

CITY OF VANCOUVER
RIVERVIEW GATEWAY
DESIGN GUIDELINES

September 23, 2008

Riverview Gateway Design Guidelines

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A. Introduction

Background

The bluff along the north side of the Columbia River at 192nd Avenue has provided rock for a variety of uses since early in the 20th century. Rock from these quarries was barged to the mouth of the Columbia River to build the jetties protecting shipping, and rock from these quarries has been crushed and used to build roads and buildings throughout the region. This mining is now winding down – the quarry east of 192nd expects to begin reclamation and redevelopment in the near future, while the quarry west of 192nd expects to continue extracting and processing rock for at least a decade.

This is a large site of almost 200 acres with views across the Columbia to Portland and distant views of Mt. Hood. The result of the mining is a bowl shaped site, substantially separated from surrounding residential uses by the walls of the quarry. The site is located immediately adjacent to SR 14 at SE 192nd Avenue – the entry to Vancouver for travelers from the east – which ensures good access to the regional freeway system and Portland International Airport. Redevelopment of the site will present opportunities as well as challenges. Ultimately the City would like to see a sustainable mixed-use urban center develop in the area – one fitting as an eastern gateway to Vancouver.

Purpose of these Guidelines

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

- Implement the Riverview Gateway Subarea Plan vision.
- Provide clear objectives for those embarking on the planning and design of projects in the subarea.
- Encourage development of a sustainable mixed-use urban center.
- 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 of the Riverview Gateway Subarea Plan for master planned development on the quarry sites. Whereas the regulatory provisions of VMC 20.670 sets minimum standards for development within the quarries, these guidelines are intended to be a tool in helping to shape the overall character and function of development within the quarries. 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, landscaping, and signage.

This framework provided by these guidelines allows the applicants some flexibility in how the development is ultimately configured. For example, an approved master plan may comply with “most” of these guidelines. For those areas where the proposed project departs from the Subarea Plan’s guidelines, the applicant will be asked to demonstrate how proposed departures meet the intent of these guidelines.

As a condition of approval of subsequent project plans, these guidelines may be updated into a combination of design standards and guidelines by the City of Vancouver. The updated standards and guidelines are intended to provide greater definition of requirements versus voluntary measures thus providing a higher level of predictability for all participants. Like the guidelines herein, the updated standards should be designed to provide alternative ways of meeting requirements.

The softer “guideline” approach is more appropriate to Master Plans due to the required approval process for these plans. The more prescriptive design standard approach is better suited to the review of individual projects that are likely to be developed in phases after master plans are approved.



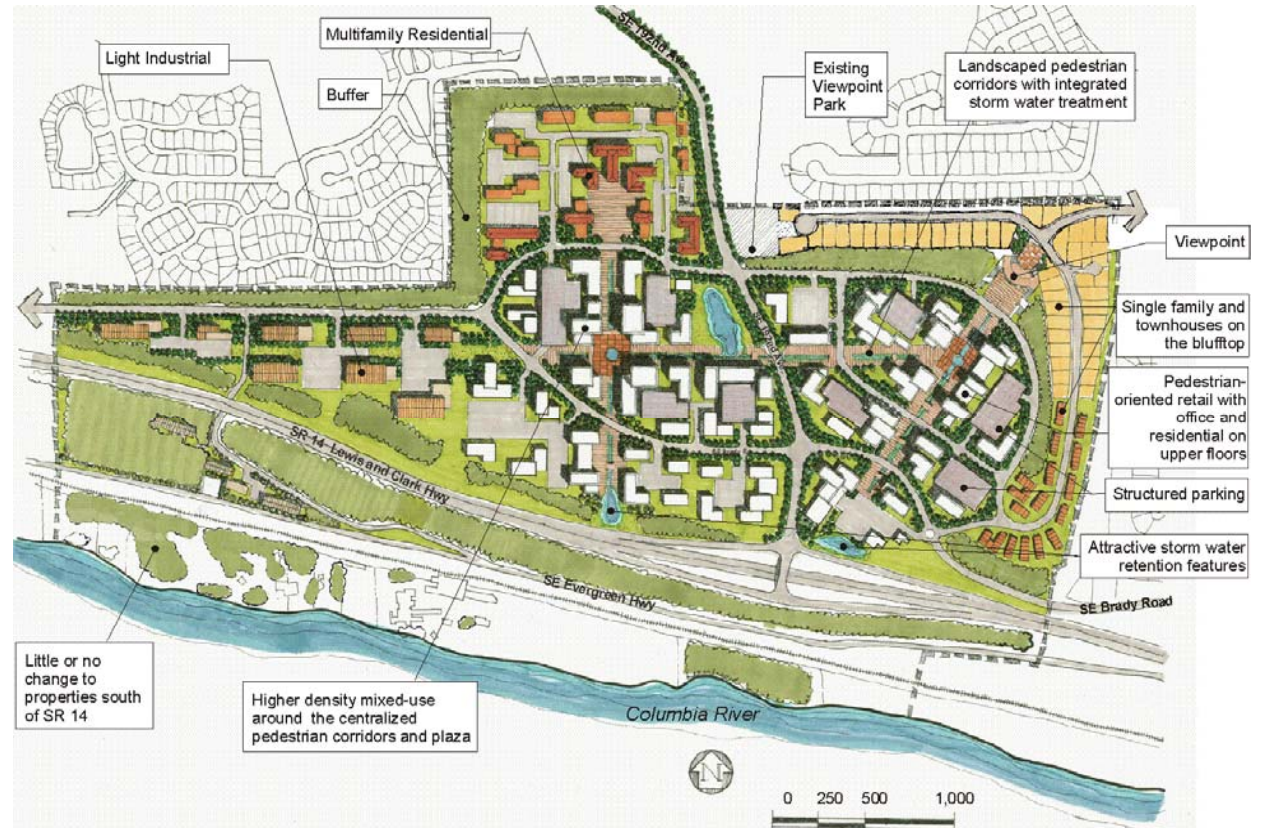
Figure 1. Properties within the Fisher and WSDOT quarries are applicable to the Subarea Design Guidelines.

B. Riverview Gateway Vision

Vision

The interchange of SE 192nd Avenue and State Route 14 (SR 14) serves as an eastern gateway to the City of Vancouver and eastern Clark County. The area's location on SR 14 and minutes from I-205, size and physical characteristics provide unique development opportunities. The area has sweeping views of the Columbia River, Portland and beyond, yet is intimate in feel because it is set within a bowl created by mining activities.

Figure 2. Illustrating how the Subarea could look by 2030 if developed consistent with the community's vision.



The Riverview Gateway Plan is intended to capitalize on these existing strengths and future opportunities by creating a vibrant mix of residential, commercial, office and industrial uses, linked by a network of parks, trails and open spaces. Development is encouraged to take advantage of the view potential and intimacy created by the bowl of the quarry, as well as to link to adjacent areas via trails as well as roads.

