



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

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Design Advice Request

DISCUSSION MEMO

Date: January 31, 2019
To: Portland Design Commission
From: Staci Monroe, Development Review
503-823-0624, staci.monroe@portlandoregon.gov
Re: 18-181153 DA – Lincoln High School
Design Advice Request on February 7, 2019

Attached is a drawing set for the 3rd and final Design Advice Request (DAR) for Lincoln High School. Prior DARs occurred on October 4th (context focus) and December 13th (site & building massing focus) of 2018. Summaries of the feedback provided by the Commission are attached.

I. PROGRAM OVERVIEW

Lincoln High School replacement building is proposed to be 6-stories anchoring the northwest portion of the site. A new athletic track and field is in the eastern section of the site. The primary entrance is from a plaza at SW Salmon Street and 17th Avenue. Bus drop off occurs on SW Salmon Street, and loading, service and fire access is from SW 17th Avenue on south side of the building. Modifications being requested include:

1. Required Building Line Standards - along Salmon between 14th & 17th and along 14th.
2. Transit Street Main Entrance - to be more than 25' from Salmon; to have less than one entrance for every 200' of building length along SW 18th Avenue; to be locked during regular business hours.
3. Ecoroof - reduce the overall ecoroof requirement (to be clarified at the 2/7/19 meeting)
4. Loading – reduce the size of one of the two required loading spaces.
5. Bicycle Parking Standard - reduce the number of long-term bike spaces required (380 to 134)

II. DEVELOPMENT TEAM BIO

Architect	Becca Cavell BORA Architects
Owner's Representative	Erik Gerding Portland Public Schools
Project Valuation	\$ 124,503,722

III. FUTURE APPROVAL CRITERIA: Central City Fundamental Design Guidelines & Goose Hollow Design Guidelines

IV. STAFF ANALYSIS & RECOMMENDED DAR DISCUSSION TOPICS

The following revisions have occurred since the last DAR due to budget issues:

- Reduced the academic building from 7 to 6 stories
- New separate building for the teen center along 14th

- Retained the existing concessions building rather than build a new one
- Eliminated the practice field
- Raised the track & field up 3'-4' and shifted it west several feet
- Modified public pathways through the site
- Parking access relocated from 16th to the existing driveway on 14th
- Shifted the program within the academic building

Given these changes and other revisions in response to the last DAR, staff recommends the following discussion topics:

CONTEXT (*Guideline A2, A3, A4, A5 & B1*)

- A. **SW 17th Avenue** is proposed as the major N-S connector through the site to accommodate bicycle and pedestrian connectivity needs of the neighborhood as well as outdoor amenity for the students. The athletic field precludes additional N-S connections along SW 16th & SW 15th. However, pedestrian paths on the east and south sides of the athletic field are proposed.

PBOT is in the process of developing a MOU with PPS, including the security provisions, with the intent of ensuring public access during non-school hours on weekdays and weekends. PBOT is also working with PPS to define the area of the N-S connection via an easement. The goal is have the MOU and public access easement determined in time for the submittal of the Design Review. Until these are completed, PBOT is unable to provide feedback on the width of the N-S connection and the fence and gate location and details. Acknowledging PBOTs consensus is necessary, feedback from the Commission is encouraged on the revisions to the N-S connector and plaza and the fencing concepts provided in the drawings. Staff is supportive of the revisions to widen the entry plaza on Salmon and at the southern end, as well the high quality and permeable gates and fences.

- B. The **intersection of SW Salmon & SW 18th** streets marks an active and important district focal point. Locating the library to this corner with 20' tall ceilings and continuous glazing helps to activate the corner. However, at the last DAR the Commission stated an architectural expression was needed to highlight this corner to complement the corner expression on the building recently approved across Salmon. Sawtooth storefront glazing occurs along the library façade, however, the architectural expression stops at the ground level. The upper façade is a solid wall. Staff encourages further study of how the corner expression could better support the gateway nature of this intersection.

