

CLARK COUNTY, NEVADA
LAND USE POLICIES



CLARK COUNTY DEPARTMENT OF COMPREHENSIVE PLANNING
500 S. Grand Central Parkway, PO Box 551744, Las Vegas, Nevada 89155-1744
Phone: 702-455-4314 Fax: 702-455-3271 www.clarkcountynv.gov

*PHASE 1 LAND USE POLICIES FROM AUGUST AND SEPTEMBER 2014 CPWG MEETINGS.

GENERAL:

- 1 Developers should take into consideration the cumulative impact their developments will have on area services including fire, police, water, sewer, roads, schools and adjacent municipalities.
- 2 Land uses that are complementary and are of similar scale and intensity should have good connectivity and not be segregated.
- 3 Discourage non-conforming zone changes. Any approvals for nonconforming zoning requests should be conditioned to provide any required or desired buffering from adjacent conforming properties.
- 4 Encourage any requests for changes, permit modifications, or extensions of time on existing mining operations to be accompanied by a plan to reduce their visual impacts and a phasing plan for reclamation. Discourage the location of future sand and gravel mining operations within the planning area.
- 5 Encourage site designs that are compatible with adjacent land uses and off-site circulation patterns, especially when the adjacent land use is a lower density or intensity
- 6 All developments outside of rural areas should provide sidewalks on both sides of any public street.
- 7 Encourage the development of detached sidewalks that exceed the five (5) foot minimum requirement. Sidewalks should be designed to be unobstructed to allow for safe and unimpeded pedestrian traffic.
- 8 Encourage the use of xeriscape landscape design techniques in new developments and in retrofitting older areas.
- 9 Screen walls, driveways, trails and other surfaces should use alternative materials made from renewable and recyclable sources that do not trap and radiate heat.
- 10 All developments should be designed to accommodate recycling.
- 11 Lighting design should be sensitive to off-site residential uses.
- 12 All new perimeter walls and fences should be decorative and designed to visually minimize the stark appearance of a monotonous block wall face by incorporating variations in surface planes, landscape pockets, heights, materials, or textures.
- 13 Encourage comprehensive pedestrian, equestrian and bicycle circulation systems that include provisions for the installation of paths in new and existing rights-of-way and/or easements. Also encourage new development to incorporate ample active and passive open spaces in the overall site design and integrate those open spaces, where possible, with adjoining properties, trail systems, and public park facilities.
- 14 Encourage the placement of pedestrian scale site furnishings along public walkways and open spaces to create visual continuity, reinforce the pedestrian character and provide outdoor use areas along public walkways.
- 15 Scale relationships between buildings and adjacent developments should be carefully considered. Terracing, building height, breaking up the mass of a building and shifting building placement can provide appropriate transitions between differing building scales and intensities.
- 16 All signage must be compatible with building styles both on-site and with surrounding development. Any illuminated signs should be oriented away from all residential neighborhoods.
- 17 Encourage drive-thru facilities and stacking lanes, when contiguous to any public right-of-way, residential use, or pedestrian gathering area to be obscured from view by an intense landscape buffer consistent with The Unified Development Code (Title 30).

GENERAL (continued)

- 18 Building heights should be transitioned so that a structure adjacent to a residential use is of similar height.
- 19 The public access portion of all building footprints visible from a right-of-way or a residential use should have a landscape area between the building and parking area. In no instance should pavement for parking aisles or spaces directly abut the building footprint.
- 20 Encourage right turn deceleration lanes and left turn lanes into business and design/research park developments.
- 21 Scale relationships between buildings and adjacent developments should be carefully considered. Stair-stepping building height, breaking up the mass of a building and shifting building placement can provide appropriate transitions between differing building scales and intensities.
- 22 Building heights should vary within a mixed use development with lower buildings adjacent to street and surrounding residential uses in order to reduce the perceived mass of buildings.
- 23 Encourage accessory parking structures to be architecturally compatible with the primary structure by using similar façade treatments and materials.
- 24 All new sound and masonry walls should be decorative and designed to visually minimize the stark appearance of a monotonous block wall face by incorporating variations in surface planes, landscape pockets, height, material, or texture.