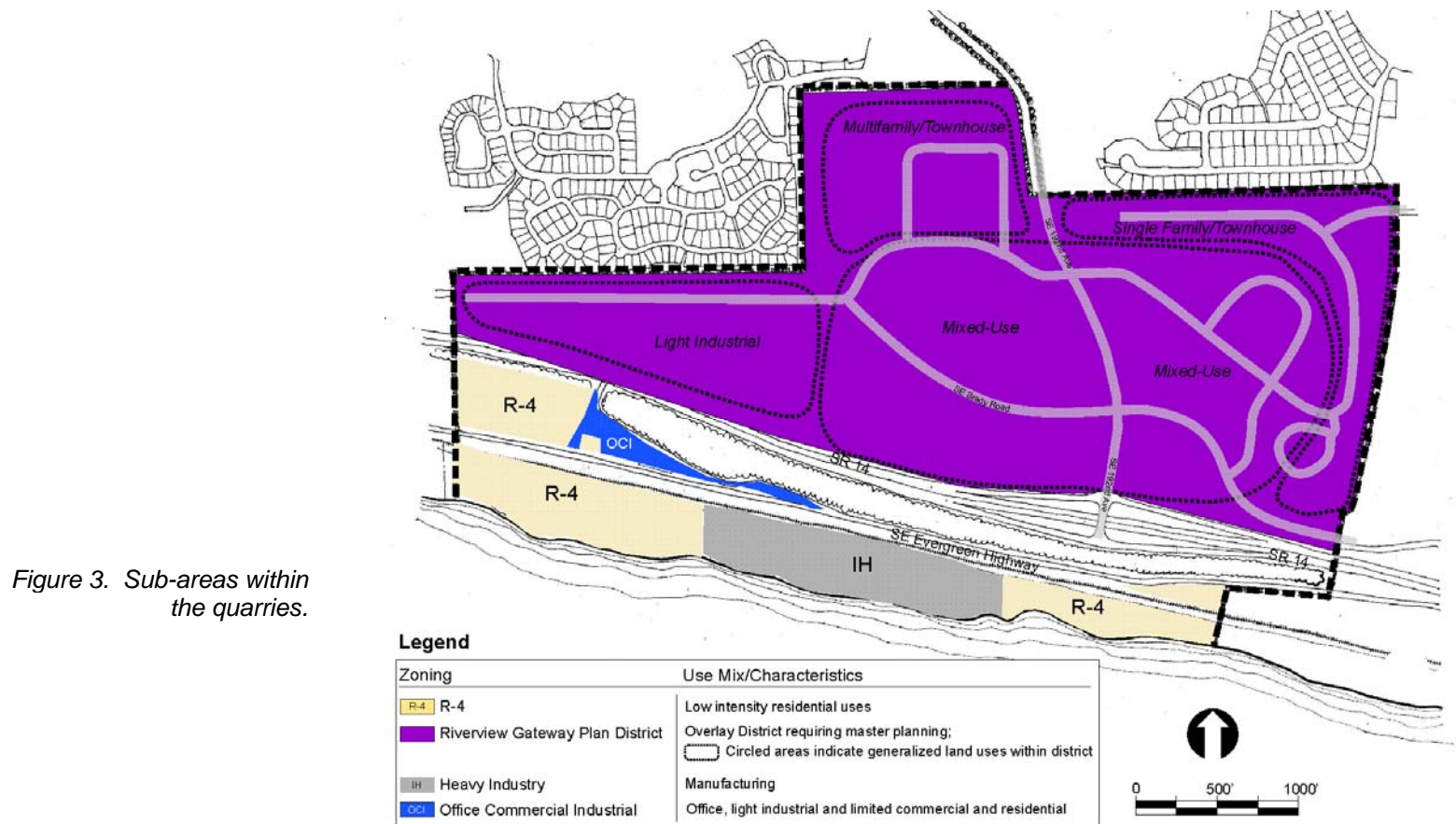
Master Planning Required

Because the Riverview Gateway is a large site with only two owners in a unique environmental setting, and because mining will continue on at least a portion of it for the foreseeable future, master planning in accordance with VMC 20.670 is required in order to:

- Ensure that ultimate development of the site meets the goals and achieves the vision of the Riverview Gateway Plan;
- Ensure that all development takes advantage of the unique assets (access to 192nd and SR 14) and opportunities (views) of the site, as well as addressing potential issues (wind, noise, drainage and traffic congestion);
- Ensure that all the pieces of the development have individual character but fit together and create a dense, vibrant urban center;
- Ensure that early phases of the redevelopment are buffered from the adverse impacts of continued mining;
- Ensure that infrastructure and services are appropriately phased to be available as development occurs; and,
- Connect the Riverview Gateway to surrounding neighborhoods and the City as a whole.

Site Planning

The most important feature determining whether an area succeeds as a vibrant mixed-use center is the site layout. Where buildings and open spaces are placed and how streets and pedestrian paths relate to both is critical. In these guidelines, different site planning standards are recommended for the three subareas of the Riverview Gateway – residential areas along the northern and eastern edge, the industrial area to the west, and the mixed-use activity center at the core of the site. Figure 3 shows the subareas of the site.



Development Character

The vision for the Riverview Gateway is of a vibrant mixed-use urban center rather than a larger-lot, sprawling suburban development. In order to take advantage of view opportunities, buildings will need to rise above the elevation of SR 14 – that means multi-story, even high-rise development. In order to minimize congestion in an area with limited access, uses will need to be located near each other with attractive and safe pedestrian and bicycle connections. Buildings housing a mix of uses are envisioned in the core area, around SE 192nd Avenue.

C. Site Planning Guidelines

C.1 Building Location and Orientation

All master planned areas of the Riverview Gateway should be attractive and walkable, with pedestrian connections to other areas and to site amenities. The building location and orientation guidelines are intended to create this pedestrian-friendly environment in the central mixed-use core area, the western light industrial area, and the residential areas as referenced in Figure 3.

(NOTE: While the Riverview Gateway Plan indicates which land uses and street types are located where, the exact location of land uses and streets will likely vary. As part of the Master Plan approval process, land use locations and the appropriate street orientation will be determined based on the Riverview Gateway vision and nature of the land uses proposed.)

Intent

- To create an active and safe pedestrian environment by encouraging development to orient towards the street, particularly in the mixed-use core of the Riverview Gateway.
- To create pedestrian-oriented focal points in the 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.
- To enhance the appearance of industrial streets by emphasizing landscaping elements and attractive building facades.

Guidelines

Application of the building orientation guidelines below depend upon which type of street or corridor a site fronts on. Designation of these streets will be set forth in adopted master plans. The guidelines identify three categories of streets/corridors:

- Storefront Streets and Corridors which emphasize retail uses placed up to the sidewalk.
- Mixed-Use Streets and Corridors which may include a range of ground floor uses and have the option to utilize storefronts or small landscaped setbacks. Streets within industrial areas fall under this category, but will have additional site planning flexibility provided landscaping elements are emphasized along the streets.
- Residential Streets and Corridors.

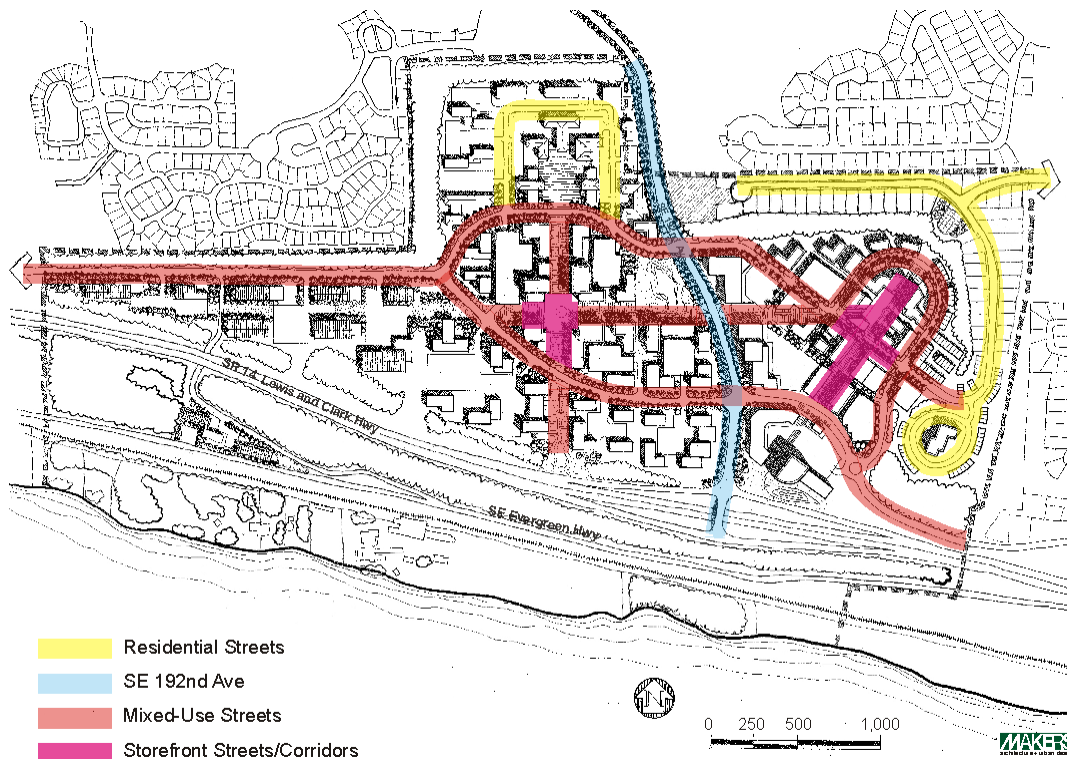


Figure 4. An example configuration of street types/designations. Actual street designations will be set forth in the master planning process.