PUBLIC REALM (*Guidelines A4, A7, A8, B1, B2, B3, B4, B5, B6, C6, C7, C8, C9 & C11*)

- A. **Ground floor uses and glazing** have been revised, especially along both street frontages. While the uses are primarily active, interesting to view and highly glazed, there is a significant difference between the floor level of the building and the adjacent sidewalk (along 18th) and some spaces will have restricted views due to school district policy. Staff acknowledges the challenges of the grade change and internal program needs and commends the applicant on shifting the library and health center to the north and west portions of building to truly activate the frontages. With a better understanding of the screening needs of the classrooms along 18th and, if flexible, Staff could be supportive of the current ground floor program and glazing given the other improvements along these frontages.
- B. The applicant is requesting specific feedback on the revision to the ground floor **façade on SW 18th at the terminus of Main Street**. At the prior DAR the Commission acknowledged this as an opportunity to create a beautiful focal point, that should be integrated with the

building design. A large interpretative moment (e.g. mural by LHS students) flanked by sawtooth windows and a bench work well to create a special moment in the façade that is interesting as well as integrated. Commission feedback is encouraged.

- C. An extensive **canopy** has been added to the northwest corner extending both east and south. While this provides continuous coverage in this area, 2/3rds of the western frontage does not contain any weather protection. Staff recommends exploring additional coverage for this highly traveled pedestrian street.
- D. Solar panels have been incorporated into the **roof** as well as several large mechanical units. The applicant is requesting a modification to reduce the ecoroof requirement and not screen three large mechanical units on the 6-story roof. Given the sweeping eastward views from the hills and the view corridor that this site falls within, the rooftop is equally as important as the 5th elevation. Staff believes screening or mitigation is necessary to address the site context and meet the guidelines. The applicant will provide more information at the 2/7 meeting.
- E. The **loading and service area** is located adjacent to the south entrance of the main N-S site connection. This will be a very visible location with a high volume of pedestrian and bicycle traffic. The vehicle maneuvering area and pedestrian/bicycle path have been revised to be shared in response to DAR comments on the narrowness of pedestrian path. The result is a more generous path that is well-integrated with the adjacent outdoor space. Screening details of the service and loading area will need to be thoughtfully considered given the location. Furthermore, PBOT is not supportive of the revised shared space until they receive and review detailed information on the frequency, times and types of loading that will occur to understand the potential conflicts between delivery vehicles and pedestrians and bicyclist.
- F. The applicant has worked with Urban Forestry to add **street trees** along western half of SW Salmon frontage. The eastern half does not include street trees to better accommodate bus loading/unloading. Staff recommends looking for additional opportunities for some street trees at greater spacing and/or different species to strengthen the street edge and provide a sense of enclosure, especially given that Salmon is envisioned as a green street. Urban Forestry is supportive of additional street trees and as well sensitive to conflicts with bus activity. Details on bus lengths and loading areas would help further this discussion.
- G. **Vehicle access** to the parking area has been relocated from 16th to 14th. This change eliminates the vehicle-pedestrian conflicts in the previous design. However, PBOT has not yet considered utilizing the existing driveway on SW 14th as more information is needed to understand the potential impacts on pedestrians and traffic along SW 14th.

QUALITY (Guidelines C2 & C5)

- A. The primary **building material** under consideration is a colored concrete panel that complements red brick, which is a traditional material for schools in PPS and found in the surrounding area. Alternate finishes and surfaces are being contemplated to provide texture and tones similar to brick. The **building's composition** and application of materials is straight-forward and strong. Given this is the Commission's first glimpse of the actual building, feedback is encouraged. Staff notes the solid walls lacking articulation and interest on the south façade and at the northwest corner.

Enclosures: 11x17 Drawing set
1st & 2ND DAR Summary Memos
Design Guidelines Cheat Sheet



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MEMORANDUM

Date: August 7, 2018
To: Becca, Cavell BORA ARCHITECTS
From: Puja Bhutani, Development Review
503-823-7226
Re: 18-181153 DA – Lincoln High School Project
Design Advice Request Summary Memo July 26, 2018

Thank you for taking advantage of the opportunity to hold a Design Advice Request regarding your project. I hope you find it informative and valuable as you continue with your project development. Attached is a summary of the comments provided by the Design Commission at the July 26, 2018 Design Advice Request. This summary was generated from notes taken at the public meeting and a subsequent review of the public meeting recordings. To review those recordings, please visit: <http://efiles.portlandoregon.gov/record/12097876>

These Design Commission comments are intended to guide you in further design exploration of your project. These comments may also inform City staff when giving guidance over the course of future related land use reviews. It should be understood that these comments address the project as presented on July 26, 2018. As the project design evolves, the comments, too, may evolve or may no longer be pertinent.

