Vancouver Campus Master Plan
Update 2007
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Acknowledgements

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Michael C. Worthy
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Leslie Wykoff, Director, Information Services

Department of Capital Planning and Development

Gerald R. Schlatter, Associate Vice President
Kirk Pawlowski, Executive Director
David L. Smith, Director, Capital Planning and Development
Introduction

The original 1992 WSU Vancouver Campus Master Plan outlined concepts and guidelines for developing the siting, orientation and form of new campus facilities. In the 14 years since the Master Plan was published, the campus has grown and evolved within the scope of the plan. In addition, further study of the site and the existing facilities continues to inform campus design. The purpose of this document is to supplement the original Master Plan by incorporating knowledge gained from ongoing development. Together with the original goals and guidelines, this will provide a coherent, unified, and precise basis for future planning.

This document has been formatted to correspond with the original Master Plan in form and content, and where appropriate, references to the original sections have been made, and topics have been expanded and further defined. Where original Master Plan guidelines are restated for clarity, they are designated with an open square bullet \( \forall \). This Master Plan Update should always be used in conjunction with the original Master Plan which it is intended to complement, not succeed.

A specific purpose of this document is to establish a baseline for continued growth of the campus over the next two decades so that Clark County can anticipate changes consequent upon that growth. Three possible growth scenarios were explored, and a preferred alternative was selected following an environmental impact evaluation of all three. The preferred concept is constructed around the expectation of a total enrollment of approximately 14,000 students, which equates to 9,000 full time equivalent (FTE) students by 2023. The plan adheres to the design principles that were established in the original Master Plan. However, there are some differences: for example, the loop road which was to circumscribe the campus core is no longer intended to bridge the south canyon and rejoin the main driveway from Salmon Creek Avenue; instead, the loop road will intersect the Mount Hood axis at the foot of the hill and turn southeast to join Salmon Creek Avenue some 2,000 feet northeast of the main entrance to the campus. As WSU Vancouver has become a four-year school, provision has been made for some graduate and faculty housing. Experience with early phases of development on the campus has informed a re-evaluation of the character and succession of open spaces among the campus buildings, and this is explored in some detail. Also, the issue of providing parking that is convenient yet inconspicuous has been carried further, with proposals for parking structures let into the slope of the land instead of expanding surface parking lots outward towards the campus boundaries.

WASHINGTON STATE UNIVERSITY VANCOUVER MISSION

The Vancouver campus of Washington State University is the only public university in Southwest Washington. It serves the regional economy by bringing higher education to place-bound students. It has gained strength through the careful cultivation of community partnerships.

The mission of the University has three main components. First, to provide the citizens of Southwest Washington with access to quality undergraduate and graduate education. Second, to contribute to the economic and cultural development of the region. Third, to set an example of environmental responsibility. The campus has been designed to uphold these three purposes, and this updated Master Plan serves the same mission.

PLANNING PURPOSE

Clark County administers development controls for the University under the University District ordinance. Updating the Campus Master Plan on a regular basis is necessary, so that the County can take account of University growth expectations in its planning for the area. The purpose of this document is to provide the basis upon which County approval of the updated Master Plan can be granted. The County has been engaged with University staff and consultants in extensive analysis of environmental impacts, including traffic generation and circulation, prior to identification of the preferred campus plan presented here.
An earlier update of the Campus Master Plan indicated that the original plan is still a successful guide for the development of the campus, but would benefit from greater specificity in the following areas: hierarchy of open space (pp. 8-15); entry and orientation, pedestrian and bicycle circulation, and vehicle circulation (pp. 16-17); parking facilities (pp. 18-19); service areas (pp. 20-21); emergency access (pp. 22-23); accessibility for the disabled (pp. 24-25); building development (pp. 26-27); and the relationship of social gathering spaces to primary and secondary open spaces (pp. 28-29). Accordingly, those aspects of the plan have been expanded upon, and from them a revised overall plan of campus facilities - the preferred plan - has been developed.

Policy Changes

In 1994, Clark County, in collaboration with WSU, developed a new zoning designation called the University District. The purposes of University District zoning designations are to provide long term opportunities for educational and related uses within the community, to allow for development to occur in a manner that does not adversely affect the community, and to protect the natural and physical assets of the campus. Additionally, the intention is to provide timely but adequate review of such development and to create a more predictable planning process for institutions of higher education.