C.1.1 Storefront Streets and Corridor Guidelines

- a. Buildings should be located adjacent to the sidewalk and feature a pedestrian-oriented façade (see Figure 5 for guidelines). Exception: Buildings may be setback from the sidewalk where pedestrian-oriented space is included between the sidewalk and the building.
- b. Parking lots should be located behind buildings and away from Storefront Streets.

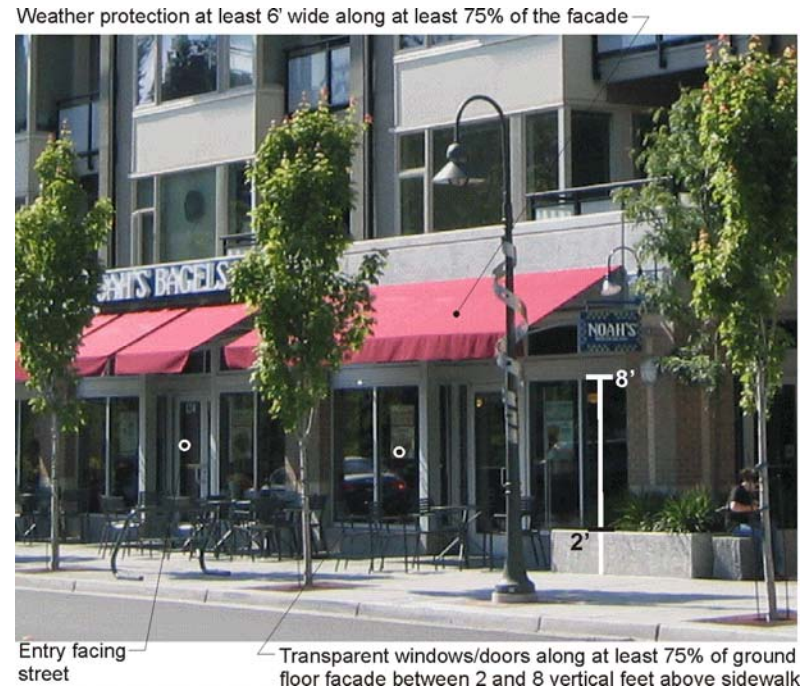
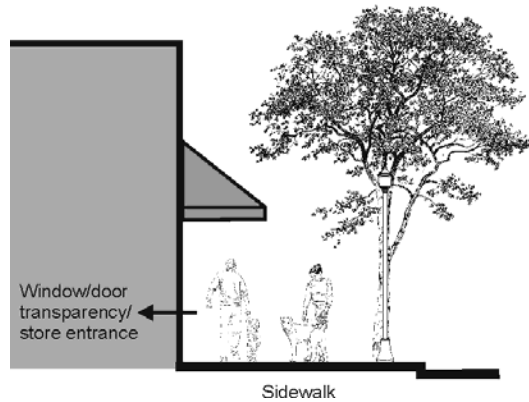


Figure 5. Pedestrian-oriented façade guidelines and examples.

C.1.2 Guidelines for Mixed-Use Streets and Corridors

- a. Buildings featuring non-residential uses on the ground floor with residences above may be placed up to the edge of the sidewalk (unless otherwise noted) if they feature a *pedestrian-oriented façade*.
- b. All other developments should feature at least 10 feet of landscaping or *pedestrian-oriented space* between the sidewalk or front property line and any building, parking area, storage, or service area. For properties along the primary arterial, this dimension should be increased to 20 feet.



Figure 6. Example of development with a small landscaped setback.



Figure 7. Development along mixed-use streets may have storefronts or modest landscaped setbacks..

Landscaping 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.

Departures to these guidelines will be considered where the applicant can successfully demonstrate that the street front design creates an attractive, safe, and comfortable pedestrian environment that is consistent with the goals and policies of the Riverview Gateway Plan. For example, proposals for a reduced width planting area could include terraced planting beds along the sidewalk, extensive transparent window/door areas facing the sidewalk, and/or special building detailing that adds special interest at a pedestrian scale.

- c. Buildings should feature pedestrian entrances that face the streets
 Exceptions: Buildings organized around a courtyard may feature entrances facing the courtyard provided there is clear pedestrian access between the courtyard and the street.
- d. Parking lots should be located to the side or rear of buildings. For multi-building developments, no more than 30% of the street *frontage* should be occupied by parking lots and vehicle access areas (structured parking on the ground floor adjacent to the street will count as a parking lot). Industrial developments warrant greater flexibility provided the type and quantity of landscaping between the sidewalk and parking areas effectively mitigate the negative visual impact of parking areas and create a comfortable and attractive environment along the sidewalk.

Departures will be considered where the applicant can successfully demonstrate that the alternative configuration better achieves Riverview Gateway Plan goals for a vibrant pedestrian-oriented mixed-use center. Design elements should be included between the sidewalk and parking lots to maintain visual continuity along the street. Examples could include a trellis feature with vines within the planting strip between the sidewalk and any parking area.

- e. Surface parking lots should not be located adjacent to street corners.
- f. Structured parking configurations are preferred where economically viable. Structures incorporating above-ground parking facilities should comply with applicable parking structure design guidelines in subchapter D.
- g. At least 15% of the building *facades* (for all uses except for light industrial uses) should be transparent.



Figure 8. An example of a building along a Mixed-Use Street featuring a landscaped setback. This structure is probably set back less than 10 feet from the sidewalk, but includes attractive landscaping, high quality building materials and transparency, thus it would be a good departure example.



Figure 9. Notice how surface and structured parking lots in this example are configured in convenient locations away from streets.



Figure 10. Example of residential development meeting streetfront orientation guidelines.

C.1.3 Guidelines for Residential Streets

- a. Landscaped setbacks at least 10' in width should be provided between the back of the sidewalk and any building or parking area. Covered porch projections into this setback are acceptable. Bay windows on upper levels projecting up to 18 inches into this setback area are acceptable. Landscaping between the sidewalk and any parking area for multifamily uses 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 planted in sufficient quantities to provide 100% coverage of the landscaped area within three years of installation.
 - 4) Use of native plants is encouraged.
- b. Landscaping (plant types and maintenance) between the sidewalk and residential units should maintain visual access between the dwelling units and the street for safety.
- c. Parking lots should be located to the side or rear of buildings. Parking lots should not be located adjacent to street corners.
- d. All buildings should provide entries facing the street. This includes all residential buildings. For example, townhouses fronting on the street should all have individual entries accessible from the street. Configurations where entries are oriented towards a courtyard that is visible and accessible from the street are permitted. Configurations where enclosed rear yards back up to the street are prohibited.
- e. At least 15% of the building *facades* should be transparent.

Departures to items (a-e) 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, extensive transparent window/door areas facing 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.



Figure 11. A good example of a departure with a reduced setback. The low fence and landscaping provide an effective transition between the sidewalk and street.

C.2 Gateways/Street Corners

Properties located along SE 192nd Avenue in the mixed-use center of the Gateway should provide a unique and attractive identity for the quadrant and the planning area. Buildings should be sited and sized to take advantage of the unique topography and environmental conditions and create distinct views as well as public amenities.

Intent

- To enhance the character and identity of the area by promoting distinctive design treatments along SE 192nd Avenue and at highly visible street corners.

Guidelines

C.2.1 Street Corners

Development at these sites should provide decorative design elements at the street corner. 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 Riverview Gateway. 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 Riverview Gateway should be integrated with corner. This should include colorful plantings that change with the seasons. Use of native plants is encouraged.
- Integration of *pedestrian-oriented space* on the corner is encouraged.



Figure 12. Street corner/gateway design examples.

Due to the large scale of the most streets, particularly SE 192nd Avenue, proposed design features should be large enough to be visible in order to emphasize these highly visible locations.

C.2.2 View Terminus Sites

Sites/buildings located at the terminus of a highly visible view (view at the end of a street or open space corridor) should incorporate a one-of-a-kind architectural feature developed specifically for this site that contributes to the identity of the Riverview Gateway. This could include special architectural treatment to accentuate the visual prominence of the site. Examples could include distinctive massing elements of a buildings, distinctive use of building materials and/or roof forms, or other distinctive building or landscaping design components.