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

Please continue to coordinate with me as you prepare your formal land use application, or if you desire another Design Advice Request meeting with the Commission.

Encl:
Summary Memo

Cc: Design Commission
Respondents

This memo summarizes **Design Commission** design direction provided on July 26, 2018.

Commissioners in attendance on July 26, 2018: **Don Vallaster, Tad Savinar, Julie Livingston, Sam Rodriguez, Jessica Molinar and Zari Santner**

EXECUTIVE SUMMARY

- *Provide school drop off and pick up plan that addressed safety concerns. Consider a secondary south entrance from Jefferson and 16th and 17th avenue to relieve congestion along Salmon. A turnaround could be included as part of the event plaza. Consider connecting 16th and 17th avenue entrances to provide more active spaces along the south edge to address safety concerns.*
- *Balancing site security and access control with connectivity needs is critical and would have significant impacts on how the site functioned. The design of the north-south connection along SW 17th Avenue was key, and along with plazas and athletic field should be designed as an integral part of the neighborhood amenities.*
- *Define the hierarchy, uses and function of the plazas and how the design responded to student needs while also addressing the security concerns. There seemed to be too many plazas and open spaces which could raise long term maintenance issues. These spaces should be designed to functioned efficiently and in accordance with their intent and not become left over spaces. Consider accommodating food carts.*
- *The location of the massing and vertical bar was appropriate. However, the design and shaping of the northwest building corner and the massing step downs were crucial for a successful contextual response.*
- *The relationship between interior building and sidewalk space along SW 18th and Salmon must be resolved to create an active street frontage.*
- *Site design and edge treatment along 14th, 18th and Salmon should be thoughtfully considered to respond to the intent of applicable guidelines. Shifting the athletic field south would create more transitional space.*

1. CONTEXT

- a) Site Circulation, public access and neighborhood Connectivity.** (Guidelines A3-Portland Block Structure, B1- Reinforce Pedestrian System.)

School drop off and pick up:

- The existing parking, school drop off and pick up provision along Salmon Street presented safety concerns for the students. A plan that includes site, parking and right of way improvements should be provided to address these concerns.
- The design of the entry plaza along Salmon street, including size, orientation, landscaping etc. should consider how it is used on a daily basis and how it can help alleviate the traffic drop off congestion.
- Jefferson Street is envisioned as an enhanced street in the future, and therefore should be considered as another option for school access option from the south. Jefferson Street and the south entrances from 16th and 17th Avenue had relatively less traffic than Salmon and could help relieve some of its drop off-pick up congestion. These improvements would also help alleviate the unsafe conditions for the school and larger neighborhood associated with these south street entrances.

- Consider connecting the south entrances at 16th and 17th so as not to have empty, vacant space along the south edge to address known existing safety problems and to provide some site repair and improvements for the neighborhood. The connection need not necessarily be a roadway. The grade difference, structural stability of the adjacent historic building and the interphase with loading, service, bike and pedestrian functions at 17th will need to be resolved for a viable connection.
- The absence of a turnaround provision at the end of the alleys was problematic and could be located in the event plaza space. The event plaza could have a dual function of providing vehicular access during student drop off and pick up hours, and as pedestrian only zone during events. The parking along the quieter 16th and 17th could also be restricted during the drop off- pick up hours to accommodate this activity.

Neighborhood Connectivity

- Balancing site security and access control with connectivity needs was critical and would have significant impacts on how the site functioned.
- The pedestrian connections and experience should help tie the site together.

Context.