University District zoning was officially applied to the WSU Vancouver campus site through the Clark County rezone process in 1995. The University District designation permits campus development subject to County Site Plan Review and building permit approval, and does not allow a project over five acres to be developed without the approval and adoption of a Master Development Plan. In 2003, the process of updating the 1992 Master Plan and initiating a new environmental impact statement was begun, culminating in this updated Master Plan for development of the campus to meet anticipated demands into the future.
Development History

EXISTING CONDITIONS
Design for the first buildings, infrastructure, and off-site road work began in January 1993. Construction began in August of 1994 and was completed with the dedication of the campus in June of 1996. WSU Vancouver offered the first classes on its permanent campus that summer. The first three academic buildings (137,000 gross square feet total) were the Classroom Building, the Library, and the Student Services Building. These buildings were designed to accommodate a variety of academic programs with an expectation that some reconfiguration would be required as programs evolved. The Bookstore and a Physical Plant Building were also constructed at that time, bringing the total area of all buildings to 154,000 gross square feet.

As campus enrollment continued to rise, facility requirements began to become more specialized. A fourth academic building, the 17,300 gsf Early Childhood & Education Building, was completed in 1998, followed by the Engineering Sciences Building (60,000 gsf) in 2000, and the Multimedia Classroom Building (49,000 gsf) in 2002. Several infrastructure improvements were also added during this period including Physical Plant Maintenance Shops in 2000, the Firstenburg Fountain in 2001, and the East Campus Entrance in 2002. Various utility expansions were completed in 2002 and 2005. Clark College completed a 66,000 gsf classroom building on the campus in 2005.

Construction of the new 18,000 gsf Student Services Center, and conversion of the Bookstore building to an 11,400 gsf Student Commons will be completed in 2007. The total building area for all campus buildings including several support structures will be 390,000 gross square feet, including the Clark Building. Design for a new 57,000 gsf Undergraduate Classroom Building is underway and construction is scheduled to be completed in 2009. Preliminary planning also began in August of 2006 for a 60,000 gsf Applied Technology Classroom Building.
Hierarchy of Open Space

A hierarchical system of open spaces defined by scale and intended level of use was outlined in the original Master Plan. With the completion of the early buildings and infrastructure, the Campus Center was created at the intersection of the Mount St. Helens and Mount Hood axes. The focal point of the campus, and now highlighted by the Firstenburg Fountain, this space is to remain the largest and most active public gathering space on campus.

Along each view corridor, a series of primary open spaces has been identified, each with a unique character. Between each primary open space, a transition space occurs. At these transitions, buildings should be placed closer to the axis, with building activity focused to enliven the corridor.

Secondary spaces are more intimate in scale and are located off the primary axes. They should cater to small gatherings, study, and quiet activity.

Third in the hierarchy are front yards, located where a building site faces parking areas or roads. Front yards should provide a landscape buffer between vehicle circulation and the building, and create an introduction to the campus.

Guidelines

- Design and furnish open spaces in a manner appropriate to their importance in the hierarchy. The most important spaces will be the Campus Center plaza and the view corridors, followed by the secondary open spaces.
- Consider the relationship between primary and secondary open spaces. While a degree of visual connectivity is desirable, the secondary spaces should be defined as discreet entities that are subordinate to primary spaces.
- Connect all open spaces with a network of pedestrian pathways as components of an open space system that extends across the entire campus and beyond.
  - Consider the size of the buildings that define the open spaces to provide the appropriate scale and enclosure for each space.
  - Provide the opportunity for a variety of building and open space scales as the campus develops.
  - Develop thresholds between open spaces. Activate the thresholds through careful location of social space, building entries, and activities both outside and inside buildings.
  - Building design, landscape treatment, and site furnishings should be used to define the character of each space.
  - Locate front yards to soften edge of campus, create a “curb appeal” for the campus, and to help define and develop circulation from parking and roads to the Campus Center.
- Allow for building clusters to develop around primary and secondary open spaces.
- Configure open spaces and connections between them as an integrated and understandable system. Frame local and distant landmarks to assist in orientation and wayfinding.
- Ensure accessibility to open spaces.
- Utilize paving materials that are durable for all uses, yet by design emphasize pedestrian use.
Primary Open Space
Mount St. Helens View Corridor

Goals
- Maintain and focus views of Mount St. Helens along the view corridor.
- Develop a series of open spaces along the Mount St. Helens axis with distinctly different character for each space.
- Clearly define primary open spaces with buildings and landscape.

