

City of Henderson

Development Code Update

Preliminary Draft

Boulder Highway Corridor Development Standards

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Contents

Introduction.....	1
Vision Framework.....	1
Boulder Highway Corridor Investment Strategy.....	1
Henderson Strong.....	2
Development Regulations	5
Approach.....	5
Mixed-Use Zoning Districts.....	8
Commercial and Mixed-Use Development Design Standards.....	10
Open Space.....	11
Boulder Highway Corridor Development Standards	12
Mixed-Use Zoning Districts	12
Purpose and Applicability	12
Development Standards.....	13
Commercial and Mixed-Use Development.....	20
Design Standards	20
Open Space Requirements.....	25
Open Space.....	25

Introduction

The Boulder Highway Corridor (Corridor) is envisioned to become a civic, entertainment, residential, employment, and transportation spine of the City. Overall, the Corridor is far from this vision. It is currently characterized by a large number of older commercial buildings, a substantial amount of undeveloped acreage, auto-related uses, and older housing stock interspersed with commercial uses and an increasing number of new residential developments. With high traffic volumes and increased transit services provided by the Regional Transportation Commission (RTC), the Corridor has the potential to accommodate a much more intense pattern of development that focuses on several major intersections, creating a unified sense of place with distinct areas that offer different experiences.

This report begins by presenting introductory and background information that explain the extent of proposed changes to development code sections related to the Corridor. The draft provisions for the regulation of development along the Corridor are then presented (see Boulder Highway Corridor Development Standards). The draft provisions will be reorganized and presented as part of the comprehensive Development Code during the public review draft phase of the Development Code Update process.

Vision Framework

Boulder Highway Corridor Investment Strategy

In December of 2008, the City of Henderson established a vision for Boulder Highway by adopting the Boulder Highway Corridor Investment Strategy.

The overarching themes of the 2008 Investment Strategy—*Connect, Reinvest, and Transform the Corridor*—are supported by five guiding principles:

1. The City will promote the revitalization and transformation of the Boulder Highway Corridor
2. The Boulder Highway Corridor will serve as a major multi-modal transportation corridor within our City and Region
3. The City and Regional Transportation Commission will establish a distinctive “look and feel” for the Boulder Highway Corridor that is unique to Henderson
4. Mixed-use activity centers will be established at key nodes
5. The Boulder Highway Corridor will be integrated with the surrounding community

Although the Investment Strategy established a land use framework and related standards intended to implement a vision of the Corridor as “a civic, entertainment, residential, employment, and transportation spine of the City”, a decade later it remains primarily as a landscape of strip commercial, residential, industrial and casino uses, with frequent curb cuts and inconsistent signage. Additionally, the Corridor has historically struggled to attract bus rapid transit and light rail connections that spur transit-oriented development consistent with the Investment Strategy’s vision.

The 2008/2009 economic recession had major impacts on the Corridor and the viability of the guiding principles established in the Investment Strategy over the past decade. The Investment Strategy is currently being updated to reflect current market conditions and spur investment. However, the overarching themes of the 2008 Investment Strategy, along with a vision of quality building design, active civic spaces, a continuous green parkway, and coordinated transportation systems offering a high-quality experience that distinguishes the City within the region, are expected to be carried forward in the updated Investment Strategy.

Henderson Strong

Adopted in 2017, Henderson Strong lays out a comprehensive set of policies and implementation actions to achieve the community’s vision for the future:

“Henderson is an innovative, forward thinking city with a small town feel. Our neighborhoods are welcoming, connected, vibrant, and safe and offer a range of housing and transportation choices. Every resident has access to the city’s exceptional education and broad economic opportunities. In Henderson, diverse cultures, traditions and stories are celebrated in an inclusive way. Our beloved network of parks, open spaces and trails integrates nature into the city and provides extraordinary recreational opportunities.”



