACHED UNLESS INDICATED**

- A. Applicant’s Statement
  - 1. Site Plan
  - 2. Request for Evidentiary Hearing/Waiver of Right to a Decision within 120 Days
  - 3. Completeness Response
  - 4. Completeness Response Drawing Packet
  - 5. Stormwater Management Report
  - 6. Draft Loading Management Plan
- B. Zoning Map (attached)
- C. Plan & Drawings
  - 1. Drawing packet for March 11, 2019 (site plan and elevations attached)
- D. Notification information:
  - 1. Request for response
  - 2. Posting letter sent to applicant
  - 3. Notice to be posted
  - 4. Applicant’s statement certifying posting
  - 5. Mailed notice
  - 6. Mailing list
- E. Agency Responses:
  - 1. Bureau of Transportation Engineering and Development Review
  - 2. Fire Bureau
  - 3. Site Development Review Section of BDS
  - 4. Bureau of Environmental Services
  - 5. Life Safety Division of BDS
- F. Letters: none
- G. Other
  - 1. Original LUR Application
  - 2. Incomplete Letter, dated July 25, 2018



# ZONING



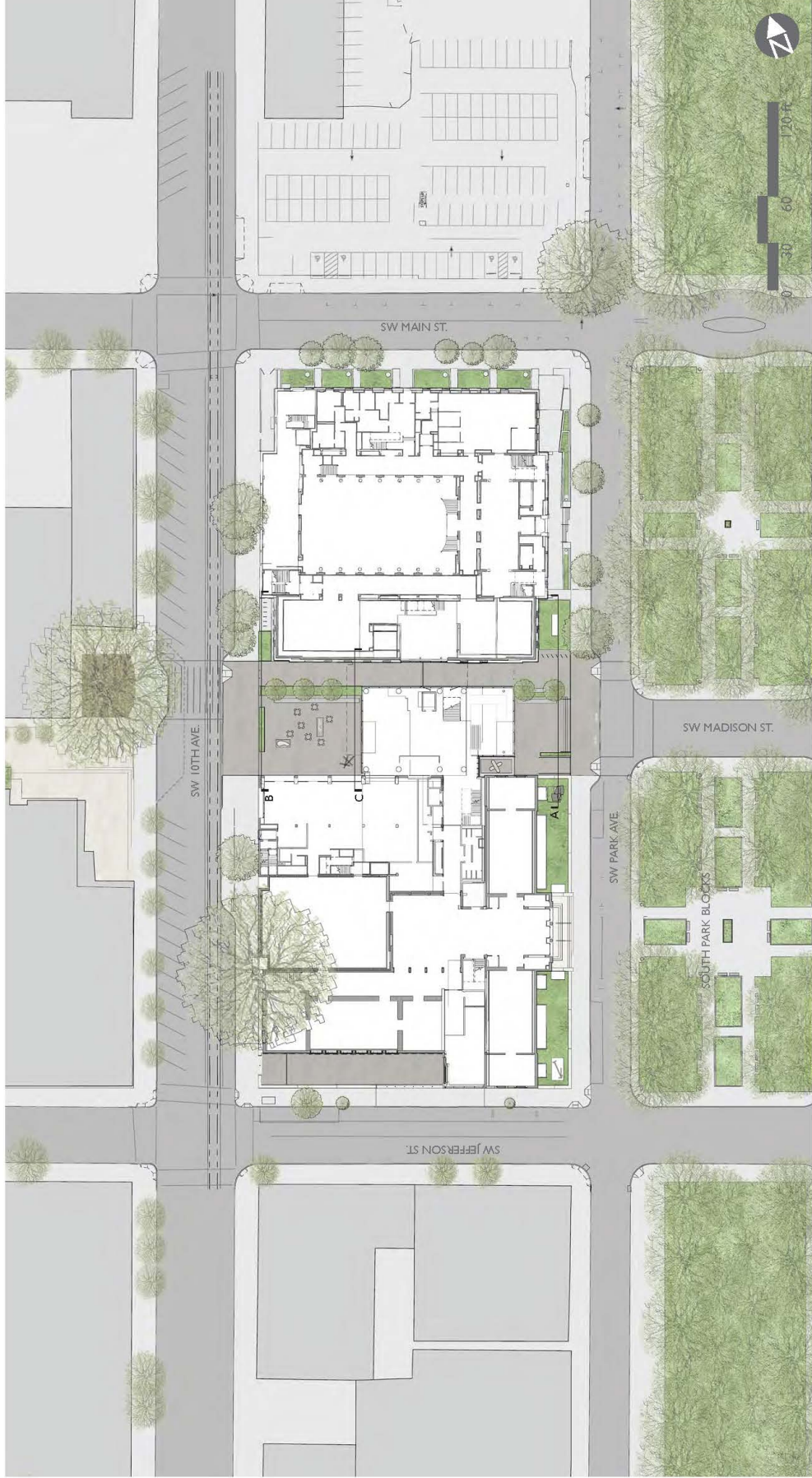
THIS SITE LIES WITHIN THE:  
 CENTRAL CITY PLAN DISTRICT  
 DOWNTOWN SUBDISTRICT-  
 WEST END SUBAREA

-  Site
-  Also Owned Parcels
-  Historic Landmark

File No.	LU 18-198009 HRM AD
1/4 Section	3128
Scale	1 inch = 200 feet
State ID	1S1E04AA 6400
Exhibit	B Mar 01, 2019



C\_



C



1 EAST ELEVATION  
1/32" = 1'-0"



2 WEST ELEVATION  
1/32" = 1'-0"



Hemebery Eddy  
Architects

VINCI HAMP  
ARCHITECTS

ROTHKO PAVILION | LU 18-198009 HRM AD | LU 18-197999 CU | Feb. 19, 2019

ELEVATIONS  
C\_3.01

\_C



\_NORTH ELEVATION



\_SOUTH ELEVATION



Hennebery Eddy  
Architects

VINCI | HAMP  
ARCHITECTS

ROTHKO PAVILION | LU 18-198009 HRM AD | LU 18-197999 CU | Feb. 19, 2019

ELEVATIONS  
C\_3.02