



City of Portland Historic Landmarks Commission

Design Advice Request

DISCUSSION MEMO

Date: January 4, 2019
To: Historic Landmarks Commission
From: Hillary Adam, Land Use Services
 503-823-3581 | hillary.adam@portlandoregon.gov
Re: EA 18-124279 DA – Rothko Pavilion
 Design Advice Request Memo – January 14, 2019

Attached is a drawing set for the 3rd Design Advice Request meeting scheduled on January 14, 2019. Prior Design Advice Requests occurred on April 9, 2018 and August 27, 2018; summaries of the Commission’s feedback from those meetings are attached. Please contact me with any questions or concerns.

I. PROGRAM OVERVIEW

Design Advice Request meeting for a proposed 4-story glazed structure linking the north and south wings of the Portland art Museum, both of which are Landmarks. Public access is proposed through an open-air passageway between the buildings and under the new addition between SW Park and SW 10th Avenues. Additional work includes a new loading dock and gallery addition at the south end of the complex, accessed from SW Jefferson Street and exiting onto SW 10th. Non-standard improvements in the right-of-way are also proposed.

The following Modifications will be required:

1. 33.266.130.C.1 – to allow vehicle area between a building and a street;
2. 33.266.210.A.2 – to allow short term bicycle parking to be more than 50’ from an entrance;
3. 33.266.310.E – to reduce the amount of required landscape screening adjacent to a loading space from 5’ of L2 or 10’ of L1 to none;
4. 33.510.220 – to reduce the amount of ground floor windows;

The following Modifications are *potentially* required and may not be necessary pending the receipt of additional information:

5. 33.510.255.C – to not meet ground floor active use requirements on the west half of the block.

The following Adjustments will be required:

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

II. DEVELOPMENT TEAM BIO

Architect	Tim Eddy Hennebery Eddy Architects, Inc.
Owner’s Representative	Brian Ferriso Portland Art Museum
Project Valuation	\$50 million

III. FUTURE APPROVAL CRITERIA: *Central City Fundamental Design Guidelines, 33.846.060.G Other approval criteria; 33.846.070 Modifications Considered During Historic Resource Review, and 33.805.040 [Adjustment] Approval criteria (see attached matrix)*

IV. STAFF ANALYSIS & RECOMMENDED DAR DISCUSSION TOPICS

Staff advise you consider the following among your discussion items on January 14, 2019:

Macro Level Issues

1. **Compatibility of Design.** At the previous DARS, the Commission discussed the proposed glazed material and stated that it is an appropriate response for a new pavilion located within a former ROW and serving as a connector between two brick buildings. While additional details are needed, the design appears to match datums and proportions across the two brick buildings. The loading bay is designed of the same language, as was suggested by the Commission, making the additions coherent across the site. The proposed pavilion is set back from the sidewalk allowing the landmarks to remain prominent and the plazas to remain as gathering spaces outside the museum.
2. **Response to City and Neighborhood Context.**
 - a. **Park Blocks.** The museum and new pavilion face the Park Blocks on the east. The east plaza has been redesigned to sit lower to the sidewalk and is more open to the sidewalk than the previous version. Landscaping has been relegated to the sides; however, staff suggests that vertical landscaping between the plazas (both east and west) should be reduced or eliminated to allow greater visual connection between the plazas and pedestrian accessway for both safety and wayfinding purposes. Also, interactive night lighting should be provided within the accessway to ensure safety and interest at night.
 - b. **Transportation System.** The new pavilion's east entrance will face the Green Loop while the west entrance will face the Streetcar, making the museum an inviting attraction that is accessible by multiple modes of transportation. Short term bicycle parking is shown on either side of the pavilion, adjacent to the pedestrian accessway; please note that Modification #2, noted above, is required to allow bicycle parking in this location. Staff is generally supportive of greater distance between the bicycle parking and the entries if it allows for a more gracious entry sequence for pedestrians. The proposed pedestrian accessway maintains the current connection between SW Park and SW 10th and will provide visual access into gallery space within the Mark Building.
 - c. **Cultural District.** The Portland Art Museum is located within the City's Cultural District and the new pavilion, named after Portland's own Mark Rothko, will make art more accessible to the public. The existing brick buildings that currently house all of the interior art obscure the public's access to art while the new glazed pavilion and the window into the gallery in the Mark Building will allow visual access for non-paying consumers from the outside, exposing passersby to art on a greater level than exists today. This will help to amplify the museum's presence within the Cultural District.
3. **Loading and the Public Realm.** Based on the information discussed at previous DARs, the Commission acknowledged that the proposed loading space along SW Jefferson is likely the least harmful location for loading to be provided on site. Recognizing that the proposed loading area, now allows for pedestrian areas to be wholly pedestrian, the Commission suggested that the pedestrian spaces had to be significantly improved in order to make loading on the corner truly palatable. Staff believes that the applicant is on the right path with the latest proposal which includes right-of-way improvements including curb extensions on SW Park and SW 10th

to reduce pedestrian street crossings and alternative paving to highlight the path through the accessway and to the museum; however staff suggests that the proposed paving should be more integrated with the sidewalk, possibly with the use of concrete in a different stamped pattern on site and within in the right-of-way. PBOT has stated that they could support a different paving material if it was used for as the paving material for the entire sidewalk surrounding the Art Museum and the Mark Building which would be a costly solution and would disconnect the museum from the rest of the cultural district which uses concrete as the right-of-way paving. Please note that the proposed loading requires Modifications #1 and #3 noted above as well as Adjustments #1 and #2 noted above. Staff is supportive of Adjustments #1 and #2 and of Modification #1, but would entertain discussion on Modification #3, related to landscaping.

Mid-Level Issues

1. **Site organization.** The proposed design allows for two separate plazas spaces, a pedestrian accessway between the buildings, loading separated from the pedestrian areas to ensure exclusive use of the center of the block for pedestrian uses, and possible enhanced seating around the perimeter along the brick wall and potentially at the historic Belluschi steps. Staff is supportive of the proposed changes, which have significantly improved from the previous version and include an enhanced right-of-way. Staff suggests however that additional openness is needed at the mouths of the accessway and creative lighting solutions should be considered to ensure safety and interest, particularly at night.
2. **Major Remodel.** Because the proposal constitutes a "Major Remodel", per the Code, the building must meet the ground floor windows and ground floor active use requirements. To meet these standards would likely require cutting new openings in the historic buildings to provide additional doors and windows and carving up interior spaces in a way that may not meet the museums needs. Therefore, Modifications #4 and #5, noted above have been requested. Staff is supportive of these Modifications as a means to retain the integrity of the historic landmarks.

Micro Level Issues

1. **Additional Details.** Details on the proposed exterior cladding, canopies, lighting, and signage have not yet been provided; however, the proposed design is simple and clean and appears to touch the adjacent landmarks gracefully. Staff believes that with additional consideration and of detailing, landscaping, and lighting, the resultant product will be of the quality and permanence expected for this downtown location and between two landmarks.