

City of Vancouver

112th Corridor Design Guidelines

Adopted December 19, 2011



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A. INTRODUCTION

BACKGROUND

These design guidelines were completed in conjunction with the 112th Corridor subarea plan. The area has experienced tremendous change over the past fifteen years, and with two planned freeway interchanges, high capacity transit plans, a centralized regional location, and plenty of developable land remaining, subarea planning and design guidelines were seen as critical elements to shape future growth and improvements consistent with community goals.

PURPOSE OF THESE GUIDELINES

Thoughtful urban design is a critical tool to guide private development in a way that can help realize the 112th Corridor Plan's goals and objectives. Ultimately, these design guidelines are intended to:

- Implement the 112th Corridor Subarea Plan vision.
- Provide clear objectives for the planning and design of projects in the subarea.
- Enhance the character and identity of the 112th Corridor Subarea.
- To maintain and enhance property values.

APPLICATION OF THE GUIDELINES

These design guidelines are intended to be used by applicants and the City as a “guide” for implementing the goals, policies, and vision for development of the 112th Avenue Corridor Plan. Whereas the regulatory provisions of VMC 20.691 set minimum standards for development within the Plan area, these guidelines are intended to be a tool in helping to shape the overall character and function of development within the plan area as defined in Figure 1 on the following page. They illustrate design techniques that can be used to meet the goals and policies of the Subarea Plan related to site planning, circulation, building design, and landscaping.



Figure 1. 112th Corridor Subarea boundary.

The guidelines herein shall supplement the land use provisions set forth in Title 20 of Vancouver's Municipal Code. Where there is a conflict between the provisions herein and Title 20, the provisions herein shall apply as they are specific to this subarea.

The framework provided by these guidelines allows the applicants some flexibility in how the development is ultimately configured. For example, many guidelines offer a number of ways to meet the provisions. Other guidelines offer "departures" which are alternative ways that developments can meet the intent of the guidelines. Graphics and design criteria are often included to aid applicants in their approach to designing departures, while still meeting the design intent.

B. 112TH CORRIDOR CONCEPT

PLAN CONCEPT

The subarea concept focuses on design options for the improvement of 112th Avenue and areas that are anticipated for new development, particularly sites between NE 18th and 28th Streets. The concept diagram in Figure 2, is intended as a design framework that visually depicts the key features for an integrated land use and transportation plan.

The 112th Avenue Corridor is envisioned as a walkable (connected, safe, and comfortable) community. The primary street, 112th Avenue, as well as its adjacent developments will provide for safe pedestrian, bicycle, and vehicle travel, allowing connectivity to services, jobs, housing, and amenities along the corridor. To achieve walkability, future development will incorporate interconnected streets and trails, diverse housing choices, mix of uses, gathering places, and enhanced pedestrian amenities. The future I-205 interchanges and the potential transit station will also be integrated into the plan's concept of walkability.

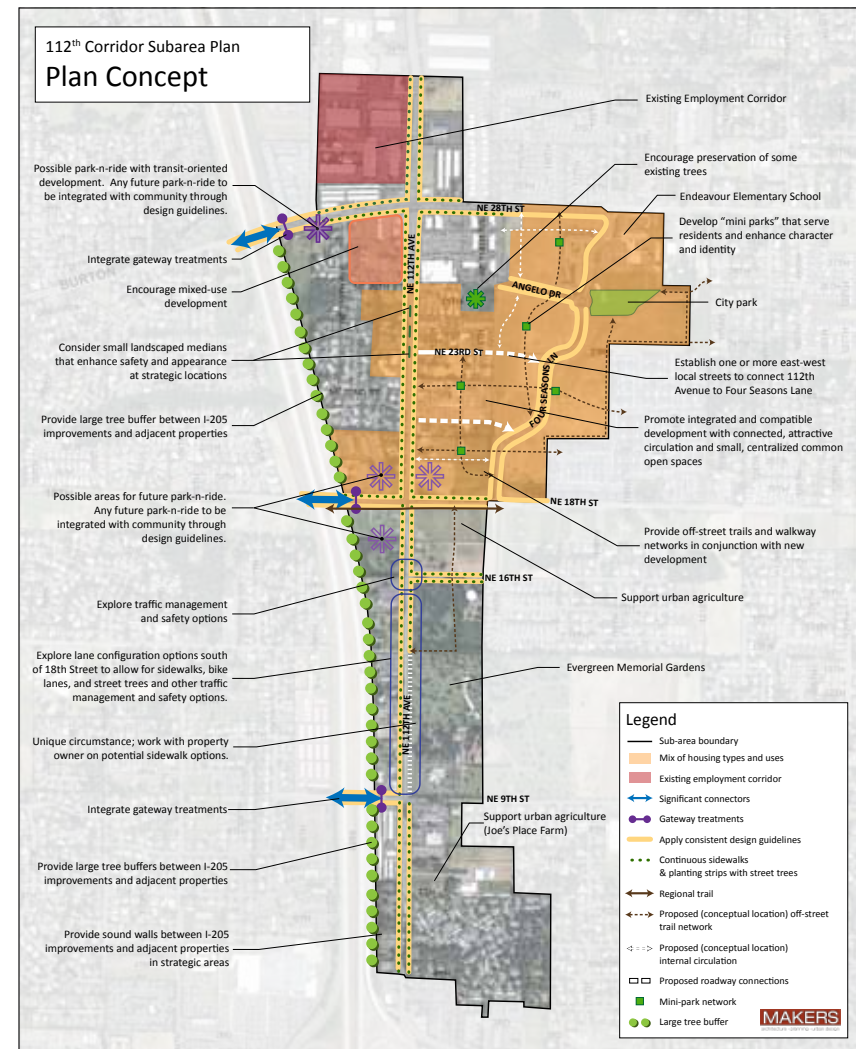


Figure 2. Plan concept.

VISION: ILLUSTRATED SITE PLAN EXAMPLE

Vacant and under developed properties on the east side of NE 112th Avenue north of NE 18th Street represent a tremendous opportunity to create an integrated development with a mixture of uses and housing types, a connected roadway and trail system, unified streetscape design, and attractive and usable open spaces. As part of the subarea planning process, the planning team crafted a conceptual site plan to illustrate how development in this area could be phased in over the next twenty years consistent with the goals and policies of the subarea plan.

It's important to note that this conceptual site plan is an example only, and illustrates one of many ways that development could occur consistent with the plan's goals and policies. Nevertheless, it's critical to communicate how the plan could be carried out over time — particularly showing how the different phases and sites could be integrated with each other, rather than isolated. Pre-existing development is outlined and uncolored.

The site plan on the following page emphasizes the following concepts and elements:

- Mixture of housing types that accommodates the area's demographic diversity and responds to predicted future market demand.
- A hierarchy of connected streets that allow for good circulation and reduce pressure on surrounding arterials.
- An integrated and connected trail system that promotes walking and enhances the residential setting.
- A network of usable open spaces that serve the development and add character and identity.
- How to integrate individual developments with surrounding developments to provide a more efficient use of land, share amenities, and enhance the residential setting.
- How to configure buildings, parking areas and open spaces that enhance the character and safety of streets and create focal points of activity.