C.2.3 SE 192nd Avenue Corridor

Buildings along SE 192nd Avenue should be larger and have distinctive architecture, so that they are not overwhelmed by the presence of the street. Buildings located along SE 192nd Avenue should achieve a floor area ratio of 1.0 or greater. Flexibility may be granted to allow for phasing of development that achieves minimum FAR's per the build-out of the master plan provided each phase of development meets the goals and policies of the subarea plan.

C.2.4 Gateway Site

Buildings adjacent to and visible from SR-14 should use distinctive architectural features to enhance the character and identity of the area. Features could include distinctive building massing elements and/or distinctive use of materials.

C.2.5 Building Character

See Chapter E below.

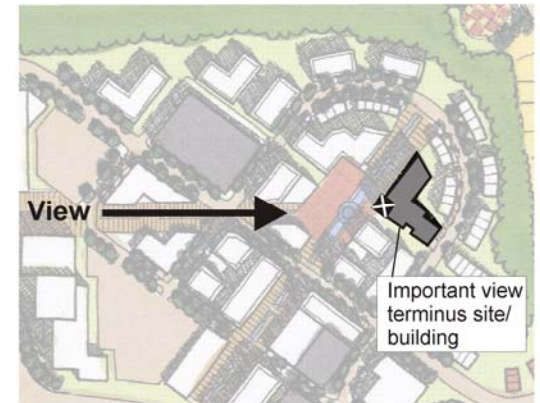


Figure 13. Street corner/gateway design examples.

C.3 Open Space

The Subarea Plan calls for a hierarchy of open spaces and a connected network of trails and pedestrian corridors. The primary elements of this system are the pedestrian corridors (linking mixed-use developments on both sides of SE 192nd Avenue), focal plazas (a centralized public plaza to serve as the focal point for development on each side of SE 192nd Avenue), buffer open spaces (along the bluff and freeway), a residential park, and private multifamily open space.

Intent

- To provide for a connected network of attractive and diverse open spaces and pathways that provide a visual and recreational amenity to residents, workers, and visitors.
- To provide for 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-3.1 Pedestrian Corridors

Master plans should incorporate a connected system of attractive pedestrian corridors upon which developments can be structured around. Specific guidelines:

- a. Corridor connections should include an east-west connection linking development on both sides of SE 192nd Avenue via future tunnel or pedestrian overpass. The location of the connection should be north of SE Brady Road and south of the planned Ring Road. Additional pedestrian corridors should be included on each side of SE 192nd Avenue. These corridors should generally be oriented in a north-south direction and sited in an area centralized to the mixed-use development in each area.



Figure 14. An example configuration of pedestrian corridors, buffer open spaces, focal plazas, and trails.



Figure 15. An example of a pedestrian corridor along a restaurant.



Figure 16. Pedestrian corridors should integrate a variety of spaces and activities.

- b. Minimum width of the corridor should be 60 feet wide (between structures). Wider dimensions are encouraged in focused retail areas and where needed to accommodate desired stormwater infiltration functions. In areas where office or multifamily uses border the pedestrian corridor, edges of the corridor may be used for semi-private use provided the corridor accommodates the required public multi-use pathway and rain-garden elements and any fences or hedges shall be limited to 42 inches in height.
- c. Pathways within the corridor should be 6 to 12 feet in width to accommodate both pedestrians and bicycles, consistent with City standards. Wider pathways are encouraged in areas where a concentration of activities are anticipated. Alternatively, multiple pathways may be used in some areas. Within retail areas, wide sidewalks should be sited along the edges of the corridors to serve the retail uses.
- d. The pedestrian corridors should also include plenty of landscaping elements. At least two rows of trees should be used at intervals approximately every 30 feet. These could be placed in formalized rows or informally depending on the view opportunities of the area and the specific design objectives for that portion of the corridor. Breaks in the tree coverage may be acceptable to accentuate views or special design features.
- e. The corridors should also be used to accommodate rain gardens and other Low Impact Development Techniques to treat and manage stormwater within the development, to the extent feasible. These elements should be designed as a visual amenity to the development by utilizing attractive landscaping patterns.
- f. The pedestrian corridors should be configured and designed to enhance views both for pedestrians within the corridor and for the development adjacent to and surrounding the corridor. This may involve mountain views, river views, bluff views, and/or views of other developments within the subarea.

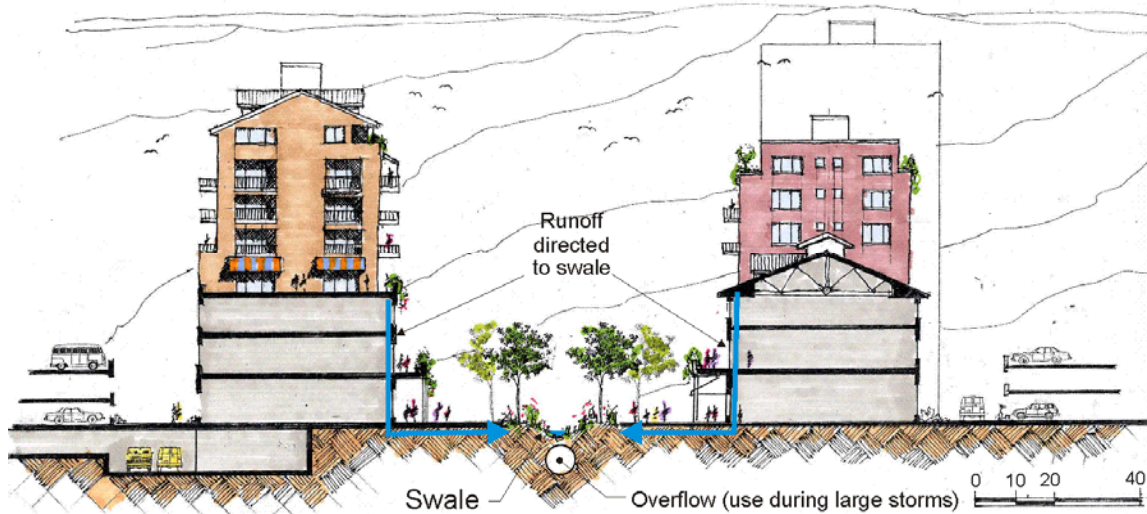


Figure 17. An example cross-section of a pedestrian corridor in core mixed-use areas. Note the integration of landscaping and stormwater infiltration features.

C-3.2 Focal Plazas

A centralized focal plaza should be integrated with the mixed-use developments on each side of SE 192nd Avenue. The location of these plazas should be at the junction of the pedestrian corridors described above. They should be designed to accommodate public gatherings and special events. The recommended minimum size is 10,000 square feet with no dimension less than 80 feet. The focal plaza should include distinctive paving treatments unique to the plaza, a water feature and/or other similar pedestrian amenities, and attractive landscaping elements. See Figure 14 above for an example location.

C-3.3 Buffer Open Spaces

Buffer open spaces are required along the freeway edges (particularly on the east side of SE 192nd Avenue) and along the bluff top adjacent to existing single family uses east of SE 192nd Avenue. These should be passive spaces



Figure 18. Example of a rain garden/swale.

incorporating attractive landscaping elements and accommodating a multi-use trail. Small view plaza spaces should be integrated with the trail in select locations to emphasize views from the bluff top. Choose landscaping that enhances the setting for the trail, enhances the view of the subarea from the freeway, yet minimizes impacts to views.

C-3.4 Residential Park

A small park serving multifamily development on the north side of the Fisher Quarry should be integrated into the master plan. This park should incorporate a combination of active and passive recreational activities. While it may not be large enough to accommodate soccer or baseball fields, it should include an open grass area that can accommodate informal recreational activities. A children's play area also is a high priority for the park. The park should be located and designed to be visible and accessible on all sides by streets and/or trails. Where streets do not front on portions of the park, adjacent developments should be oriented towards the park. A pathway encircling the park should be included. Landscaping elements that add visual interest and help to define the park space(s) should be included.

Figure 19. An example of a residential park.



C-3.5 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, rooftop decks, children’s play areas, private balconies or patios, private or shared porches, and indoor recreational space. Ideally, a combination of these spaces are used. 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). A reduced amount of private open space may be acceptable for developments adjacent to a park or pedestrian corridor.



