

11th & Jefferson Apartments

Design Advice Request

JUNE 26 2013



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Project Team

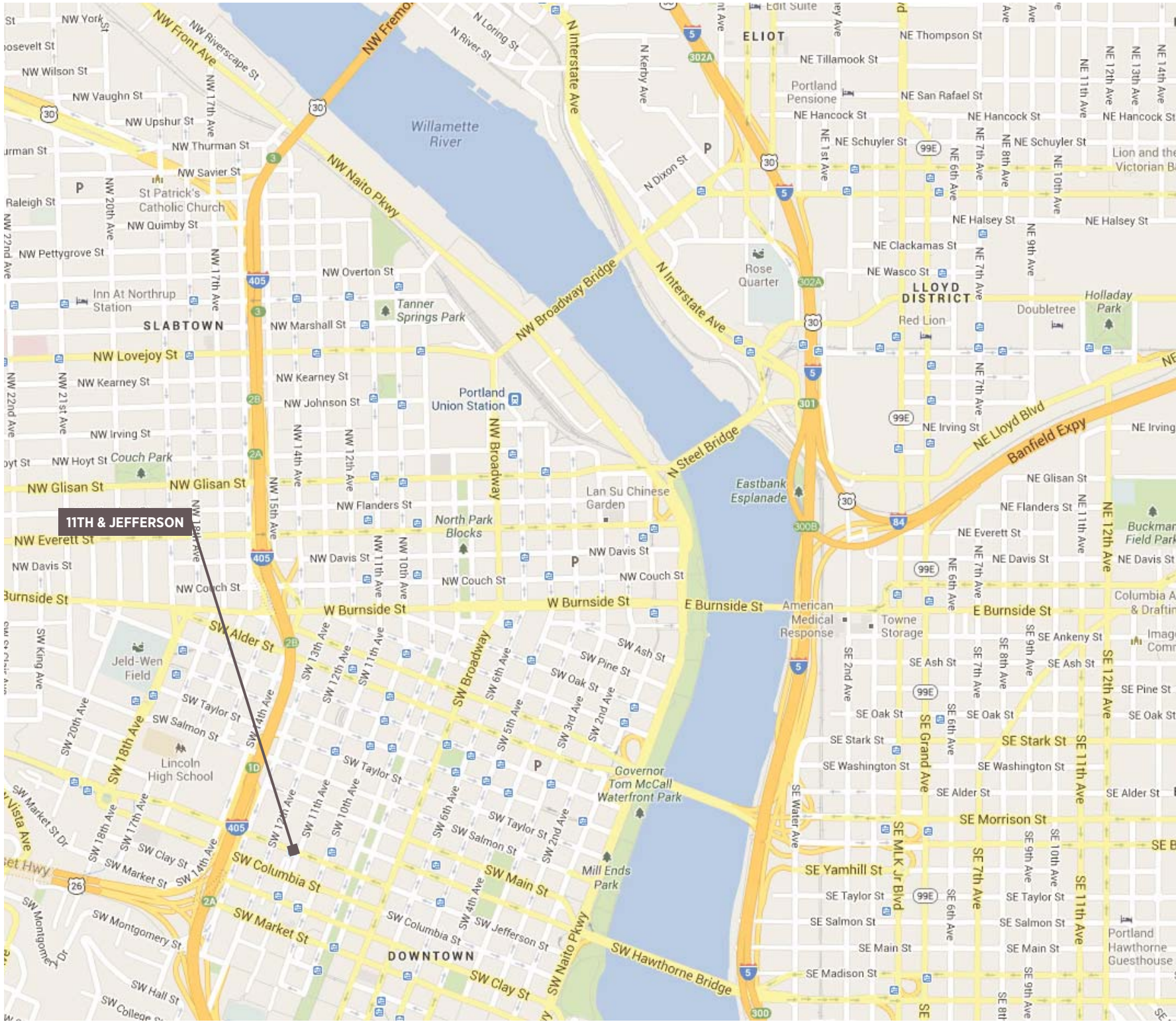
Developer
The Molasky Group of Companies

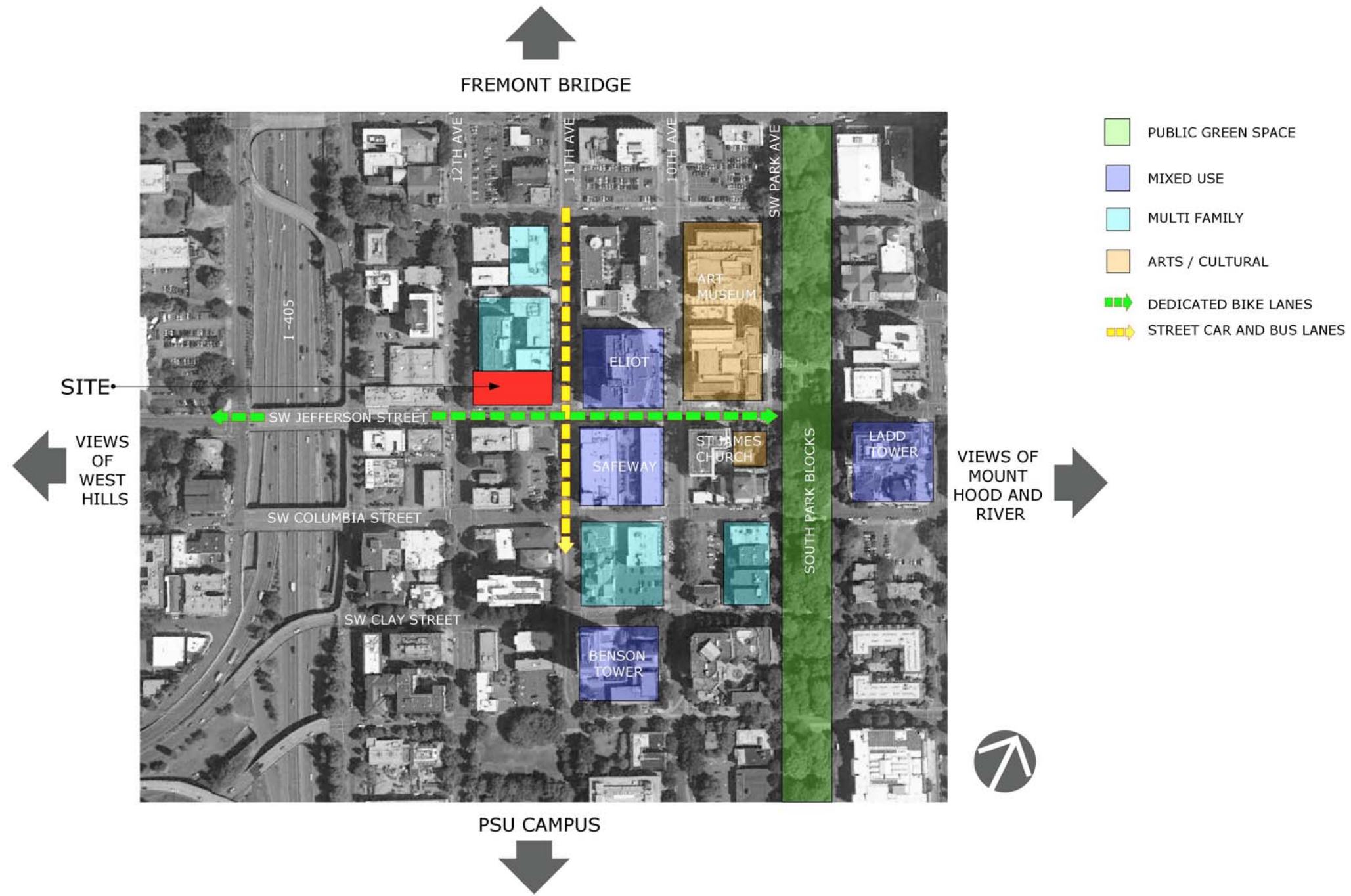
Architect
Ankrom Moisan

Landscape Architect
Koch Landscape Architect

Civil Engineer
Harper Houf Peterson Righellis







AREA SUMMARY

								Site Area: 16860			
	STORY HEIGHT	HEIGHT @ FLOOR	DATUM FLOOR ELEVATION	Gross Plate Area	Cumulative Gross Area	Net Rentable Area	UNITS	Studio	1BR	2 BR-1 Bath	2 BR-2 Bath
Parapet = Bldg. Ht.	2	160	293								
Level 15 PH	12	148	279	4000	183254			(Mech. & Amenity, no units)			
Level 14 (typ.res)	12	136	267	14114	179254	11903	16	4	8		4
Level 13 (typ.res)	10	126	257	14114	179254	11903	16	4	8		4
Level 12 (typ.res)	10	116	247	14114	165140	11903	16	4	8		4
Level 11 (typ.res)	10	106	237	14114	151026	11903	16	4	8		4
Level 10 (typ.res)	10	96	227	14114	136912	11903	16	4	8		4
Level 9 (typ.res)	10	86	217	14114	122798	11903	16	4	8		4
Level 8 (typ.res)	10	76	207	14114	108684	11903	16	4	8		4
Level 7 (typ.res)	10	66	197	14114	94570	11903	16	4	8		4
Level 6 (typ.res)	10	56	187	14114	80456	11903	16	4	8		4
Level 5 (typ.res)	10	46	177	14114	66342	11903	16	4	8		4
Level 4 (typ.res)	10	36	167	14114	52228	11903	16	4	8		4
Level 3 (typ.res)	10	26	157	14114	38114	11903	16	4	8		4
Level 2	12	14	145	9386	24000	2621	1	1			
Ground Floor	14	0	131	14614	14614	10200	0				
"Building Area"				197368		155657	11.7:1 FAR	49 beds	96 beds	0 beds	96 beds
Delta from Maximum	12.0:1 FAR			4952			0.3:1 FAR	49 units	96 units	0 units	48 units
Allowable Maximum	12.0:1 FAR			202320			12.0:1 FAR	25%	50%	0%	25%
				Overall N/G		79%		193 units			
Basement Stock Room, TxVault				2888				743 Avg.NRSF			
Construction above Parking				200256	150.00	\$30,038,400		Bike Longterm Residential	290		(290 min)
								Bike Longterm Retail	2		(2 min)
								Bike Shortterm Residential	10		(10 min)
								Bike Shortterm Retail	3		(3 min)
Level P1 Parking				19570	90.00	\$1,761,300		Cars P1	45		
Level P2 Parking				19570	90.00	\$1,761,300		Cars P2	49		
Total Construction				239396	140.190312	\$33,561,000		Cars Total	94	(64 min)	8.5x16+20'aisle
								48.7%	33.0%		
Elevation at Parapet				293				ratio	ratio		
Elevation at BasePoint 1				136.5		[Highest grade w/ in 5' of building at SW corner]					
Building Height`				156.5							
Basic Allowable FAR				8.0:1 FAR	134880		510.200.F Transfer FAR from Jeffrey Site, 3:1 max.	50580			
Maximum Bonus & Transfer				4.0:1 FAR	67440		210.C.11 Large Unit Bonus	7704			
Maximum Building				12.0:1 FAR	202320		510.210.C. 16 Below Grade Parking 2:1 bonus	78280			
							TOTAL BONUS EARNED	8.1:1 FAR	136564		