OVERALL RESIDENTIAL

- 25 Discourage residential development adjacent to industrial or hazardous uses. Examples include wastewater treatment facilities, power plants, landfills, mainline railways and other similar uses. In the event that a residential development is approved adjacent to an industrial or hazardous use, a separate disclosure statement should be issued to residents.
- 26 Encourage residential developments to incorporate pedestrian and bicycle circulation systems that connect to schools, commercial and recreational areas. Additionally, single family developments should connect with existing and planned trail systems, parks, and open spaces.
- 27 Encourage specific buffering in accordance with the Unified Development Code (Title 30), between existing residential areas and more intense land use designations. Buffering should take place on the parcel with the higher intensity designation.
- 28 When property is subdivided for residential purposes, the end parcels located at major intersections should be a part of the residential subdivision and be required to receive their access from within the subdivision. Corner parcels located at major intersections, having a residential land use designation, should not have access to collector or arterial streets. These parcels are designated for residential use and commercial uses are deemed as inappropriate.
- 29 Encourage the use of xeriscape landscaping in all new developments and in retrofitting older areas, as well as between the rights-of-way and any decorative block wall surrounding a residential development.

RURAL ESTATES RESIDENTIAL

- 30 Encourage the preservation of the rural character of the viable large lot areas by implementing the provisions contained within the **Minimum Road Design Standards for Non-Urban Roadways** handbook, as adopted by Clark County – available at the Clark County Public Works Department. Those standards address issues such as design, right-of-way width, drainage, lighting and road surface for local streets within large lot areas.
- 31 When any type of commercial development or residential development above two dwelling units per acre is proposed adjacent to large lot areas, discourage noise caused by incompatible uses, lighting, and signs that detract from and are not consistent with the existing rural atmosphere.
- 32 When development of higher residential density or commercial development are proposed next to large lot areas, encourage block walls abutting the large lot areas and provide an intense landscape buffer.
- 33 In order to help support a cohesive community, gated communities are discouraged in large lot areas.
- 34 Encourage the varying or articulation of decorative block wall faces along streets, especially collectors and arterials, to avoid a monotonous continuous line. Incorporate elements to discourage graffiti: inclined grades, landscaping, terracing, and graffiti-resistant wall treatments.
- 35 Encourage new residential developments adjacent to existing RNP areas to transition at appropriate densities (lot sizes of 10,000 square feet or greater) and be of similar height. Significantly smaller lot sizes should be located beyond any appropriate transition areas.

SINGLE FAMILY RESIDENTIAL

- 36 In higher density developments, single family housing including town-homes may be arranged in clusters or enclaves around courtyards, providing residential courts and other opportunities for increased usable open space* and recreation facilities without compromising densities (appropriate buffers, setbacks, parking, landscaping and other regulated on-site and off-site development issues should be included in single family developments.).
- 37 Strongly encourage useable recreational open space/areas within single family developments to be located away from arterial and collector streets. Open space should be centrally located and when possible be surrounded by local streets with homes that front the open space.
- 38 When any type of commercial development or higher density residential development is proposed adjacent to single family residential areas, prevent nuisances caused by incompatible uses, noise, lighting, and signs that detract from and are not consistent with the existing residential development.
- 39 Exterior building walls should never be unarticulated (blank) having a lack of fenestration and an unbroken continuous series of garage doors when adjacent to any street.

***Open Space.** Principally consists of any common areas, trails, excluding drainage channels and required street landscaping, that are privately maintained for passive and active recreational use by all residents of a development.

SINGLE FAMILY RESIDENTIAL (continued)

- 40 Encourage specific buffering between existing single family areas and higher density residential and commercial designations. Buffering should take place on the parcel with the higher density residential or commercial designations.
- 41 Developers of low density single family projects developed within areas designated for commercial or higher density residential areas should be responsible for providing any required or desired buffers from adjoining higher density/intensity projects.
- 42 Promote projects that provide varied neighborhood design and/or innovative architecture. For example, projects should include a combination of the following: varied setbacks from residences to front property lines, reduced visual dominance of garages from the street, varied rooflines, and/or varied architectural elements on all sides.
- 43 Encourage residential garages to be positioned to reduce their visual impact on the streets. This will allow the visually interesting features of the house to dominate the streetscape. At a minimum, encourage the garage to be located behind the front façade of the residential building. In single-family areas, garages may be sited in several ways:
 - a.) in the rear accessed by a side drive or alley,
 - b.) to the side recessed behind the front façade.Minimum and maximum setbacks should be encouraged to establish and reflect the desired character of an area and ensure that residences face streets and sidewalks.
- 44 Encourage articulated facades to provide visual interest. Building entries and windows should face the street. Front porches, bays and balconies are highly encouraged.
- 45 Encourage the varying or articulation of block wall faces along the street, especially collectors and arterials, to avoid a monotonous, continuous line. Incorporate elements to discourage graffiti: inclined grades, landscaping, terracing, and graffiti-resistant wall treatments.
- 46 Encourage a variety of building design alternatives to be used in new single family development. Varied elevations, roof forms, building and garage setbacks and three-dimensional details between surface planes are several approaches that can be used to enrich the residential environment.