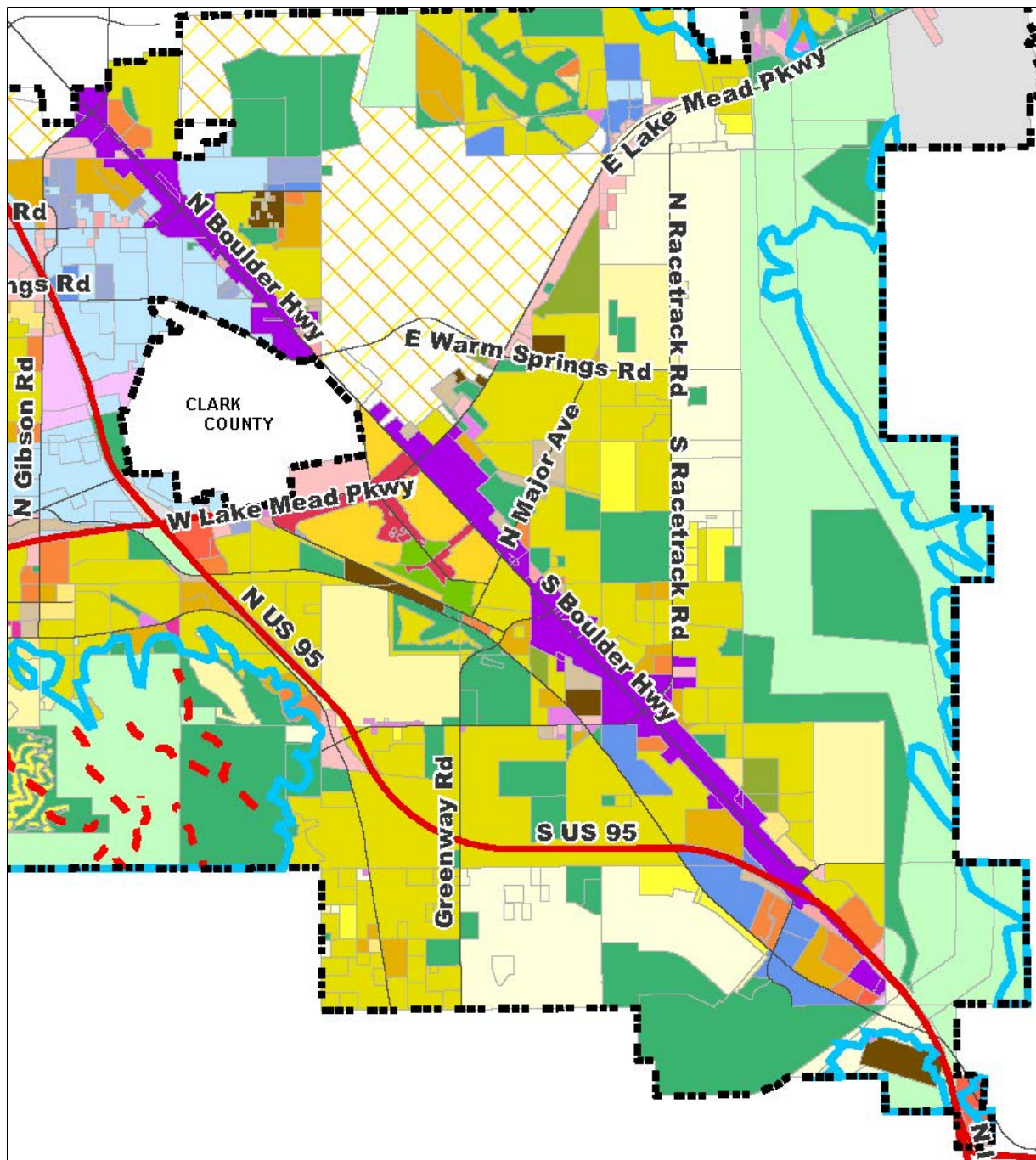
The Boulder Highway Corridor is the largest of four priority areas identified in Henderson Strong. The community supports a major transformation along the Corridor with specific interest in revitalization and focused efforts at key nodes. Direction for the Boulder Highway Corridor articulated in Henderson Strong includes:

- Update the application of mixed-use zoning designations along the Boulder Highway Corridor to emphasize density and activation of key nodes rather than encouraging high density throughout entire corridor (e.g., near intersections of Boulder Highway with Lake Mead Parkway and Broadbent/Gibson);
- Increase density and encourage mixed-use development in key nodes while providing the opportunity for mixed-use development throughout the Boulder Highway Corridor;

- Encourage new development to locate closer to the corridor and facilitate parking on the side or rear of structures moving forward, while also considering the limitations of public access easements;
- Connect retail and other commercial uses to surrounding neighborhoods; and
- Embrace and enhance cross streets, especially at key focal nodes along the corridor.

The Corridor is designated as Transit Oriented Development (TOD) in the land use framework and zoned Community/Corridor Mixed-Use (MC) in the existing Code. While the MC district distinguishes between corridor areas and activity centers, these two distinctions do not adequately address the varying conditions along the Corridor.

The result is a 'one size fits all' approach where virtually all areas within the Corridor are subject to the same use regulations and development standards with little variation to reflect different character and context. This approach typically does not work well in areas that contain a wide variety of land uses or development conditions, such as differing lot sizes or adjacent land uses as it often results in a wide variety of uses and development patterns with little or no unifying factor or identity.



This excerpt from the Zoning Map depicts the Community/Corridor Mixed-Use District (shown in purple) zoned along the entirety of the Boulder Highway Corridor.

Development Regulations

The development regulations presented in this report are intended to implement the vision for the Corridor established in Henderson Strong and help realize the potential of the Corridor as “a civic, entertainment, residential, employment, and transportation spine of the City.”

Approach

The current Community/Corridor Mixed-Use (MC) District, which applies to the entire Boulder Highway Corridor, is proposed to be revised and reapplied in certain specific areas to reflect different characteristics and context throughout the Corridor. The Regional Mixed-Use, Community/Corridor Mixed-Use, and Neighborhood Mixed-Use districts are currently established in the existing Code; however, the standards associated with each district have been revised to reflect different TOD typologies. The proposed zoning districts establish a range of development standards and a variety of allowed uses, which are intended to provide context-based development patterns that tier intensity appropriately. The zoning districts range from mixed-use, walkable neighborhoods and transitional areas, to regional mixed-use areas that support urban-scale mixed-use development in attractive and pedestrian friendly regional centers.

Three mixed-use zoning districts described below and shown on the map on the next page are proposed for the Boulder Highway Corridor.