11th & Jefferson looking South at Streetscape



11th & Jefferson looking Southwest at Site and Light Rail Stop



11th & Jefferson looking Northwest at Streetscape



11th & Jefferson looking northeast at Streetscape



Jefferson mid-block 11th-12th looking South at Streetscape



12th & Jefferson looking west at Streetscape



12th looking East at Streetscape north of Site



12th looking East at Site



12th & Jefferson looking Northeast at Site



11th looking west at north Property Line / Adjacent Building



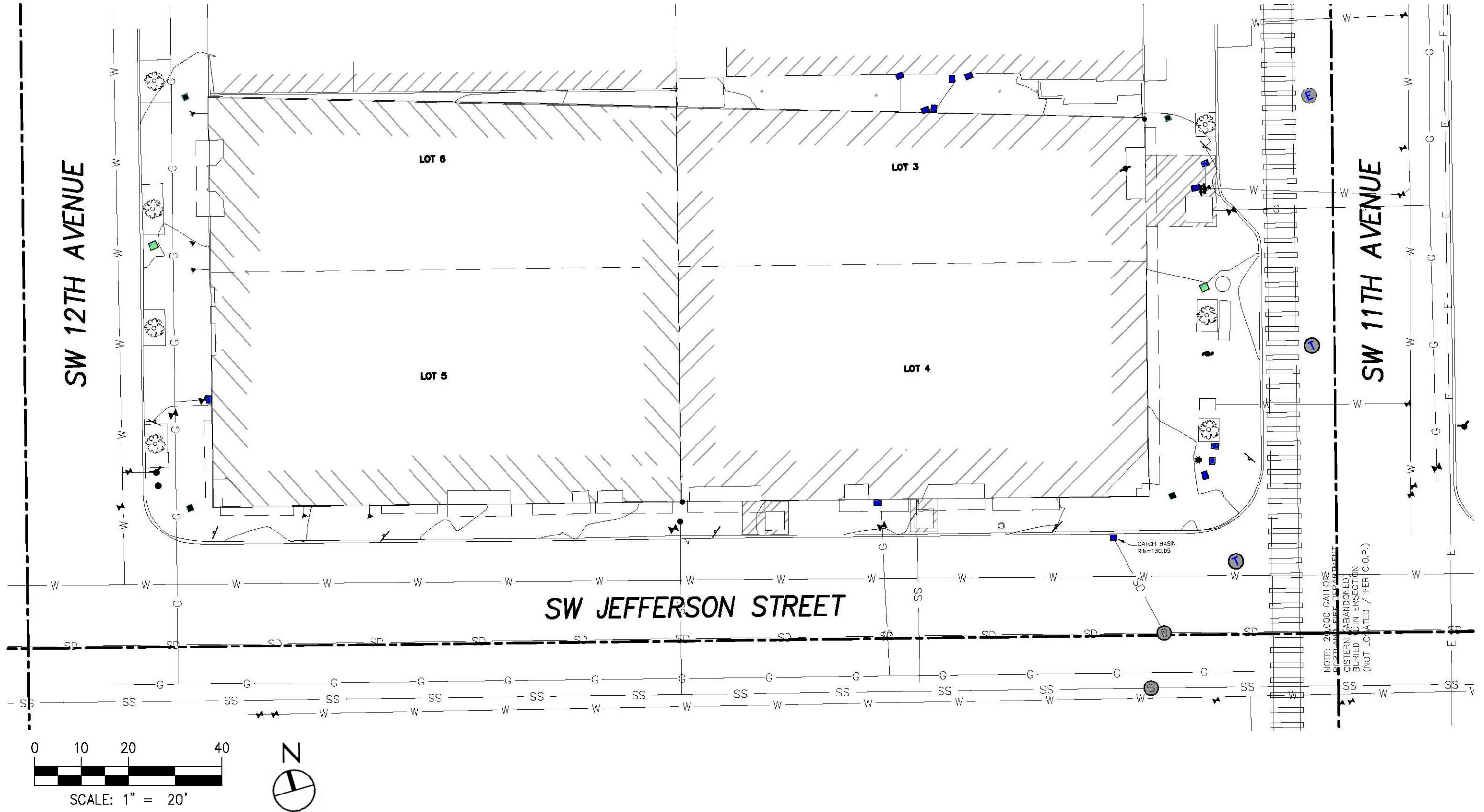
12th looking east at north Property line / Adjacent Building