Guidelines
- Provide a variety of formal and informal outdoor spaces shared between buildings. Design open spaces to link buildings rather than to separate them.
- Configure building entrances so that the most public interior spaces of the building become associated with outdoor areas. All building entrances should open onto appropriately scaled space. Most should relate to the view corridors.
- Provide high activity social spaces along the Mount St. Helens view corridor at transition spaces. Activate transition spaces with building entries and interior public functions brought to the face of each building.
- Design open spaces along the view corridor to respond to activities that vary with time of day, building function, and character of the location.
- Develop campus entry points at the intersections of the loop road and axis to provide visual orientation to the campus.
- Use building edges to contain open space. Consider appropriate façade heights in relation to the open space size.
- Vary the design of the building face to respond to the scale and character of the open space the building defines. Buildings may be introverted or extroverted, opaque or transparent, rectilinear or free form, etc.
- Use existing and enhanced natural features to define circulation and open spaces.
- Define the full length of the view corridor from terminus to edge of campus through natural edges and building sites.
- Ensure accessibility to open spaces.
- Utilize paving materials that are durable for all uses, yet by design emphasize pedestrian use.
Primary Open Space
Mount St. Helens View Corridor

View to
Mt. St. Helens

Open Space & Circulation
Defined Edge
Social Space
Natural Feature
Campus Entry

Campus Center
Overlook
Grove
Square
Meadow
Primary Open Space
Mount Hood View Corridor

Goals
- Maintain and focus views of Mount Hood along the view corridor.
- Develop a series of open spaces along the Mount Hood axis with distinctly different character for each space.
- Clearly define primary open spaces with buildings and landscape.

Guidelines
- Provide a variety of formal and informal outdoor spaces shared between buildings. Design open spaces to link buildings rather than to separate them.
- Configure building entrances so that the most public interior spaces of the building become associated with outdoor areas. All building entrances should open onto appropriately scaled space. Most should relate to the view corridors.
- Enhance Mount Hood views from the main campus entry at the turnaround through future building and landscape projects.
- Capitalize on the sloping site through appropriate building placement and terracing of open space.
- Provide high activity social spaces along the Mount Hood view corridor at transition spaces. Activate transition spaces with building entries and interior public functions brought to the face of each building.
- Design open spaces along the view corridor to respond to activities that vary with time of day, building function, and character of the location.
- Develop campus entry points at the intersections of the loop road and axis to provide visual orientation to the campus.
- Use building edges to contain open space. Consider appropriate facade heights in relation to the open space size.
- Vary the design of the building face to respond to the scale and character of the open space the building defines. Buildings may be introverted or extroverted, opaque or transparent, rectilinear or free form, etc.
- Use existing and enhanced natural features to define circulation and open spaces.
- Define the full length of the view corridor from amphitheater to edge of campus using natural edges and building sites.
- Ensure accessibility to open spaces.
- Utilize paving materials that are durable for all uses, yet by design emphasize pedestrian use.
Secondary Open Space & Circulation

The placement of buildings and natural features should enhance existing secondary open spaces, and respond to campus circulation and open space. Areas should be reserved for secondary open spaces yet to be developed. Locations shown on the plan opposite are diagrammatic, as actual sizes will vary with the size and scale of the buildings surrounding each space.

Goals
- Create secondary open spaces subservient in scale and function to primary open spaces.
- Develop secondary open spaces to reinforce campus circulation and provide orientation and focus for buildings not located on the axes.
- Emphasize a different character for each secondary open space by providing a variety of building scales, types, landscape designs, and circulation styles.

Guidelines
- Connect all secondary open spaces to the campus circulation system.
- “Near, along, through” connections (see diagrams below) should be employed based on circulation requirements for each space. A path passing “near” an open space should place building entrances and building activity between the path and the space to pull pedestrians into the open space. A path “along” an open space should locate building entries across the open space to create traffic across it. A path traveling “through” an open space will inherently activate the space, and allow for a greater variety of building entry placement. All three systems should be used throughout the campus to vary the character of the secondary open spaces.
- Buildings may intersect, front, or give way to open spaces, based on program and space requirements as the campus develops. Secondary open spaces should be considered more flexible in their long term growth to allow for a variety of building scales and types.
- Social spaces should be oriented within secondary open spaces to encourage interaction within, and circulation across, the space.
- Buildings may span or contain circulation routes that are not part of the emergency access system.
- Front yards provide direct connection to parking for buildings that require immediate access.
Campus Center

Secondary Open Space & Circulation

- Secondary Open Space
- Primary Open Space
- Front Yard
- Circulation
- Defined Edge
- Social Space
- Natural Feature
- Campus Entry
Campus Access Overview

Because the WSU Vancouver campus is non-residential, it is important to ensure that students can access it conveniently. The campus is currently accessible by foot, bicycle, automobile, and transit. The circulation system has been designed to minimize conflicts between different modes of transportation, but potential conflicts will increase with campus population. All areas of the campus should be interconnected.