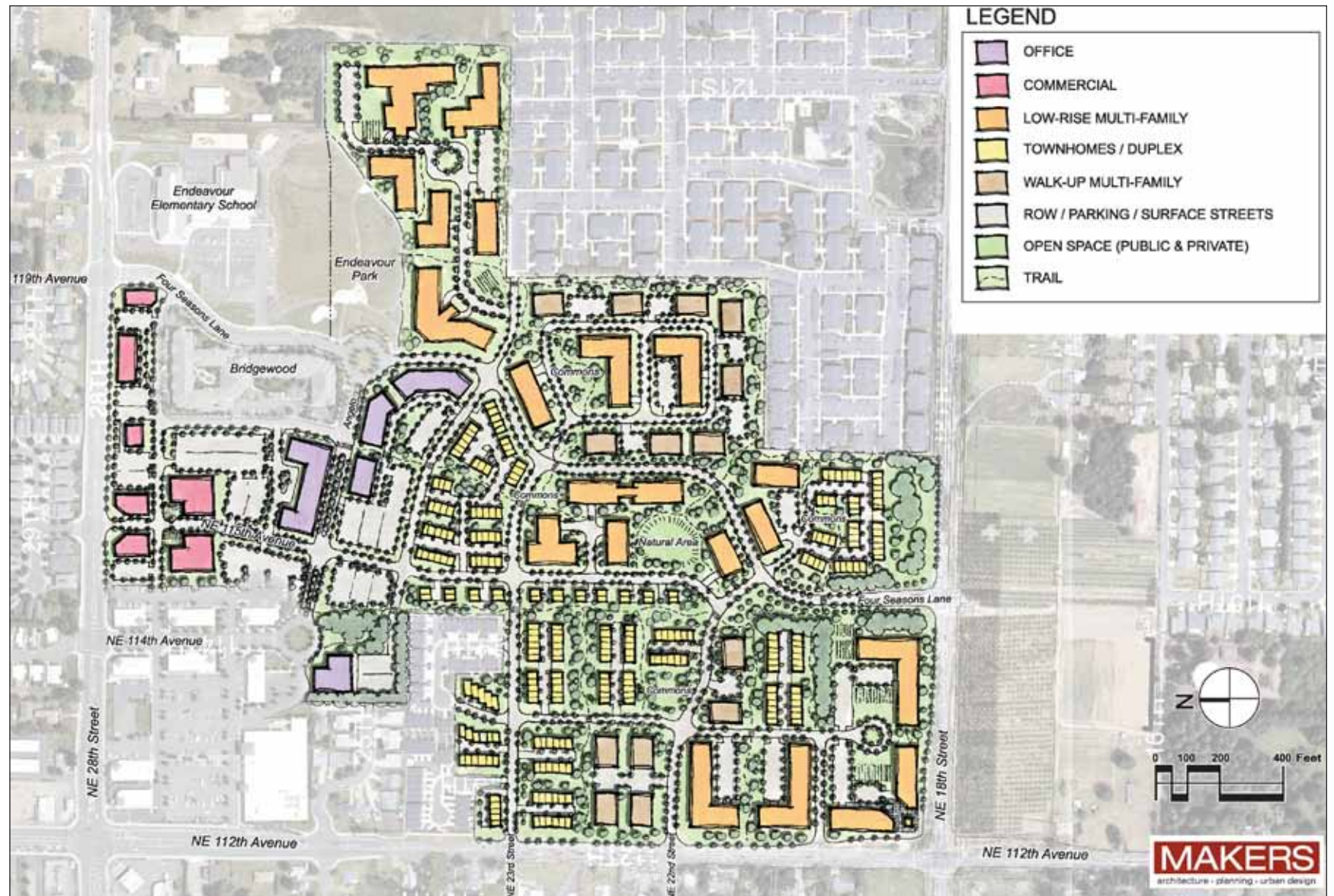


Figure 3. Illustrating an example of how the area between NE 18th and 28th Streets east of NE 112th Avenue could be developed consistent with the 112th Corridor Plan vision and the Design Guidelines herein.

C. SITE PLANNING & AMENITIES

C.1 BUILDING LOCATION AND ORIENTATION

INTENT

- ⦿ To create an active and safe pedestrian environment by encouraging development to orient towards the street.
- ⦿ To create pedestrian-oriented focal points in the commercial and mixed-use areas.
- ⦿ To create a distinctive character and identity for the areas.
- ⦿ To enhance the appearance of streets.
- ⦿ To mitigate the visual impact of parking lots on the streetscape and pedestrian environment.

GUIDELINES

Application of the building orientation guidelines below depend upon the land uses along the street fronts. The following guidelines are separated into two land use types — non-residential and residential.

C.1.1 Non-Residential Frontage Guidelines

Non-residential building frontages may include either storefronts, landscaped frontages, or any combination of the two. Specifically:

a. Storefront guidelines:

- 1) Storefronts are located adjacent to the sidewalk. Storefronts may be setback from the sidewalk where pedestrian-oriented space is included between the sidewalk and the building;
- 2) The building shall feature pedestrian entries adjacent to the sidewalk for all businesses located in storefront buildings; and
- 3) Transparent windows/doors along at least 75% of the ground floor façade between 30 inches and 8 vertical feet above the sidewalk (transparency zone). Windows that extend lower than 30 inches are generally discouraged, except for roll-up garage doors. Taller windows are acceptable.

b. Landscaped frontage guidelines:

- 1) Building setbacks shall be at least 5 feet. Covered entry features may project into the setback area.
- 2) At least one pedestrian entry shall be visible and accessible from the street. Thus, a building with an entry on the side of the building where it's clearly visible from the street is acceptable.
- 3) Buildings within 10 feet of the sidewalk should provide transparent windows/doors along at least 50% of the façade between 30 inches and 8 vertical feet above the sidewalk (transparency zone). Where buildings are setback more than 10 feet from the sidewalk, the transparency levels can be reduced (at least 25% of the façade's transparency zone).
- 4) Except for walkways and pedestrian plaza spaces, the area between the sidewalk and building shall be landscaped. Landscaping should include trees, shrubs, ornamental grasses, perennials, and/or groundcover to soften the appearance of the building and add visual interest to the building. Trees are not required where the building is set back less than 10 feet from the sidewalk. Native plants and plants that add seasonal interest are encouraged.

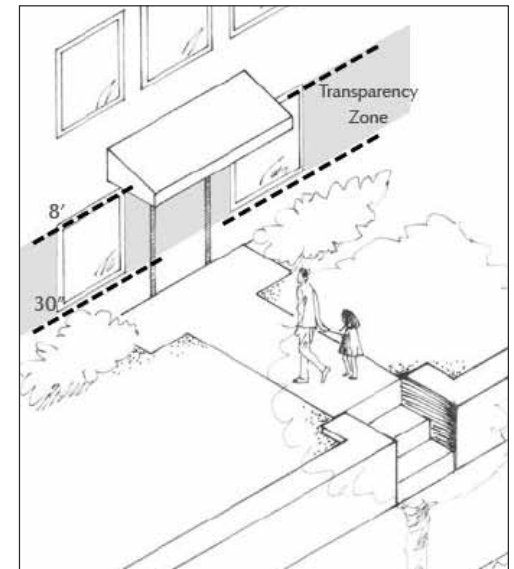
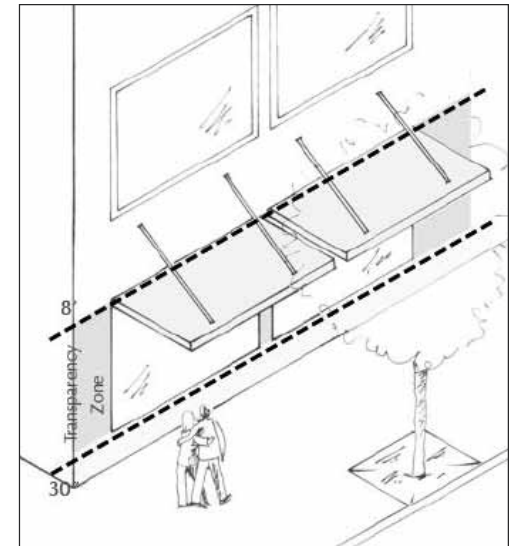


Figure 4. Storefront (top) and landscaped frontage (bottom) examples, with highlighted transparency zone.

- c. Parking lot location guidelines: Parking lots should be located to the side or rear of buildings. For multi-building developments, no more than 50% of the street frontage should be occupied by parking lots and vehicle access areas. Structured parking on the ground floor adjacent to the street and drive-through facilities between the street and building will count as a parking lot). Parking lots should not be located adjacent to street corners, except where buildings have been configured to create a focal point of activity on the site.