Figure 20. Examples of multifamily open space.

C.4 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.4.1 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 six 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 three feet wide, should be located on three sides of such facility.

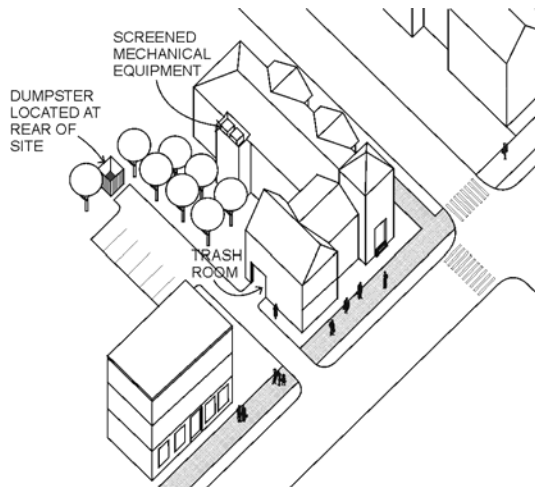


Figure 21. Service element location.

C.4.2 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.4.3 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.4.4 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.



Figure 22. Avoid exposed utility meters like this.

C.5 Pedestrian Amenities

- In order for the Riverview Gateway mixed-use center 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.



Figure 23. Provide pedestrian amenities along sidewalks, such as decorative planting elements, furniture, decorative pavements, and information kiosks.

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.5.1 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.5.2 Pedestrian Amenities

Pedestrian amenities should be included along all designated pedestrian-oriented streets and mixed-use streets. These elements can add flavor and identity to a street or neighborhood, make the walk more comfortable and interesting, and invite social activity. Specifically, one or more of the desired amenities listed below should be included for each 100 cumulative lineal feet of street *frontage*. For multi-story buildings, two different types of amenity features should be included for each 100 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 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). The following are specific seating and trash receptacle parameters:
 - 1) Seating. At least 8 feet of seating area (a bench or ledge at least 16 inches deep and appropriate height) or four individual seats per 100 linear feet of sidewalk. Seating areas should generally be located in areas that provide views of pedestrian activity.
 - 2) Trash Receptacles. At least one trash receptacle per 100 linear feet of sidewalk.
- 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.

C.5.3 Side and Rear Yard Buffer Requirements

All developments, except mixed-use buildings, should provide enhanced landscape buffers having berms, solid fences or walls, and enhanced planting between adjacent uses of different types.



Figure 24. Artistic design elements should be integrated into the streetscape.

D. Access, Circulation and Parking

D.1 Street Pattern and Layout

Intent

- To create and maintain a safe, convenient network of streets that enhances the area's function as a pedestrian-oriented neighborhood center.

Guidelines

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

D.1.1 Hierarchy of Connected Streets

Master Plans should successfully demonstrate how the proposed development meets the intent of the guidelines. Specifically:

- Development in the Riverview Gateway should accommodate connector streets as provided for in Figure 25 (see east-west "Ring Road").
- The location of the street should provide for a convenient and connected circulation system while enhancing the character of the Riverview Gateway development and minimizing environmental impacts.
- The layout of streets 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. The hierarchy may consist of:
 - Arterial Streets (e.g., S.E. 192nd Avenue, Brady Road)
 - Collector Streets
 - Local Streets

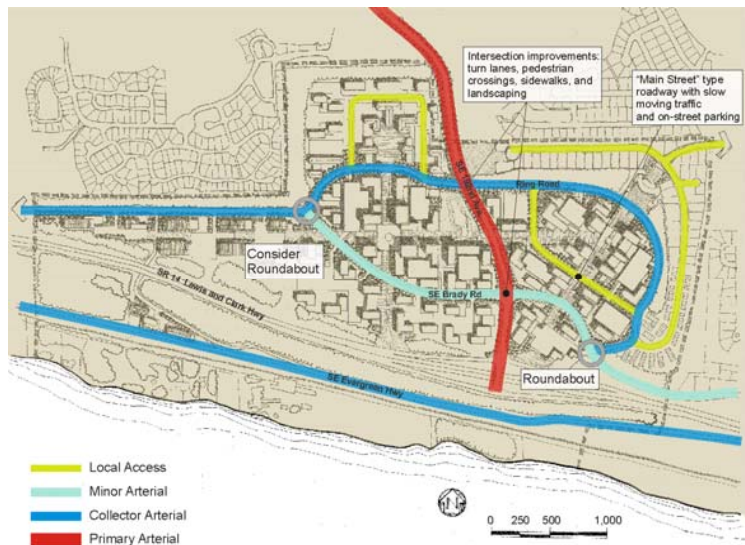


Figure 25. A desirable configuration of streets in the Riverview Gateway.

D.2 Street Design

Intent

- To create safe, attractive, and functional streets that enhance the area’s ability to function as a pedestrian-oriented neighborhood center and accommodate multiple modes of travel.
- To encourage pedestrian activity.
- To encourage low-impact street design.

Guidelines

All public streets must comply with VMC Title 11.

D.2.1 Street Design

Applicants should demonstrate to the how the project’s proposed street design and development design creates safe, attractive, and functional streets that enhance the Riverview Gateway’s ability to function as a pedestrian-oriented mixed-use center. This can be accomplished by providing pedestrian-friendly street frontages and street amenities and landscaping elements that enhance the visual environment.

D.2.1 Low-Impact Street Design

Low-impact street design, including pervious pavement, rain gardens, etc, is encouraged.

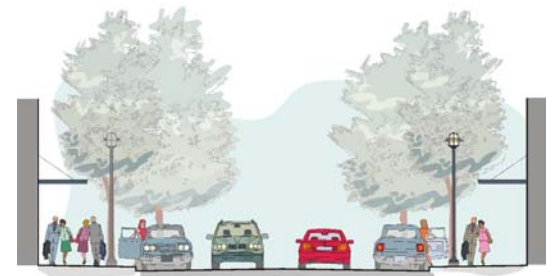


Figure 26. An example design of a storefront, or “Main Street,” design.

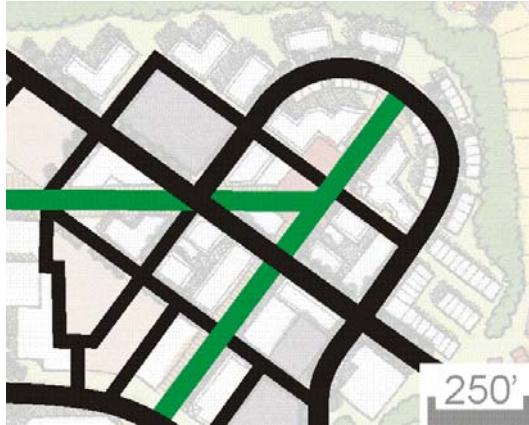


Figure 27. Lines on the map illustrate pedestrian connections via sidewalks, pedestrian corridors, and other walkways in this example development configuration for the area.

D.3 Pedestrian and Bicycle Circulation

The Riverview Gateway will have limited access and the street network will be congested if it is forced to accommodate all of the trips from all of the uses envisioned to develop in the area. In order to minimize traffic congestion and enhance pedestrian activity, development in the area must create a safe and convenient network of linkages for pedestrians. Likewise, provision for safe and convenient bicycle travel must be included, both for travel to work and shopping and for recreational use.

Intent

- To create a network of safe and attractive bicycle and pedestrian linkages.
- To promote walking and bicycling as a healthy alternative to driving.
- To promote the use of transit.
- To enhance the character and identity of the area.

Guidelines

D.3.1 Pedestrian Circulation

Applicants should successfully demonstrate how the proposal includes an integrated pedestrian circulation system that connects buildings, open space, and parking areas with the adjacent street sidewalk system and adjacent properties. For example, a grid of pedestrian connections at intervals of 200-300 feet would meet the intent statements above and be scaled consistent with the Riverview Gateway vision.

D.3.2 Bicycle Friendly Development

Applicants should successfully demonstrate how the proposal encourages bicycle use. Opportunities for off-street bicycle circulation should be considered, where appropriate. Factors that should be considered in the design and routing of off-street bicycle trails include the anticipated traffic, types of users, connecting uses, views, visibility, grades, and safety.