12th looking east at typical mid-block Property Line



12th & Jefferson NW corner strong Retail example



BIRD'S-EYE VIEW LOOKING NORTHWEST

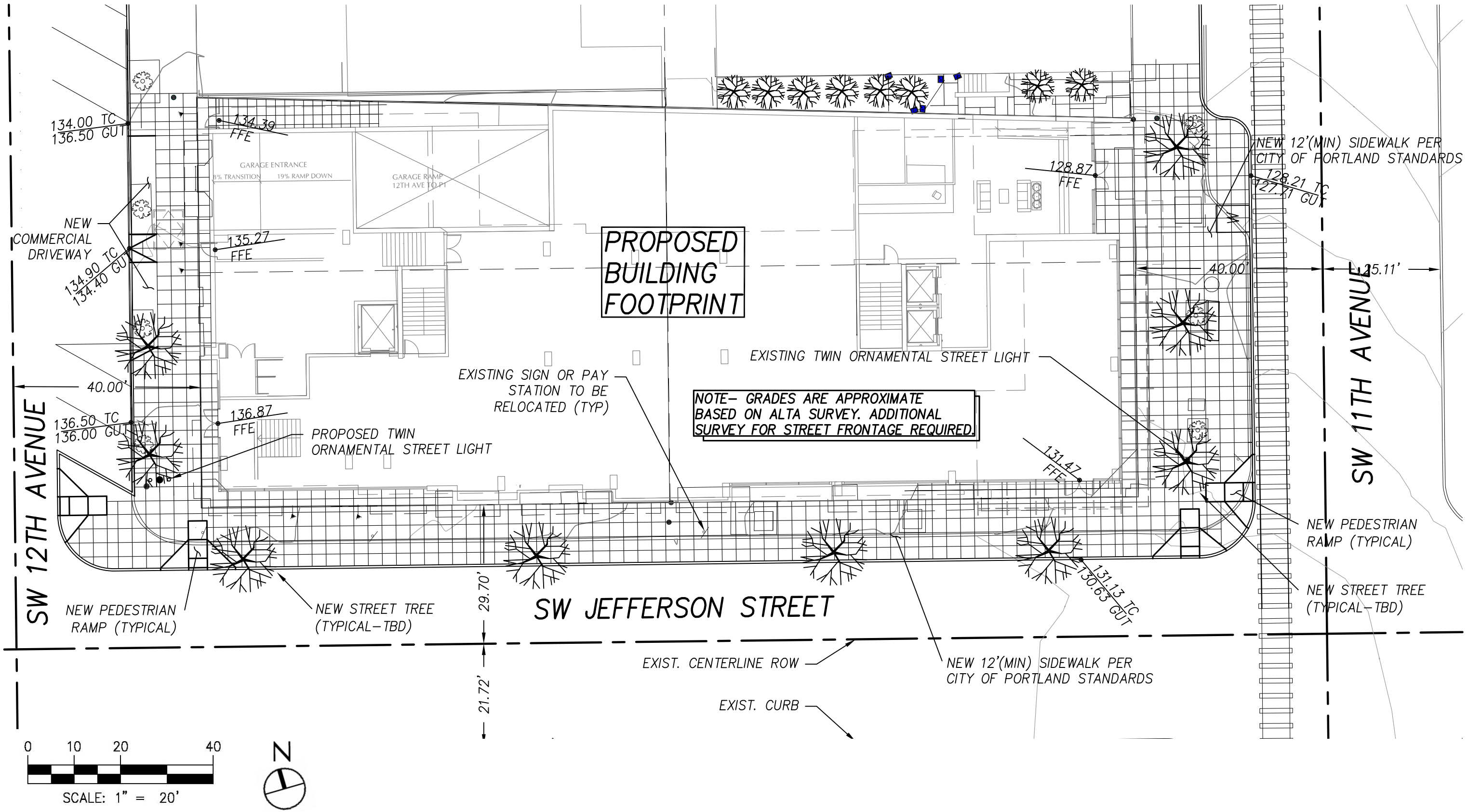


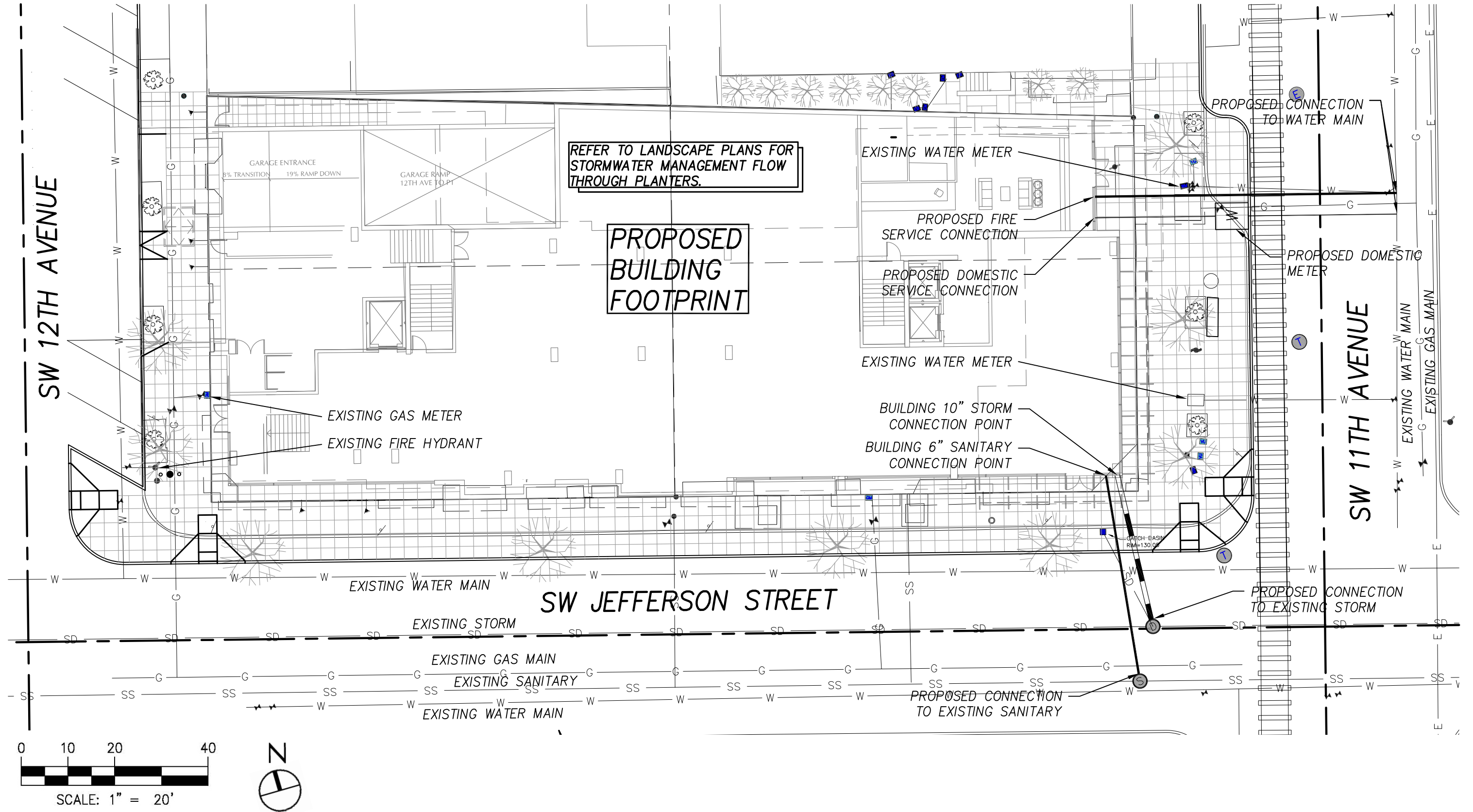
EXISTING VIEW ALONG JEFFERSON LOOKING WEST



EXISTING VIEW ALONG JEFFERSON LOOKING NORTHWEST









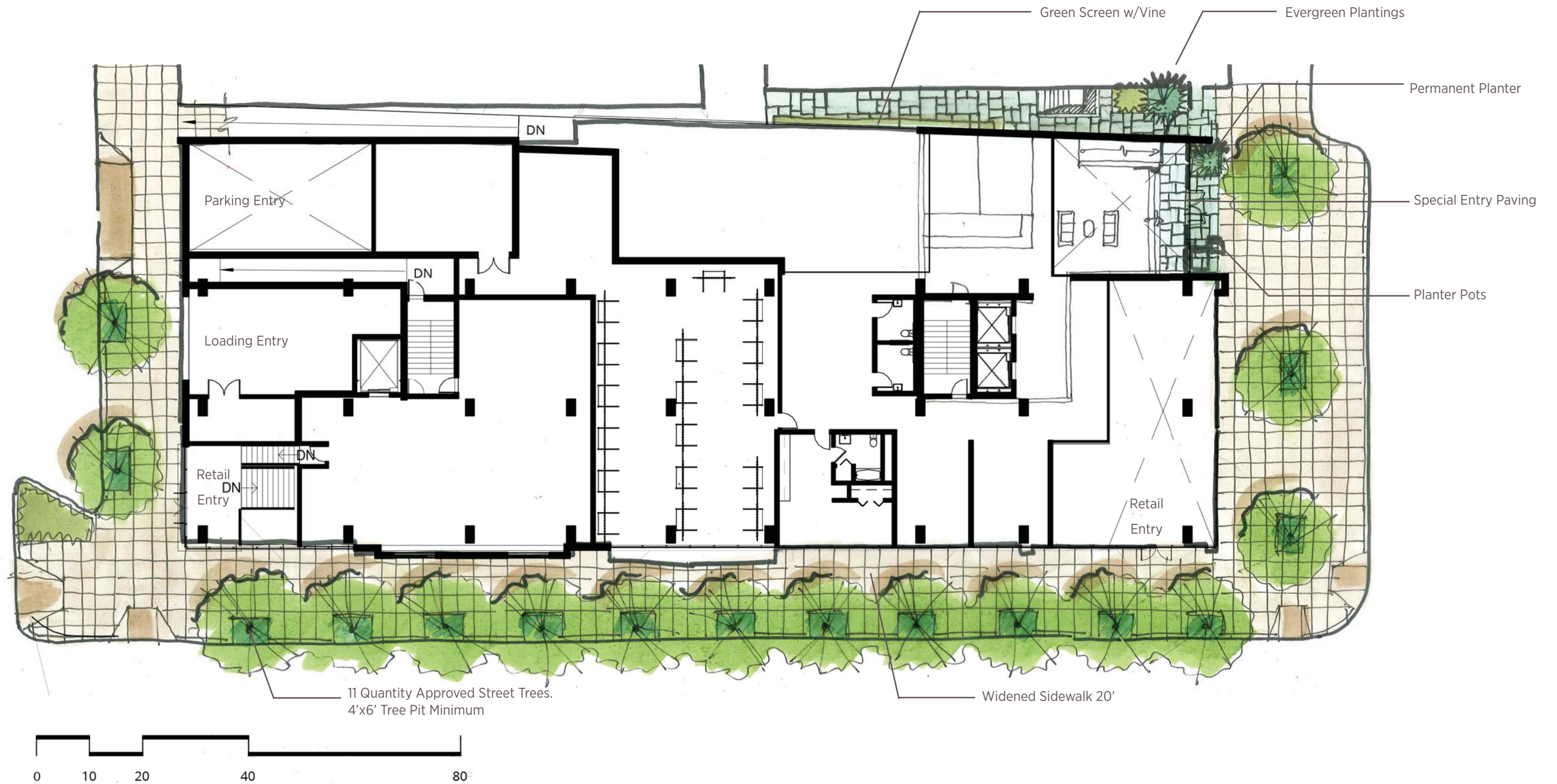
Jefferson Retail Entry

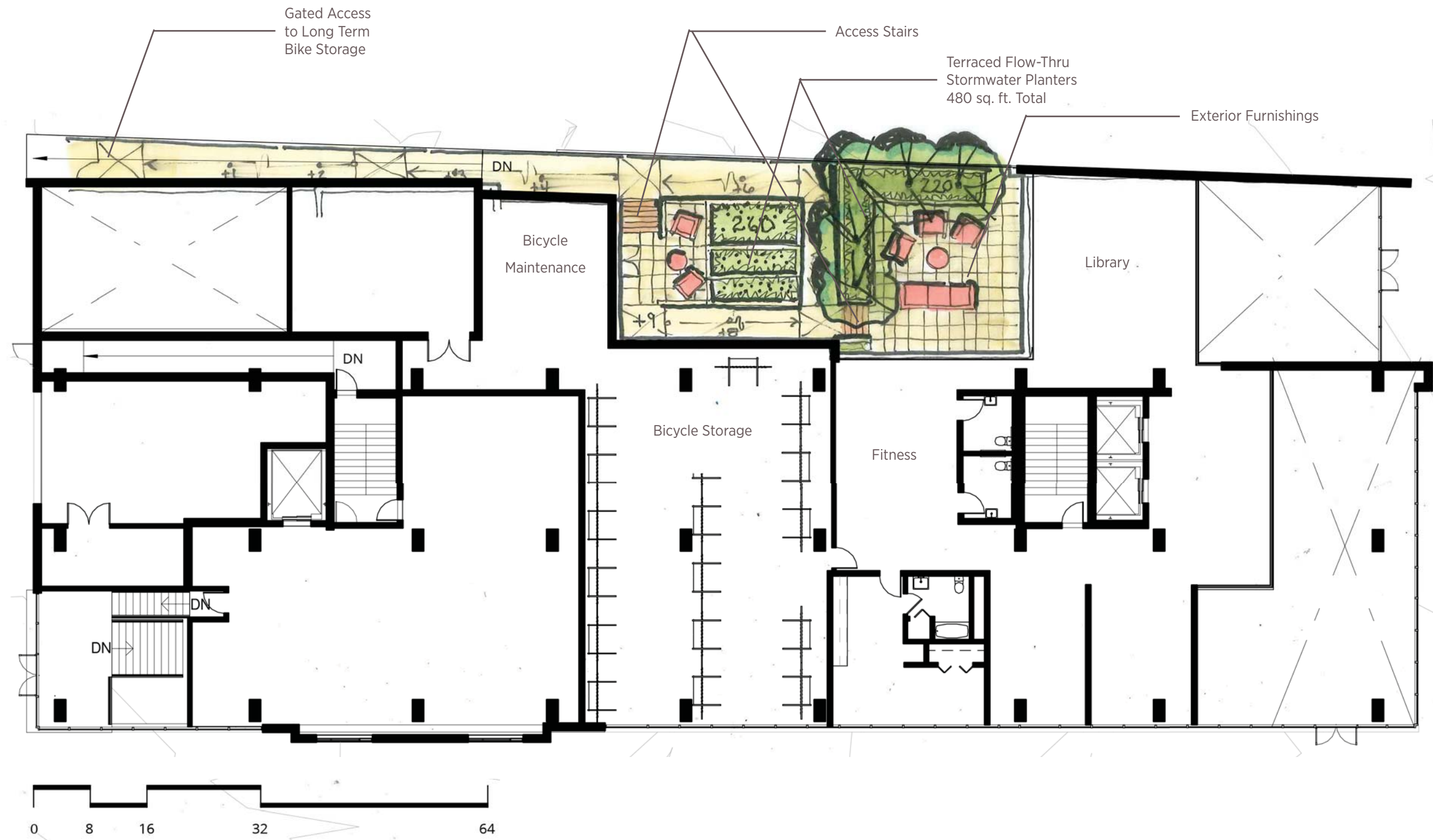


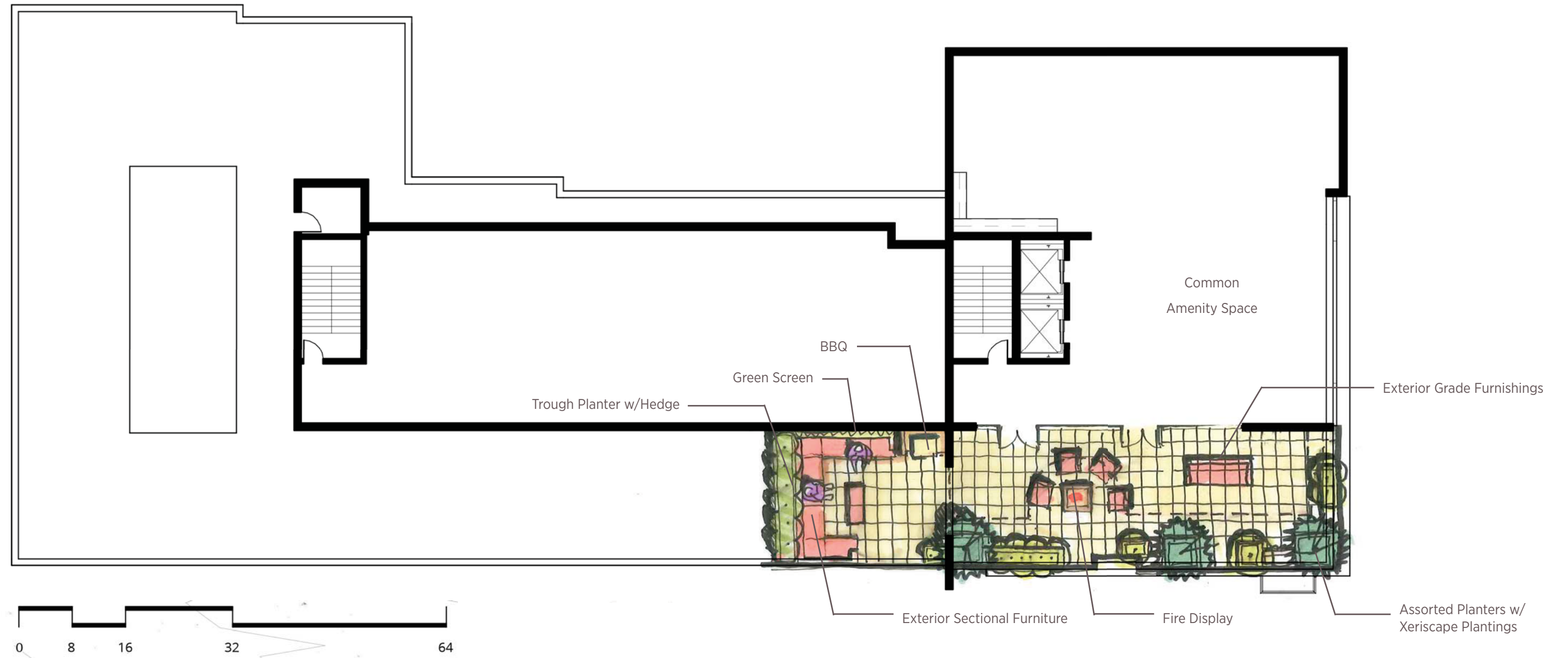
12th Ave Retail Entry, Loading and Parking Entry