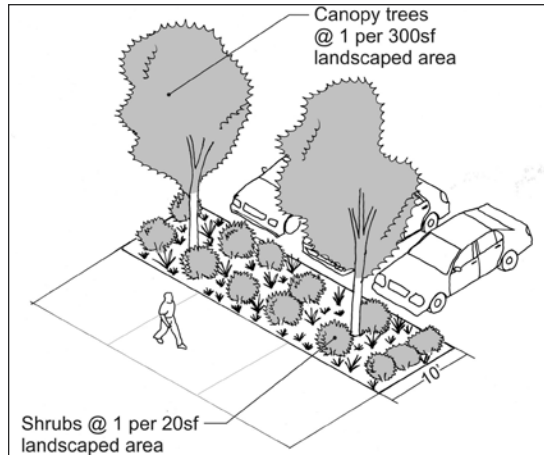


Figure 6. Parking lot screening.

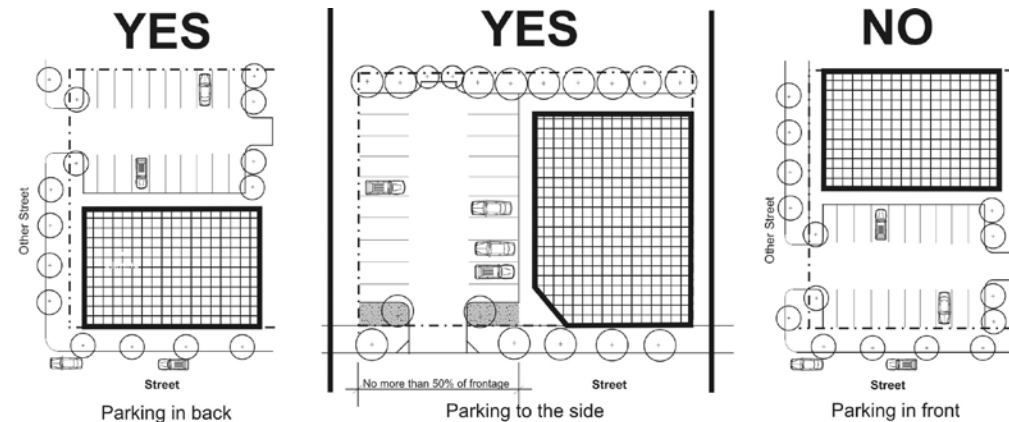


Figure 5. Parking lot location guidelines.

- d. Parking lot screening guidelines: Landscaping guidelines between the sidewalk and any parking area should include:

- 1) Canopy trees, as approved by the City, should be planted at a rate of one tree per 300 square feet of landscaped area and limbed up to at least 8 feet to allow for visibility into the parking area.
- 2) Shrubs at a rate of one shrub per 20 square feet of landscaped area. Shrubs should be at least 16 inches tall at planting and should be maintained at a height no greater than 4 feet.
- 3) Ground cover in sufficient quantities to provide at 100% coverage of the landscaped area within three years of installation.
- 4) Use of native plants is encouraged.

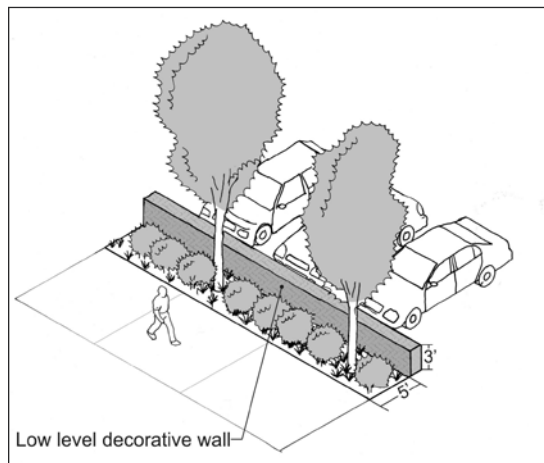


Figure 7. An alternative parking lot screening approach.

Alternative landscape screening techniques will be considered where the design successfully mitigates the visual impact of the parking area along the street and adds visual interest to the pedestrian environment. For example, a 5-foot wide planting bed with similar plants as identified above and a low 2-3 foot) decorative wall would be an attractive alternative (see Figure 7 on the opposite page).

C.1.2 Multifamily Residential Frontage Guidelines

Multifamily buildings should be oriented to the street, with modest landscaped setbacks, visible entry features, and parking located to the side, rear or within buildings. Specifically:

- a. Setbacks: Multifamily buildings should feature 10-foot minimum front yard setbacks. Covered entry features may project up to 8 feet into the setback area. Bay windows and balconies may project up to 2 feet into the setback.
- b. Entrances: At least one building entrance should face the street. Buildings and individual units may be organized around a courtyard provided there is a visibly clear pedestrian access between the courtyard and the street. Weather protection should be included over all building entries. Common entries for apartment buildings shall include weather protection at least 6 feet deep. For multifamily buildings with private ground floor entries, weather protection should be at least 3 feet deep.
- c. Front yard: The front yard should feature a combination of pedestrian spaces and landscaping to serve as a transitional area between public and private realm. This could include walkways, covered porches, decks, courtyard areas in addition to landscaping. Landscaping should include trees, shrubs, ornamental grasses, perennials, and/or groundcover to soften the appearance of the building and add visual interest. Native plants and plants that add seasonal interest are encouraged. Landscaping (plant types and maintenance) between the sidewalk and residential units should maintain visual access between the dwelling units and the street for safety.



Figure 8. Desirable multifamily frontage examples. Vehicular access for both examples are provided in the rear.



Figure 9. Another desirable multifamily frontage example.

Townhouses with individual entries may include low level fencing or hedges adjacent to or near the sidewalk to create semi-private open space in the front yard. Fences should be limited to 42 inches in height to maintain good visibility between the units and the street for safety.

- d. Façade transparency: At least 15% of the building façades facing a street should be transparent.
- e. Parking lot location: Parking lots should be located to the side or rear of buildings. Parking lots should not be located adjacent to street corners.
- f. Parking lot screening: Landscaping between the sidewalk and any parking area for multifamily uses should meet the guidelines set forth in C.1.1.d above.

Departures to items (a-f) will be considered where the applicant can successfully demonstrate that the streetfront design creates an attractive, safe, and comfortable pedestrian environment that is consistent with the goals and policies of the Subarea Plan. For example, proposals for a reduced width planting area/setback could include terraced planting beds along the sidewalk and/or special building detailing that adds special interest at a pedestrian scale. For reduced setbacks for residential buildings, the ground floor should be elevated at least 3 feet above the level of the sidewalk to increase privacy for the streetfront residential units.

C.2 PEDESTRIAN AMENITIES

In order for a mix of uses in the 112th Corridor plan to succeed, development must create attractive spaces that unify the building and street environments and that are inviting and comfortable for pedestrians. The goal is to provide publicly accessible areas that function for a variety of activities, at all times of the year and under typical, seasonal weather conditions.

INTENT

- ◉ To provide pedestrian amenities along sidewalks and pathways that enrich the pedestrian environment.
- ◉ To encourage walking, both as a recreational activity and as a means of transportation.

GUIDELINES

C.2.1 Durable Pedestrian Furniture

Pedestrian furniture provided in public spaces should be made of durable, vandal- and weather-resistant materials that do not retain rainwater and can be reasonably maintained over an extended period of time.

C.2.2 Pedestrian Amenities

Pedestrian amenities should be included along all street frontages featuring non-residential and mixed-use development (this includes internal streets and walkways in front of commercial, office or mixed use). These elements can add flavor and identity to a street or neighborhood, make the walk more comfortable and interesting, and invite social activity. Specifically, two or more of the desired amenities listed below should be included for each 100 cumulative lineal feet of street frontage. The type, location, and design of chosen amenities should contribute to a well-balanced mix of features on the street. Desired amenities include:

- a. Pedestrian furniture, such as seating space, approved trash receptacles, consolidated newspaper racks, bicycle racks, and drinking fountains. Seating



Figure 10. Provide pedestrian amenities along sidewalks, such as decorative planting elements, furniture, decorative pavements, and information kiosks.



Figure 11. Artistic design elements should be integrated into the streetscape.

areas and trash receptacles are particularly important where there is expected to be a concentration of pedestrian activity (such as near major building entrances and transit stops).