- Goose Hollow is in transition currently and was at best an eclectic neighborhood. The 18th and Salmon intersection represented the institutional heart of the community. The location of the project seemed integral to this institutional core and contributed to the intersection and neighborhood as a whole. Responding to the institutional context of the neighborhood would be important during design development.
 - The site represented the front porch, which connected the hills to the downtown district. One Commissioner expressed concern that the NW corner architectural gateway might not mean anything, and that it might be out of scale and out of personality for the front porch. How the building and corner was shaped would be the critical in terms of response to the context. The gateway tree was being removed and the site was hence developing a new context. How the massing and step downs were resolved and the interphase with the sidewalk edge would be critical in defining whether the development was an intrusion or would fit in with the neighborhood.
 - The design of the corner and intersection should be significant and create a gateway. It should take inspiration from the enduring qualities of the old Lincoln High School which was still grand and beautiful and an asset to the City. The new school could set or define a new context for significant architecture and open space design for the City.
 - Lincoln should be a 21st century building and should use durable material that fits the context and gateway location and meet the guidelines for Quality and Permanence. Deferred maintenance might be an issue so durable materials and quality detailing was important. Masonry, stone or concrete and quality metal panels could be potential materials to be considered.
- b) Massing.** (*Guideline A2-Emphasize Portland Themes, A5- Enhance, Embellish and Identify Areas, C1- Enhance view opportunities, C4-Complement the Context of Existing Buildings.*)
- The project massing was feasible given the complex programming and the tight site.
 - Locating the massing on the west section of the site made sense given the need to create a gateway at the SW Salmon and SW 18th intersection. The N-S facing alignment of the vertical bar responded to higher massing towards Burnside.
 - The process for identifying the massing, location and orientation was sound.

2. PUBLIC REALM

- a) Building Entrances, Location and Hierarchy. Guidelines B5-Make Plazas and Open Spaces successful, B7- Integrate Barrier Free Design.**

b) Ground Floor and NW Corner Activation. Guideline C7-Design Corners that build active intersections. (Pages 30-34, 41).

- The building form should act as a gateway, given this was a gateway site that defined the transition from the hills and downtown. Commissioners recommended creating a dialog with new Salmon mixed use project across the street to define the gateway. The buildings should talk to each other to create a moment.
- Removal of the Sequoia tree was supported. However, the building form should provide a strong gateway expression if the tree was being removed. One of the Commissioners noted that the tree had been planted as part of the 1993, light rail project to signify entrance to the downtown. One of the challenges facing a project is how a feature that has significance for the site, neighborhood and City is protected.
- The NW corner design and ground floor activation was critical to the success of the project. The 5' difference between the sidewalk and interior floor levels did not comply with several public realm guidelines and therefore this relationship should be resolved. After school and summer programming should be provided along the street frontages. One Commissioner stated that a lot of the proposed uses along Salmon and 18th would qualify as active uses, however their visibility and grade change was problematic. The location of Robotics lab at the corner was appropriate.
- The sunken secondary entrance plaza along SW 18th Avenue could result in unused and inactive space. Consider providing a more seamless transition from the sidewalk.
- The entire building edge along 18th included either raised or sunken uses which did not result in an active frontage, and must be resolved.

c) Main spine and plazas. Guideline B5- Make Plazas, Parks & Open Spaces Successful. (Pg 36, 38).

d) Loading and Service access

- The main Entry Plaza from Salmon Street is in the right location. It is generous, and its orientation, landscaping, and design should reflect how it can be utilized on a daily basis and for specific functions. The relationship of the entry plaza to the larger central plaza, its functionality and how it differs in its use and purpose and hence its orientation, edge treatments and overall design should be clearly articulated.
- The design of the north south connection along SW 17th Avenue is critical. It should not be considered just a plaza but also an integral part of the neighborhood amenities when the school is out- weekends and summer breaks. It would be an important facility for the neighborhood and should be opened to the public as much as possible and not make them feel as though they are intruding into private property. It should be viewed as a neighborhood contributor and not just a part of the school.
- The Central Plaza presented a significant design opportunity. It should be designed as a great space for both the students and neighborhood connectivity.
- The Event Plaza space seemed nebulous and more like the back of house staging area. The central plaza seemed like the space for major events. Special attention should be given to the design of the Event plaza including seating and landscaping.
- Define the hierarchy, uses and function of the plazas and how they were serving student needs while also addressing the security concerns.
- There seemed to be too many plazas and open spaces and could raise long term maintenance issues. Thoughtful consideration should be given to ensure that these spaces functioned efficiently and in accordance with their intent and did not become left over spaces. Create engaging, welcoming and comforting open spaces with low maintenance.