11th Ave Entry and Light Rail Stop









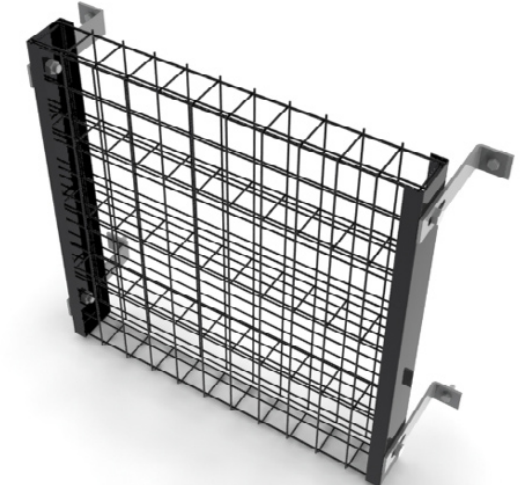
EXAMPLE PENTHOUSE AMENITY TERRACE WITH PEDESTAL PAVERS AND RAISED PLANTER BOXES



EXAMPLE PENTHOUSE AMENITY TERRACE WITH PEDESTAL PAVERS AND RAISED PLANTER BOXES



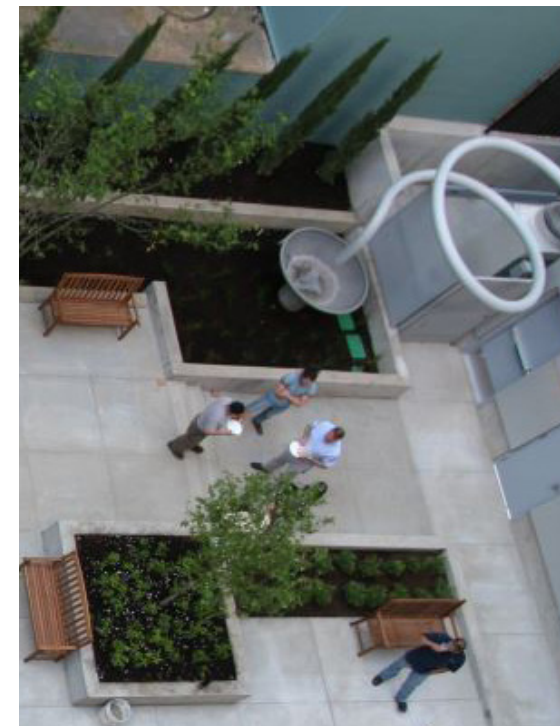
EXAMPLE VEGETATIVE TRELLIS SYSTEM AT NORTH COURTYARD



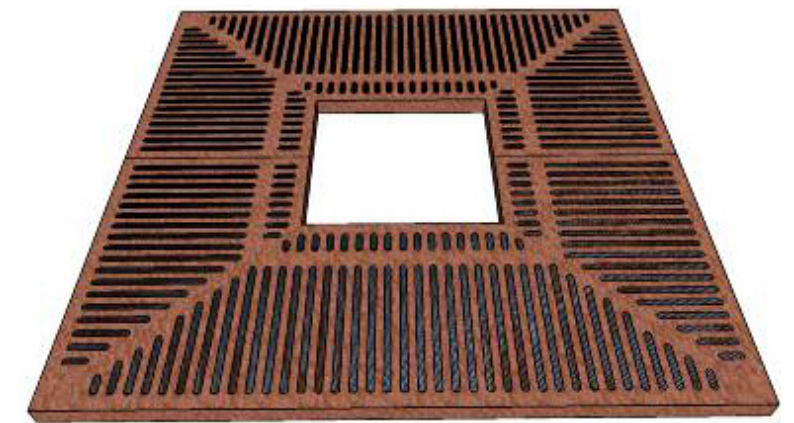