- b. Permanent landscaping elements including planting beds and other landscaping elements that add visual interest to the sidewalk.
- c. Decorative pavement patterns and tree grates.
- d. Informational kiosks.
- e. Transit shelters.
- f. Decorative clocks.
- g. Artwork.
- h. Other amenities that meet the intent of the guidelines.

C.3 GATEWAYS/STREET CORNERS

Properties located at key street corners and other highly visible sites along NE 112th Avenue should provide a unique and attractive identity for the planning area.

INTENT

- ☉ To enhance the character and identity of the area by promoting distinctive design treatments at street corners and other highly visible locations.

GUIDELINES

C.3.1 Gateway/Street Corners

Development at the highly visible gateway/street corner sites should provide decorative design elements at the street corner. Applicable corners include the 9th and 18th Street intersections along 112th Avenue plus the corners highlighted in Figure 13 along NE 28th Street. Specifically:

- All street corners should include a distinctive architectural element(s). This should be a one-of-a-kind architectural feature developed specifically for this site that contributes to the identity of the area. This could include special architectural treatment of a building located adjacent to the corner or a freestanding architectural element such as a decorative trellis. Signage may be integrated into any free-standing architectural element provided greater emphasis is placed on identifying the Gateway than any individual business (signage for individual businesses preferably should be placed off to the side of the building and not directly on the corner).
- Special landscaping elements that contribute to the character and identity of the 112th Avenue Corridor should be integrated with the corner. This should include colorful plantings that change with the seasons. Use of native plants is encouraged.
- Integration of pedestrian-oriented space (as described in C.4.2) on the corner is encouraged.



Figure 12. Street corner/gateway design examples.



Figure 13. Applicable highly visible gateway/street corners along NE 28th Street.

C.4 OPEN SPACE

The Subarea Plan calls for a network of open spaces and connected trails and pedestrian corridors. The primary elements of this system are the existing public Endeavour Park, and private multifamily open space.

INTENT

- ⦿ To provide a connected network of attractive and diverse open spaces and pathways that creates a visual and recreational amenity to residents, workers, and visitors.
- ⦿ To provide usable open space for multifamily residential uses.
- ⦿ To create open spaces that contribute to the setting for development.
- ⦿ To enhance the character and identity of the area.

GUIDELINES

C.4.1 Trail Corridors

Large site development (greater than 2 acres) should incorporate a connected system of attractive trail corridors upon which developments can be structured around. The site plan in Figure 3 and Figure 14 illustrates an example of how such a trail system could be integrated with developments in the area between NE 18th and 28th Streets, east of NE 112th Avenue. Specific guidelines:

- Trail network:** Developments shall demonstrate how the proposed trail system meets the intent of the guidelines. While the proposal may vary in form from the example site plan, the system should emphasize connections that extend through property and are or can be connected to trails on adjacent properties. Off-street connections are most desirable, particularly where buildings can be configured around the trails, such a design would emphasize trails as an amenity.
- Trail width and materials:** Applicants shall demonstrate that the width and materials are sufficient to accommodate the anticipated usage, given the location and the nature of adjacent uses. For instance, trails may vary from



Figure 14. An example of how a trail system could be integrated into new developments within the subarea.

a standard 5-foot concrete path (landscaped corridor and path between buildings), to a 4- to 8-foot unpaved nature trail or multipurpose asphalt pathway. Longer trails that run through a larger open space may serve their purpose best if designed as a wider asphalt paved trail. Figure 15 illustrates an example of the types of trails (width and materials) that are envisioned in the example build-out scenario for the properties north of NE 18th Street and east of NE 112th Avenue.

- c. Trail corridor width and design: For trail corridors that run between multifamily buildings, design treatments should be included to balance the need for privacy (adjacent units) and safety (trail users and adjacent units). A good way to accomplish this is to provide semi-private open spaces adjacent to units that are separated from the trail by a low hedge or fence. This allows for visibility to and from the trail while providing a good definition of public and private space. Lighting should be integrated along the trail for safety. Utilize techniques that light the trail, but minimize lighting glare impacts on adjacent residential units.
- d. Trail corridor landscaping: Trail corridors should also include plenty of landscaping elements that enhance the character and identity of trails (and surrounding development) while maintaining visibility for safety. This includes trees, shrubs, and ground cover. Ornamental grasses and perennials can also be very attractive along trails. Shrubs and hedges should be limited to 42 inches in height to maintain visibility. Turf grass might be desirable in some areas — but should generally be limited to areas intended for active recreational uses. Designers are encouraged to create different landscaped “themes” for different trail corridor segments to enhance the “sense of place.” The use of native, drought-tolerant and low maintenance plant materials is encouraged.
- e. Rain gardens: The trail corridors may be used to accommodate rain gardens and other Low Impact Development Techniques to treat and manage stormwater within the development. These elements should be designed as a visual amenity to the development by utilizing attractive landscaping patterns.



Figure 15. Desirable trail examples. The design and width may vary depending on the context and anticipated use.

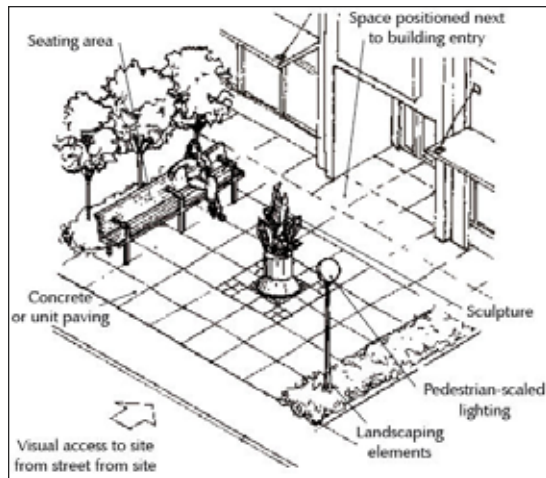


Figure 16. Pedestrian-oriented space examples.

C.4.2 Focal Plaza(s)/ Pedestrian-Oriented Space

Commercial uses should be configured to create a focal open space or spaces. The site plan example in Figure 3 shows an example whereby four buildings are configured at an intersection, with two small corner plazas at one end. Such spaces don't need to be very large. Design criteria for pedestrian-oriented space:

a. Top priority design elements:

- 1) Pedestrian access to the abutting structures from the street, private drive, or a non-vehicular courtyard.
- 2) Paved walking surfaces of either concrete or approved unit paving.
- 3) Pedestrian-scaled lighting — Lighting may be on-site or building-mounted lighting.
- 4) At least three feet of seating area (bench, ledge, etc.) or one individual seat per 60 square feet of plaza area or open space.
- 5) Spaces should be positioned in areas with significant pedestrian traffic to provide interest and security — such as adjacent to a building entry.
- 6) Landscaping components that add seasonal interest to the space.

b. Elements to encourage in pedestrian-oriented space:

- 1) Pedestrian amenities such as a water feature, drinking fountain, and/or distinctive paving or artwork.
- 2) Provide pedestrian-oriented building façades on some or all buildings facing the space.
- 3) Consideration of the sun angle at noon in the design of the space.
- 4) Transitional zones along building edges to allow for outdoor eating areas and a planted buffer.
- 5) Movable seating.

c. Elements **not** appropriate to pedestrian-oriented space:

- 1) Asphalt or gravel pavement.
- 2) Adjacent chain link fences.

- 3) Adjacent blank walls.
- 4) Adjacent dumpsters or service areas.
- 5) Outdoor storage or retail sales that do not contribute to the pedestrian environment. An example is stacked bags of potting soil or compost, which are common in front of grocery stores during the spring and summer. The area used for such purposes will not be counted as pedestrian-oriented space.

C.4.3 Small Residential Parks (Commons)

Small common open spaces should be integrated into multifamily developments. The site plan in Figure 17 illustrates the size and types of open spaces that could be integrated into future multifamily and mixed-use development. As noted above, some of these spaces might be linear trail corridors, while others might be centralized and visible common open spaces that serve surrounding uses, but are preferably open to public use. Figure 18 shows examples of these types of spaces, which don't need to be very large.