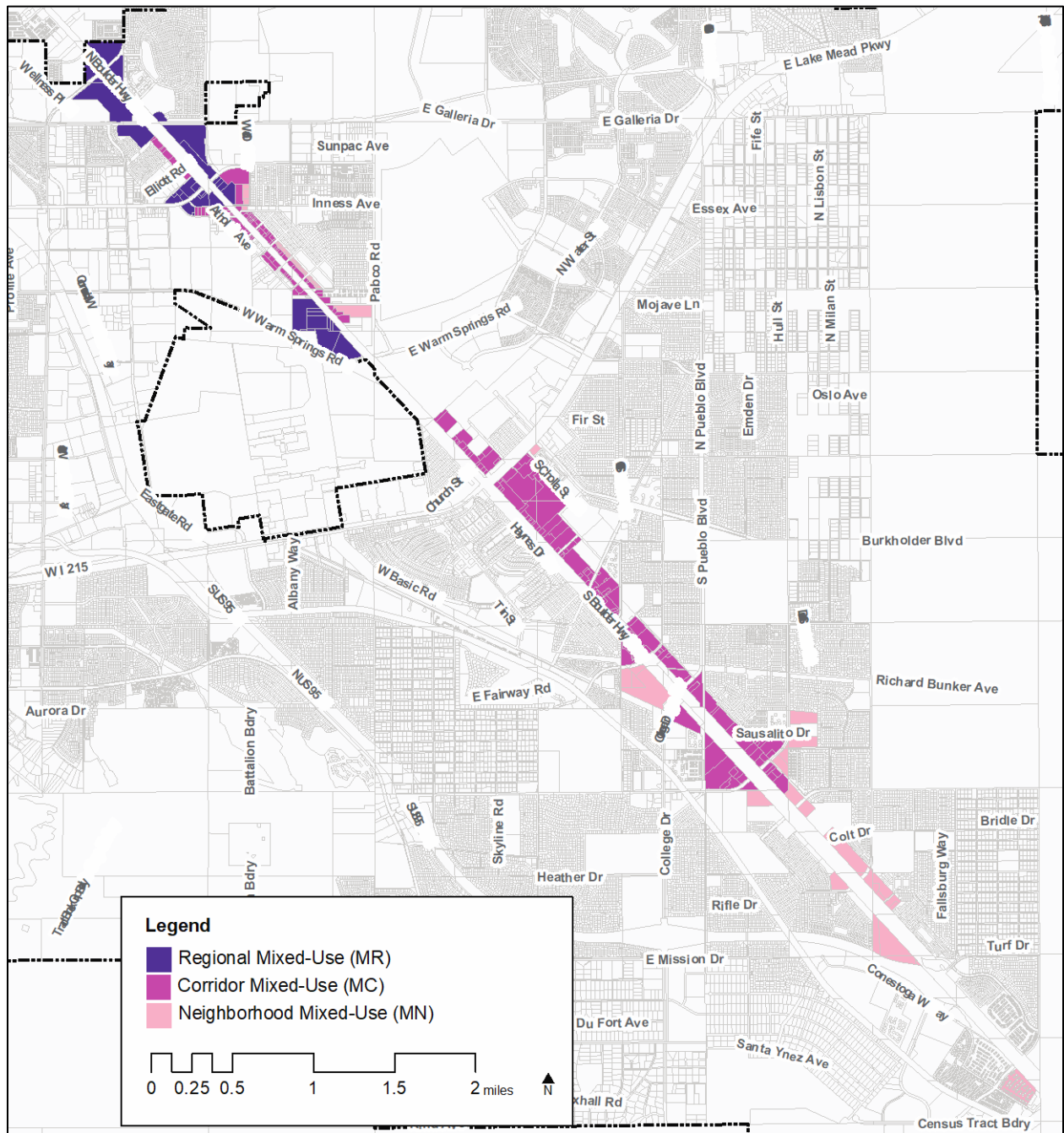
Regional Mixed-Use (MR). The MR district is intended to support a wide urban-scale mixed-use development in attractive and pedestrian-friendly regional centers. It accommodates large-scale, mixed-use development with increased allowable height and a variety of nonresidential uses, including major employers, restaurants, theaters, lodging, offices; a broad mix of complementary uses, including high-density multifamily housing, major civic and public facilities, parks, and open space; and pedestrian-friendly elements, such as connections to transit facilities and community gathering spaces.

Corridor Mixed-Use (MC). The MC district is intended to support medium to high-intensity vertical and horizontal mixed-use development that facilitates the gradual transformation of existing areas into walkable, transit-oriented centers. It is also intended to support infill development and incremental change in areas close to transit stops and/or at transportation crossroads. This district accommodates transit-supportive development and uses, including a mixture of high-density housing and nonresidential active ground floor uses.

Neighborhood Mixed-Use (MN). The MN district is intended to support horizontal and vertical mixed-use development with medium-density housing in the same structures or in proximity to pedestrian-scale, neighborhood-serving nonresidential uses. It provides for a mix of building types compatible with

medium-density multi-family housing on upper levels or on side streets and a mix of pedestrian-oriented neighborhood-serving uses along applicable primary street frontages. Development is envisioned to be transitional and at a scale that is consistent with walkable neighborhoods.

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This map illustrates the proposed locations of the revised mixed-use zoning districts along the Boulder Highway Corridor.

The proposed development regulations address key characteristics of TOD—building form, density, mix of uses, active ground floor uses, and street/block pattern—and are developed to integrate seamlessly into the City’s comprehensive Development Code. District standards (including land use and district-specific development standards), commercial and mixed-use development design standards, and open space provisions are presented in this report, as these standards are the primary provisions influencing development within the Corridor. Although other standards included in the Development Code, such as parking, landscaping, circulation and mobility, and residential development design standards, apply to development within the Corridor, these standards do not apply to the primary development type and/or have recently been updated. Wholesale changes to these provisions are not anticipated.

Mixed-Use Zoning Districts

Overall, the mixed-use zoning districts have been revised to reflect appropriate existing and future contexts and intensities for the various areas along the Corridor. The revisions include the following:

- Focus on activation of key areas rather than encouraging high density throughout the entire corridor (e.g., near intersections of Boulder Highway with Sunset Road, Lake Mead Parkway, and Horizon Drive, as well as the Broadbent/Gibson area);
- Encouragement of new development to locate closer to the corridor and other streets and facilitate parking on the side or rear of structures where possible depending on the constraints of public access easements;
- Connection of retail and other commercial uses to surrounding neighborhoods;
- Enhancement of cross streets;
- Enhancement of mixed-use building massing and orientation, focusing on appropriate and desirable articulation and accessibility; and
- Neighborhood preservation and compatibility.

Intent and Application of Districts. The intent of the zoning districts has been revised to create a clearer hierarchy of intensities and distinguish key differences in development patterns and highlight the range of typologies that exist along the Corridor.