EXAMPLE NORTH, MULTI-LEVEL COURTYARD WITH PLANTERS AND PEDESTAL PAVERS



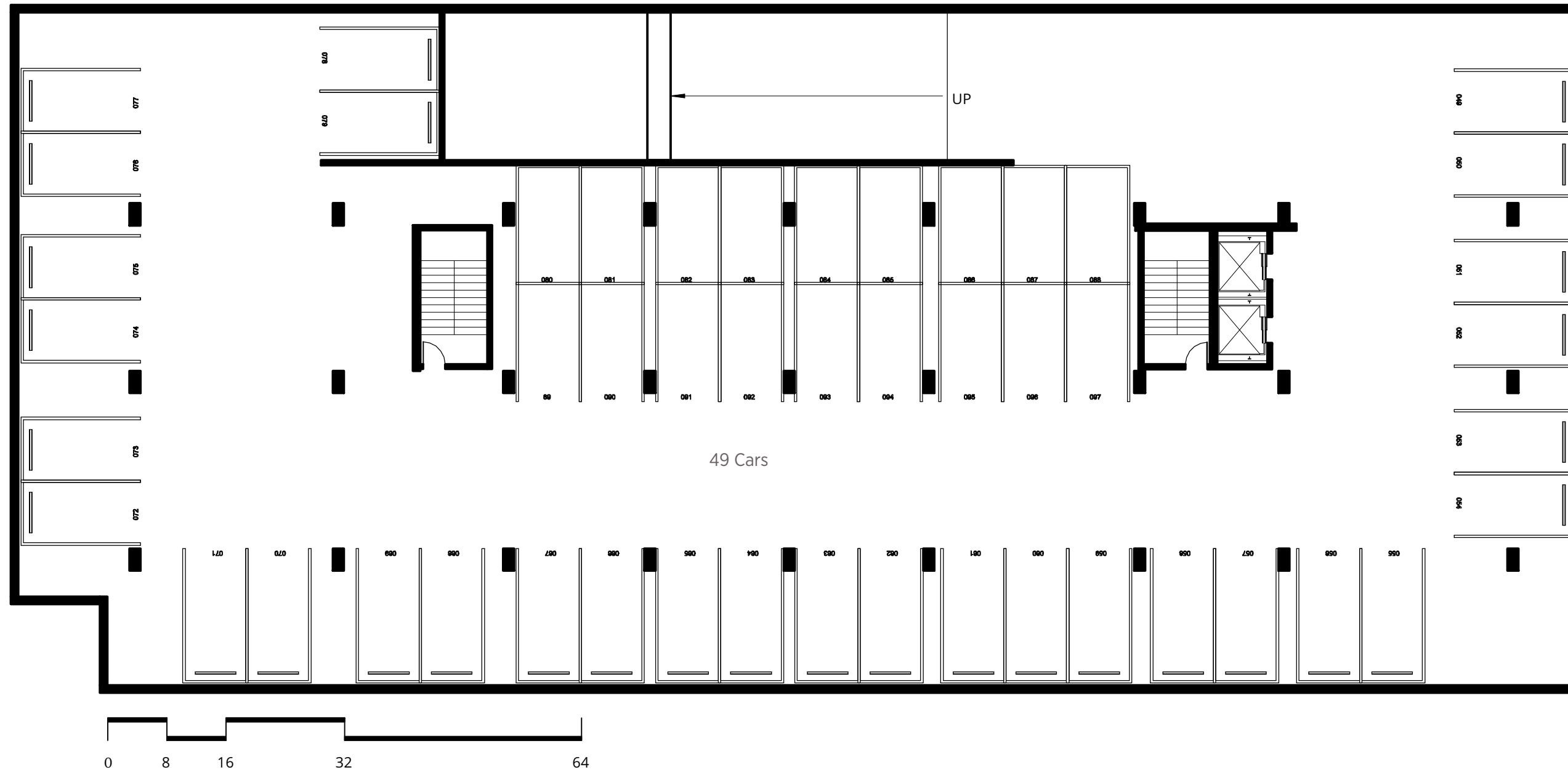
EXAMPLE NORTH, MULTI-LEVEL COURTYARD

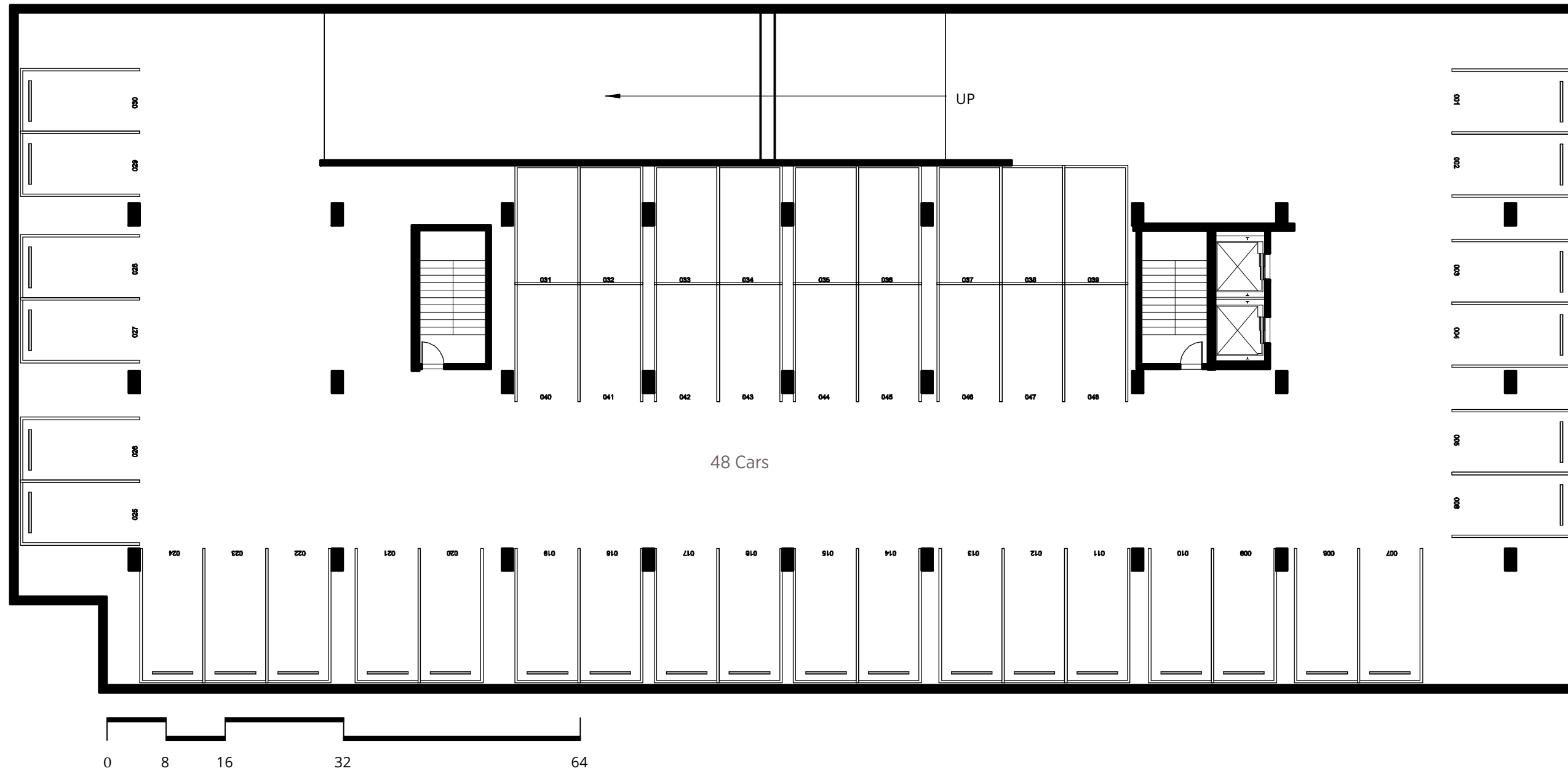


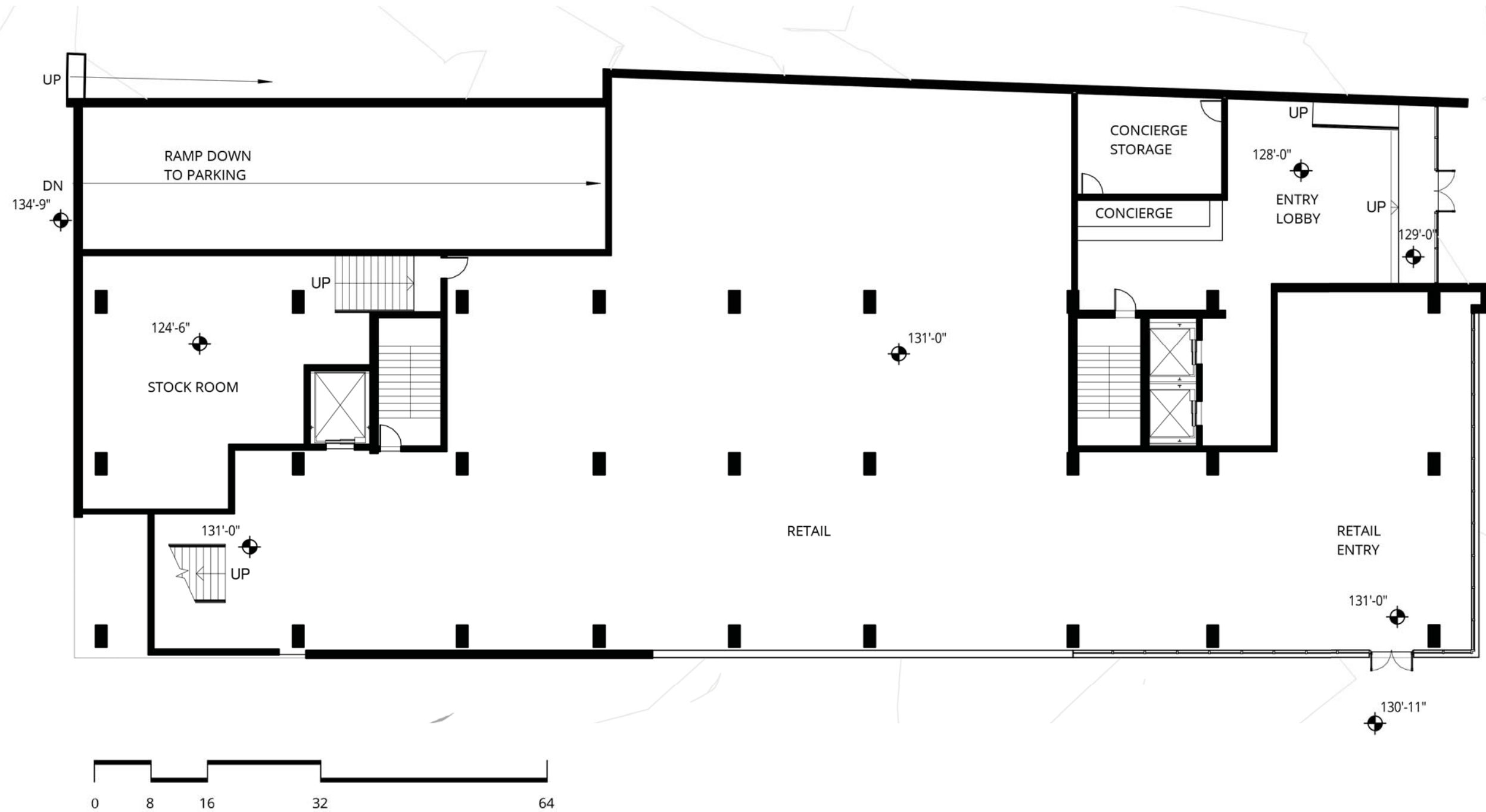
EXAMPLE FLOW THROUGH PLANTER FEATURE

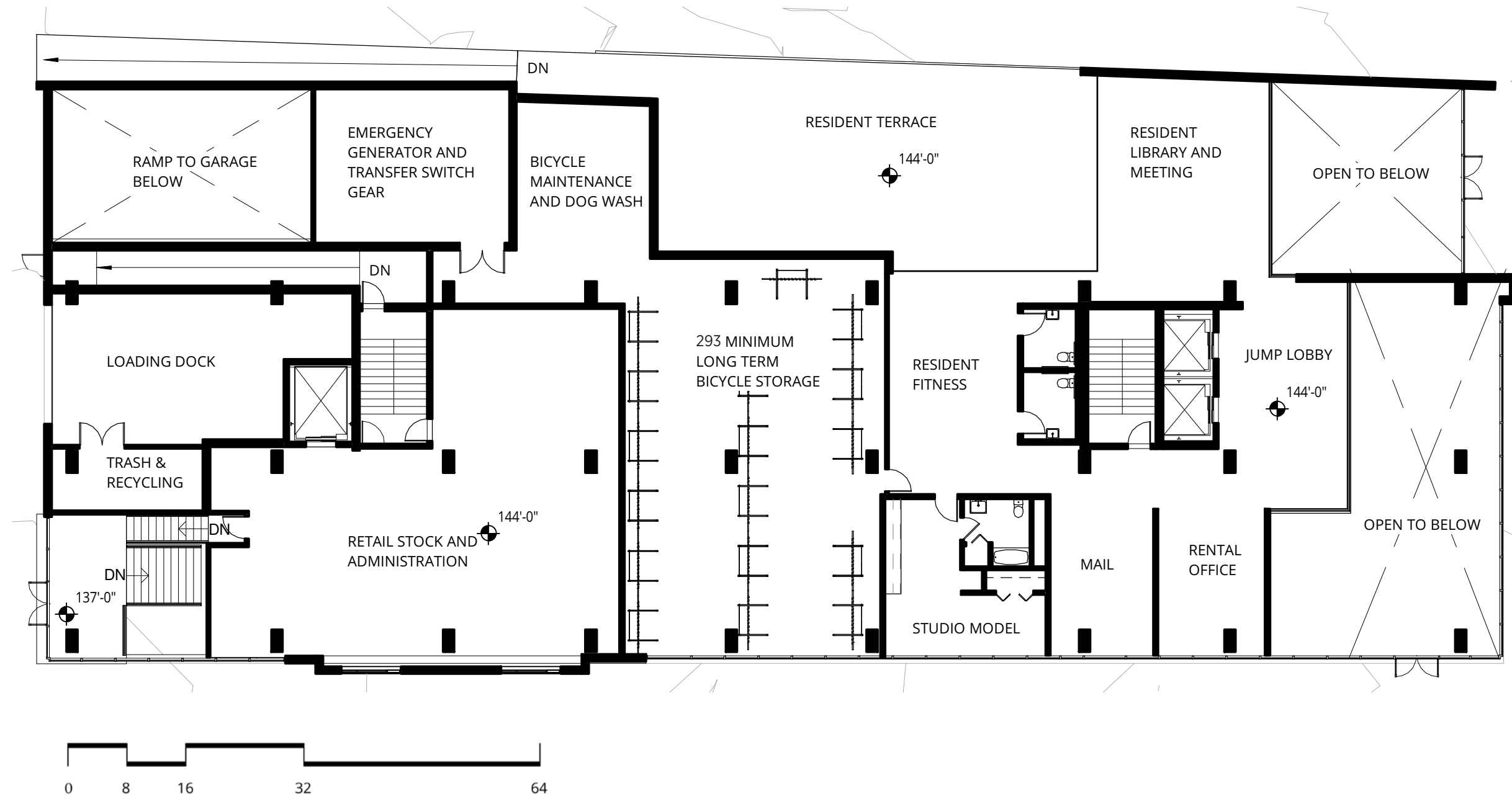


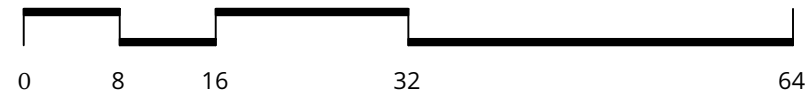
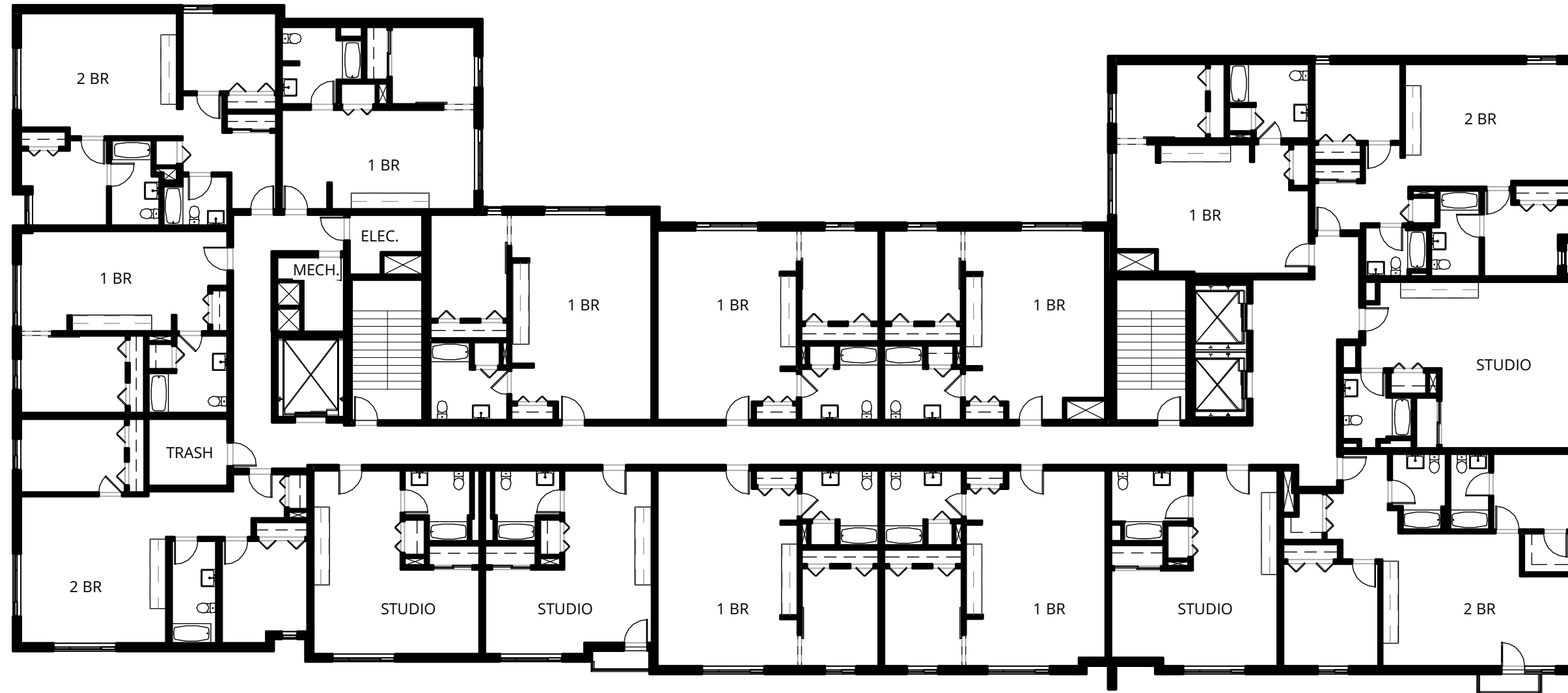
EXAMPLE TREE GRATE AT ROW