Figure 17. Example of how small parks or “commons” could be integrated with new development in the area.



Figure 18. Examples of small residential parks or “commons.”

C.4.4 Private Open Space for Multifamily Uses

All multifamily uses should include usable private open space. Open space equal to at least 100 square feet per dwelling unit is encouraged. Open space could include shared courtyards, children's play areas, private balconies or patios, and private or shared porches. Ideally, a combination of these types of spaces are used. Rooftop decks and indoor recreation space may be used to meet this guideline for vertical mixed-use buildings and other building forms incorporating structured parking, providing they are accessible to residents and feature amenities that will encourage their use. Balconies should be designed large enough to accommodate barbequing and other human activities (at least 48 square feet with no dimension less than 6 feet). While off-street trail corridors and shared open spaces discussed in C4.1-4.3 may be used to help meet this guideline, small private open spaces directly adjacent to the units are particularly desirable in enhancing the livability of the developments.



Figure 19. Examples of private open space include balconies, patios, courtyards, and private yard space.

C.5 SERVICE ELEMENTS

In order for the community to thrive, provision must be made for providing services to businesses and residents. However, these areas (loading docks, trash enclosures, utility boxes) can be unattractive and do not foster pedestrian activity. Service and storage elements should be thoughtfully sited in a way that balances the need for service and storage with the desire to screen its negative impacts. At a minimum, each development should screen the negative impacts of service elements.

INTENT

- ⦿ To minimize adverse visual, olfactory, and auditory impacts of mechanical equipment and service areas at ground and roof levels.
- ⦿ To encourage more thoughtful siting and design of trash containers, service areas, and utility elements.

GUIDELINES

C.5.1 Service Enclosures

- a. Service areas visible from the street, pathway, pedestrian-oriented space or public parking area (alleys are exempt) should be enclosed and screened around their perimeter by a wall or fence at least 6 feet high, concealed on the top and should have self-closing doors.
- b. Service enclosures should be designed consistent with the architecture of the primary structures. This includes the use of similar material and/or detailing. Acceptable materials include masonry, ornamental metal or wood, or some combination of the three.
- c. If the area is adjacent to a public or private street, sidewalk, or internal pathway, a landscaped planting strip, minimum 3 feet wide, should be located on three sides of such facility.

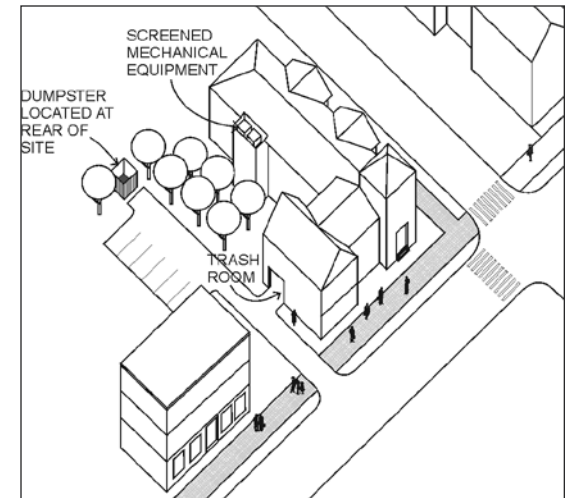


Figure 20. Thoughtful service element location.



Figure 21. Materials for the service enclosure are consistent with the architecture of the primary building.



Figure 22. Avoid exposed utility meters placed directly on the sidewalk.



Figure 23. These utility meters are accessible for functional use, but thoughtfully located and screened.

C.5.2 Service Element Location

Service and storage areas should be located to minimize impacts on the pedestrian environment and adjacent uses. Service elements should generally be concentrated and located where they are accessible to service vehicles and convenient for tenant use.

C.5.3 Roof-Mounted Mechanical Equipment

Roof-mounted mechanical equipment should be located so as not to be visible from the street, public open space, parking areas, or from the ground level of adjacent properties. Screening features should utilize similar building materials and forms to blend with the architectural character of the building.

C.5.4 Utility Boxes and Meters

Utility boxes and meters should be located to the side or rear of buildings, in order to minimize impacts to the pedestrian environment.

D. ACCESS, CIRCULATION AND PARKING

D.1 STREET PATTERN AND LAYOUT

INTENT

- ◎ To create and maintain a safe, convenient and functional network of streets that enhance the area's ability to function as a transit supported mixed-use center accommodating multiple modes of travel.

GUIDELINES

Developments should meet the requirements of VMC Title 11 unless otherwise noted herein.

D.1.1 Hierarchy of Connected Streets

The subarea plan envisions a hierarchy of connected streets within the subarea that provides for good circulation and reduces pressure on arterials. Specifically:

- New developments should integrate connector streets as shown in Figure 24. The exact configuration may vary, provided the connection meets the intent of the guidelines.
- In addition to the connector streets noted above, the layout should maintain a hierarchy of streets to provide organized circulation that promotes use by multiple transportation modes and to avoid over-burdening the roadway system. This includes other public streets that provide access to development plus internal roadways and alleys that access parking for commercial uses, townhouses, and multifamily buildings. The site plan in Figure 24 shows a good example of how such a network could be carried out in the area between NE 18th and 28th Streets east of NE 112th Avenue.



Figure 24. Example street configuration in conjunction with new development. Solid black lines are existing streets. Solid blue lines are future "connector" streets that are essential to providing good connectivity in the area. The dashed lines illustrate current and future example locations of secondary internal roadways that help to create a good hierarchy of connected streets.



Figure 25. An example of an alley providing access to townhouses.

D.1.2 Internal Access Roads

Developments are encouraged to design interior access roads to look and function like public streets. This includes planting strips and street trees on both sides, sidewalks on one or both sides (depending on anticipated need and speed of traffic), and parallel parking on one or both sides (where desirable). Internal drives or alleys providing access to townhouses should integrate planting strips that separate garages and help to distinguish individual units, provide shade, and add character to the development. The site plan in Figure 24 assumes this type of configuration and Figure 25 shows an example.

D.2 SIDEWALKS AND PATHWAYS

To enhance the character of the 112th Corridor, care must be taken to provide safe, convenient pedestrian and bicycle circulation and to encourage transit use.

INTENT

- ☉ To provide safe, convenient, and comfortable pedestrian circulation.
- ☉ To enhance the character and identity of the area.
- ☉ To promote walking, bicycling, and transit use.

GUIDELINES

D.2.1 Public Sidewalks

Sidewalks along public streets should comply with VMC Title 11. Wider sidewalks (at least 10 feet in width) should be utilized along all frontages with nonresidential uses adjacent to the sidewalk (see Figure 26).

D.2.2 Evergreen Memorial Gardens Frontage

The 112th Avenue frontage at Evergreen Memorial Gardens presents a unique challenge. Grave sites begin at approximately 12 feet behind the existing face of curb. Any sidewalk developed along the frontage should maintain or enhance the existing character of the Evergreen Memorial Gardens. The sidewalk shall be appropriately sized to accommodate the following elements between the east edge of the sidewalk and the grave sites (see Figure 27).

- A 3- to 4-foot wide planting strip from the back of sidewalk shall include a low to medium sized shrub hedge with appropriate smaller scale utility-friendly trees spaced no more than 30 feet on center. The existing mature birch trees shall be replaced by these utility-friendly trees.
- A low wall no more than 30" in height or a transparent fence may be incorporated into the planting strip (see Figure 27).