D.4 Sidewalks and Pathways

To enhance the mixed-use gateway character of the Riverview Gateway, 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.4.1 Public Sidewalks

Sidewalks along public streets should comply with VMC Title 11. All sidewalks in the Mixed-use Center area should be at least 12 feet wide. Sidewalks in residential and western industrial areas should be at least 8 feet wide.

D.4.2 Internal Pathway Design Guidelines

- Sidewalks and 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 12 feet in width. The walkway should include an 8-foot minimum unobstructed walking surface and street trees placed no more than 30 feet on-center. As an alternative to some of the required street trees, developments may provide pedestrian-scaled light fixtures at the same spacing. However, no less than one tree per 60 lineal feet of the required walkway should be required. To increase business visibility and accessibility, breaks in the required tree coverage adjacent to major building entries are acceptable.

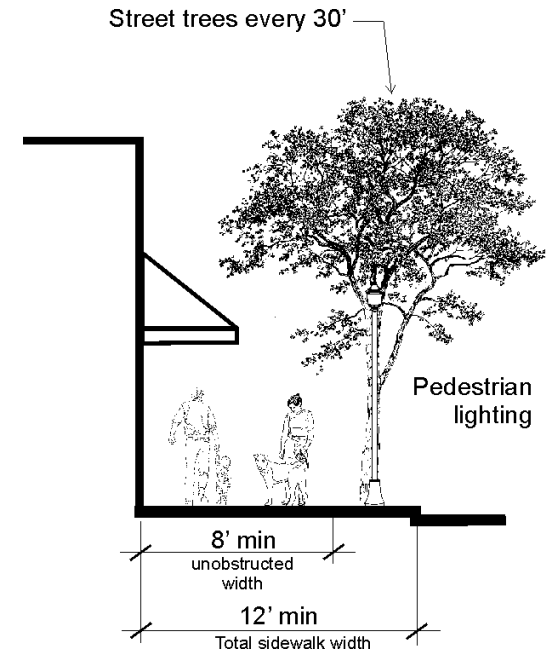


Figure 28. Pathways along facades of mixed-use and retail buildings 100' or more in length should be designed to look more like a public sidewalk than a strip mall walkway

- b. For all other interior pathways, the applicant should successfully demonstrate that the proposed walkway is of sufficient width (probably around 8') to accommodate the anticipated number of users.

D.4.3 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. Departures may be considered provided they create attractive pedestrian routes that meet the intent of the guidelines. Examples include:

- a. The use of planter boxes and/or vine plants on walls.
- b. Sculptural, mosaic, *bas-relief artwork*, or other decorative wall treatments that add visual interest at a pedestrian scale.
- c. Reduced weather protection on north facing walls to provide for more sunlight onto pathways.

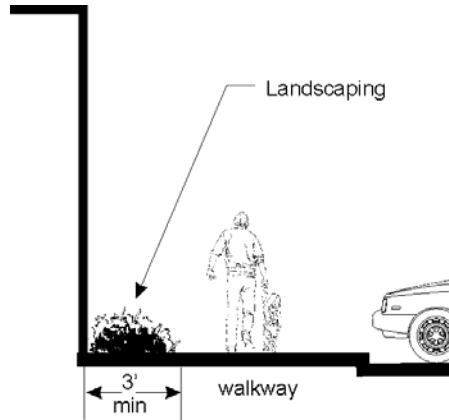


Figure 29. Landscaping separates pathway from non-pedestrian-



Figure 30. Acceptable façade treatments along pathways (departure to Guideline D.4.3).

D.5 On-Site Vehicular Access and Connections

Vehicular access and circulation within the Riverview Gateway should meet City street standards. Priority for internal circulation should be given to pedestrians, then bicyclists and last to cars and trucks.-

Intent

- To create a safe, convenient, and efficient network for vehicular circulation and parking.
- To minimize negative impacts to the pedestrian and bicycling environment.

Guidelines

D.5.1 Internal Access Roads

Developments are encouraged to design interior access roads to look and function like public streets, meeting standards in VMC Title 11. This includes planting strips and street trees on both sides, sidewalks on one or both sides, and parking on one or both sides.

D.5.2 Driveways Guidelines

- a. Driveway access per VMC Titles 11 and 20.
- b. Shared access is encouraged, particularly in residential areas where multiple driveways can limit on-street parking for visitors.

D.6 Parking

Sufficient, readily accessible and safe parking is essential to the success of a mixed-use center. These guidelines provide flexibility in how developments accommodate parking, while ensuring the safety of users and convenience to businesses. 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 ensure safety of users of parking areas, increase convenience to businesses, and reduce the impact of parking lots wherever possible.
- 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.

Guidelines.

D.6.1 Parking Lot Configuration

Applicants should successfully demonstrate how parking facilities (surface and structured) will be located and designed to minimize impacts on the pedestrian/visual environment. Specific recommendations:

- a. Distribute surface parking lots into smaller areas throughout the core to provide convenience for retail activities, but not in a way that dominates the site.
- b. Structured parking configurations where parking is below or behind storefronts are preferred. See Chapter D below.
- c. Provide attractive pedestrian connections between uses and through parking lots See Chapter D below.
- d. Provide landscaping in parking lots.

D.6.2 Minimum Parking Required

Parking spaces should be provided consistent with VMC 20.945.070-1. Reduced minimum parking required may be approved by the Planning Official if the applicant can demonstrate that the use does not require the parking (e.g., senior housing), that there is a shared parking agreement in place, or that the majority of users will not arrive in vehicles but on foot, bicycle or by transit.

D.6.3 Maximum Parking Allowed

The maximum number of parking spaces for all uses should be no more than 125% of the minimum requirement.

D.6.4 Parking Garage Design

Parking garages 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 as approved by the Planning Official should be included. Specific guidelines and considerations for parking structures:

- a. No more than 120 feet of ground level building *frontage* should be occupied by parking. Parking structures wider than 120 feet are strongly encouraged to incorporate other uses along the streetfront to meet this requirement.
- b. Small setbacks with terraced landscaping elements can be particularly effective in softening the appearance of a parking garage.
- c. Upper level parking garages should use *articulation* treatments that break up the massing of the garage and add visual interest.
- d. 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.



Figure 31. Parking within or underneath structures is encouraged.



Figure 32. A good example of parking garage screening.

D.6.5 Parking Garage Entries

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.

D.6.6 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.

E. Building Design

E.1 Architectural Character

In order for the Riverview Gateway to develop a distinct architectural character yet provide for a variety of styles and sizes, these guidelines encourage creative design solutions. Architecture emphasizing individual corporate branding should be avoided as it will dilute the unique identity of the area, and make it look like any other location.

Intent

- To provide the opportunity for the Subarea to develop distinct architectural themes over time.
- To avoid generic corporate architecture that dilutes the character of subarea.

Guidelines

E.1.1 Corporate Architecture Discouraged

Architecture that is defined predominately by corporate identity features (and difficult to adapt to other uses) is prohibited. For example, some fast food franchises have very specific architectural features beyond signage that reinforce their identity. Besides diluting the town’s identity with corporate (and therefore generic) identities these buildings are undesirable because they are not adaptable to other uses when the corporate franchises leave.



Figure 33. Examples of fast food franchises customized to enhance the character and identity of the community.

E.1.2 Gaudy Discouraged

The use of overly ornate building details that make a building look fake or contrived are strongly discouraged.

E.1.3 Multiple-Building Developments

Multiple-building developments are encouraged to employ a variety of colors, building materials, and architectural treatments to reduce monotony and reinforce the City's desired pedestrian-oriented scale and character.

E.1.4 Sustainability

Use of building materials that are energy-efficient and certified as sustainably sourced is strongly encouraged.

E.2 Architectural Scale and Building Mass

The quarries are large sites with dramatic rock walls. The goal of the Riverview Gateway Plan is to facilitate the development of larger buildings that are in keeping with the scale of the site, while also creating an attractive human-scale mixed-use center at the ground level.

Intent

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

Guidelines

E.2.1 Building Scale

Big box or standard suburban shopping center scale buildings are not appropriate in the Riverview Gateway Plan area. Where large buildings are proposed (100 ft or greater in length or width), the first two floors should be articulated to create a pedestrian friendly street frontage.