The campus circulation system will function at several levels: it will link the campus to the community; it will link the campus core to the periphery; and it will link the buildings of the campus core to one another. A fundamental component of the Master Plan design for the campus is the pre-eminence of circulation on foot. Automobiles are to be left outside the core, so that the scale and speed of circulation within it are geared to pedestrians. An environment of uninterrupted human exchange and contemplation is envisioned. The arrangement of the campus core and the view corridor pathways derive directly from this intention.

Though traffic is to be excluded from the core areas, vehicles for service and emergency will be accommodated throughout the campus. Some service roads will also be designated as accessibility routes for the disabled with parking spaces in close proximity to the core areas of the campus.
Entrance, Orientation & Circulation

Pedestrian circulation is given preference throughout the original Master Plan, and an effort to integrate a variety of transportation modes while reducing inherent conflict remains critical to the success of the campus.

Entry and Orientation
A dramatic entrance to the campus and approach to the Campus Center is possible due to the scale of the campus and the rolling topography. Entry is experienced as a sequence of events that provides orientation to the campus. Three elements: vehicle entrances, entry points, and arrival points, are used to define the entry sequence.

The main vehicle entrance is located at NE Salmon Creek Avenue, just east of 35th Avenue. A second East Entrance connects NE 50th Avenue and future agricultural facilities to the loop road. An emergency vehicle and pedestrian entrance is provided off NE 29th Avenue and also connects to the loop road and the Mount St. Helens axis. A fourth potential entrance would connect Salmon Creek Avenue to the Mount Hood view corridor. Vehicle entries should be major gateways to the campus with permanent monuments and landscape treatment appropriate to the context of each.

Campus entry points are defined as intersections between the primary vehicular approach (the loop road) and the axes. These four locations create the opportunity to develop a strong campus identity, and to provide visual orientation to the campus. Each area should allow for drop-off of passengers with appropriate lighting and signage.

Arrival points are intersections of circulation paths where transition from vehicular to pedestrian travel occurs. Arrival points should create a welcoming atmosphere and draw pedestrians from parking areas toward the view corridors. They should be identified through the placement of buildings, location of building entries, site furnishings, landscape design, and paving treatment.

Vehicular Circulation
The loop road encircles the campus buildings, providing the main vehicular circulation from all campus entries to parking areas.

Pedestrian & Bicycle Circulation
The Mount St. Helens and Mount Hood view corridors are designed as the principal pedestrian routes for the campus. Pedestrian circulation should connect all primary and secondary spaces, building entries, and parking areas throughout the campus, and should extend into the neighborhoods beyond. Paths not required for emergency vehicle access may be incorporated into internal building circulation.

The north end of the campus accommodates pedestrian circulation in a loose grid system. In the east-west direction, the pedestrian circulation aligns with sidewalks and aisles in parking areas and extends to the east across the campus to align with future parking sidewalks and aisles. The north-south circulation begins at the intersection of the east-west paths and the Mount St. Helens axis and continues north and south across the campus. Beyond the loop road to the north, paths follow the contours and connect to neighborhood walks.

The Mount Hood view corridor path system is not tied to parking and therefore will be less extensive and will follow site contours and open space terraces as pathways are developed.

Bicycle traffic should be encouraged on campus and connect to regional trails. On bikeways, maintain sight distance clearances appropriate for design speeds of bicycle traffic. Pedestrian and bicycle traffic should have separate paths where possible, with clear sight lines at trail intersections.
Entrance, Orientation, & Circulation

Mt. St. Helens View Corridor
Mt. Hood View Corridor
Existing Bike Path
Existing Entrance
Existing Emergency Vehicle, Bus & Pedestrian Entrance
Existing East Entrance

Proposed Entrance

Axis
Preserved View
Vehicular Circulation
Pedestrian Circulation
Bike Path
Entry Point
Arrival Point

Existing East Entrance

Washington State University Vancouver Campus Master Plan
Updated January 2007
Parking Facilities

Parking
The existing parking lots were created to accommodate an orchard pattern of trees designed to make parking areas less conspicuous and shade them in the summer. Parking was developed primarily within the loop road, at the periphery of the campus core. The following guidelines should be met for all future parking areas.