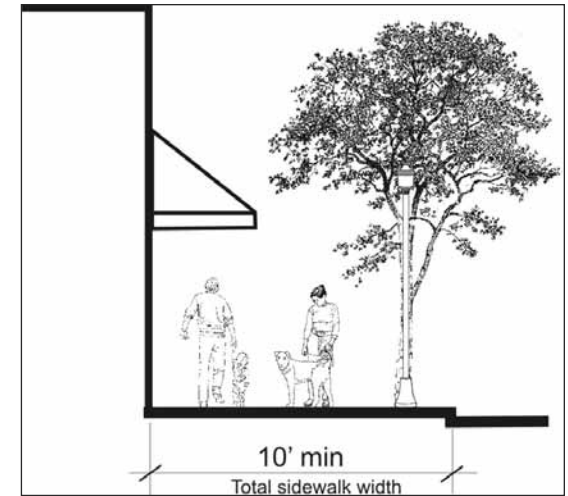


Figure 26. Minimum sidewalk and pathway widths adjacent to storefronts

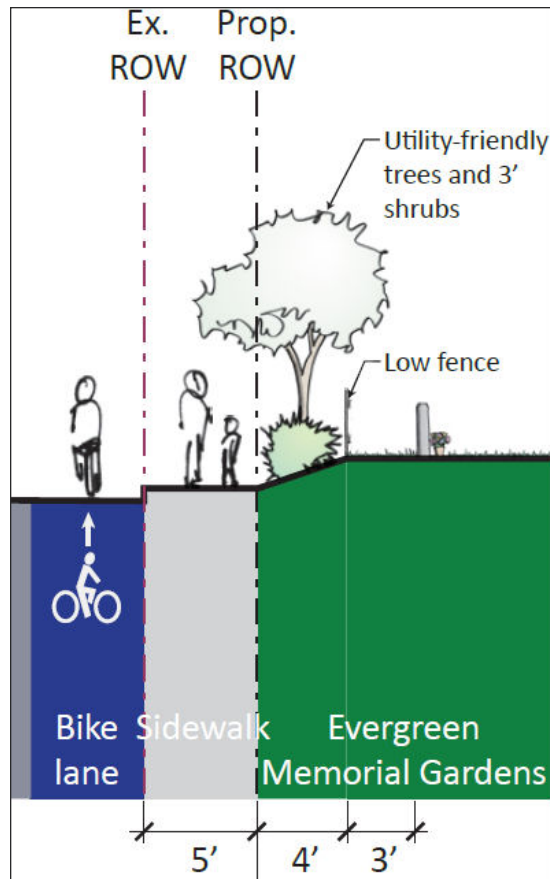


Figure 27. Sidewalk and landscaping concept for the east side of 112th Avenue adjacent to Evergreen Memorial Gardens. All measurements approximate and must be verified.

- c. A lawn space between the planting strip and grave sites shall be preserved providing a respectful space for grave site visitors.

D.2.3 Interchange & Overpass Design

Planned I-205 interchange and overpass improvements should integrate features that enhance pedestrian and bicycle access and safety. For an overpass this includes generous sidewalk widths (at least 8 feet wide) and bike lanes on both sides, and design elements that help buffer pedestrians from vehicular traffic (landscaping, bollards, low decorative barriers and/or light fixtures). Likewise, visible and attractive crosswalks will be very important to accommodating safe pedestrian traffic. For long stretches of walkways in the interchange/overpass area, consider design details that add interest and curiosity at a pedestrian scale.

D.2.4 Internal Pathway Design Guidelines

- a. Pathways without street frontage, along the façade of mixed-use and retail buildings 100 or more feet in width (measured along the façade), should be at least 8 to 10 feet in width. The pathway should include an 8-foot minimum unobstructed walking surface and trees placed no more than 30 feet on-center. As an alternative to some of the required trees, developments may provide pedestrian-scaled light fixtures at the same spacing. To increase business visibility and accessibility, breaks in the required tree coverage adjacent to major building entries are acceptable.
- b. For all other interior pathways, the applicant should successfully demonstrate that the proposed walkway is of sufficient width to accommodate the anticipated number of users.

D.2.5 Landscaping Along Pathways

Pedestrian walks should be separated from structures at least 3 feet for landscaping, except where the adjacent building features a pedestrian-oriented façade or other design treatments that add visual interest such as vine plants on walls, sculptural elements, murals, and/or the use of decorative building materials that add interest at the pedestrian scale.

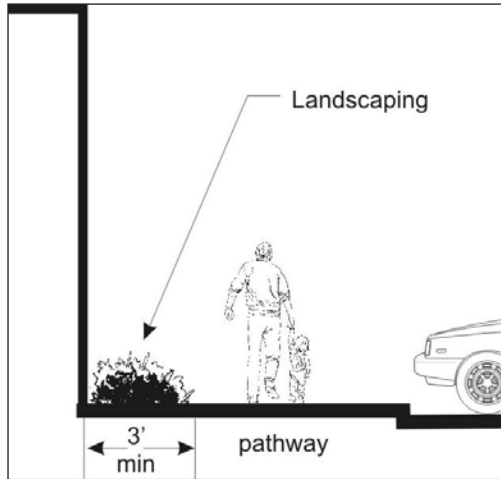


Figure 28. Landscaping separates pathway from non-pedestrian-oriented facades.



Figure 29. Acceptable façade treatments along pathways (departure to Guideline D.2.4).



Figure 30. Design pathways along storefronts where located away from public streets to look and function more like public sidewalks.



Figure 31. Good example of a parking garage entry.



Figure 32. Attractive parking garage example integrating a green wall that softens the building and functions as an articulation treatment.

D.3 PARKING GARAGES & PARK & RIDE DESIGN

Reducing the impact of parking lots, particularly when they are located adjacent to pedestrian activity, is essential. Structured parking is preferred and parking garages should be physically and visually integrated with other uses.

INTENT

- ⦿ To maintain active pedestrian environments along streets by placing parking lots primarily in back of buildings.
- ⦿ To physically and visually integrate parking garages with other uses.
- ⦿ To reduce the overall impact of parking garages when they are located in proximity to the designated pedestrian environment.
- ⦿ To encourage park & ride station use with safe and comfortable pedestrian design.
- ⦿ To provide safe, convenient, and comfortable pedestrian circulation.
- ⦿ To encourage transit supported development

GUIDELINES.

D.3.1 Parking Garage Design

Parking garages visible from the street should be designed to obscure the view of parked cars. Where commercial or residential space is not provided on the ground level adjacent to the sidewalk to accomplish this, features such as planters, decorative grilles, or works of art should be included. Specific guidelines and considerations for parking structures:

- a. Small setbacks with terraced landscaping elements can be particularly effective in softening the appearance of a parking garage.
- b. Upper level parking garages should use articulation treatments that break up the massing of the garage and add visual interest.

- c. Parking garages visible from a street should be designed to be complementary with adjacent buildings. This can be accomplished by using similar building forms, materials, fenestration patterns, and/or details to enhance garages and the surrounding pedestrian environment.
- d. Parking garage entries (both individual private and shared parking garages) should not dominate the streetscape. They should be designed and sited to complement, not subordinate, the pedestrian entry. This applies to both public garages and any individual private garages, whether they front on a street or private interior access road.
- e. Street Frontage — An unbroken series of garage doors is not permitted on any public or private street frontage. Configurations with garages fronting private internal streets should incorporate planting strips with trees to add color and visual interest to the streetscape.

D.3.2 Transit Park & Ride Design

Transit Park and Ride Design must comply with parking garage guidelines above as well as the following:

- a. Park & rides should accommodate clear, comfortable, and attractive pedestrian access into the parking garage, between the parking garage and transit shelters/stops, and the adjacent street(s) by incorporating amenities such as landscaping that includes canopy trees, wide sidewalks, paving patterns, rain protection, gateway features, artwork, etc.
- b. Parking garage elevators should be located in areas convenient to the transit stops and clearly visible from the street.
- c. Park & rides should be configured in a way that accommodates complementary commercial and/or residential uses in the near term or the future. This could involve the size and layout of parking garages, with respect to the street and adjacent properties/uses.



Figure 33. Good transit park and ride examples with comfortable shelters, accessible elevators, and landscaping elements.



Figure 34. Desirable transit center incorporating pedestrian amenities and adjacent transit-oriented development.

- d. Integrate design features that add character and identity to the park & ride. This could include architectural design/detailing of the parking garage, transit shelter and streetscape design elements (such as lighting, artwork, or signage), stormwater management elements, landscaping, and pavement design.
- e. Park & rides should be designed to complement adjacent uses. Edge treatments are particularly important and the needs may vary depending on adjacent uses and the nature of park & ride facilities. Landscaped buffers may be appropriate in many instances to physically and visually separate uses. Or where uses are complementary, a shared walkway between uses might be desirable. Consider privacy needs (where adjacent to residential), shade and shadow impacts, and where future redevelopment is anticipated, consider potential future uses and opportunities that the site may offer, whether it involves unique views or existing landscaping elements that might be worth preserving.