MULTIPLE FAMILY RESIDENTIAL

- 47 Attached single family housing including town-homes may be arranged in clusters or enclaves around courtyards, providing residential courts and other opportunities for increased usable open space and recreation facilities without compromising densities (appropriate buffers, setbacks, parking, landscaping and other regulated on-site and off-site development issues should be included in single family developments.)
- 48 Encourage multi-family projects to locate common areas, circulation paths, and building entry porches where they are most visible from the street and from home interiors.
- 49 When constructed on corners of intersections, orient multi-family structures so the front of the building faces both streets or is architecturally detailed with a façade.
- 50 All multi-family projects should provide several amenities such as usable open space, swimming pools, bar-b-que pits and community centers.

MULTIPLE FAMILY RESIDENTIAL (continued)

- 51 Ensure that multiple family developments are compatible with adjoining land uses and densities through site planning and building design. Appropriate buffers, setbacks, xeriscape landscaping, building height and materials, lighting, signage, on-site and off-site circulation should be included in multiple family developments.
- 52 When a non-multiple family development is approved in an area designated for multiple family development on the Land Use Plan Map, required buffering should occur on the parcel with the non-multiple family development.
- 53 Encourage the separation of parking areas, garages, and/or covered parking into courts to avoid creating long corridors of parking areas. Also promote the layout and design of multiple family buildings to be oriented in varying directions relative to each other, to avoid the monotony of a linear pattern.
- 54 Encourage design alternatives and spatial distribution rather than the massing of buildings (massing refers to the bulk of a building). Design alternatives for massing include varied elevations, roof forms, and surface planes. Building heights should vary with a multiple family development with lower buildings adjacent to streets and surrounding residential uses.
- 55 All signage should be integrated and compatible with building styles both on-site and with surrounding development. Illuminated signs should be oriented away from residential uses.
- 56 Encourage the varying or articulation of decorative block wall faces along streets, especially collectors and arterials, to avoid a monotonous continuous line. Wrought iron or similar is encouraged. Incorporate elements to discourage graffiti: inclined grades, landscaping, terracing, and graffiti-resistant wall treatments. Block walls should meet Clark County codes for sight zones.
- 57 Organize long block faces (330 feet or greater) to provide a mid-block pedestrian green connection that allows access from the street to the drive aisles and parking areas.
- 58 In order to minimize impacts on necessary public services and facilities, encourage multiple family developments to be located adjacent to a mix of other land uses including commercial, office, educational, institutional, recreational, and other appropriate urban uses.
- 59 Building heights should vary within a multiple family development with lower buildings adjacent to peripheral single family residential uses in order to reduce the perceived mass of buildings.
- 60 Encourage multiple family developments to locate where transit is scheduled (or may become available) along with pedestrian and road networks that can accommodate higher residential densities.

OFFICE

- 61 Encourage more intense buffering and design features on the perimeter of parcels adjacent to existing or proposed single family uses.
- 62 Encourage the design of office projects that are planned adjacent to existing or proposed residential areas to be compatible in terms of height and architectural treatments, with existing residential uses in the area.
- 63 Encourage various architectural treatments and design components in all building sides to eliminate blank building elevations along public rights-of-way and areas visible to the general public to improve visual quality.

- 64 Encourage accessory parking structures to be architecturally compatible with the primary structure by using similar façade treatments and materials.
- 65 Office structures should be developed in clusters and not configured in a linear pattern.
- 66 Encourage new office projects or residential-to-office conversions to develop on an assemblage of contiguous parcels so as to reduce the number of driveway ingress and egress points, to share access where possible and to allow for adequate on-site parking.
- 67 Encourage master planned office developments to reduce: points of ingress and egress on arterial and collector streets, traffic congestion, traffic hazards, signs and visual clutter, and inconsistent architectural style.
- 68 Encourage freestanding signs not to exceed the building heights of the office developments that they are located in.
- 69 Provide and maintain perimeter and interior parking lot trees for shade and visual relief.
- 70 Where possible, reduce the amount of signage, visual clutter and inconsistent architectural styles.