Guidelines
- Provide convenient but inconspicuous parking.
- Design landscape buffers between roadways and parking lots.
- In order to avoid the visual dominance of continuous and tilted paved surfaces, terrace parking areas to conform with the natural topography of the site and limit visibility from campus buildings. Provide landscape buffers to screen all parking areas from the campus core, surrounding residences, and other sensitive viewpoints. The buffers should screen headlights, but should not enable personal concealment.
- Provide walkways to campus buildings. Walkways should be safe and convenient by day and after dark.
- Design parking areas to accommodate the orchard tree pattern.
  - Future lots should be located within the loop road wherever possible to minimize conflict between vehicle and pedestrian circulation. When outside of the loop, parking shall be made inconspicuous.
  - Design paving and landscaping to minimize and treat storm run-off.
  - Develop front yards as buffers between parking areas and buildings.
  - Allow for direct access from parking areas to buildings that have a programmatic need for such adjacencies.
  - Locate future parking areas so that service access to future buildings will minimize conflicts with pedestrians.
  - Create natural, wandering paths through parking areas to contrast the regularity of the orchard. Locate paths to collect and direct pedestrians safely from the parking areas to the campus core. Plant these areas with riparian vegetation, distinct in character from the orchard and planting strips.

To date, 1,254 parking spaces have been built on the campus. Existing and future parking for the Preferred Alternative would total 4,344 parking spaces (through 2023), resulting in parking that meets approximately 100% of the historically documented parking need based on the 0.310 Vehicle/Head Count ratio. (One parking space is expected to serve 3.2 head count [2.07 FTE].) Each County Site Plan Review/building permit review process would analyze parking needs and assess bus service availability and ridership, walking and bicycling to the campus, and observed V/HC ratio. Additionally, WSU Vancouver would continue to work with the County to assist in reducing the number of students who park in the nearby Mt. Vista neighborhood.
Service Areas

Service routes should form an autonomous system, conflicting with other pedestrian traffic as little as possible. Service access currently occurs from the loop road and through parking areas. Future service areas should be created in the same way, extending in toward the campus axes without crossing or using the view corridors.

Guidelines

- Locate service roads and service areas so they do not create traffic hazards for other vehicles, pedestrians, or bicycles.
- Locate service for convenient use by large vehicles, but minimize conflict with views, building function, classrooms, and other activity.
- Use earth mounds and landscaping to screen visual problems associated with service roads and service areas.
  - Provide separate service and pedestrian access where possible to minimize conflicts.
  - Where service and pedestrians necessarily share adjacent paths, distinguish paths for each through grade changes, paving patterns, placement of bollards, landscaping, and location of site furnishings.
  - Define service areas at buildings and delivery parking locations through screening, paving, signage, and site features. Discourage service traffic on emergency or pedestrian routes not intended for service vehicles through placement of bollards, change in elevation, and paving.
  - Locate service areas remote from arrival points and open spaces.
  - Avoid service area layouts that require backing into or through pedestrian zones.
Emergency Access

Driveways, bicycle paths, and footpaths in the vicinity of campus buildings should be designed with the clearances and loading characteristics necessary to enable ambulance and fire-fighting equipment to reach all necessary destinations on campus. Parked vehicles and other obstructions should be kept clear of emergency routes at all times.

Currently, emergency vehicles can access the campus from the Salmon Creek Avenue entry, just east of NE 35th Avenue, as well as from NE 29th Avenue. With the completion of the East Entry, emergency access is also available from NE 50th Avenue. A fourth potential entry from the southeast could be added from Salmon Creek Avenue. Within the campus, all roads, parking areas, and the Mount St. Helens view corridor have been designed as emergency paths. Future emergency routes should be planned for and considered as major components of the overall campus circulation system.

Guidelines

- In all areas of the campus that are not normally accessible to vehicles, provide pathways with loading capacities, widths, and the vertical clearance adequate for emergency vehicles.
- Use breakdown bollards and curb cuts to provide vehicular access onto pedestrian and bicycle paths.
- Pave primary pathways with materials that will support emergency vehicles.
- Equip all developed areas of the campus with access to water supply for fire-fighting.

Standards

Emergency vehicle access must comply with the following Clark County standards:
- For two-way fire lane, the minimum width is 20' of all-weather surface.
- For one-way fire lane, the minimum width is 12' of all-weather surface, with no parking on either side.
- All fire lanes must have a 13’6” clear height above; no portion of a fire lane can pass under a building.
- The maximum slope for a fire lane is 15%, unless the driving surface is grooved concrete.
- The maximum distance for a dead-end lane is 150'.
- Gates must comply with Clark County Gate Code Ordinance.
Accessibility for the Disabled

All campus facilities must be accessible to the disabled. Carefully designed transitions between buildings, walkways, and the land should be the primary means of providing this access. In most cases, primary circulation routes rather than special facilities should provide access for the disabled.