Use Allowances. Use allowances are refined to allow a broader range of combined uses, in order to allow flexibility, encourage investment, and reflect the changing nature of land use. Many current allowances are carried forward with refinements to ensure an appropriate mix of allowed uses and for

consistency with Henderson Strong, contemporary development practices, and State and federal law. They have also been updated based on staff comments and code user input.

Development Standards. Development standards by district are carried forward and revised to create a hierarchy of development intensities by distinguishing differences in existing and future development patterns.

- *Density and Intensity Standards.* Maximum floor area ratio (FAR) standards remain but are no longer based on the number of uses in a structure. Minimum FAR standards have been removed, as directed by City staff. Minimum density requirements have also been removed to provide flexibility and spur investment; the minimum density requirements of the current Code are often prohibitive to successful residential development.
- *Height.* Height limitations have been refined to scale development in each mixed-use zoning district and eliminate the differing standards for single-use and mixed-use development. This provides more predictability in the development pattern within each context and diminishes the emphasis on use-based building massing. Minimum ground floor height requirements have been added to ensure usable and high-quality active ground floor space. Additionally, in order to be sensitive to surrounding residential neighborhoods along parts of the Corridor, residential compatibility standards have been carried forward and refined (e.g., a slope requirement has been introduced to enable compatible adjacent development).
- *Building Placement.* In order to provide more predictability and engage street frontages along the Corridor, perimeter streets, and internal streets, setbacks have been refined and build-to line requirements (minimum building frontage required within the setback area) and corner build areas have been established. This combination of building placement requirements, in conjunction with the density and intensity standards discussed above, provides a set of tools that prescribe development in a hierarchical way throughout each Corridor context. Additionally, specific frontage improvement requirements have been revised and added to ensure that areas between the building and the street are well-utilized and contribute to an activated public realm along the Corridor.
- *Façade Standards.* Building wall transparency requirements and maximum blank wall standards have been carried forward, with refinements to the transparency requirement to ensure an increased amount of the building wall has glazing conducive with active ground floor uses.
- *Parking, Open Space, and Landscaping Standards.* Parking and loading standards have been revised to facilitate parking on the side or rear of structures where possible depending on the constraints of the public access easement. Open space standards have been revised to aid in

implementation while retaining requirements for the provision of open spaces, and a required landscape area percentage appropriate to the development and environmental context, has been added.

Graphics and illustrations to complement and aid in application of the development standards will be developed once the standards have been reviewed.

Commercial and Mixed-Use Development Design Standards

This section of the report includes design standards applicable to commercial and mixed-use development, including requirements for access, block pattern, building organization and orientation, entrances, design, and materials, color, and other building elements. They are designed to complement the district specific standards contained in the mixed-use zoning districts.

Standards currently located in Section 19.7.6 (Building Design Standards) have been revised and refined, with specific focus on consolidating and streamlining redundant requirements. In combination with the district-specific standards, the existing standards address all aspects of design and development; however, the sheer volume of existing regulations makes parts of the current Code unwieldy and challenging to administer. Because of this, changes were largely made to streamline and reduce redundancy in order to make the Code easier to navigate and offer developers and City staff predictability in the process and standards. In general, the overall intent of the requirements was maintained, but standards have been refined to ensure that the fewest rules and regulations as possible are codified to effectively produce the type of development pattern identified in Henderson Strong's vision for the Corridor.

Provisions for access, block pattern, building orientation, and outparcel development have been carried forward and refined. Some of the more substantial proposed edits include:

- Reducing maximum block length from 660 feet to 400 feet to support blocks conducive with a walkable environment. A block larger than 400 feet may still be approved if a mid-block crossing is provided.
- Increasing the building articulation standard from individual bays at a maximum of 30 feet in width to building massing at a maximum of 75-foot increments if a wall is over 125 feet. A higher threshold allows flexibility and is more purposeful in differentiating the massing of a building (typical walkable downtown environments break down building massing in 50 to 75-foot increments when a large block-scale building abuts the street).
- Ensuring buildings orient toward transit routes or trail systems, if applicable, and minimize solar exposure on areas with high pedestrian activity.

Pedestrian access and connectivity will be addressed in standards for circulation and mobility to be included in Module 2 of the Development Code Update.

Open Space

This section of the report presents provisions for private and common open space applicable to residential and nonresidential development, including minimum dimensions, usability requirements, standards for access, and other features.

The existing Code requires 1,000 square feet of open space per 25,000 square feet of lot area or 65 square feet of open space per dwelling unit, whichever is greater. In order to provide a more appropriate scale of required open space depending on each Corridor context and simplify administration, the open space requirement has been revised to prescribe a certain square footage per unit (depending on the intensity of the zoning district) plus a required amount of public open space in nonresidential development (applicable to projects 50,000 square feet or more on sites one acre or larger). Private open space is proposed to include balconies in order to reflect contemporary approaches in higher intensity environments. Additionally, minimum size requirements and accessibility standards have been added in order to ensure the open space provided is usable and of high quality. Overall, the intent of the existing regulations has been maintained, but the proposed standards will facilitate well-utilized open space in a more effective, context-based way.

Boulder Highway Corridor Development Standards

Mixed-Use Zoning Districts

Purpose and Applicability

The purposes of the Mixed-Use Zoning Districts are to:

- A. Provide for the orderly, well-planned, and balanced development of mixed-use districts.
- B. Encourage a mix of uses that promotes convenience, economic vitality, fiscal stability, corridor revitalization, and a pleasant quality of life.
- C. Promote pedestrian- and transit-oriented, mixed-use commercial centers at corners and intersections.
- D. Establish design standards that improve the visual quality of development and create a distinctive and attractive character along streets.
- E. Provide appropriate transitions between commercial and residential uses to preserve commercial and mixed-use feasibility and residential quality.