- Design spaces to accommodate food carts to provide lunch options for students. There were more food opportunities to the south of the site.
- e) Edge treatment along 14th, 18th and Salmon. C6- Develop Transitions, A4- Use Unifying elements; A5- Embellish and Identify Areas, A7- Urban Enclosure, A8- Vibrant Streetscape, B2- Protect the Pedestrian, B4- Provide Stopping & Viewing Places, B6- Develop Weather Protection (Pg. 30-31, 35)**
- Site design and edge treatment along 14th, 18th and Salmon was critical in how they interacted with the surrounding build environment. Active uses were important for both the building and athletic field. The edge treatment, both built and landscaped, should be thoughtfully considered to respond to the intent of applicable guidelines. How would the athletic edge be participating with future developments and built urban environment across the street. While the Commission was flexible it would be difficult to make allowances based on the mission of the organization as this would be precedent setting.
 - Moving the track south would allow for more transition space and landscape buffer along SW Salmon Street. However, track and field does quality as active use.
 - Loading Access was appropriately located given the site design. However, the design of the main north south connection must address the many different needs and potential conflicts between different modes - loading, service, bicycle and pedestrian modes.

Exhibit List

- A. Applicant's Submittals
 - 1. Applicant Memo
 - 2. Narrative
 - 3. Original drawing set
 - 4. Draft drawing set
- B. Zoning Map
- C. Drawings
 - 1-49: DAR1 Drawing Set_ 7/26/2018
- D. Notification
 - 1. Posting instructions sent to applicant
 - 2. Posting notice as sent to applicant
 - 3. Applicant's statement certifying posting
 - 4. General information on DAR process included with e-mailed posting/notice
- E. Service Bureau Comments
 - 1. Portland Bureau of Transportation.
 - 2. Bureau of Environmental Services
 - 3. Urban Forester
- F. Public Testimony
 - 1. DAR 1 Public Comment sign-up sheet.
- G. Other
 - 1. Application form
 - 2. Staff memo to Design Commission, DAR1, dated 8/21/18
 - 3. Copy of Staff Presentation from 8/28/18
 - 4. Copy of Applicant Presentation from 8/28/18



City of Portland Design Commission

Design Advice Request

SUMMARY MEMO

Date: October 30, 2018
To: Becca Cavell, Bora Architects
From: Puja Bhutani, Design Review
503-823-7226 | puja.bhutani@portlandoregon.gov
Re: EA 18-181153 DAR – Address | Lincoln High School Project
Design Advice Request Commission Summary Memo – October 4, 2018

Thank you for taking advantage of the opportunity to hold a Design Advice Request regarding your project. I hope you find it informative and valuable as you continue with your project development. Following, is a summary of the comments provided by the Design Commission at the October 4, 2018 Design Advice Request. This summary was generated from notes taken at the public meeting and a subsequent review of the public meeting recordings. To review those recordings, please visit: <http://efiles.portlandoregon.gov/record/11686822>.

These Design Commission comments are intended to guide you in further design exploration of your project. These comments may also inform City staff when giving guidance over the course of future related land use reviews. It should be understood that these comments address the project as presented on October 4, 2018. As the project design evolves, the comments, too, may evolve or may no longer be pertinent.

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

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

Encl: Summary Memo

Cc: Design Commission
Respondents

Commissioners Present: **Don Vallaster, Julie Livingston, Sam Rodriguez, Jessica Molinar and Zari Santner**

Executive Summary.

- Northwest corner- revisions to the ground floor program and building transparency along SW Salmon and 18th were encouraged. Consider further activating the architecture of the corner to create a special moment.
- The blank wall on SW 18th Avenue, opposite Main Street, is an opportunity to create a beautiful focal point, that should be integrated with the building design.
- Resolve the south entrance from SW 17th Avenue to make it more welcoming, and to better integrate the rain gardens and loading areas/ access. The rain gardens should be improved and include seating.
- Consider re-orienting the service building to face and have better connection with the bleachers and provide more space for the rain gardens.
- The overlook on SW Salmon is a strong singular concept was unanimously encouraged. However, explore ways to provide additional amenities like seating along this very long frontage

Summary of Comments. Following is a general summary of Commission comments by design tenet. Please refer to the attached Community Design Guidelines matrix for a summary of the concept's response to future approval criteria.

CONTEXT (Guideline A2- Portland Themes, Guidelines A3- Portland Block Structure, A4- Use Unifying Elements, A5- Enhance, Embellish & Identify areas, , B1- Reinforce Pedestrian System)

1. Site Design

- a. Track & Field: Commission encouraged Option 2, as bleachers along the south lot line would avoid exposing their back to Salmon Street.
- b. Staff parking: Commission encouraged Option 2, as consolidating staff parking would provide more student space near the main building.
- c. Practice Field: Commission encouraged Option 2 as locating the practice field in the southeast corner would provide more space for student and service buildings and enable a more central location for the concession and ticketing building and plaza.
- d. Plaza: Commission encouraged Option 3, since it was a more central location and provided connection to student commons and interior courtyard.