Guidelines

- Adhere to all American with Disabilities Act (ADA) standards.
- Provide barrier-free routes to all campus facilities. At least one bike route from the campus core to the eastern campus must be barrier-free.
- Design exterior walkways with grades that permit wheelchair access. Provide edge definition on paths.
- When made possible by sloping topography, provide direct access to the upper floors of buildings. Arrange building elevators to provide access up steep slopes.
- Provide power-actuated opening devices at primary entrance doors.
- To the greatest extent possible provide accessible parking areas in close proximity to buildings along the view corridors. Designate use of selected service routes to provide vehicular access for the disabled.
- Assure that accessible entrances are distinguished from service area entrances.
- Provide resting areas adjacent to accessible routes of travel where dictated by distances between buildings or parking.
- Maintain the Mount St. Helens view corridor as an accessible path, integrating the vertical circulation systems within buildings with site grading, and including accessible ramps where appropriate.
- Maintain the Mount Hood view corridor as an accessible path, through grading, addition of ramps, and placement of building lobbies and elevators where topography requires.
- In designing slopes and dimensions to conform with ADA standards, allow a margin for building tolerances so that maximums are not exceeded.
Accessibility for the Disabled

- Accessible Building Entry
- Accessible Path
- Accessible Parking
- Parking
- Vehicular Circulation
- Vehicular Circulation to Accessible Parking
Building Development

As stated in the 1992 Master Plan, “All buildings within the campus should respect the basic framework of the campus plan. Buildings should be constructed along the two major axes, but they should not infringe upon the boundaries of the view corridors. The campus should appear complete at all times.” Guidelines were included for maintaining the integrity of the campus, creating new buildings, and adding to existing buildings. This supplement focuses on guidelines which speak to quality standards for development in order to ensure maintenance of a strong, positive campus image while at the same time recognizing that quality building standards can vary according to the site’s location on the campus, relationship to open space, and connection to circulation infrastructure. Buildings to be located on or adjacent to the major view corridors and primary open spaces should meet the most rigorous guidelines. Such buildings would be constructed for a 80-100 year life and have significant exterior durability while at the same time have flexibility to accommodate program change. Buildings that face roads or parking areas will provide the first impression for many campus visitors, and should be designed accordingly. Buildings that do not have the budget or program to meet the goals of the primary space sites should be located away from primary spaces and approaches where they will not detract from the view corridors or campus image. Sustainable design practices will be used wherever practical.

When a building fronts two or more development zones, the entire building must comply with the most restrictive standards. The numerical designations on each site relate to the guidelines set forth below based on site location.

1 - View Corridor Guidelines
   - View corridors are the area within 30’ of the view corridor centerline.
   - No buildings are to be constructed within the view corridors.
   - Maintain visual connection to mountain views.
   - Building location, landscape, site furnishings, and open space should encourage activity along the view corridor.

2 - Primary Space Site Guidelines
   - Building sites located 30’-180’ from centerline of view corridor
   - Strengthen edge of primary view corridor.
   - Define character and form of open spaces with buildings and landscape.
   - Activate circulation paths through appropriate placement of entries and building functions.
   - Buildings along the corridor should attain the highest possible quality and longevity standards.
   - Building functions located on the view corridor should be capable of supporting and encouraging social activity: for example, classrooms, student study areas, food service, lounges, conference rooms, offices, etc. Buildings with few windows should be located on sites not facing the view corridor.

3 - Loop Road Site Guidelines
   - Building sites located within 200’ of the loop road or parking lot edge
   - Provide entry point and orientation to the campus.
   - Create positive welcoming first impression of campus.
   - Buildings and secondary open spaces should draw pedestrians towards view corridors along the circulation network.
   - Orient building entries to establish pedestrian alignments.

(Guidelines for siting buildings on secondary open spaces appear in the section Secondary Open Spaces & Circulation.)
The following pages address the relationship of social gathering spaces to primary and secondary open spaces.

Design concepts have been developed for each of the primary open spaces along the Mount St. Helens and Mount Hood view corridors. Guidelines on building placement, use, and circulation are included with each. The diagrams are not meant to be definitive plans for future development, but instead indicate the potential for each space. The open spaces will be referred to as the Campus Center, the Grove, the Square, and the Climb.

The Meadow is the only open space not addressed with formal guidelines in this supplement. The Meadow will be the least structured and most informal open space along the Mount St. Helens view corridor. Naturalistic plantings will recreate the occasional clearings that existed on the forested hillside before commercial timber harvesting began. The Meadow will appear as an extension of the preserved open space to the east, which in turn links the restored wetlands and woodlands around Mill Creek and Salmon Creek with the rest of campus.
The Campus Center

Character of Space
The Campus Center is the primary social gathering space for the campus. The shape is defined by two- and three-story buildings on four sides, with openings on each side that reinforce the view corridors. The Firstenburg Fountain focuses the area on a landscaped water feature at the intersection of the primary axes. The stage within the Campus Center should allow for large group gatherings, as well as informal meetings. The space is characterized by a variety of hard surfaces and soft landscaping. Buildings focus activities and social space inward.

