

From: dianelowensohn@gmail.com

Date: April 21, 2017 at 11:36:13 AM PDT

To: pds@portlandoregon.gov

Subject: Fwd: Why a change in ordinance for the Rothko Pavillion is not a good idea for Portland

Dear Commissioners ,

Please consider the following letter as you evaluate the PAM request for a variance to build, as currently designed, the proposed Rothko Pavilion.

Thank you for your consideration.

Diane Lowensohn

Sent from my iPhone

Begin forwarded message:

From: Diane Lowensohn <dianelowensohn@gmail.com>

Date: April 17, 2017 at 11:53:37 AM PDT

To: Chloe Eudaly <Chloe@PortlandOregon.gov>, Dan Saltzman <dan@portlandoregon.gov>, Karla Moore-Love <karla.moore-love@portlandoregon.gov>, Nick Fish <nick@portlandoregon.gov>, Amanda Fritz <Amanda@portlandoregon.gov>, Ted Wheeler <mayorwheeler@portlandoregon.gov>

Subject: Why a change in ordinance for the Rothko Pavillion is not a good idea for Portland

Dear Mayor and City Commissioners,

I am a resident and condo owner in downtown Portland and want to make 3 points about the proposed Rothko Pavilion. I am also a member and long time supporter of PAM, having been a Patron in the past and the donor of a print exhibited there in the past two years. It is one of our most important downtown institutions. I love going there and do so frequently. However, I strongly object to granting PAM a variance to block in any way the Madison Plaza.

For almost 30 years, I have been a member of the Urban Tour Group and have volunteered to tour school-aged children on the civic life, architecture and public art of downtown Portland. One of the points I always tried to made with students was the importance of the vision of the early civic leaders in the platting of 200 square foot blocks. In addition to allowing for better light and vistas, the unintended consequence of these relatively short blocks is a more inviting, intimate and walkable urban core. For this reason, there are very few larger blocks in the core. "Big Pink" is one example of a super block. It compensates for it's double size by having a lobby guard 24/7 to allow pedestrian access between major public transportation stops on both sides of the building.

Our family had the opportunity to live in The Netherlands, and I grew to appreciate its visionary urban planning features, decades before they were replicated in the USA. The ease of maneuvering the core of Amsterdam reflects the government's commitment to public transportation, bike riders and pedestrians. Car travel is the option less frequently used. When the world renowned Rijksmuseum proposed eliminating a vital passageway for bikers and pedestrians in it's massive remodel, it took the intervention of the City Council there to keep the dividing passageway open for all citizens. The millions of visitors to the first floor of the museum today stop for those who still bike and walk that open passageway.

I do believe local architects would have been more sensitive to the important Portland building requirement of accommodating pedestrian traffic during all the many hours, 7 days a week, when citizens cross the Park and other blocks to access our vital Streetcar system . Any regular patron of the Portland 5 can attest to how many car parkers, walkers and street car patrons use the Madison Plaza for safe passage after dark. Please don't change the laws to let that disappear.

Respectfully submitted,

Diane Lowensohn
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