



**City of Portland, Oregon**  
**Bureau of Development Services**  
**Land Use Services**

FROM CONCEPT TO CONSTRUCTION

Dan Saltzman, Commissioner  
Paul L. Scarlett, Director  
Phone: (503) 823-7300  
Fax: (503) 823-5630  
TTY: (503) 823-6868  
[www.portlandoregon.gov/bds](http://www.portlandoregon.gov/bds)

## MEMORANDUM

**Date:** January 29, 2016  
**To:** Portland Historic Landmarks Commission  
**From:** Hillary Adam, Land Use Services  
503-823-3581 / [hillary.adam@portlandoregon.gov](mailto:hillary.adam@portlandoregon.gov)  
**Re:** 15-278635 DA – New Market Theater North Wing  
Design Advice Request Memo February 8, 2016

Attached is a drawing set for the Design Advice Request for a new building to be constructed at the north end of the New Market Theater. The current proposal shows a 4-story building, which would incorporate the existing colonnade along SW 1<sup>st</sup> Avenue. Potentially, additional FAR over the maximum allowed would be transferred from a Landmark. One loading space is proposed along the SW Ankeny frontage; however, an Adjustment may be requested to not provide the loading space.

The review criteria are the Skidmore/Old Town Design Guidelines, PZC 33.846.060.G Other approval criteria, and the Central City Fundamental Design Guidelines (copies of the guidelines are included with this memo). *Please Note:* Because the Skidmore/Old Town Design Guidelines are expected to be adopted imminently, the new version has been attached as well as the current version.

Areas for discussion on February 8, 2016:

▪ **Scale and Compatibility.**

Historically, this location was the site of a two-story structure, known as the “North Wing” of the New Market Block, and demolished in 1956; see page C06 for an image. The applicant previously also considered a 3-story structure matching the historic cornice line with a 4<sup>th</sup> floor penthouse. Because the site includes the New Market Theater which exceeds the allowed 4:1 FAR above its footprint, the proposed 4-story addition will require a transfer of Landmark FAR of an additional 10,240 square feet in order to accommodate four new floor levels. Staff welcomes the Commission’s feedback on the proposed scale of the addition.

▪ **Potential Relocation of Arcade.**

The Portland Bureau of Transportation (PBOT) has noted that a 3-foot dedication is required along SW 1<sup>st</sup> Avenue in order to accommodate a 12-foot concrete sidewalk between the building edge and the cobbled transit street. In order to *not* provide the required 3-foot dedication, the applicant will have to request a Public Works Alternative Review (PWAR). The attached drawings assume that this dedication will not have to be provided, however, it is possible that the arcade will have to be relocated 3-feet to the west. Staff welcomes the Commission’s thoughts on whether or not this PWAR should be pursued AND if there are any design concerns if a PWAR is not approved. If the Commission supports investigation of a Public Works Alternative Review, staff suggests the Commission write a letter to PBOT.

▪ **Potential Loading Adjustment.**

One loading space, measuring 35’(l) x 10’(w) x 10’(h) is required. The loading space currently shown would mostly likely need a Modification in order to reduce the size to that shown. Staff notes that an Adjustment may be requested to not provide a loading space, which may result in a better pedestrian environment and better protect the building from truck turning and backing movements. Staff welcomes the Commission’s thought on whether an Adjustment should be requested, and if not, what should be the character and materials of the loading door.

(continued...)

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- **Materials.**

In addition to the existing cast iron arcade along SW 1<sup>st</sup> Avenue, the applicant proposes brick as a primary building material with custom wood storefront windows, steel and glass canopies, fiberglass upper level windows with painted wood spandrels, brick surrounds and cast stone accents, and sheet metal cornices. Materials for ground level doors and 2<sup>nd</sup> and 3<sup>rd</sup> floor window mullions have not been specifically identified. It is not clear if windows will be operable or if rooftop mechanical equipment will be necessary for heating and cooling.

- **Ground Level.**

While the ground level is primarily occupied by active uses, staff has previously suggested that the electrical room should not be located adjacent to the street edge, as this creates a less desirable pedestrian environment. Staff welcomes the Commission's comments on the proposed location for the electrical service room at the building face.

- **Other Design Comments.**

Staff welcomes any addition comments related to design and design details.

Please contact me with any questions or concerns.