OVERALL COMMERCIAL

- 71 Encourage commercial developments to enter into cross access agreements with adjoining sites to reduce or limit points of ingress and egress on arterial or collector streets, onsite and offsite traffic congestion and hazards.
- 72 Commercial development adjacent to single family uses should provide access points on arterial and/or collectors and not on local neighborhood streets.
- 73 Through site planning and building design, ensure that commercial developments are compatible with adjoining uses. Appropriate buffers, setbacks, xeriscape landscaping, building height and materials, lighting, signage, adjoining land uses, and densities should be considered and integrated into commercial developments. This may help to reduce excess signage, visual clutter and incompatible architectural styles.
- 74 Outside storage areas, loading areas with roll-up, overhead doors, service areas, and areas intended for large semi-truck parking should be screened from public streets, residential and other adjacent uses. All screening material should be consistent with the materials used for the balance of the project.
- 75 Encourage commercial projects clustered around pedestrian plazas and courts to include a public plaza with benches, decorative light fixtures, ornamental waste receptacles, and enhanced paving at vehicular entrances.
- 76 Promote comprehensive sign plans for multi-user commercial developments. Exterior signs for individual pad sites should be coordinated with signs for the entire commercial complex.
- 77 Encourage freestanding signs not to exceed the building heights of the commercial developments that they are located in.
- 78 Where possible, reduce the amount of signage, visual clutter and inconsistent architectural styles.
- 79 Provide and maintain perimeter and interior parking lot trees for shade and visual relief.

COMMERCIAL:

Building Orientation and Site Planning

- 80 Building heights should be transitioned so that a structure adjacent to a residential use is of similar height.
- 81 Encourage the physical and functional integration of surrounding buildings, existing and/or proposed pedestrian paths and streets when considering the location of the buildings on the site. This reduces the potential of a monotonous, continuous row of buildings.
- 82 On commercial sites, encourage the siting of a portion of the total building area at the street perimeter. Such siting strengthens the streetscape and helps to screen off-street parking areas.
- 83 Encourage commercial developments to use enhanced architecture including, but not limited to, towers, domes, or other vertical elements; decorative fascias or parapets; pilasters or columns; arcades or colonnades; decorative details such as tiles, wrought iron, fenestration, landscaped planters or trellises; pitched or hipped roofs.
- 84 The public access portion of all building footprints visible from a right-of-way or a residential use should have a walkway and landscape area between the building and parking area (excepting parking garages). In no instance should pavement for parking aisles or parking spaces directly abut the building footprint.
- 85 Encourage the physical and functional integration of surrounding buildings, existing and/or proposed pedestrian paths and streets when considering the location of the buildings on the site. This reduces the potential of a monotonous, continuous row of buildings.
- 86 Site amenities such as public plazas, pedestrian walkways, and site furnishings (benches, decorative light fixtures, ornamental waste receptacles and enhanced paving) along linkages are encouraged. Where such amenities are provided, the use of landscaping, building overhangs and canopies should be implemented in order to provide shade and to make the areas comfortable for the users.

COMMERCIAL:

On-site Drives and Parking Areas

- 87 Off-street parking adjacent to public roads should require screening by one or a combination of the following: walls, xeriscape landscaping, and/or berms. These screens should be continuous and at a recommended height of three (3) feet to visually obscure vehicle headlights.
- 88 Encourage the placement of required parking areas to be located behind the principal building(s) on the site. At the same time appropriate buffering should be provided.
- 89 Encourage drive-thru facilities and stacking lanes, when contiguous to any public right-of-way, residential use, or pedestrian gathering area to be obscured from view by an intense landscape buffer consistent with The Unified Development Code (Title 30).
- 90 Encourage right turn deceleration lanes into major retail developments of regional significance as defined by The Unified Development Code Ordinance and other screening and landscaping standards outlined in the Unified Development Code (Title 30).