2. Neighborhood Connectivity & Circulation.

- a. Site Circulation
 - The Commission unanimously commended the overall site circulation plan, particularly given the complexity of the site topography and building programming. They were encouraging of the main N-S connector concept along SW 17th Avenue.
 - The design and access conditions for the gates were an important consideration. The applicant indicated that the gates were envisioned as rolling gates that would completely open during pick-up and drop off time, and during public access hours. Each gate would have a specific type of electronic access method depending on its security/egress requirement, and these details were still being worked out. The

Commission requested that more information regarding the gate access hardware be provided at the next DAR, to allow a more informed evaluation of site circulation and connectivity.

- One Commissioner expressed concerns about the long-term maintenance and appearance of the open spaces. The Commissioner encouraged landscape design and plant selection for longevity and low maintenance.

b. School drop-off and pick Up:

- Dispersed drop-off alternative along the south lot line was unanimously encouraged by the Commission.
- The Commission also encouraged a single access point from the building front lobby with access from Salmon Street.
- One Commissioner recommended changing the orientation of the service building to be north-south and sliding it to the west. This would also create a sense of better sense of arrival and provide more space for the concessions amenity and rain gardens. It would also have a better connection with the grandstand.

c. Landscaped Terraces

- The concept of landscaped terraces to reference historic tanner creek was unanimously encouraged.
- Rain gardens west facing orientation was encouraged but should be designed to provide seating.
- One Commissioner stated that the design of the rain garden and loading entrance should be further studied but should not compromise the overall site open spaces and programming.

PUBLIC REALM (*Guideline A4- Use Unifying Features; A7- Urban Enclosure; A8- Vibrant Streetscape, B1- Enhance Pedstrian System, B2- Protect the Pedestrian, B3- Bridge Pedestrian Obstacles, B4- Stopping & Viewing Places, B5- Make Plazas, Parks & Open Spaces Successful; B6- Develop Weather Protection; C6- Develop Transitions Between Buildings & Public Spaces; C7- Design Corners that Build Active Intersections; C8- Differentiate Sidewalk Level of Builidngs; C9- Develop Flexible Sidwalk Level Spaces*)

1. Edge Treatment.

- a. The overlook area as a strong singular concept on SW Salmon was unanimously encouraged by the Commission. The rectangular blocks that served as seating and vehicular barriers were good amenities and should be retained. The Commission encouraged exploring ways to provide additional amenities like seating along this very long frontage.
- b. Fencing type, material and height would be an important consideration, especially along Salmon Street and the overlook area, as it would be substituting for the required building line. The railing design should be carefully considered to avoid an institutional feel and kept as low as possible, especially along the overlook, to allow people to lean on them for views into the athletic field.

- c. The street trees along Salmon Street would be subject to Design Review if non-standard spacing was being proposed. One Commissioner encouraged large canopy street trees, if possible.
- d. Long term bike parking structure lacks visibility from the sidewalk and from inside of the structure and could be a security issue. Consider opening up the structure from two sides to allow more visibility.

2. Northwest Corner.

- a. The Commission unanimously appreciated the design improvements and stated that it was moving in the right direction to create an active corner, especially given the constraints of site topography and school programming.
- b. The architecture at the corner should be further activated to make it a special moment. This could be achieved by changing the lines of the glass windows and/or canopy, and providing seating integrated with the sill.
- c. A strong architectural response was encouraged to define this gateway corner.
- d. Canopies as proposed were too high, and their location and amount should be designed to ensure adequate weather protection, and for a coherent architectural expression.
- e. The low wall at the entrance plaza should be treated as a bench and not as a landscaped planter, in order to encourage seating and gathering.

3. West Elevation, fronting SW 18th Avenue

- a. The play area screen should be as transparent as possible while considering the privacy and security needs of the children. Different screen options should be explored.
- b. The blank walls need not be transparent but should be articulated to create interest. This could include brick patterns, murals etc.
- c. The blank wall, opposite Main Street, on SW 18th Avenue was an opportunity to create a beautiful focal point. One Commissioner encouraged looking at the focal point holistically and integrating it with the building design, so that it extended the entire height of the façade.

