



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 27, 2022
To: Portland Design Commission
From: Hannah Bryant, Design & Historic Review Team
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Re: EA 21-115824 DA – Lincoln Court Housing
Design Advice Request Memo – February 3, 2022

This memo is regarding the upcoming DAR on February 3, 2022 for Lincoln Court. The following supporting documents are available as follows:

- Drawings – accessed here (<https://efiles.portlandoregon.gov/Record/14816521/>). Note, Commissioners who requested hard copies will receive the drawing set by courier.

I. PROGRAM OVERVIEW

Lincoln Court is proposed to include (8) eight residential units, one commercial space, and common and support areas surrounding a central courtyard. The massing of the structures varies in height from two to four stories. Approximately 4 - 6 covered, but not enclosed parking spaces, are proposed.

II. DEVELOPMENT TEAM BIO

Architect	Joann Le DAO Architecture
Owner's Representative	Dan Hsieh Delmas Capital LLC
Project Valuation	\$ 1.5 million

III. FUTURE DESIGN REVIEW APPROVAL CRITERIA: *Central City Fundamental Design Guidelines and Central Eastside Design Guidelines*

IV. POTENTIAL MODIFICATION

Subject to the following approval criteria:

- The resulting development will better meet the applicable design guidelines; and
- On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested
- Mitigation of impacts. Any impacts resulting from the modifications are mitigated to the extent practical.

The following Modification may be requested:

1. **Parking Area Layouts** – (33.266.130.F.1.b) – All parking areas must be designed to allow vehicles to enter and exit the roadway in a forward motion. Proposal is designed for all vehicles to back out into the roadway in a rearward motion.

V. STAFF ANALYSIS & RECOMMENDED DAR DISCUSSION TOPICS

Staff advise you consider the following among your discussion items on February 3, 2022.

CONTEXT

1. **Policy.** The following summarizes key policy context as it applies to the subject site.
 - a. **Plan – 2035 Comprehensive Plan / Hosford Abernathy Neighborhood Plan.** Link to Neighborhood Plan: <https://www.portland.gov/sites/default/files/2020-01/hosford-abernathy-neighborhood-plan-1988.pdf>
 - b. **Development Standards – RM2 Zone / Central City Plan District.** Though early in the design process, the proposal appears generally compliant with zoning code standards (allowed use, setbacks/setback matching, landscaping, windows, etc.). Anticipated modification includes one Modification to facilitate the vehicle parking area, as detailed under 2 - Vehicle Area (below). The Modification does not meet the approval criteria.
 - c. **Pedestrian District** – Central City Pedestrian District
 - d. **Streets**
 - **SE 12th Avenue-** *Is the border of Central City. Across SE 12th from this site is Ladd's Addition Historic District. At this location, SE 12th is a Traffic Access, Transit Access, City Bikeway, Major City Walkway, Major Emergency Response Street, and a Major Truck Street.*
 - **SE Lincoln Street** – *Is a Local Service Street, a Freight District street, and a Minor Emergency Response Street.*
5. **Adjacent Development** – While all of the adjacent development was constructed between 1900 and 1912, none of it is listed on the Historic Resource Inventory or has any other Historic Resource protection.
2. **Vehicle Area.** The proposed vehicle area is a carport that is roofed, but not open on the north side. It includes a 20' wide curb cut to access vertical stackers and tandem parking for 4-6 vehicles. The configuration does not allow vehicles to exit in a forward motion. As proposed, it would require one Modification and a PBOT Driveway Design Exception (DDE). The proposed Modification does not appear to meet the approval criterion B – Purpose Statement. PBOT has not yet commented on the approvability of the Driveway Design Exception, but BDS staff notes aspects that may be concerning.
 - **Modification to Parking Area Layout** – (33.266.130.F.1.b) – All parking areas must be designed to allow vehicles to enter and exit the roadway in a forward motion.
 - **Driveway Design Exception** - PBOT has not yet commented on the proposal but may have operational concerns about the need to move multiple vehicles owned by separate tenants, in order to move a single car. Additionally, PBOT will want clarity that if a gate is approved, it will not result in queuing in the right-of-way (upon ingress or egress if multiple cars are moved to access a particular vehicle.)

The unenclosed north side of the car area, in conjunction with a required 5' setback from the north property line, will leave the parked vehicles highly visible from the pedestrian realm even if PBOT does approve the Driveway Design Exception (DDE). The applicant will benefit from Commission feedback on:

- the approvability of the Modification, and
- guidance on how to address the vehicle area if the DDE is *not approved* and a garage door is not feasible, as well as if the DDE *is approved* and a garage door can be located at the property line. (C1.1- Integrate Parking)

3. **Views Into/Through the Project.** As designed, the proposal provides numerous shared and individual outdoor spaces to benefit the residents. However, it is unclear to what extent the outdoor spaces will benefit the public realm through shared views, light, glimpses of green space, habitat, etc. Please consider how roof deck landscaping may enhance the public realm and natural context, and whether gates should be primarily solid continuations of the building wall, or whether primarily open gates will allow borrowed views into the private outdoor spaces.

PUBLIC REALM

1. **Main Entrance.** As shown, the recessed Main Entrance is flanked by two unglazed corners and lacks canopies or other architectural features to highlight it and to create a welcoming, safe condition. Aligning the entry doors with the ground level street wall (instead of recessing the entry) and/or flanking the entry with active uses with windows may create a more welcoming and safe main entrance condition. And adding a canopy will provide weather protection for residents and guests while highlighting the entry. (A8 – Contribute to a Vibrant Streetscape, B1- Reinforce and Enhance the Pedestrian System, C6 – Develop Transitions Between Buildings and Public Spaces, C3 – Respect Architectural Integrity)
2. **Setbacks.** While base zone setbacks would typically require a 10' setback on the SE Lincoln frontage, and a 5' setback on SE 12th, the applicant is proposing to reduce both setbacks to 1'-6" through provisions allowed outright by code.
 - The SE Lincoln frontage is proposed to be reduced to 1-foot 6-inches, which matches the setback of the abutting development at SE 11th & SE Lincoln. This is allowed by code.
 - The SE 12th setback is allowed by code to be reduced to 0' if more than 50% of the frontage is lined with commercial or community indoor uses. The proposed SE 12th setback is 1-foot 6-inches'.

Please provide guidance on how these setbacks should be treated, to balance the need for canopies, privacy for ground level units, and the viability of landscaping in these narrow conditions. Staff suggests that reducing the setback on SE 12th to zero would allow for meaningful canopy coverage in the right-of-way, and an entry porch and recessed entrance into the single ground level unit on this frontage.

QUALITY & PERMANENCE

1. **Exterior materials.** Proposed materials are corrugated metal cladding (see p. 6 of submittal). Guidance on how to apply and detail this material in a consideration of the residential and adjacent Historic District context is sought. Venting through the roof, window punch and careful alignment of seams are all critical for successful application of this material.

2. **Coherency.** Stepped massing is intended to facilitate views from private units toward Mount Hood. The massing is not responsive to adjacent development.
3. **Canopy Coverage.** Canopy coverage is limited to the ADA ramp on SE Lincoln, and not proposed on the SE 12th frontage, despite over 50% of the SE 12th Avenue frontage being lined with commercial/community spaces. (see rendering on p. 3 of submittal). Also see comments above, under 2 – Setbacks, for staff suggestions for shifting the mass to facilitate canopy coverage.