Additional purposes of each Mixed-Use Zoning District:

Regional Mixed-Use (MR). The MR district is intended to support a wide urban-scale mixed-use development in attractive and pedestrian-friendly regional centers. It accommodates large-scale, mixed-use development with a variety of nonresidential uses, including major employers, restaurants, theaters, lodging, offices; a broad mix of complementary uses, including high-density multifamily housing, major civic and public facilities, parks, and open space; and pedestrian-friendly elements, such as connections to transit facilities and community gathering spaces.

Corridor Mixed-Use (MC). The MC district is intended to support medium to high-intensity vertical and horizontal mixed-use development that facilitates the gradual transformation of existing areas into walkable, transit-oriented centers. It is also intended to support infill development and incremental change in areas close to transit stops and/or at transportation crossroads. This district accommodates

transit-supportive development and uses, including a mixture of high-density housing and nonresidential active ground floor uses.

Neighborhood Mixed-Use (MN). The MN district is intended to support horizontal and vertical mixed-use development with medium-density housing in the same structures or in proximity to pedestrian-scale, neighborhood-serving nonresidential uses. It provides for a mix of building types compatible with medium-density multi-family housing on upper levels or on side streets and a mix of pedestrian-oriented neighborhood-serving uses along applicable primary street frontages. Development is envisioned to be transitional and at a scale that is consistent with walkable neighborhoods.

Development Standards

Table TBD, Development Standards – Mixed-Use Districts, prescribes the development standards for Mixed-Use Districts. Letters in parentheses refer to additional development standards that directly follow the table. Section numbers in the Additional Regulations column are cross-references to other parts of this Code.

TABLE TBD, DEVELOPMENT STANDARDS – MIXED-USE DISTRICTS

Standard	MR	MC	MN	Additional Regulations
Density and Intensity Standards				
Maximum Floor Area Ratio (FAR), Residential and Nonresidential Combined	NA	3.0	1.75	
Height Standards				
Maximum Height (ft)	250	90	55	Section TBD, Height and Height Exceptions
	Structures shall not interrupt a line of a 1:1 slope extending upward from existing grade at an RS or RM district boundary			
Minimum Ground Floor Ceiling Height, Non-Residential Uses (ft clear)	12	12	12	
Building Placement Standards				
Required Setbacks	In the MN District, single use residential development shall meet the setback requirements of the RM-16 District			

TABLE TBD, DEVELOPMENT STANDARDS – MIXED-USE DISTRICTS

Standard	MR	MC	MN	Additional Regulations
<i>Front Setback (ft)</i>	Min: 0 Max: 15 (B)	Min: 0 Max: 20 (B)	Min: 0 Max: 30 (B)	
<i>Minimum Interior Side Setback (ft)</i>	10	5, 10 adjacent to an RS or RM district	5, 10 adjacent to an RS or RM district	
<i>Corner Side Setback (ft)</i>	Min: 0 Max: 15 (B)	Min: 0 Max: 15 (B)	Min: 0 Max: 20 (B)	
<i>Minimum Rear Setback (ft)</i>	10	5, 10 adjacent to an RS or RM district	5, 10 adjacent to an RS or RM district	
Required Building Area				
<i>Minimum Building Frontage within Setback Area (% of linear street frontage)</i>	30(A)	60(A)	40(A)	Applicable only to public or interior streets with existing or planned sidewalks, pedestrian walkways, or trails
<i>Corner Build Area (ft)</i>	30(A)	30(A)	30(A)	Applicable only to commercial and mixed-use buildings
Facade Standards				
Required Transparency (% of building wall area)	40(C)	60(C)	40(C)	
Maximum Length of Blank Wall (ft)	30(D)	30(D)	30(D)	
Parking and Loading Standards				
Minimum Parking Setback from Street Facing Lot Line (ft)	40(E)	40(E)	40(E)	

TABLE TBD, DEVELOPMENT STANDARDS – MIXED-USE DISTRICTS

Standard	MR	MC	MN	Additional Regulations
Minimum Parking Setback from Buildings	8 ft, consisting of a minimum 5-foot wide walkway and a maximum 3-foot landscaped area			
Curb Cuts, Minimum Distance from Intersection Curb Return or Pedestrian Crosswalk (ft)	10	10	10	Shall be minimized and located in the location least likely to impede pedestrian circulation
Loading/Service Areas	Shall be located to the side or rear of a structure or integrated within a buildings architecture to minimize appearance			
Open Space and Landscape Standards				
Required Open Space				
Minimum Residential Open Space (sq ft/dwelling unit)	65	75	100; A min of 50% of units must have at least 50 sq ft of private open space	Section TBD, Open Space
Minimum Nonresidential Open Space	See Section TBD, Open Space			
Minimum Landscape Area (% of site)	5	10	10	Section TBD, Landscaping and Screening

A. Required Building Location.

1. **Build-to Line.** Buildings shall be located within the setback range for at least the percentage of the linear street frontage identified in Table TBD, Development Standards-Mixed-Use Districts.
2. **Corner Build Area.** Buildings shall be located within the setback range within 30 feet of the street corner.
3. **Alternatives.** Alternatives to the building location requirements may be approved if the Director finds that:

- a. Entry courtyards, plazas, entries, or outdoor eating areas are located adjacent to the property line and buildings are built to the edge of the open space, courtyard, plaza, or dining area;
- b. The building incorporates an alternative entrance design that creates a welcoming entry feature facing the street; or
- c. The nature of the site, development, or proximity to a public access easement make it impractical.