4. Loading and Service Areas

- a. One Commissioner suggested that the south entrance from SW 17th avenue should be designed to be more open and welcoming. The loading area needed further design resolution. The Commission questioned the location of the gate and the need for a dedicated loading lane, especially if loading hours can be limited. They encouraged a shared use of the lane and better integration with the rain gardens.
- b. The blank wall along the service area should be mitigated so as keep the focus on the upper, transparent spaces. This could potentially be achieved by landscape design.

The building design concept discussion at the next DAR should provide additional information, as discussed above, regarding the following items:

- South entrance from SW 17th. Study the blank wall along the service entrance, and south entrance area -loading, pedestrian pathway and rain garden.
- Further study of the Overlook space and Street trees on Salmon.
- Fencing design and security gates access hardware
- The North west corner design concepts
- Design concepts for the blank wall facing Main Street
- Canopy studies.

Exhibit List

- A. Applicant's Submittals
 - 1. Applicant Memo
 - 2. Narrative
 - 3. Original drawing set
 - 4. Draft drawing set
 - 5. DAR1 Drawing Set_ 7/26/2018
 - 6. Draft Applicant Memo for DAR2, 8/31/18
 - 7. Draft Drawing Set for DAR2, 8/31/18
 - 8. Draft Applicant Memo for DAR2, 9/20/18
 - 9. Draft Drawing Set for DAR2, 9/20/18
 - 10. Final Applicant Memo for DAR2, 9/25/18
 - 11. Parent Pick-Up and Drop Off, traffic study by Kittelson & Associates
- B. Zoning Map
- C. Drawings
 - 1-49: Drawing set for DAR 2, 9/25/18
- D. Notification
 - 1. Posting instructions sent to applicant
 - 2. Posting notice as sent to applicant
 - 1. Applicant's statement certifying posting
 - 2. General information on DAR process included with e-mailed posting/notice
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 - 4. Copy of Applicant Presentation from 8/28/18
 - 5. Staff memo to Design Commission, DAR1, dated 9/25/18
 - 6. Copy of Staff Presentation from 10/4/18
 - 7. Copy of Applicant Presentation from 10/4/18

CENTRAL CITY FDG (2003) + GOOSE HOLLOW (1996)		PROJECT NAME: Lincoln High School	
DATE: 1/31/2019		PROJECT ARCHITECT: BORA Architects	
CONTEXT		STAFF	
		+ / -	Comments
A1: Integrate the River		TBD	
A2: Emphasize Portland Themes		+/-	<i>Tanner Creek reference, stormwater planters, greenroof and landscaping. Interpretative markers for tanner creek alignment on site should be incorporated.</i>
	A2-1: Recognize and emphasize connection with Tanner Creek	+/-	<i>Tanner Creek reference. Interpretative markers for tanner creek alignment on site should be incorporated.</i>
A3: Respect the Portland Block Structures		+	<i>Building holds 18th and aligns with western edge of 17th. N-S connector through site align with existing street grid to the north & south</i>
A5: Enhance, Embellish & Identify Areas		TBD	
	A5-1: Strengthen identity of Civic Stadium station area	+ / -	<i>Extensive sawtooth glazing and active use at ground floor. NW corner design could be stronger architectural expression.</i>
	A5-2: Strengthen identity of Jefferson Street station area	N/A	
	A5-3: Enhance W. Burnside St. by improving pedestrian environment west of Park Blocks	N/A	
	A5-4: Enhance SW Jefferson St. as a boulevard connecting Washington Park to Park Blocks	N/A	
	A5-5: Incorporate water features or water themes to enhance Goose Hollow District	+/-	<i>Tanner Creek reference and stormwater planters. Interpretative markers for the creek on the site is encouraged.</i>
	A5-6: Incorporate art or special design features in the District	+	<i>Interpretive art work by students added on SW 18th at Main terminus</i>
A6: Re-use, Rehabilitate, Restore Buildings		N/A	
A9: Strengthen Gateways		+ / -	<i>Stronger architectural expression at NW corner should be explored. Reference building expression at SE corner of this intersection recently approved</i>
	A9-1: When developing at gateway, provide a sense of entry that relates to the area	+ / -	<i>Stronger architectural expression at NW corner should be explored. Reference building expression at SE corner of this intersection recently approved</i>
C1: Enhance View Opportunities		TBD	