COMMERCIAL:

Building Design and Architecture

- 91 Scale relationships between buildings and adjacent developments should be carefully considered. Stair-stepping building height, breaking up the mass (mass refers to height, bulk, and scale of a building) and shifting building placement can provide appropriate transitions between different building scales and intensities.
- 92 Encourage variations to a building's mass (mass refers to the height, bulk, and scale of a building). Variations include different elevations, roof forms, and surface planes.
- 93 Encourage architectural treatments on all building sides to eliminate blank building elevations along public rights-of-way and areas visible to the general public to improve visual quality. Similarly, buildings located on corner lots should have facades enhanced to match the front of the building to emphasize their prominent location.
- 94 All signage must be integrated and compatible with building styles both on-site and with surrounding development. Any illuminated signs should be oriented away from residential uses.
- 95 All exterior light sources should be shielded to direct light rays onto the subject parcel in accordance with The Unified Development Code (Title 30). Lighting design should be sensitive to on-site residential uses.
- 96 Encourage commercial developments, to use enhanced architecture including, but not limited to, towers, domes, or other vertical elements; decorative fascias or parapets; pilasters or columns; arcades or colonnades; decorative details such as tiles, wrought iron, fenestration, landscaped planters or trellises; pitched or hipped roofs.

OVERALL TOURIST

- 97 Encourage the development of multi-storied residential uses with appropriate indoor and outdoor amenities (e.g. swimming pool, health spa, tennis courts, access to trails and parks, etc.) and local supporting commercial uses (e.g. restaurants, entertainment facilities, etc.).
- 98 Encourage a diversity of land uses within multi-storied structures. Single story free standing projects should be avoided as much as possible excepting those uses which pose a serious health and safety risk such as service stations.
- 99 Encourage mixed-use projects to be developed near and integrated with routes served by public transit. This will allow easy access to services and employment not offered on site.

TOURIST:

Building Orientation and Site Planning

- 100 Where possible, buildings should be located around pedestrian plazas and courts.
- 101 Service areas, docks, trash collection areas, and truck loading areas should be screened and located away from public view.
- 102 Encourage the physical and functional integration of surrounding buildings, existing and/or proposed pedestrian paths, trails and streets in accordance with the Mixed-Use District requirements when considering the location of buildings on the site.
- 103 Encourage usable and functional, pedestrian friendly developments where building entrances are clearly identifiable and directly accessible from public sidewalks.
- 104 On commercial sites, especially large retail centers encourage the development of a portion of the total building footprint on all street perimeters, especially at corner locations while maintaining view corridors to storefront areas. Such siting strengthens the streetscape and helps to screen off-street parking areas.

TOURIST:

Building Orientation and Site Planning (continued)

- 105 Reduce potential negative impacts to neighboring residential areas from traffic hazards, congestion and inconsistent aesthetics. This can be accomplished by encouraging assemblage of contiguous parcels with ingress and egress away from adjacent residential areas.
- 106 Encourage right turn deceleration lanes into major retail and other High Impact Project (HIP) and Projects of Regional Significance (PRS), as defined by the Clark County Unified Development Code (Title 30).
- 107 Maintain the policy of having resort hotels provide primary access from existing/planned arterial streets.
- 108 Off-street parking adjacent to public roads should require screening by one or a combination of the following: buildings, walls, enhanced landscaping, and/or berms. Screening should be continuous and at a recommended height of three (3) feet to visually obscure car bumpers and grills.
- 109 Encourage the placement of secure off-street parking areas to be internalized or located behind the principal building(s) on the site. Where large numbers of parking spaces are required secure parking structures are encouraged. However, because parking structures often become a major visual element of the site, the design should be integrated with the form and materials of the primary structure(s) with similar and compatible architectural themes as well as terraced designs which should be incorporated in the design of the structure.

TOURIST:

Pedestrian Circulation and Orientation

- 110 To encourage pedestrian usage, sidewalks should be greater than 5 feet in width and designed to be unobstructed to allow for safe and unimpeded pedestrian traffic.
- 111 Where appropriate, non-resort buildings should provide street-side entrances for pedestrians and public transit users.