E.2.2 Mixed-Use Center Building Articulation

Buildings along designated Storefront Streets should be designed to include *articulation* features every 30' 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:

- Use of window and/or entries that reinforce the pattern of small storefront spaces.
- 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.

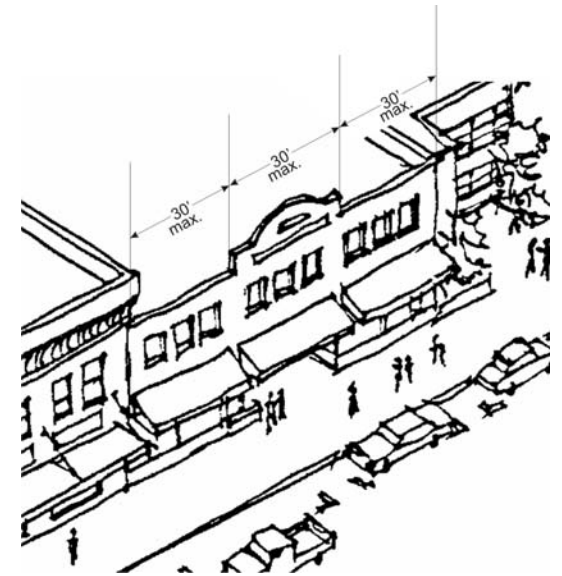


Figure 34. An example of building articulation at 30' intervals.



Figure 35. Example of façade articulated at less than 30' intervals.



Figure 36. An example of façade articulation at less than 30' intervals.

- 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.2.3 Residential Building Articulation

All non-single family residential buildings and residential portions of mixed-use buildings should include articulation features along all primary facades. 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' in depth and 4' 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.

E.2.4 Industrial Building Articulation

All industrial buildings should include articulation features that add visual interest from the street. Due to the nature of the uses and building types, larger articulation intervals are acceptable and landscaping should be used in front of the primary facades to soften the view of the buildings from the streets. At least two of the following articulation features should be used at intervals no greater than 60 feet:

- a. Providing building *modulation* of at least 2' in depth and 4' 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.

E.2.5 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 flat roofline should extend no more than 100 feet without *modulation*. *Modulation* should consist of either:

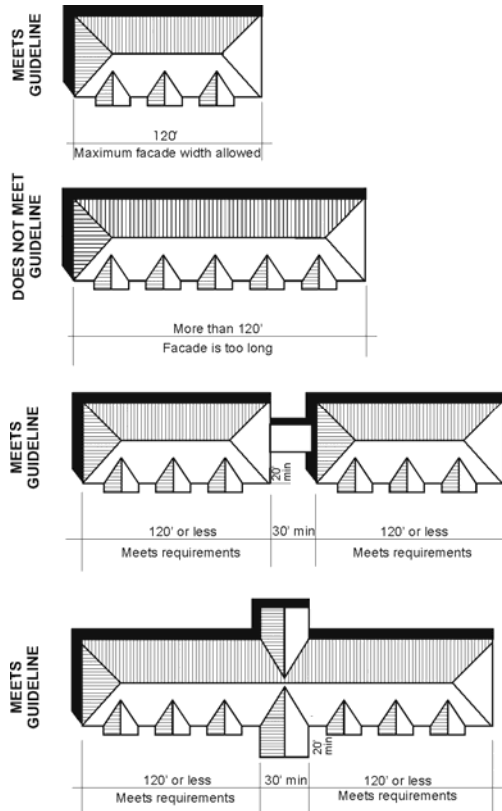


Figure 37. Maximum façade width guidelines.



Figure 38. An effective design treatment of breaking up the scale of a large office building.

- a. 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.
- b. A sloped or *gabled* roofline segment of at least 20 feet in width and no less than 3 feet vertical in 12 feet horizontal.
- c. A combination of the above.

Departures from this guideline 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.2.6 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'. 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 design features that effectively break up the scale of the building and add visual interest will be considered. This could include:

- a. A combination of a clear change in vertical *articulation* and a contrasting change in building materials and/or finishes.
- b. Curved or angled façade.
- c. Changes in building heights, perhaps combined with horizontal and/or vertical *modulation*.

E.3 Blank Walls

Intent

- To avoid visible blank walls.

Guidelines

E.3.1 Blank Walls

- Untreated *Blank walls* visible from a public street or pedestrian pathway are strongly discouraged throughout the Riverview Gateway. A wall (including building façades and retaining walls) is considered a blank wall if:
 - 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
 - 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.
- Methods to treat *blank walls* can include:
 - Transparent windows or doors.
 - Display windows.
 - 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.
 - Installing a vertical trellis in front of the wall with climbing vines or plant materials.
 - 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.

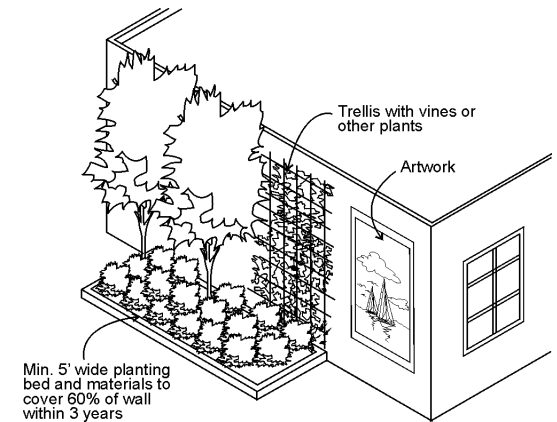


Figure 39. Blank wall treatment examples.



Figure 40. Incorporate details into facades.

E.4 Building Details

Vancouver encourages the incorporation of design details and small-scale elements into building facades that are attractive at a pedestrian scale. Master Plans should address building details in the architectural guidelines.

Intent

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

Guidelines

E.4.1 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 *facades*. All new residential buildings should include at least two of the following elements on their primary *facades*:

- 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.

The applicant should submit architectural drawings and material samples for approval.
- 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" 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.4.2 Window Design

Building *facades* should employ techniques to recess or project individual windows above the ground floor at least two 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 41. Acceptable window designs.



Figure 42. Unacceptable window designs.

E.5 Exterior Building Materials and Color

Since the Riverview Gateway Plan is the eastern gateway to the City of Vancouver, the City encourages the use of high quality building materials that will enhance the character of the area and achieve the community's vision. Poor quality materials with high life-cycle costs are discouraged. Materials should be selected to reduce the visual bulk of large buildings and to avoid creating glare.

Intent

- To encourage the use of high-quality building materials that enhance the character of the Subarea.
- To discourage poor materials with high life-cycle costs.
- To encourage the use of materials that add visual interest to buildings.
- To encourage the use of rock from the quarry as a visible material for buildings.

Guidelines

E.5.1 High Quality Materials

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

E.5.2 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' above sidewalk or ground level) to make clear the quality of the construction.



Figure 43. 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.5.3 Concrete Block Guidelines

The use of concrete block is discouraged, as it is very energy intensive to produce and contributes to greenhouse gas emissions. 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.5.4 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’ above sidewalk or ground level).

F. Landscaping and Screening

F.1 Landscaping

Landscaping will serve various functions in the Riverview Gateway – creating an attractive pedestrian environment, buffering between uses, increasing energy efficiency by reducing the need for cooling in summer, serving as a wind break, as well as stormwater management. Landscaping should also be used to give distinct identities to different areas. These different functions should be kept in mind during master planning and site planning.

Intent

- To create an attractive pedestrian environment throughout the Riverview Gateway.
- To provide attractive visual, dust, and noise buffers between uses, particularly between ongoing mining activities and urban development.
- 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 use landscaping to reinforce the character and identity of different neighborhoods within the subarea.
- 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.
- To enhance landscaping and buffers within and adjacent to residential uses.

Guidelines

F.1.1 Street Front Orientation

Development projects should comply with applicable landscaping requirements of Chapter C of these guidelines.

F.1.2 Mining Buffers

Larger landscaped buffers, with larger, more mature vegetation should be provided to buffer urban uses from on-going mining activities.

F.1.3 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.1.4 Parking Lots

Surface parking lots are subject to landscaping standards set forth in VMC Chapter 20.925.

F.1.5 Stormwater Pond Design

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

F.1.6 Green Roofs

Landscape plantings on roofs (including roofs of underground parking) is encouraged and may be counted toward meeting landscape requirements.