D.4 DRIVE-THROUGH USES

Drive-through facilities can often create conflicts with pedestrians and detract from the character of the community, particularly where there's a desire for the area to become more pedestrian-friendly over time. Thus, some consideration is needed in how to integrate such uses into the urban environment while minimizing negative impacts.

INTENT

- ☉ To minimize impacts of drive-through uses on the pedestrian and visual environment.

GUIDELINES

D.4.1 Commercial drive-through design

Drive-through uses should be sited and designed to minimize impacts on the pedestrian and visual environment. Drive-through lanes/windows may be located between streets and buildings provided:

- At least 10 feet of landscaping is included between the sidewalk and drive-through lane (a combination of trees, shrubs, ornamental grasses, perennials and ground cover as well as berms that adds interest to the streetscape and deemphasizes the drive-through lane).
- The building façade facing a street meets the 15% transparency requirement.
- Architectural design/detailing treatments are included to the building façade that add visual interest and treat any blank walls along the façade.
- Site design includes a clear and direct pedestrian connection between the sidewalk and the building. If a crossing of the drive-through lane is necessary, design features should be integrated that emphasize the crossing and enhance safety.



Figure 35. A good example of a drive-through use that does not conflict with pedestrian access and the visual character along the street. In this case, a drive-through lane wraps around the rear of the building and connects with the parking area on the far side.



Figure 36. An example of building articulation at 30' intervals.

E. BUILDING DESIGN

E.1 ARCHITECTURAL SCALE AND BUILDING MASS

The 112th Corridor Subarea context is largely one- to two-story, small scale buildings surrounded by mostly single family homes. While the intensity of development will increase over time as the area is built out, a major goal of the subarea plan is to maintain an architectural scale that is compatible with the surrounding context.

INTENT

- ☉ To reduce the scale of large buildings and add visual interest.

GUIDELINES

E.1.1 Commercial/Mixed-Use Building Articulation

Storefront buildings adjacent to the sidewalk should be designed to include articulation features every 30 feet to create a pattern of small storefronts. For all other commercial, office, or mixed-use buildings, the articulation interval should be no greater than 60 feet. At least two of the following methods should be employed at the applicable articulation interval:

- a. Use of window and/or entries that reinforce the pattern of small storefront spaces.
- b. Use of weather protection features that reinforce the pattern of small storefronts. For example, for a business that occupies three lots, use three separate awnings to break down the scale of the storefronts. Alternating colors of the awnings may be useful as well.
- c. Change of roofline.
- d. Placement of building columns that reinforce storefront pattern.
- e. Change in building material or siding style or color.

- f. Providing lighting fixtures, trellises, trees or other landscape features within each interval
- g. Other methods that meet the intent of the guidelines.

E.1.2 Residential Building Articulation

All non-single family residential buildings and residential portions of mixed-use buildings should include articulation features along all primary façades. At least three articulation features from the list below should be used at intervals of no greater than 30 feet or the width of dwelling units within the building, whichever is less:

- a. Providing building modulation of at least 2 feet in depth and 4 feet in width if combined with roofline modulation techniques or change in building materials or siding styles. Otherwise, the minimum modulation depth and width should be 10 feet.
- b. Repeating distinctive window patterns at intervals less than the articulation interval.
- c. Providing a covered entry or separate weather protection feature for each articulation interval.
- d. Change of roofline (modulation).
- e. Changing materials, siding style, and/or color with a change in building plane.
- f. Providing lighting fixtures, trellis, tree, or other landscape feature within each interval.
- g. Other methods that meet the intent of the guidelines.



Figure 37. Residential building articulation.



Figure 38. This building uses building and roofline modulation plus repeating distinctive window patterns for each interval.

E.1.3 Rooflines

Rooflines visible from a public street, open space, or public parking area should be varied by emphasizing dormers, chimneys, stepped roofs, gables, prominent cornice or wall, or a broke or articulated roofline. The width of any continuous

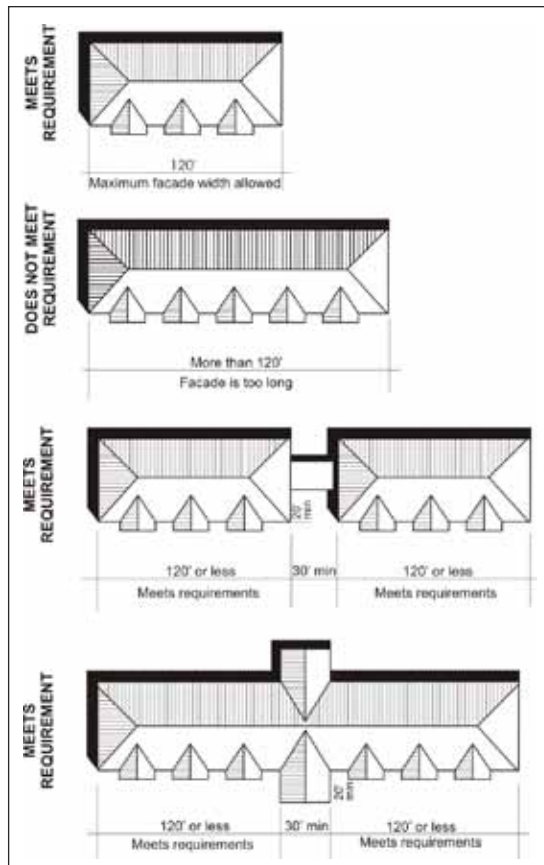


Figure 39. Maximum façade width standards.

roofline should extend no more than 100 feet without modulation. Modulation should consist of either:

- A change in elevation of the visible roofline of at least 4 feet if the particular roof segment is less than 50 feet wide and at least 8 feet if the particular roof segment is greater than 50 feet in length.
- A sloped or gabled roofline segment of at least 20 feet in width and no less than 3 feet vertical in 12 feet horizontal.
- A combination of the above.

Departures will be considered provided the building and roofline design treatment reduces the perceived scale of the building from all observable distances and adds visual interest from nearby streets and public spaces.

E.1.4 Maximum Façade Width

The maximum façade width (the façade includes the apparent width of the structure facing the street and includes required modulation) is 120 feet. Buildings exceeding 120 feet in width along the street front should be divided by a minimum 30-foot wide modulation of the exterior wall, so that the maximum length of a particular façade is 120 feet. Such modulation should be at least 20 feet or deeper and extend through all floors. Other techniques that effectively break up the scale of the building and add visual interest will be considered. This could include: A combination of a clear change in vertical articulation and a contrasting change in building materials and/or finishes, a curved or angled façade, or changes in building heights, perhaps combined with horizontal and/or vertical modulation.

E.2 BLANK WALL TREATMENT

INTENT

- ☉ To avoid visible blank walls.

GUIDELINES

E.2.1 Blank Wall Treatments

- a. Untreated Blank walls visible from a public street or pedestrian pathway are inappropriate. A wall (including building façades and retaining walls) is considered a blank wall if:
 - 1) A ground floor wall or portion of a ground floor wall over 6 feet in height has a horizontal length greater than 15 feet and does not include a transparent window or door; or
 - 2) Any portion of a ground floor wall having a surface area of 400 square feet or greater does not include a transparent window or door.
- b. Methods to treat blank walls can include:
 - 1) Landscape planting bed at least 5 feet wide or a raised planter bed at least 2 feet high and 3 feet wide in front of the wall with planting materials that are sufficient to obscure or screen at least 60% of the wall's surface within three years.
 - 2) Installing a vertical trellis in front of the wall with climbing vines or plant materials.
 - 3) Special building detailing that adds visual interest at a pedestrian scale. Such detailing should use a variety of surfaces; monotonous designs will not meet the intent of the guidelines.