TOURIST:

Building Design/Landscape

- 112 All structures on a development site should be of compatible architectural design, style, and color.
- 113 If the back of any building is oriented toward a right-of-way, Public Facility, or a planned residential area, it should be of the same architectural style and color, constructed of the same building materials as the remainder of the building, and should be enhanced with materials to match the front of the building. Similarly, buildings located on corner lots should have facades that are enhanced to match the front of the buildings to emphasize their prominent location on the site.
- 114 Enhanced landscaping (trees) at the perimeter and interior of parking areas should be encouraged to provide shade and visual relief, while maintaining view corridors to storefront areas.

BUSINESS DESIGN RESEARCH PARK

- 115 The location of business and design/research park developments should consider compatibility with existing land use patterns, appropriate access routes and traffic volumes, environmental concerns, as well as proximity to single family uses, buffering, transitional land uses, and proper siting and storage of hazardous materials.
- 116 Ensure that business and design/research park developments are complementary with adjoining residential uses through site planning and building design on the perimeter. Appropriate buffers, setbacks, landscaping, building height and materials, lighting, signage, on-site circulation and adjoining land uses and densities should be considered and integrated into commercial and business and design/research park developments.
- 117 Single family developments are not allowed in business and design/research park categories.
- 118 Multiple family uses in the business and design/research park categories may be allowed as a part of a mixed use development.
- 119 Outdoor storage areas should be discouraged. If developed, outdoor storage areas, loading areas with roll-up, overhead doors, service areas, and areas intended for large semi-truck parking should be screened from streets, residential and other adjacent uses.
- 120 Encourage business and design/research park developments to orient offices, similar less intensive uses, and landscaping adjacent to public rights-of-way (on the perimeter of the developments) to improve visual quality. More intensive land uses (such as outside storage) should be internalized within the development.
- 121 Business and design/research park developments should be designed as centers or campuses with limited points of ingress and egress on arterial or collector streets to reduce traffic congestion and hazards, through coordinated architectural and signage programs, screened parking areas, and extensive landscaping. Also encourage business and research park developments to incorporate pedestrian and bicycle circulation systems that connect with existing and proposed transit routes, trail systems, parks, and open space.

BUSINESS DESIGN RESEARCH PARK (con't)

122 Encourage signage that is compatible with the area. Monument signs, as defined by the Unified Development Code (Title 30), are encouraged.

INDUSTRIAL

- 123 Industrial land uses should not be developed adjacent to residential developments. Residential projects located within or adjacent to existing developed industrial areas and/or proposed future industrial areas are inappropriate.
- 124 Encourage industrial developments to orient less intensive uses, and landscaping adjacent to public rights-of-way on the perimeter of the developments to improve visual quality and buffering.
- 125 Encourage signage that is compatible with the area. Monument signs are encouraged.
- 126 The public access portion of all building footprints visible from a right-of-way or a residential use should have a landscape area between the building and parking area. In no instance should pavement for parking aisles or spaces directly abut the building footprint.
- 127 To provide for safety and traffic flow, reduce the points of ingress/egress and encourage right turn deceleration lanes into industrial developments.
- 128 Residential land use developments located within industrial areas are inappropriate.
- 129 Outdoor storage areas should be screened from adjacent non-industrial planned parcels and from streets.

OVERALL MIXED USE

- 130 Mixed use developments should be located adjacent to an arterial or collector street. More intense mixed use developments should be sited with at least one boundary adjacent to an arterial street or collector street which is identified as being a public transit corridor. Less intense mixed use projects may be adjacent to local streets.
- 131 Mixed use developments should incorporate general business, professional and public offices, multiple family residential uses and supporting commercial uses.
- 132 Developers of any low intensity uses and single family projects developed where mixed use is allowed shall be responsible for providing any required/desired buffers from adjoining higher density/higher intensity projects.
- 133 Allow options for creative, intensive mixed use developments which will provide a compatible mix of higher residential densities and supporting commercial uses through innovative site planning.
- 134 Where mixed use developments are allowed, encourage design techniques that will result in a project that is functionally integrated and visually compatible internally as well as with surrounding development.
- 135 Encourage the development of multi-storied residential uses having appropriate indoor and outdoor amenities (e.g. swimming pool, health spa, tennis courts, park, etc.) with local supporting mixed uses (e.g. restaurants, entertainment facilities, etc.).
- 136 Through the use of design commonality, mixed uses should provide some visual familiarity which will result in smoother circulation flow and easy recognition of amenities for visitors and pedestrians.