Building Sites
All building sites in the Campus Center have already been developed with the construction of the Administration Building, the Classroom Building, the Library, and the Multimedia Building. The buildings have been oriented toward the axes, to help define the view corridors. Buildings range in height from two to four stories and are constructed with brick, glass, gabled metal roofs, and tile accents.

Landscape Guidelines
- Augment the definition of outdoor “rooms” within the space using additional major canopy trees.
- Enclose the edges of the existing space at the northeast and southeast edges with additional tree plantings. These can be associated with future building projects or other campus improvements.

Activities
The space should encourage large and small group interaction, with the opportunity for campus-wide celebrations. The cafeteria in the Administration Building faces onto the quad, with a terrace for outdoor seating. Primary building entries face onto the stage, and the fountain and surrounding stone walls provide seating.

Circulation & Service
Existing primary circulation occurs along the Mount St. Helens and Mount Hood axes. Secondary circulation wraps the perimeter of the oval area, with criss-crossing paths through the center of the space. Building service areas are located on the outside of the quad and are concealed by plantings or buildings.
The Grove

Character of Space
The Grove is formally defined as the space bordered by the Engineering Sciences Building to the north, the Physical Plant Building to the east, the Student Commons to the west, and the wooded ravine to the south. This area will contrast with the more formal Campus Center and should take advantage of the natural features in the area, particularly the watershed into the ravine. The description of the Grove includes the extension of the ravine vegetation along the retention pond to the west of the site.

Building Sites
Building sites in this space are limited in size due to the slopes and wooded nature of the ravine. The Grove character should develop the image of pavilion-style buildings set within a natural context, capitalizing on the site’s natural features and responding with transparent, inviting buildings that interact with their surroundings. Future building sites have been identified along the north side of the pond and across the end of the Physical Plant Building. The building site north of the pond should reinforce the visual connection between the road and the center of campus. The site at the end of the Physical Plant Building would provide enclosure for the Grove, add to the transition space between the Grove and the Square, and veil the Physical Plant service yard from view.

Landscape Guidelines

The Ravine
- Extend the landscape character of the ravine to the retention pond, symbolically defining the course of stormwater outflow, using compatible plant materials. Specifically, use native conifers and riparian deciduous trees from the ravine landscape with a meadow grass of the retention pond landscape to blend the two areas visually.
- Allow campus walks to penetrate through this landscape as a transition between the Campus Center and the Grove.
- Provide opportunities for solitary seating in the riparian landscape around the retention pond.

The Grove
- Provide spatial definition between less active building edges with consistent tree plantings and enclosing landforms.
- Resolve the asymmetrical eastward slope of the ground plane with gradual grass berms that enclose the primary paths.
- Contrast the diversity of landscape treatments in adjacent public spaces with a simple palette of deciduous trees and grass.
- Provide solar access to the Engineering Sciences greenhouse that is free of tree shading.
- Allow natural landscape to penetrate the campus core where appropriate.
- Celebrate the natural flow of water from the pond into the ravine.

Activities
Create a space conducive to introspection and small group interaction, with the opportunity for increased activity at the bridge area and at the northeast corner transition space where four building façades may come together.

Three buildings will eventually define the arrival point at the intersection of two major pedestrian paths extending from the parking areas. The Engineering Sciences Building, the existing Student Commons, and a potential future building should contribute to the identity of the arrival point through placement of building entries, site furnishing, and landscaping.
Circulation & Service
Existing primary circulation occurs along the Mount St. Helens view corridor, with secondary paths along the west and east faces of the Student Commons. The existing drive connection between the northwest and southeast corners of the space will be abandoned and replaced with a pedestrian walk. Building service areas should be concealed wherever possible.
The Square

Character of Space
The Square will be a more formal and intimate built environment, in contrast to the Grove. It should provide space for small social gatherings reinforced by placing extroverted buildings along the view corridor.

Building Sites
Building sites for the Square include two sites flanking the axis, one to the northwest and another to the southeast. Buildings on these two sites will define the space’s shape and character and simultaneously contribute to the high activity transition spaces at each end of the Square. In addition, the northwest site will complete a secondary open space, the first two sides of which were formed by the Engineering Sciences Building.

Landscape Guidelines
- Create transition spaces at each end of the Square along the Mount St. Helens axis. These spaces create an intimate scale with closely spaced trees, seating and other amenities that complement adjacent building colonnades and entries.
- Complement both the orthogonal nature of the space enclosed by the buildings and the diagonal line of the Mount St. Helens axis.
- Concentrate sitting and gathering areas near the Mount St. Helens axis to animate the space and take advantage of solar exposure.
- Balance the extent of hard surface area for active uses with equal or greater soft surface landscape area that is visually inviting.