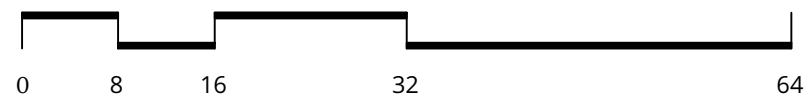
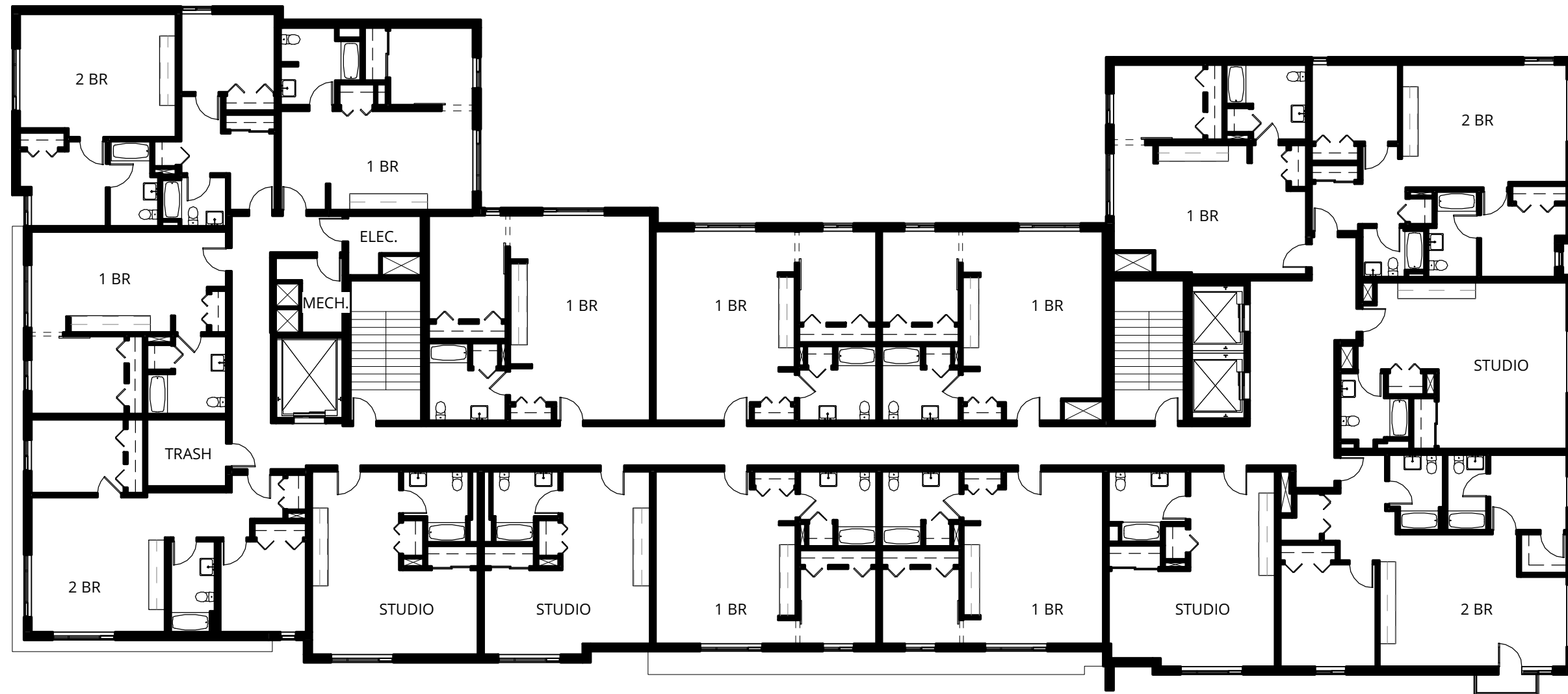


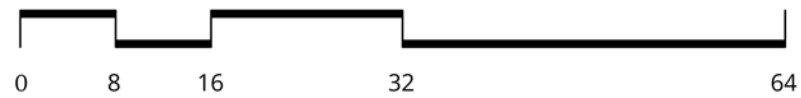
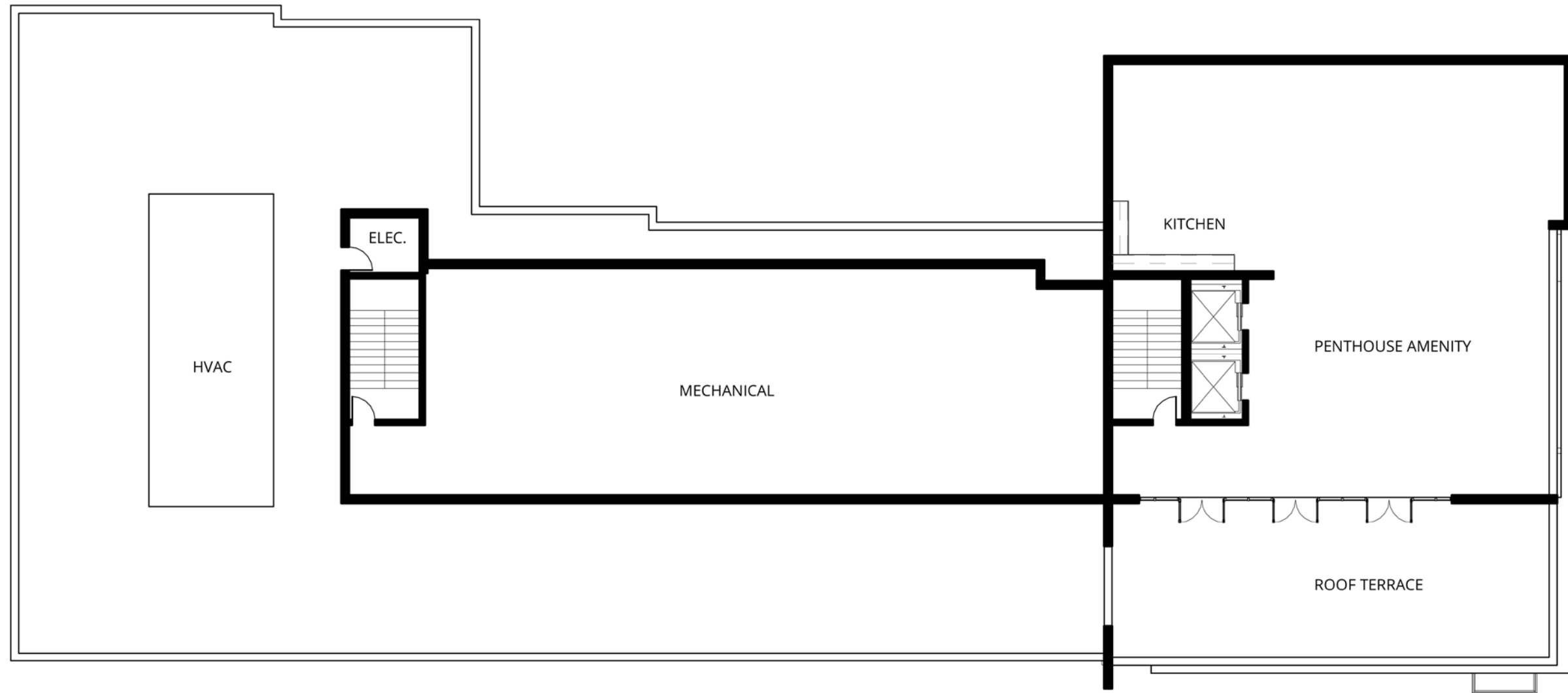