	<i>C1-1: Design parking exteriors to visually integrate with their surroundings</i>	+/-	<i>Sunken bike parking with improved visibility required, staff parking located away from streets. Loading screening and maneuver area needs to be resolved.</i>	
	<i>C1-2: Integrate signs and awnings that complement & respect a building's architecture</i>	+/-	<i>continuous canopy on Salmon and wrapping portion of 18th, and at entries. Additional coverage along 18th is necessary</i>	
C4: Complement the Context of Existing Buildings		TBD		
PUBLIC REALM		STAFF		
		+ / -	<i>Comments</i>	+ / -
A4: Use Unifying Elements		+ / -	<i>Edges defined by large canopy trees, tanner creek reference, N-S connector, need more street tree opportunities</i>	
A7: Establish and Maintain a Sense of Urban Enclosure		+	<i>Building holds the west and NW corner of site, edge treatment with trees, multiple seating opportunities & overlook define the other frontages of the large site.</i>	
A8: Contribute to a Vibrant Streetscape		+ / -	<i>Uses & glazing at entry and NW portion of building are contributors to sidewalk. Need to understand privacy needs of uses along southern end of 18th.</i>	
B1: Reinforce and Enhance the Pedestrian System		+ / -	<i>canopies, trees, seating all contributors. Need feedback from PBOT on N-S connector width and gates for public access. DC input will be shared with PBOT in their decision-making</i>	
	<i>B1-1: Provide human scale to buildings along sidewalks</i>	+ / -	<i>canopy along ground floor is scaled to peds. More canopy and/or lights would help</i>	
	<i>B1-2: Orient building entries at points that connect pedestrians with transit services</i>	+	<i>Building entries on Salmon & 18th</i>	
B2: Protect the Pedestrian		-	<i>Need to understand frequency, types and times of loading to understanding potential impacts on peds/bikes in N-S connector.</i>	
B3: Bridge Pedestrian Obstacles		+	<i>N-S connector, sidewalk-ADA improvements. DC input will be sl</i>	
B4: Provide Stopping and Viewing Places		+	<i>Entrance plaza, Overlook along Salmon, new seating dispersed along Salmon & 18th</i>	
B5: Make Plazas, Parks & Open Space Successful		+	<i>generous space, seating opportunities, integrated landscaping, adjacent active school uses</i>	
	<i>B5-1: Design pocket parks with experiences that encourage year-round use</i>	N/A	<i>Pocket park is not identified on this site.</i>	
B6: Develop Weather Protection		+ / -	<i>Canopy wrapping NW corner. On site and street trees provide shade. More shelter is needed along 18th</i>	

	B6-1: Provide outdoor lighting at human scale to encourage evening activity	TBD		
B7: Integrate Barrier-Free Design		+	N-S connector, sidewalk-ADA improvements	
C3: Respect Architectural Integrity		N/A		
C6: Develop Transitions Between Buildings & Public Spaces		+	generous seating options, landscaping, continuous paving treatment, entry court on Salmon	
C7: Design Corners that Build Active Intersections		+ / -	continuous glazing & canopies with views into at-grade library with 20' tall ceilings. More architectural expression at upper floors should be explored.	
C8: Differentiate the Sidewalk Level of Buildings		+	continuous glazing and strong canopy	
C9: Develop Flexible Sidewalk Level Spaces		+	recessed entries and areas where building steps back provided along 18th & Salmon, overlook provides additional spill out space	
	C7-1: Reduce car impacts by locating garage access on alleys and ground floor active spaces on ground floor	+	loading and vehicle access located away from active street frontages. Both need to be well-screened	
C10: Integrate Encroachments		TBD		
C11: Integrate Roofs and Use Rooftops		+ / -	addition of well integrated solar panels, reduction to ecoroof requirement & to not screen mechanical is a concern. The large roof expanse at this site must include mitigation, screening or similar. Info to be provided at 2/7 mtg.	
C12: Integrate Exterior Lighting		TBD		
C13: Integrate Signs		TBD		
QUALITY AND PERMANENCE		STAFF		
		+ / -	Comments	+ / -
C2: Promote Permanence & Quality in Design		+	concrete panels	
	C3-1: Locate & shape buildings to provide for future infill development on parking areas	+	surface parking area location at southern end of site could be incorporated into a future building in similar location	
C5: Design for Coherency		+	Simple palette and strong composition	