B. Encroachments and Street Frontage Improvements.

- 1. ***Encroachments into the Right-of-Way.*** Trees, landscaping, balconies, awnings, columns, outdoor dining, and/or other similar features may be located within a public right-of-way, subject to an administrative permit from the Public Works Director.
- 2. ***Street Frontage Improvements.*** New development shall provide street frontage improvements in accordance with applicable plans and specifications and the minimum standards listed below.
 - a. ***All Street Frontages.*** In order to create an environment that is supportive of transit and pedestrian mobility, public sidewalks shall be provided along both sides of all streets.
 - i. **Minimum Sidewalk Width.** Sidewalks shall be a minimum of 16 feet in width and a maximum 18 feet in width. The minimum requirement shall apply regardless of the available right-of-way. Where required, the sidewalk shall extend onto private property to fulfill the minimum requirement and a sidewalk easement shall be provided.
 - (a) **Transition Width.** Development adjoining a site with an approved five-foot sidewalk shall provide a sidewalk width transition from a 16-foot wide sidewalk to a five-foot wide sidewalk. The transition shall begin 25-linear feet interior to the site from the shared property line and end at the property line. The Community Development and Services Director may approve alternatives (i.e. plazas, gathering areas, passive recreational opportunities) in lieu of transitioning the sidewalk the minimum 25-foot linear distance.
 - (b) **Exceptions.** Development on lots that include a public access easement with a trail or other constraints may be exempt from

the minimum sidewalk width requirement if approved as part of the design review process.

- ii. Required Areas. Sidewalks shall be organized into two distinct areas: a street tree/furniture area located adjacent to the curb where applicable, and a clear area.

- (a) Street Tree/Furniture Area. The street tree/furniture area shall have a minimum width of eight feet (from face-of-curb) and shall be continuous and located adjacent to the curb.

- (1) The area shall be planted with street trees at an average spacing of 20 to 30 feet on center, based on the mature canopy width of the tree species selected.

- (2) The area also is intended for the placement of street furniture including seating, street lights, waste receptacles, fire hydrants, traffic signs, newspaper vending boxes, bus shelters, bicycle racks, public utility equipment such as electric transformers and water meters, shade structures, and similar elements in a manner that does not obstruct pedestrian access or motorist visibility.

- (b) Clear Area. The clear area shall be a minimum width of eight feet, shall be constructed of concrete or an alternative hardscape material as approved by the Community Development and Services Director, and shall be located adjacent to the street tree/furniture area. The clear area shall be unobstructed by any permanent or nonpermanent element (e.g., light poles, shade structures) for a minimum width of six feet and a minimum height of eight feet.

- (c) Additional Sidewalk Area. Additional sidewalk width located between the clear area and the building may be used for outdoor dining, seating, or display areas.

- iii. Alternative Configurations. Where the above configurations are not feasible, alternative streetscape configurations and widths may be allowed by an approved Waiver and compensating benefit or by the Community Development and Services Director.

- b. *Improvements Along the Boulder Highway Corridor.* Developments with frontage abutting Boulder Highway shall refer to Section TBD of the Boulder Highway Corridor Landscape Design Manual to view typical cross-sections and determine the relationship between sidewalks and the Boulder Highway Corridor linear park. Specific standards shall be determined by the Community Development and Services Director as part of the development review process. Improvements within the right-of-way adjacent to the proposed development shall be shown on the site plan.
 3. *Development within Public Access Easements.* Trees, landscaping, outdoor dining, trails, and other similar features and uses may be located within a public access easement.
 - C. **Building Transparency/Required Openings for Non-Residential Uses.** Exterior walls facing and within 20 feet of a street, park, plaza, pedestrian walkway, or other public outdoor space shall include windows, doors, or other openings for at least the identified percent of the building wall area located between two and one-half and eight feet above ground level.
 1. *Design of Required Openings.* Openings fulfilling this requirement shall have transparent glazing with a minimum Visible Light Transmittance of 0.65 and a maximum Visible Light Reflectance of 0.2 and provide views into work areas, display areas, sales areas, lobbies, or similar active spaces, or into window displays that are at least three feet deep.
 2. *Exceptions for Parking Structures.* Parking structures shall be lined with retail, office, or residential uses along at least 60 percent of the ground-floor street frontage. The building transparency requirement shall only apply to the portion of the parking structure lined with retail or office uses.
 3. *Alternatives.* Alternatives to the building transparency requirement may be approved if the Community Development and Services Director finds that the street-facing building walls exhibit substantial architectural relief and detail, and are enhanced with landscaping or public art.
 - D. **Limitations on Blank Walls.** No wall may run in a continuous horizontal plane for more than 30 feet without windows or doors.
 - E. **Parking Placement.** Buildings shall be placed as close to the street and/or pedestrian walkways as possible, with parking behind a building or on the interior side or rear of the site. Parking may be located within the required setback, subject to the following requirements.

1. ***Garages Serving a Dwelling Unit.*** Garages serving a single dwelling unit shall be set back from street facing lot lines a minimum of 20 feet for front loaded garages and a minimum of 10 feet for side loaded garages.
2. ***Public Access Easements.*** Surface parking may be located within 40 feet of a street facing lot line if a public access easement exists and the Community Development and Services Director determines that proposed structures are located as close to the street facing lot line as possible.

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Commercial and Mixed-Use Development

Design Standards

- A. **Commercial and Mixed-Use Development.** The provisions of this subsection apply to all commercial and mixed-use structures in all districts, unless otherwise provided by this Code.
1. ***Access.***
 - a. Development shall be configured to consolidate and minimize the number of new access points on arterial streets.
 - b. Access drives or onsite streets shall not be configured to align with accessways serving adjacent residential developments unless physical or environmental constraints require this alignment.
 - c. All commercial driveway entries shall be a minimum of 32 feet in width.
 2. ***Block Pattern.*** The layout of any development site five acres in size or larger shall be designed to reinforce a pattern of individual blocks.
 - a. Blocks shall be designed as an extension of the surrounding neighborhood, aligning with and connecting to adjacent streets and mirroring the scale and orientation of adjacent blocks (for residential areas of the activity center).
 - b. On large sites or where block consolidation is proposed (by right-of-way abandonment), special consideration shall be given to pedestrian and vehicular circulation patterns and access to surrounding neighborhoods.
 - c. New development shall establish a regular pattern of blocks to the extent feasible to avoid creating especially large blocks that limit pedestrian and vehicular circulation. Maximum block lengths shall be limited to 400 feet by 400 feet, or 660 feet if a midblock crossing is provided. Blocks shall be measured from street edge to street edge, regardless of whether the street is public or private.
 3. ***Building Organization.***
 - a. Multi-building developments shall be configured to locate the tallest and largest structures within the core of the site and/or at entry points and provide a gradual decrease in building height and mass towards adjacent residential land uses.