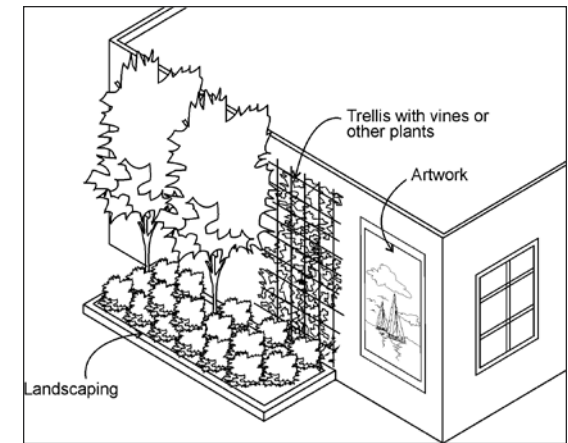


Figure 40. Blank wall treatment examples.



Figure 41. Incorporate details into façades.

E.3 BUILDING DETAILS

Vancouver encourages the incorporation of design details and small-scale elements into building façades that are attractive at a pedestrian scale.

INTENT

- ☉ To encourage the incorporation of design details and small-scale elements into building façades that are attractive at a pedestrian scale.

GUIDELINES

E.3.1 Details Toolbox

All buildings should be enhanced with appropriate details. All new commercial buildings should be required to include at least three of the following elements on their primary façades. All new residential buildings should include at least two of the following elements on their primary façades. The applicant should submit architectural drawings and material samples for approval.

- a. Windows divided into a grid of multiple panes.
- b. Recessed entry (commercial building) or decorative porch design with distinct design and use of materials (residential).
- c. Decorative treatment of windows and doors, such as decorative molding/ framing details around all ground floor windows and doors, decorative glazing, or door designs.
- d. Transom windows (commercial building).
- e. Landscaped trellises or other decorative element that incorporates landscaping near the building entry.
- f. Decorative light fixtures with a diffuse visible light source, such as a globe or “acorn” that is non-glaring or a decorative shade or mounting.

- g. Decorative building materials, including one of the following:
 - 1) Decorative masonry, shingle, brick or stone.
 - 2) Individualized patterns or continuous wood details, decorative moldings, brackets, wave trim or lattice work, ceramic tile, stone, glass block, carrera glass, or similar materials.
 - 3) Other materials with decorative or textural qualities.
- h. Decorative roofline design, such as an ornamental molding, entablature, frieze, or other roofline device visible from the ground level. If the roofline decoration is in the form of a linear molding or board, then the molding or board should be at least 8 inches wide;
- i. Decorative paving and artwork.
- j. Decorative pedestrian-oriented signage.
- k. Decorative railings, grill work, or landscape guards.
- l. Other details that meet the intent of the guidelines.

This guideline may be waived for buildings incorporating “exceptional design” that employs use of quality building materials and special design techniques that add visual interest at a pedestrian scale. Consideration will be given to the length of the façade, transparency, the “adaptability” of the design (to change uses/businesses over time), and views of the façade during business and non-business hours.

E.3.2 Window Design

Building *façades* should employ techniques to recess or project individual windows above the ground floor at least 2 inches from the façade or incorporate window trim at least four inches in width that features color that contrasts with the base building color. Exceptions will be considered where buildings employ other distinctive window or façade treatment that adds visual interest to the building.



Figure 42. Acceptable window designs



Figure 43. Unacceptable window design



Figure 44. Blank, visible, and plain CMU fire walls like this are prohibited. Such buildings should incorporate patterns of different CMU colors or textures or different materials to add visual interest to such visible firewalls.

E.4 EXTERIOR BUILDING MATERIALS AND COLOR

INTENT

- ⦿ To encourage the use of high-quality building materials that enhance the character of the Subarea.
- ⦿ To select materials that help reduce the visual bulk of large buildings and to avoid creating glare.

GUIDELINES

E.4.1 High Quality Materials

Encourage the use of high quality building materials that add visual interest and detail and are durable and easily maintained.

E.4.2 Metal Siding Guidelines

Use of metal siding is discouraged, and if used, it should have features such as visible corner moldings and trim and incorporate masonry, stone, or other durable permanent material near the ground level (first 2 feet above sidewalk or ground level) to make clear the quality of the construction.

E.4.3 Concrete Block Guidelines

When used for the primary façade, buildings should incorporate a combination of textures to add visual interest. For example — combining split or rock-façade units and/or contrasting colored units with plain smooth blocks can create distinctive patterns. Plain concrete block fire walls on the sides of a building that are visible from the public are also discouraged.

E.4.4 Guidelines for Stucco or Other Similar Troweled Finishes

- a. Stucco and similar troweled finishes (including Exterior Insulation and Finish system or “EIFS”) should be trimmed in wood or masonry and should be sheltered from extreme weather by roof overhangs or other methods.

- b. Weather exposed horizontal surfaces should be avoided.
- c. Masonry, stone, or other durable permanent material is required near the ground level (first 2 feet above sidewalk or ground level).

F. LANDSCAPING AND SCREENING

F.1 LANDSCAPING

Mature trees were referenced as one of the key elements that planning participants wished to retain. The guidelines herein encourage ways to preserve and integrate existing mature trees with new development. Other landscape plantings will be very important to enhance the character and identity of new developments and the entire subarea.

INTENT

- ⦿ To create an attractive pedestrian environment throughout the 112th Corridor Subarea.
- ⦿ To meet the City's tree canopy goals in the subarea.
- ⦿ To promote the use of native plants.
- ⦿ To promote the use of low-maintenance and drought-tolerant plants.
- ⦿ To encourage abundant and colorful landscaping in site and development design to improve the aesthetics, pedestrian experience, and identity of the Subarea.
- ⦿ To utilize vegetation to reduce the impact of development on drainage systems and water quality.
- ⦿ To mitigate the negative impacts of parking lots on the streetscape.



Figure 45. Rain garden example.



Figure 46. Developments are encouraged to preserve mature stands of trees and integrate them into the development as an amenity.

GUIDELINES

F.1.1 Street Front Orientation

Development projects should comply with applicable landscaping guidelines for development frontages set forth in section C.1 above.

F.1.2 Rain Gardens

The use of rain gardens to manage storm water runoff is encouraged. Rain gardens may be counted as landscape areas if planted with native plants and unfenced.

F.1.3 Stormwater Pond Design

Stormwater ponds should be designed as an amenity to the site. Avoid standard utilitarian fenced-in ponds with steep walls.

F.1.4 Green Roofs

Landscape plantings on roofs is encouraged and may be counted toward meeting landscape requirements.

F.1.5 Mature Tree Preservation

Developments are encouraged to preserve mature stands of trees and integrate them into the development as an amenity. The site plan in Figure 3 illustrates how this can be accomplished on a few key sites. Developments must also comply with applicable tree conservation standards set forth in VMC Chapter 20.770.

F.1.6 Foundation Planting

All street-facing elevations should have landscaping along any exposed foundation, except those areas that provide access for pedestrians or vehicles to the building, and those that provide other pedestrian-oriented facilities (e.g., outdoor restaurant seating, plazas, etc.).

F.2 FENCES AND RETAINING WALLS

INTENT

- ⦿ To minimize the negative visual impacts of fences and retaining walls on the street and pedestrian environment.
- ⦿ To coordinate fence and retaining wall materials within each subarea.

GUIDELINES

F.2.1 Fences

- Fences between the street and buildings should be limited to 36 inches to maintain visibility between the street and adjacent units for safety. Where taller fences are required by a public housing authority, the portion of the fence more than 36 inches above grade should be at least 33% transparent to allow visibility between dwelling units and the street for safety.
- Chain link fences are prohibited in the subarea, except for temporary construction purposes or where needed for public recreational purposes.

F.2.2 Retaining Walls

Retaining walls taller than 4 feet and visible from a street should be terraced so that no individual segment is taller than 4 feet. Terraced walls should be separated by a landscaping bed at least 2 feet in width including one shrub every 3 lineal feet of retaining wall. Alternative landscaping treatments will be considered provided they reduce the bulk and scale of the retaining wall and enhance the streetscape.



Figure 47. Acceptable fence and retaining wall examples.