- 137 Encourage Live and Work units in Mixed Use Districts. These should be developed with entrances having recessed entry or awnings that will allow direct access at grade. This is similar to “Main Street” store front patterns and these units will generally be found in mixed use designated areas. When constructing Live and Work units, encourage the location of private exterior space on the second floor in a covered porch or balcony overlooking the street.
- 138 Encourage mixed use developments to develop along the principal routes served by public rapid and enhanced mass transit systems as defined by the RTC. This will allow easy access to services and employment not offered on site. Uses on adjacent properties within walking distance (1/4 mile) maybe considered when determining a MUD project. The intent is to develop a cohesive mix of uses with the objective of achieving a live, work and play balance within a neighborhood.

MIXED USE:

Building Orientation and Site Planning

- 139 Encourage the physical and functional integration of surrounding buildings, existing and/or proposed pedestrian paths, trails and streets when considering the location of buildings on the site. This reduces the potential of a monotonous, continuous row of buildings.
- 140 Encourage usable and functional, pedestrian friendly developments where building entrances are clearly identifiable and directly accessible from a public sidewalk.
- 141 Encourage the placement of off-street parking areas to be internalized or located behind the principal building(s) on the site. Where large numbers of parking spaces are required parking structures are encouraged. Also, since parking structures are a major visual element of the site, the design of the parking structure should be integrated with the form and materials of the primary structure(s).
- 142 Outdoor storage areas should be discouraged. If developed, outdoor storage areas (including loading areas with roll-up, overhead doors, service areas, and areas intended for large semi-truck parking) should be screened from adjacent parcels and from residential uses and public streets.
- 143 Discourage locating off-street parking adjacent to public roads. Off-street parking adjacent to public roads should require screening by one or a combination of the following: walls, landscaping, and/or berms. These screens should be continuous and at a recommended height of three feet to visually obscure car headlights.
- 144 Where possible, buildings should be sited around pedestrian plazas and courts.
- 145 Encourage recreation areas within mixed use developments to be located away from arterial and collector streets.

MIXED USE:

Building Design and Architecture

- 146 Encourage mixed use developments, to use architectural elements including, but not limited to, towers, domes, or other vertical elements; decorative fascias or parapets; pilasters or columns; arcades or colonnades; decorative details such as tiles, wrought iron, fenestration, landscaped planters or trellises; pitched or hipped roofs.
- 147 To improve visual quality, encourage architectural treatments on all building sides to eliminate blank building elevations along public rights-of-way and areas visible to the general public.
- 148 Encourage accessory parking structures to be architecturally compatible with the primary structure by using similar façade treatments and materials.
- 149 All new sound and masonry walls should be decorative and designed to visually minimize the stark appearance of a monotonous block wall face by incorporating variations in surface planes, landscape pockets, height, material, or texture.
- 150 Encourage signage that is compatible with the area. Monument signs, as defined by the Unified Development Code (Title 30) are encouraged.

MIXED USE:

Pedestrian Circulation and Orientation

- 151 On-site pedestrian circulation should be separated from vehicular traffic, as much as possible. In developments where substantial traffic volumes occur on certain stretches of on-site drives, a sidewalk or walkway should be provided, detached if possible, to separate pedestrian and vehicular traffic. A change in grade, color and the use of enhanced paving is encouraged to clearly define pedestrian walkways.
- 152 Site amenities such as public plazas, pedestrian walkways/links or site furnishings (benches, decorative light fixtures, ornamental waste containers, etc.) are encouraged. Where such amenities are provided, the use of landscaping, building overhangs and canopies should be implemented in order to provide shade and to make the areas comfortable for the users. Encourage the placement of pedestrian scale site furnishings along public streets and open spaces to create visual continuity, reinforce the pedestrian character and provide outdoor use areas along public walkways. These amenities may consist of seats and tables, drinking fountains, trash receptacles, or directories.
- 153 Buildings should provide street side entrances for pedestrians and public transit users where appropriate.
- 154 Encourage mixed use developments to incorporate pedestrian and bicycle circulation systems that connect with existing and proposed transit trail systems, parks, open space and nearby residential developments.
- 155 Encourage the placement of bus turnouts and other enhanced transit facilities in accordance with RTC standards.
- 156 To encourage pedestrian usage, sidewalks should be wider than 5 feet minimum standard and designed to be unobstructed, to allow for safe and unimpeded pedestrian traffic.