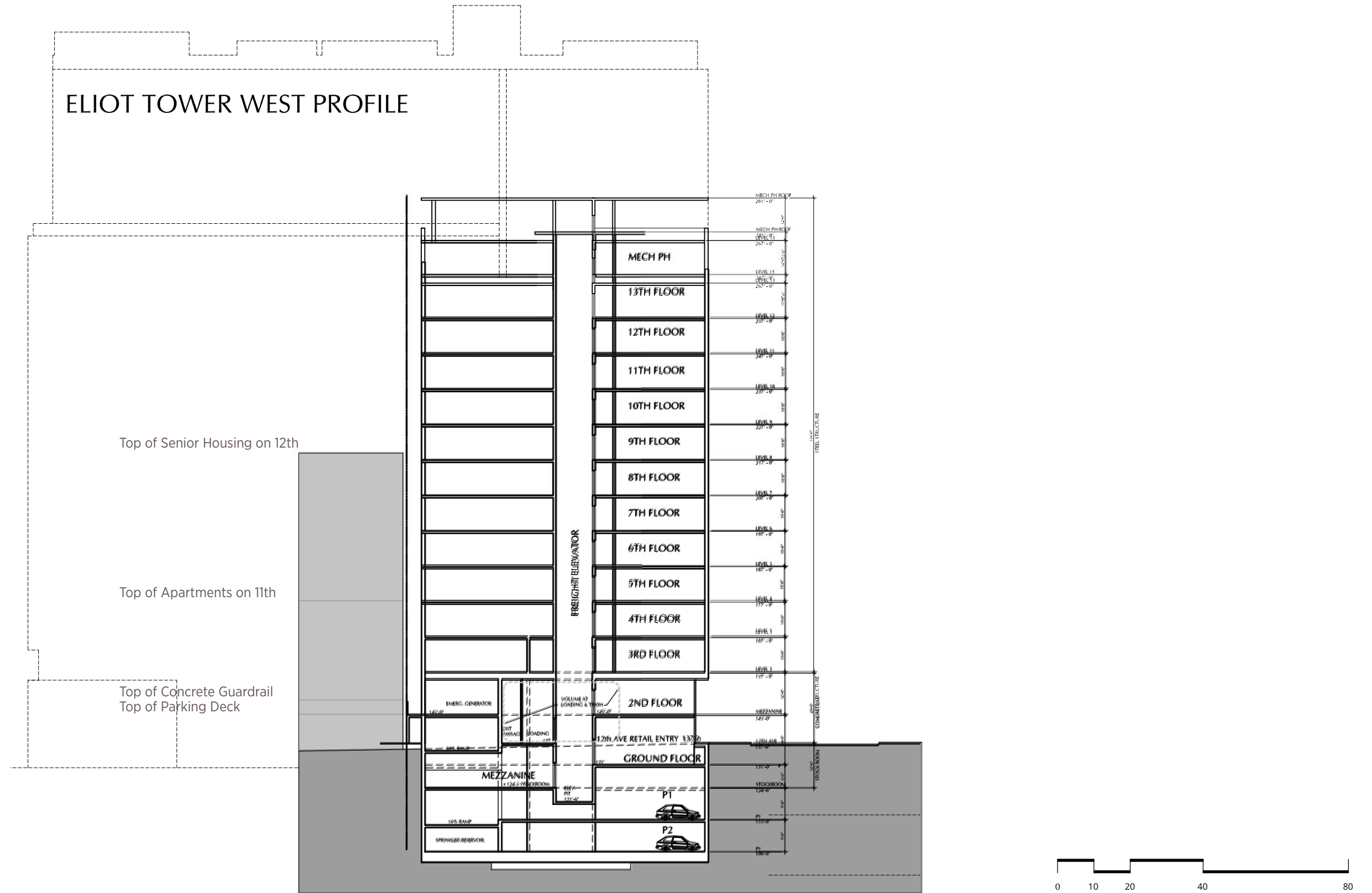


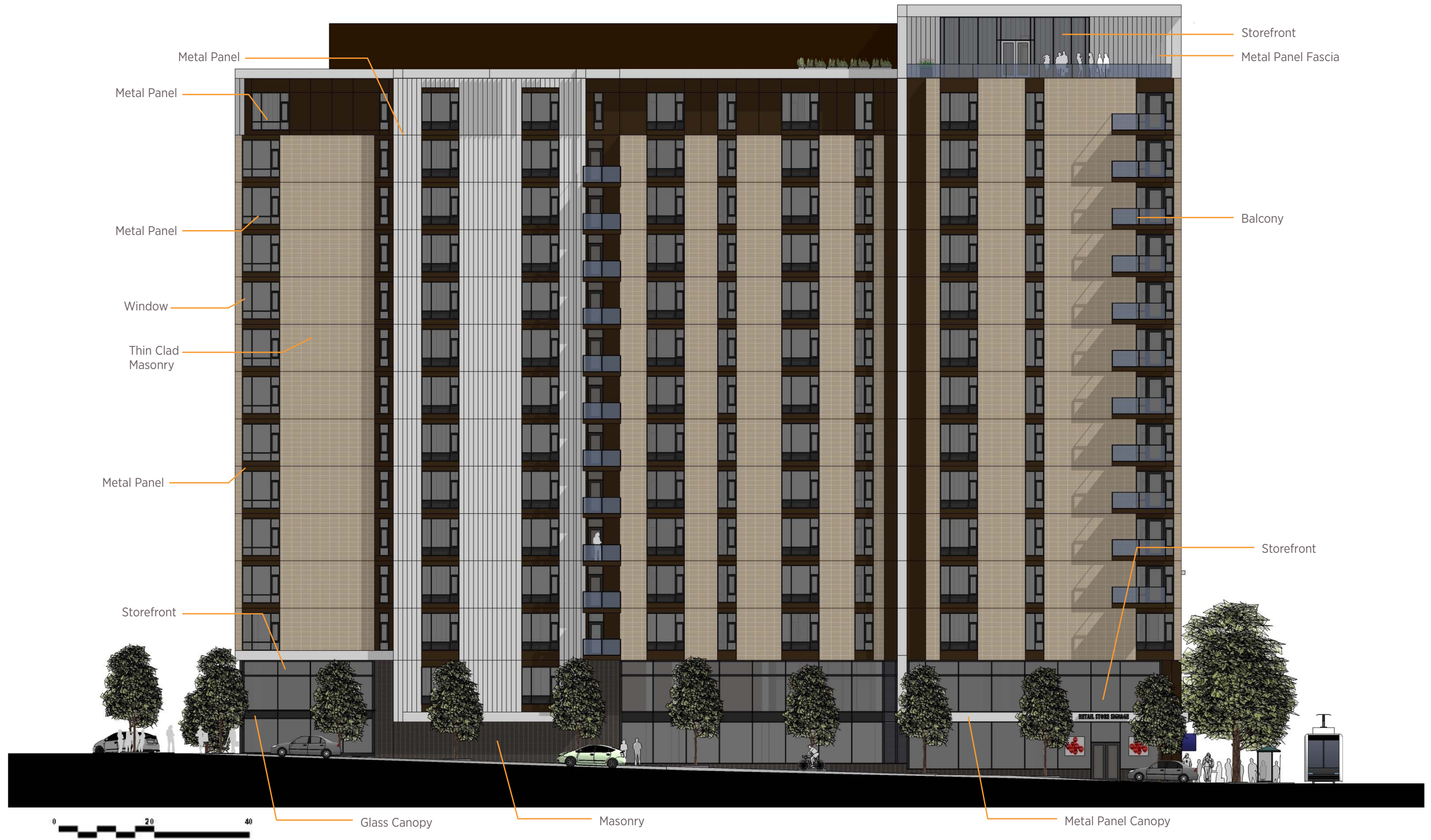










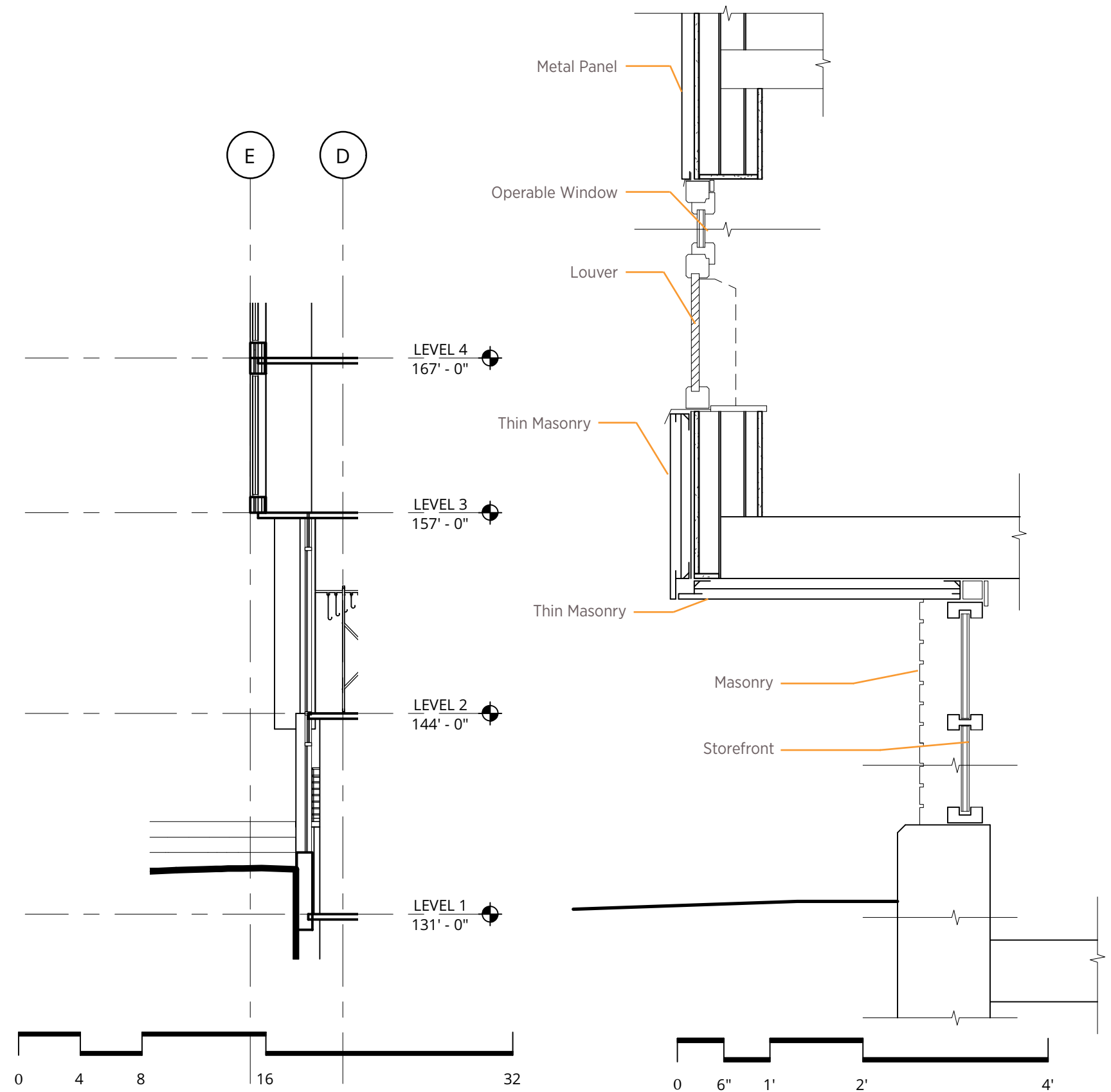








ENLARGED SOUTH ELEVATION AT MID-BLOCK



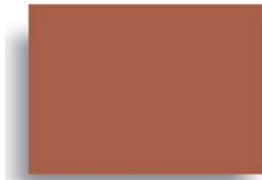
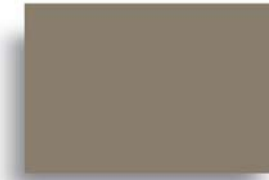
THIN MASONRY CLADDING



THIN MASONRY CLADDING EXAMPLE ON MIRABELLA SOUTH WATERFRONT



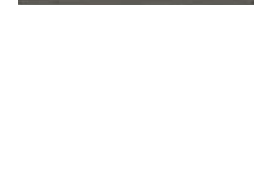
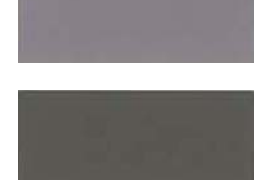
METAL PANEL CLADDING



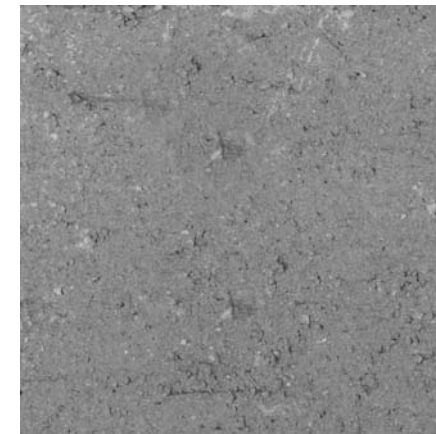
STOREFRONT



WINDOW FRAMES



SMOOTH BRICK AT GROUND LEVEL



BIRD'S-EYE VIEW 11TH & JEFFERSON LOOKING NORTHEAST



EXISTING VIEW LOOKING EAST ON JEFFERSON



VIEW AT 11TH LOOKING NORTH



VIEW LOOKING NORTHWEST ON 11TH



EXISTING VIEW LOOKING NORTHWEST ON 11TH



VIEW AT 112TH LOOKING NORTH



EXISTING VIEW AT 11TH LOOKING NORTHWEST



Central City Design Guidelines

A 1 INTEGRATE THE RIVER

GUIDELINE

Orient architectural and landscape elements including, but not limited to, lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and greenway.

Develop accessways for pedestrians that provide connections to the Willamette River and greenway.

The project is 2/3 mile west of the Willamette River and the park space at Riverplace, so has no direct ability to relate to, or enhance accessways to the river. It is possible that upper story units and the proposed rooftop common social space could have cropped or distant views to the river.

A 2 EMPHASIZE PORTLAND THEMES

GUIDELINE

When provided, integrate Portland-related themes with the development's overall design concept.

The guideline suggests the themes are integrated in art or building details that would be visible to the public. We are considering integrations of art themes into the Garage Entry Gate, and in relation to the Apartment Entrance. To be further developed for Design Review application.

A 3 RESPECT THE PORTLAND BLOCK STRUCTURES

GUIDELINE

Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ratio of open space to built space.

Where superblocks exist, locate public and/or private rights-of-way in a manner that reflects the 200-foot block pattern, and include landscaping and seating to enhance the pedestrian environment.

The property is a narrow site fronting on SW Jefferson St. at the south end of a double block (Jefferson to Main, encompassing vacated Madison St.). The site is at least 147 ft. away from the center of the superblock. The small site area and distance from the vacated Madison alignment make it impractical and of little benefit to create a wide pedestrian penetration. This project proposes to focus on enhancement of the pedestrian environment by setting the ground level façade back from the property line and providing canopy

shelter in order to expand the "building zone" sidewalk space outside the corner retail entries and residential lobby. This will be especially beneficial in relation to the streetcar stop.

A 4 USE UNIFYING ELEMENTS

GUIDELINE

Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.

The architectural vocabulary of the west end neighborhood has become highly eclectic, with a great variety of materials and styles. The proposed envelope materials include painted metal panels, masonry veneer units, storefront, and punched windows, all of which fall within the range of materials present within a block of the project.

The contemporary style of the design will be in keeping with several other nearby buildings, while the punched windows and masonry veneer will relate constructively with older residential buildings.

A 5 ENHANCE, EMBELLISH, AND IDENTIFY AREAS

GUIDELINE

Enhance an area by reflecting the local character within the right-of-way.

Embellish an area by integrating elements in new development that build on the area's character.

Identify an area's special features or qualities by integrating them into new development.

The project will continue the sidewalk width enhancement, street tree and street lighting standards established with recent developments to the east. The unusually mature street trees on the 11th street frontage of this project are a strong character element, and can be retained with judicious pruning under direction of an arborist. Provision of below grade parking, so important to both building and neighborhood residents, will require replacement of the larger trees on the 12th avenue frontage.

A 6 REUSE / REHABILITATE / RESTORE BUILDINGS

GUIDELINE

Where practical, reuse, rehabilitate, and restore buildings and/or building elements.

The existing building is derelict and has been vacated. The Housing Bureau is selling the property to encourage conversion of the property to highest and best use, ie high density housing, for which the existing structure does not provide a practical base. The existing building is not a listed historic landmark.

The project is targeting a LEED Silver certification, and will incorporate material and waste management sustainability measures accordingly.

A 7 ESTABLISH AND MAINTAIN A SENSE OF URBAN ENCLOSURE

GUIDELINE

Define public rights-of-way by creating and maintaining a sense of urban enclosure

The guideline will be well met by the primarily zero setback project.

The storefront retail entrances will be intermittently recessed approximately 3 feet, as needed to accommodate the entrance door swings, and to provide the potential for seating along the storefront within the "building zone".