- b. Horizontally integrated mixed-use developments shall locate nonresidential uses and higher intensity uses along Boulder Highway, if applicable, and away from lots in adjacent residential land uses.

4. ***Outparcel Development.***

- a. Outparcels and their buildings shall be clustered in order to define street edges, entry points, and intimate spaces for gathering or seating between buildings.
- b. Spaces between buildings on outparcels shall provide small-scale pedestrian amenities or civic spaces such as plazas, seating areas, pedestrian connections, gathering spaces, or well-landscaped parking areas.

5. ***Building Orientation.***

- a. Buildings shall be oriented to face streets, pedestrian walkways, transit routes, and/or trail corridors.
- b. Building frontages shall be generally parallel to streets and pedestrian walkways.
- c. Buildings shall be designed and oriented to minimize the visual intrusion into adjoining residential properties. Window, balcony, and deck locations shall be directed away from window areas of adjoining residences (on-site or off-site).
- d. Buildings shall be oriented to minimize direct solar exposure on the primary building façade and areas of high pedestrian activity.

6. ***Building Entrances.***

- a. All buildings located on a public street with an existing or planned sidewalk or trail shall have a primary building entrance facing the street with a pedestrian walkway to the sidewalk or trail, unless a physical barrier prevents pedestrian access. If a primary building entrance is not feasible, a minimum of one operable doorway shall be provided.
- b. Entrances located at corners shall be clearly identifiable by entrance sign placement and/or emphasizing and enhancing the level of entrance architectural details such as a projection, recess, or change in plane (e.g., located at a 45-degree angle from the corner) to animate the intersection and facilitate pedestrian flow. Other architectural details may include angled or rounded corners, arches, and arcades.

- c. All building and dwelling units located in the interior of a site shall have entrances from a pedestrian walkway that is designed as an extension of the public sidewalk and connect to a public sidewalk.

7. ***Building Design.***

- a. *Four-Sided Architecture.* All sides of a building shall feature a similar level of architectural detail reflecting the front facade.
- b. *Articulation.* Any building over 125 feet wide shall be designed to read as a series of buildings no wider than 75 feet each.
- c. *Vertical Relationship.* Buildings with three or more stories shall incorporate a base, middle, and cap, and buildings with one or two stories shall incorporate a base and cap described as follows:
 - i. Base. The base shall include an entryway with transparent windows, and a molding or reveal placed between the first and second stories or over the second story. The molding or reveal shall have a depth of at least two inches and a height of at least four inches;
 - ii. Middle. The middle shall include a minimum of 50 percent of the vertical height of the building and may include windows and/or balconies; and
 - iii. Cap. The cap shall include the area from the top floor to the roof of the building and shall include a cornice or roof overhang.
- d. *Roof Modulation.* The roof lines for the full length of any roof shall be varied and designed to minimize the bulk of a building, screen roof-mounted equipment, emphasize key building entrances, and enhance the building's architectural design. Roof line variation shall be achieved by use of the following methods:
 - i. Decorative parapets (a minimum of three feet in height, maximum of one-third the supporting wall height or the maximum necessary to screen rooftop equipment);
 - ii. Overhang eaves (extending a minimum of three feet beyond the supporting wall);
 - iii. Three-dimensional cornice treatments (a minimum of 12 inches high);
 - iv. Three or more roof planes per façade;

- v. Green roofs, which use vegetation to improve stormwater quality and reduce runoff; or
- vi. Other approaches approved by the Community Development and Services Director where the Director finds that the roof design is composed of a variety of roof forms that are appropriately scaled and proportioned.

8. ***Building Elements.***

- a. *Downspouts and Overflows.* All downspouts and overflow drains shall be incorporated into exterior building walls or architectural projections and shall not be visible on the exterior of the building.
- b. *Vision Panels.* Vision panels are designed to allow outside surveillance prior to the exit of any person from the service exit of a building. Except for docks or cargo entrances designed for large cargo distribution, vision panels shall be constructed to allow a person to view the exterior area prior to leaving the protection of the interior space. Vision panels shall not allow a person to view the interior of the building from the exterior. Vision panels shall comply with the following standards:
 - i. *Location.*
 - (a) The vision panel (glass portion of the door) shall be center-mounted and placed no more than 63 inches from the bottom of the door.
 - (b) Variations on this size may be permitted as long as a person cannot insert an arm in the event the glass is removed.
- c. *Size.*
 - i. Solid metal, wood, or composite material doorways in commercial, industrial, or semipublic buildings shall be installed with burglar-resistant glass not to exceed four inches by four inches in size.
 - ii. Wide-angle viewers may be substituted for vision panels if a person can stand several feet from the door and view the exterior of the building; however, outside lighting must not hinder the view due to glare.

9. ***Exterior Building Materials and Colors.*** A unified palette of quality materials shall be used on all sides of buildings. Plywood siding, plastic tile, color integral or painted precision architectural concrete block, painted split-face block, and painted slump stone building walls are prohibited unless approved by the Community Development and Services Director.

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Open Space Requirements

Open Space

Where required, open space shall be provided as private or common open space in accordance with the following standards.