F.1.7 General Planting Guidelines

Landscaping should be planted to completely cover the landscaped area when installed.

F.1.8 Landscaping Buffers

Buffers between uses should increase in size and density of planting as the difference between the uses increases.

- a. Landscaping between single-family or townhomes and multi-story multi-family housing should use a combination of distance and low-level screening to separate uses. Enough low shrubs should be planted to form a continuous screen three (3) feet high and 95% opaque year-round. In addition, one tree should be planted per thirty (30) lineal feet of landscaped area or as appropriate to provide a tree canopy over the landscaped area. Groundcover plants must fully cover the remainder of the landscaped area. A 3-foot high masonry wall or fence or berm may be substituted for shrubs, but the trees and groundcover plants are still required.
- b. Landscaping between residential and commercial or office uses should provide physical and visual separation between uses. Enough high shrubs to form a screen six (6) feet high and ninety-five percent (95%) opaque year round are required. In addition, one tree is required for every thirty (30) lineal feet of landscaped area or as appropriate to provide a tree canopy over the landscaped area. Groundcover plants must fully cover the remainder of the landscaped area. A six (6) foot high wall or fence with or without a berm may be substituted for the shrubs, but the trees and groundcover are still required.
- c. Landscaping between residential and industrial uses should provide noise attenuation as well as physical and visual separation between the uses. A berm four (4) to six (6) feet high is required. If the berm is less than 6 ft high, low shrubs should be planted to form a continuous screen at least three (3) feet high and ninety-five percent (95%) opaque year-round. In addition, one tree is required for every thirty (30) lineal feet of landscaped area or as appropriate to provide a tree canopy over the landscaped area. Groundcover plants must fully cover the remainder of the landscaped area.

- d. Landscaping between commercial or office uses and industrial uses should use a combination of distance and low-level screening to separate uses. Enough low shrubs should be planted to form a continuous screen three (3) feet high and 95% opaque year-round. In addition, one tree should be planted per thirty (30) lineal feet of landscaped area or as appropriate to provide a tree canopy over the landscaped area. Groundcover plants must fully cover the remainder of the landscaped area. A 3-foot high masonry wall or fence or berm may be substituted for shrubs, but the trees and groundcover plants are still required.
- e. Landscaping between urban uses and ongoing mining activities should provide noise attenuation as well as physical and visual separation between the uses. A berm at least six (6) feet high is required, higher if a noise study demonstrates it is needed. Low shrubs should be planted on the berm to form a continuous screen at least three (3) feet high and ninety-five percent (95%) opaque year-round. In addition, one tree is required for every thirty (30) lineal feet of landscaped area or as appropriate to provide a tree canopy over the landscaped area. Groundcover plants must fully cover the remainder of the landscaped area.

F.1.9 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

All development in the Riverview Gateway should comply with VMC 20.912. Where there is a conflict with these guidelines, the more restrictive shall apply.

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

- a. Fences should meet the requirements of VMC 20.912.
- b. Chain link fences are prohibited in the Mixed-use Center and between buildings and the street in Residential and Industrial areas.

F.2.2 Retaining Walls

Retaining walls taller than 4' and visible from a street should be terraced so that no individual segment is taller 4'. Terraced walls should be separated by a landscaping bed at least 2' 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.

G. Signage

Signs are a necessary part of way-finding and essential to economic viability. In the Riverview Gateway, sign design should contribute to the unique identify of the area. Therefore, signs should be appropriate in scale for an urban, pedestrian-oriented center and master plans should include sign standards to ensure complementary sizes, shapes, colors and methods of illumination throughout the area.

G.1 Signage Design

The following guidelines supplement existing sign standards in VMC 20.960. Where there is a conflict, the guidelines herein apply as they are written specifically for the Riverview Gateway.

Guidelines

G.1.1 Billboards

Billboards are prohibited.

G.1.2 Off-Premise Signs

Off-premise signs are prohibited.

G.1.3 Illumination Guidelines

- a. Backlit signs are prohibited, except that projecting signs may use internally illuminated letters or logos as long as the background is opaque and the illuminated portion does not exceed 35% of the sign.
- b. Neon signs are permitted as long as there are not flashing or chasing lights.
- c. External lighting is permitted as long as light doesn't create a glare problem and doesn't project towards the sky.
- d. Flashing lights are prohibited.

G.1.4 Prohibited Signs

- a. Pole-mounted signs.
- b. Signs employing video footage or electronic message centers.
- c. Signs employing moving or flashing lights.
- d. Signs employing exposed electrical conduits.
- e. Visible ballast boxes or other equipment.
- f. Changeable letter signage, except for cinemas and community centers.
- g. Rotating signs
- h. Roof-top signs

G.1.5 Business Signs

Business complex signs should be used instead of free-standing signs for individual businesses.

H. Definitions

Articulation – The giving of emphasis to architectural elements (like windows, balconies, entries, etc.) that create a complementary pattern or rhythm dividing large buildings into smaller identifiable pieces.

Art, Artwork - A device, element, or feature whose primary purpose is to express, enhance, or illustrate aesthetic quality, feeling, physical entity, idea, local condition, historical or mythical happening, or cultural or social value. Examples of *artwork* include sculpture, *bas-relief* sculpture, mural, or unique specially crafted lighting, furniture, pavement, *landscaping*, or architectural treatment that is intended primarily, but not necessarily exclusively, for aesthetic purpose. Signs, upon approval by the *Planning Official*, may be considered *artwork* provided they exhibit an exceptionally high level of craftsmanship, special material, or construction, and include decorative devices or design elements that are not necessary to convey information about the business or product. Signs that are primarily names or logos are not considered *art*.

Balcony - An outdoor space built as an above-ground platform projecting from the wall of a building and enclosed by a parapet or railing.

Bas-relief - A sculptural carving, embossing, or casting that projects very little from the background.

Blank walls - A wall (including building façades and retaining walls) is considered a blank wall if:

- (a) 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
- (b) 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.

Cornice - A horizontal molding projecting along the top of a wall, building, etc.

Courtyard - A landscaped space enclosed on at least three sides by a single structure.

Deck - A roofless outdoor space built as an above-ground platform projecting from the wall of a building and connected to the ground by structural supports.

Fenestration - The design, proportioning, and disposition of windows and other exterior openings of a building.

Front Yard - The area between the street and the nearest building *façade*.

Major exterior remodels - Include all remodels within a three year period whose value exceeds 50% of the value of the existing structure, as determined by the City of Vancouver valuation methods.

Minor exterior remodels - Include all remodels within a three year period with value of 50% of the building valuation or less.

Modulation - A stepping back or projecting forward of portions of a building *façade* within specified intervals of building width and depth, as a means of lessening the apparent bulk of a structure's continuous exterior walls

Pedestrian-oriented façade - Ground floor *façades* that contain the following characteristics:

- (a) Transparent window area or window displays along a minimum of 75% of the ground floor façade between a height of 2 feet to 8 feet above the ground.
- (b) The primary building entry should be on this facade.
- (c) Weather protection at least five feet in width along at least 75% of the façade width.

Pedestrian-oriented space - Ground floor *facades* that contain the following characteristics:

(a) Top priority design elements:

- Pedestrian access to the abutting structures from the street, private drive, or a non-vehicular *courtyard*.
- Paved walking surfaces of either concrete or approved unit paving.
- Pedestrian-scaled lighting (no more than 14' in height) at a level averaging at least 2-foot candles throughout the space. Lighting may be on-site or building-mounted lighting.
- At least three feet of seating area (bench, ledge, etc.) or one individual seat per 60 square feet of plaza area or open space.
- Spaces should be positioned in areas with significant pedestrian traffic to provide interest and security – such as adjacent to a building entry.
- Landscaping components that add seasonal interest to the space.

(b) Elements to encourage in *pedestrian-oriented space*:

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

(c) Elements not appropriate to *pedestrian-oriented space*:

- Asphalt or gravel pavement.
- Adjacent unscreened parking lots.
- Adjacent chain link fences.
- Adjacent *blank walls*.
- Adjacent dumpsters or service areas.

- 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*.

Primary façade - The façade containing the building or individual business' primary entrance.

Stepped Roofs - Different levels of roofs that are created by stepping back all or a portion of the façade.