The design commission should be aware that PBOT originally requested dedication of additional 4ft along Jefferson Street property line in order to preserve curb parking and still expand the existing 8ft sidewalk to 12ft. We appealed this request for several reasons:

- It would create a uniform, full height 4ft setback from the plane of urban enclosure defined by the Eliot tower on the East, and by the existing retail block to the west of this site.
- It would significantly reduce the ability to efficiently develop the housing program on the site due to reduced site depth impinging on developable floor plate dimension, and allowable Floor Area Ratio would then also further restrict the overall developable area.
- Retail entrances must recess 3ft to allow door swings to remain outside right of way. Pushing them back an additional 4ft. would mean the retail entrances would be at least 7ft north of the existing Jefferson Street building plane on adjacent block faces. The additional dedicated area is in conflict with this Goal A7.

- The elimination of Jefferson north curb parking in favor of wider bike lane and sidewalk on the two blocks to the east creates a somewhat hazardous lane offset for both cars and bikes where it transitions to the narrower bike lane and curb parking west of 11th. By duplicating the right of way section from the Eliot block between 11th & 12th, there would only be one remaining block with the lane offset hazard left by north curb parking. (Net street parking quantity can be increased by use of diagonal parking on the 12th street frontage.)

A 8 CONTRIBUTE TO A VIBRANT STREETScape

GUIDELINE

Integrate building setbacks with adjacent sidewalks to increase the space for potential public use.

Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks.

Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.

As discussed under A7, the improvement from 8ft sidewalk to 12ft sidewalk can be accomplished through elimination of north curb parking on Jefferson Street. Intermittent additional setbacks at retail entrances will provide additional space and shelter for public activity such as use of benches or café seating to activate the public space. The Apartment Lobby space is a two story volume with storefront windows full height. Similarly the Retail entrance areas at each SE and SW corner are two story volumes with full height storefront windows. The Jefferson street retail frontage will more than meet the active use window requirement, providing views into the retail floor as the sidewalk gradually rises above the ground floor level from east to west.

A 9 STRENGTHEN GATEWAYS

GUIDELINE

Develop and/or strengthen gateway locations.

The site does not reside in a gateway location.

B 1 REINFORCE AND ENHANCE THE PEDESTRIAN SYSTEM

GUIDELINE

Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed.

Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb.

Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks.

The project will improve the Jefferson Street sidewalk to 12foot width and define the zones per district standards, including street trees. As described under the A8 response, active uses will be located along the pedestrian routes and visible. The site is not near the mid zone of the superblock. Design is working toward opening of resident pedestrian connection through open space along north property line between 11th and 12th avenues.

B 2 PROTECT THE PEDESTRIAN

GUIDELINE

Protect the pedestrian environment from vehicular movement.

Develop integrated identification, sign, and sidewalk oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian.

Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.

The required loading/trash/recycling functions will be carried out inside the building on the west side, so that there is very limited exposure of pedestrians to these activities. The highest level of pedestrian activity will be on 11th Avenue, associated with the Streetcar stop plus residential entrance. The loading bay and garage entrance will be located on 12th Avenue which has the least vehicular and pedestrian load. Active uses and transparency will enhance safety, interest, and diversity for pedestrians.

B 3 BRIDGE PEDESTRIAN OBSTACLES**GUIDELINE**

Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.

There are no significant pedestrian movement barriers or obstacles. Crossings and sidewalk designs will follow required PBOT and district design standards. The implementation of diagonal parking on 12th Avenue will allow for a deep curb extension at the SW corner of the block which will significantly reduce the length of current crossing of 12th Avenue.

B 4 PROVIDE STOPPING AND VIEWING PLACES**GUIDELINE**

Provide safe, comfortable places where people can stop, view, socialize, and rest.

Ensure that these places do not conflict with other sidewalk uses.

The wider sidewalk, plus intermittent setbacks adjacent retail and residential entrances will provide eddies for comfortable rest and social activity. We are considering installation of exterior “building zone” seating near the Apartment entrance and retail entrances where the density of pedestrian traffic can influence against unwanted activity.

B 5 MAKE PLAZAS, PARKS AND OPEN SPACE SUCCESSFUL**GUIDELINE**

Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces.

Where provided, integrate water features and/or public art to enhance the public open space.

Develop locally-oriented pocket parks that incorporate amenities for nearby patrons.

Entries, lobbies, windows will face public right of ways. The central courtyard space will provide an active use amenity for residents, as well as visual amenity for neighboring residents, who can look down on this feature in the core of the block.

B 6 DEVELOP WEATHER PROTECTION**GUIDELINE**

Develop integrated weather protection systems at the sidewalk-level of buildings to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment.

Weather protection overhangs and canopies will be integrated into facades at retail frontage and main apartment entrance.

B 7 INTEGRATE BARRIER-FREE DESIGN**GUIDELINE**

Integrate access systems for all people with the building's overall design concept.

The ground floor plan is adapted to the sloping site by integration of stepped floor levels, mezzanine and open interior balcony elements, and with accessible ramp to the internal long term residential bike parking facility. Elevator service is provided to all levels.

C 1 ENHANCE VIEW OPPORTUNITIES**GUIDELINE**

Orient windows, entrances, balconies, and other building elements to surrounding points of interest and activity.

Size and place new buildings to protect existing views and view corridors.

Develop building facades that create visual connections to adjacent public spaces.

The proposed project will take advantage of views out to the south and west hills as currently available, as well as views along the public rights of way. Some views to the South Park Blocks tree canopy will be available from the higher level units and the common roof terrace activity spaces will have panoramic views around most of the horizon except where interrupted by the downtown core high rise buildings.

The Scenic Resources Map 6 shows Height Restricted View Corridor VP23-18 from the Vista Bridge eastward. This view corridor passes over the central part of the double block, centered over the FAR transfer sending site and with a 185ft height limit. The receiving site is not within this restricted view corridor. The proposed 145ft building height

is significantly lower than both the nearby view corridor limitation the Map 510-3 allowed 250 ft height.

C 2 PROMOTE QUALITY AND PERMANENCE IN DEVELOPMENT**GUIDELINE**

Use design principles and building materials that promote quality and permanence.

The structure of this high rise building will be concrete and galvanized steel. Heavily galvanized steel rain screen anchorage system will tie a combination of color coated metal panels and masonry or calcium silicate masonry finish panels to the structure over a carefully detailed air/moisture barrier system. Window system installation will be detailed to insure weather barrier continuity and reinforce longevity of the building shell. Permanent maintainable finish materials with carefully crafted form and detail will create quality and permanence.

C 3 RESPECT ARCHITECTURAL INTEGRITY**GUIDELINE**

Respect the original character of an existing building when modifying its exterior.

Develop vertical and horizontal additions that are compatible with the existing building, to enhance the overall proposal's architectural integrity.

The project will replace rather than modify the existing building.

C 4 COMPLEMENT THE CONTEXT OF EXISTING BUILDINGS**GUIDELINE**

Complement the context of existing buildings by using and adding to the local design vocabulary.

The west end neighborhood is developing as one of the more eclectic areas of the city, with a range from historic Victorian homes, through a variety of masonry clad mid-rise residential and institutional buildings, mid century to modern commercial structures, and sleek glass towers. Detailing of entrances in the neighborhood exhibits exuberant focus using color, shelter and detail in a variety of ways. While the façade detailing has not yet been fully developed, we anticipate carefully drawing on a similar palette of materials to create a fresh design character for this project.

C 5 DESIGN FOR COHERENCY**GUIDELINE**

Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.

The limited material vocabulary of exterior materials is arranged to create a modulation of the façade that visually reduces the its 200ft long extent on SW Jefferson Street. This modulation creates a more vertical perception by establishing two major vertically oriented planes on East and West face, and four major planes on the long South face of the building. The north elevation has two end sections that are close to the mid-block property line and have limited openings for fire separation. The more open central section is treated similarly to the street facades, with the primary face clad with masonry panels, and this major plane is defined by recessed periphery clad with darker metal panels as they are on the other sides of the building.

C 6 DEVELOP TRANSITIONS BETWEEN BUILDINGS AND PUBLIC SPACES**GUIDELINE**

Develop transitions between private development and public open space.

Use site design features such as movement zones, landscape elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.

The corner of 11th and Jefferson with its prime exposure to street traffic and the pedestrian focus at the streetcar stop will be further activated by the transparent corner retail space and outdoor seating setback. On the 11th Avenue frontage, a gradation of privacy from elevated central courtyard through 2 story residential lobby/gathering space and through entrance to the sidewalk zone will be kept transparent for beneficial relief to both the public and private zones. Careful landscape treatment of the adjacent apartment building's egress alley will be integrated with the courtyard and entry design.

The Jefferson Street frontage will engage pedestrians with window views into the interior retail spaces.

C 7 DESIGN CORNERS THAT BUILD ACTIVE INTERSECTIONS**GUIDELINE**

Use design elements including, but not limited to, varying building heights, changes in facade plane, large windows, awnings, canopies, marquees, signs, and pedestrian entrances to highlight building corners.

Locate flexible sidewalk-level retail opportunities at building corners.

Locate stairs, elevators, and other upper floor building access points toward the middle of the block.

Location of retail spaces with large windows and sheltering canopies over entries and seating at the two intersection corners, will fulfill this guideline. The C5 response describes the façade design strategies that support this guideline.

C 8 DIFFERENTIATE THE SIDEWALK-LEVEL OF BUILDINGS**GUIDELINE**

Differentiate the sidewalk-level of the building from the middle and top by using elements including, but not limited to, different exterior materials, awnings, signs, and large windows.

See drawings and previous responses describing sidewalk level design and functional elements that will be differentiated from the typical level residential façade design. The ground floor and second floor “podium” façade is clearly differentiated from the tower above, with a majority of glazed area.

C 9 DEVELOP FLEXIBLE SIDEWALK-LEVEL SPACES**GUIDELINE**

Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.

The ground floor retail space is planned so that a single use can occupy the majority of the available ground floor. The developer is seeking such a tenant. If a full floor tenant is not secured, the sloping frontage will require some adaptation of the floor plane, which can either be accomplished with modular raised floor system, or permanently stepped structural floor slab.

C 10 INTEGRATE ENCROACHMENTS**GUIDELINE**

Size and place encroachments in the public right-of-way to visually and physically enhance the pedestrian environment.

Locate permitted skybridges toward the middle of the block, and where they will be physically unobtrusive.

Design skybridges to be visually level and transparent.

The primary right of way encroachment elements will be canopies at retail and entrances. No other encroachments are planned or needed.

C 11 INTEGRATE ROOFS AND USE ROOFTOPS**GUIDELINE**

Integrate roof function, shape, surface materials, and colors with the building's overall design concept.

Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central City's skyline, as well as views from other buildings or vantage points.

Develop rooftop terraces, gardens, and associated landscaped areas to be effective stormwater management tools.

Rooftop common social space is planned, including both interior, and exterior terrace areas. Roof garden landscape treatment will provide visual and functional enhancement. Mechanical equipment will be enclosed in penthouse or screen fence elements, that help define and shelter the active use spaces. The building elevations illustrate integration of roof top elements with the overall building vocabulary.

C 12 INTEGRATE EXTERIOR LIGHTING**GUIDELINE**

Integrate exterior lighting and its staging or structural components with the building's overall design concept.

Use exterior lighting to highlight the building's architecture, being sensitive to its impacts on the skyline at night.

LEED Silver target will focus lighting design on functionality. Exterior lighting will emphasize retail and building entrance area illumination, using a combination of wall and down light augmenting light spilling through large windows from interior. Intent will be to provide light adequate for orientation and security, without glare, inappropriate spill or conflicts with surrounding residential uses and light pollution concerns. The common use areas at the roof/penthouse level will be provided with subtle evening light levels as required for egress, that will also signal the active use to others off site.

C 13 INTEGRATE SIGNS**GUIDELINE**

Integrate signs and their associated structural components with the building's overall design concept.

Size, place, design, and light signs to not dominate the skyline.

Signs should have only a minimal presence in the Portland skyline.

Signage will be located at ground level, to identify the residential use, and the retail functions. Subsequent design submittals will illustrate signage integration.