Activities
The space should encourage group interaction, with focused activity at the transition spaces. Building circulation, public space, and high activity programs should be located along the axis.

Circulation & Service
Existing primary circulation occurs along the Mount St. Helens axis, with secondary paths along the north side of the Square, where emergency, service, and pedestrian traffic passes east-west across the campus.
The Climb

Character of Space
The Climb ascends northwest towards the Campus Center along the Mount Hood view corridor from the entry point on the loop road and intersects terraced secondary open spaces. Views to Mount Hood should be preserved wherever possible along the Climb and secondary open spaces. Because of the steep slope along the Mount Hood view corridor, buildings will tend to be oriented at right angles to the Climb and parallel to the contours. Spaces between buildings will be similarly oriented, creating a series of terraced open spaces and buildings in relatively quick succession; very different to the rhythm established along the Mount St. Helens view corridor. Hardscape in the primary and secondary spaces will contrast with natural woodlands glimpsed between buildings to the north and south, and dominating the skyline to the east. A platform midway between the downhill entry point and the Campus Center will provide a quiet respite and the last view of the mountain as the contours drop. In addition, the secondary open spaces along the axis will provide relief to the Climb and create a variety of experiences through the distinct character of each.

Building Sites
Building sites for the Climb need to respond to the challenging topography and include a series of sites parallel to the contours that terrace down the hillside. A promontory will remain between the Multimedia classroom building and the next building to the east, and will be framed by buildings. From this promontory, a view of Mount Hood to the east dominates the skyline.

Landscape Guidelines
- Rather than uniform landscape character along the view corridor, the Climb will have a variety of landscape treatments. These varying treatments will correspond to the design of adjacent secondary open spaces between buildings. Consistency will be provided by furnishings, wall materials, and hand rails.
- Special ornamental plantings with terraces and intimate-sized seating areas (“garden rooms”) will be used at stairways between spaces to create a transition in landscape design. These will include annuals, perennials, and flowering shrubs and trees.

Activities
The space should encourage group interaction, with focused activity at the transition spaces. Building circulation, public space, and high activity programs should be located along the axis. Building entries and circulation should be used to make accessible transitions down the view corridor.

Circulation & Service
Existing pedestrian circulation occurs along the Mount Hood axis, with a secondary bike path following the contours down the hillside and across the ravine.

Service access will enter from above, along the south side of the Multimedia Classroom Building, and below, to the north of the entry point. Service entries and drives should be oriented so they are not visible from the Climb and minimize crossings of pedestrian and service paths.

Emergency access will share the service drives but also cross the axis at the platform to provide adequate access to the buildings. Paving and landscaping should allow for emergency access but discourage service vehicles from approaching the axis. Parking will be created at the entry point on both sides of the loop road. Accessible parking should be located closest to building entries and be connected to an accessible route up the slope. Accessible paths should capitalize on building entries and elevators to transition between steep slopes. (See Accessibility for the Disabled, page 24.)
Potential Campus Build-Out

To ensure the long-term success of the Master Plan, the campus core must be able to expand without losing its established identity. The basic layout of the campus will provide flexibility to respond to a variety of needs as the University grows. Buildings of all scales and types may be developed, forming building clusters and responding to development zones. The basic organization of the campus, however, should be preserved.

The diagram on the facing page suggests one of many possibilities for the location of future facilities. The illustrated level of build-out does not relate to specific enrollment projections for the campus as described on page 86 of the 1992 Master Plan. This build-out is intended to portray an overall potential for future building development on the campus that is in keeping with the Master Plan concepts described in this Master Plan Update 2006 and the 1992 Master Plan.

Future development sites should be selected based on the ability of the building to respond to the goals of the Master Plan, and to embody the appropriate character of the spaces and circulation that they create. For example, the four pavilions that define the west end of the Mt. Hood Corridor through the Campus Center would be smaller in scale than the Administration and Classroom buildings. Views of the Cascade peaks give a unique identity to the campus, and by respecting the view corridors towards Mount St. Helens and Mount Hood, the campus will always be recognizable to returning alumni.
Master Plan Supplement
Concept Drawing

The first phases of building, landscape, and infrastructure improvements have established a precedent for future growth on the campus. A key feature is the close integration of each building with a hierarchy of open spaces. These spaces have been designed to provide each building with its own context, to create opportunities for social interaction, and to relate and connect activities to the rest of campus.

Adherence to the design guidelines and standards in this supplement to the Vancouver Campus Master Plan will assure consistency in the quality and character of the campus as it continues to grow.