- A. **Configuration.** Required open space may consist of a single area or several adjacent or separate areas. All occupants shall have access to and use of one or more of such areas.
- B. **Residential Open Space.**
 - 1. ***Type of Open Space.*** Residential open space may be provided as common or private open space.
 - a. Private open space typically consists of balconies, decks, patios, fenced yards, and other similar areas outside the residence.
 - b. Common open space typically consists of landscaped areas, patios, swimming pools, barbeque areas, tennis courts, playgrounds, roof terraces, community gardens, or other such improvements as are appropriate to enhance the outdoor environment and recreational enjoyment of the development.
 - 2. ***Minimum Usable Open Space Dimensions.***
 - a. ***Private Open Space.*** Private open space located on the ground level (e.g., yards, decks) shall have no horizontal dimension less than 10 feet. Private open space located above ground level (e.g., balconies) shall have no horizontal dimension less than six feet.
 - b. ***Common Open Space.*** Common open space shall have no horizontal dimension less than 20 feet.
 - 3. ***Usability.*** A surface, with a maximum slope of 10 percent, shall be provided that allows convenient use for outdoor living and/or active recreation. Shade elements, including but not limited to pergolas, arcades, and large shade trees shall be incorporated into the design of common open space.
 - 4. ***Location.***
 - a. No portion of required open space shall be used for driveways of off-street parking and loading facilities or as access to more than one dwelling unit.

- b. Open space may be located on the roof of buildings or parking facilities.
- c. Open space may be located in a public access easement.

5. ***Accessibility.***

- a. *Private Open Space.* The space shall be accessible to only one living unit by a doorway to a habitable room or hallway.
- b. *Common Open Space.*
 - i. The space shall be accessible to the living units on the lot. It shall be served by any stairway or other access way qualifying as an egress facility from a habitable room.
 - ii. Where open areas, trails, parks, or other open space resources are planned or exist adjacent to development, the open space shall be located to adjoin, extend, and enlarge the existing trail, park, or other open area to the maximum extent practical.

- 6. ***Screening.*** Required private open space shall be screened by a solid fence or visually solid fence not less than six feet in height when located at ground level and by a solid railing or visually solid railing not less than 42 inches in height when located on a balcony or balconies.

C. **Nonresidential Open Space.** Developments with 50,000 square feet or more of nonresidential floor area on sites one acre or more in size shall provide common usable open space according to the following standards:

- 1. ***Minimum Area.*** A minimum of 40 square feet for every 1,000 square feet of nonresidential floor area for the first 100,000 square feet of floor area, plus 20 square feet for every 1,000 square feet of nonresidential floor area over 100,000 square feet shall be provided.
- 2. ***Minimum Usable Open Space Dimensions and Size.*** Common usable open space shall have no horizontal dimension less than 20 feet and shall not be less than 1,000 square feet in size.
- 3. ***Usability.*** A surface shall be provided that allows convenient use for outdoor living, recreation, and public gathering. Such surface may be any practical combination of high-quality plant and hardscape materials such as bricks, stone, concrete, permeable paving, or tile. The maximum slope shall not exceed 10 percent. Seating areas and plazas should be located in areas with sun and wind protection.

4. ***Accessibility.*** Common usable open space shall be visible from a public street and from on-site areas normally frequented by users of the development. Where open areas, trails, parks, or other open space resources are planned or exist adjacent to development, the open space shall be located to adjoin, extend, and enlarge the existing trail, park, or other open area to the maximum extent practical.
5. ***Amenities.*** Common usable open space shall include seating and other amenities that enhance the comfort, aesthetics, or usability of the space, including but not limited to trees and other landscaping, shade structures, drinking fountains, public art, trash receptacles, information kiosks, and/or performance areas.

D. **Provision in Multi-Phase Developments.**

1. Development proposed in phases shall be considered as a single development for the purposes of applying the open space requirements.
2. Development shall not be phased to avoid the minimum required open space.
3. Open space must be proportionate to phasing of development and approved through an open space phasing plan.

E. **Ownership.**

1. ***Method of Ownership.*** Common open space areas, which may include walkways with public access easements, shall be maintained as permanent open space through at least one of the following options: common ownership by a property owner's association, held in deed-restricted private ownership, or dedication to the City or to another appropriate public agency. All methods utilizing private ownership shall be in a form approved by the City Attorney, who shall review the documents to ensure perpetual maintenance, preservation, and restricted usage where applicable.
2. ***Declaration of Covenants and Restrictions.*** If common open space is to be deeded to a property owner's association, then the applicant shall record a declaration of covenants and restrictions that shall:
 - a. Govern the use of the common open space;
 - b. Run with the land in perpetuity; and
 - c. Provide for a lien on the property to secure collections of assessments levied by the association.
3. ***Private Ownership.*** If common open space is to be privately owned, then it shall have deed restrictions that:

- a. Provide that the common open space shall be maintained and preserved as open space and shall not be used for yards, lawns, or buildings;
 - b. Run with the land in perpetuity; and
 - c. Indicate that the City and owners of land in the development have a right to enforce the deed restrictions.
4. ***Maintenance of Common Open Space.*** Common open space areas, which may include walkways with public access easements, shall be maintained per approved plans (i.e. civil plans or landscape plans). In the event that common open space areas are not maintained in reasonable order and condition in accordance with the approved site plan, then the City may serve written notice of the deficiencies upon the association or the owners or residents of the development. If the deficiencies cited by the City have not been corrected within 30 days after written notice, then the department shall have the authority to correct the deficiencies. The cost of the correction shall be assessed jointly and severally against the properties within the development that have a right of enjoyment of the common open space. The entire cost of correction shall be a lien upon each of the properties from the date that the lien is filed in the County Recorder's office.
5. ***Management of Common Open Space in Planned Developments.*** In addition to the standards of this section, management of open space in a planned development shall be subject to NRS 278A.130 to 278A.190, inclusive.