CLARK COUNTY BOARD OF COMMISSIONERS

ZONING / SUBDIVISIONS / LAND USE

AGENDA ITEM (CP-0052-15)

ISSUE:	**Update to the Comprehensive Plan Land Use Element**
PETITIONER:	Nancy Amundsen, Director, Comprehensive Planning Department
RECOMMENDATION:	**That the Clark County Board of Commissioners conduct a public hearing to consider adoption of an update of the Land Use Element policies to the Comprehensive Plan and authorize the Chair to sign a resolution amending the Plan. (For possible action)**

FISCAL IMPACT: None.

SPONSOR: N/A

BACKGROUND:

In April 2014, the Board of County Commissioners directed staff to pursue an update to the County's existing urban Land Use Plans. The Board also approved the formation of a Community Planning workgroup made up of two Planning Commissioners, Town Board representatives, and Planning Staff to provide input on the process.

The group reviewed policies in the seven urban land use plans (Enterprise, Laughlin, Lone Mountain, Spring Valley, Sunrise Manor, Whitney, and Winchester/Paradise) and reduced the number from a total of more than 1,800 policies to a more manageable number of 131 by eliminating duplicate policies and streamlining the remaining list. This also included adding policies from the Enterprise and Spring Valley Town Boards that were discussed during the recent updates to their plans.

The Planning Commission approved the policies on March 3, 2015.

The policies were found to be in conformance with the SNRPC Regional Policy Plan.

Staff recommends that the Clark County Board conduct a public hearing to consider adoption of an update of the Land Use Element policies to the Comprehensive Plan and authorize the Chair to sign a resolution amending the Plan.

Respectfully Submitted,

for

NANCY AMUNDSEN
Director, Comprehensive Planning

NA\gtb
04/08/15

CLARK COUNTY, NEVADA

COMPREHENSIVE PLAN
URBAN LAND USE POLICIES

Review Process

Tier 1: Develop a Standard Policy Document
- a. Identify and Remove Duplicate Policies
- b. Remove Unnecessary Policies
- c. Convert to Standard
- d. Work Group Review

Tier 2: Title 30 Duplication
- a. Staff Edit and Language Review
- b. Reorganize to New Categories
- c. Work Group Review
- d. Ent & SV Policy Review
- e. Further DA/Staff Review

Tier 3: Phase 2 List Rollout for Review

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GENERAL POLICIES:

1 Encourage urban/suburban growth patterns that promote employment opportunities/development, reduce automobile dependence, support alternative modes of transportation, and reduce air pollution.

2 Where infrastructure is available and transit is accessible, maximize the use of infill and redevelopment in existing urban/suburban areas. Infill development should be consistent with existing adjacent development.

3 Encourage the use of compact building design where urban density is developed within one-quarter of a mile (walking distance) of transit (existing and proposed).

4 Preserve existing residential neighborhoods by encouraging vacant lots within these areas to develop at similar densities as the existing area.

5 Finished floor heights should be approximately the same as adjacent uses.

6 The cumulative impact developments will have on area services including fire, police, water, sewer, roads, schools, and adjacent municipalities should be considered.

7 Land uses that are complementary and are of similar scale and intensity should provide appropriate connectivity and not be segregated.

8 Discourage nonconforming zone changes. Any approvals for nonconforming zoning requests should be conditioned to provide buffering from adjacent conforming properties.

9 Encourage requests for permit modifications or extensions of time on existing uses to include a plan to reduce their visual impacts and a phasing plan for completion.

10 Encourage site designs to be compatible with adjacent land uses and off-site circulation patterns, especially when the adjacent land use is a lower density or intensity.

11 All developments outside of rural areas should provide sidewalks on both sides of any public street.–Sidewalks are encouraged on at least one side of private streets whenever possible.

12 Encourage the development of detached sidewalks that exceed the five (5) foot minimum requirement.

13 Encourage drought-tolerant landscape design techniques in new developments and for retrofitting older areas, as well as between rights-of-way and any block wall surrounding a residential development. The drought-tolerant plant list is maintained by the Southern Nevada Water Authority (SNWA) and Southern Nevada Regional Planning Coalition (SNRPC).

14 All developments should be designed to accommodate and encourage recycling.

15 Lighting design should be sensitive to on and off-site residential uses. All exterior light sources should be shielded to direct light away from on-site residential uses.

16 All new perimeter walls, fences, driveways, trails, and other surfaces should be decorative. Encourage designs to visually minimize the stark appearance of a monotonous block wall face and should use alternative materials made from renewable and recyclable sources that do not trap and radiate heat. Incorporate design elements to discourage graffiti and encourage graffiti-resistant wall treatments.

17 Encourage comprehensive pedestrian, equestrian, and bicycle circulation systems that include provisions for paths in new and existing rights-of-way and/or easements. New development should incorporate ample active and passive open space in the overall site design and integrate those open spaces, where possible, with adjoining properties, trail systems, and public/private park facilities. Where possible, encourage adherence to the Regional Transportation Commission's (RTC) Complete Streets Design Guidelines for Livable Communities.

GENERAL POLICIES (con't)

18 Encourage 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.

19 Scale-relationships between buildings and adjacent developments should be carefully considered. Varying building height, breaking up the mass of a building, and shifting building placement can provide appropriate transitions between differing building scales and intensities. Building heights should be transitioned so any structure adjacent to a residential use is of similar height. Building heights should also vary within a development with lower height buildings adjacent to streets and surrounding residential uses to reduce the perceived mass of buildings.

20 All signage should be compatible with building styles on-site and also with surrounding development. Monument signs are encouraged, and any illuminated signs should be oriented away from neighborhoods.

21 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.

22 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.

23 Encourage right turn deceleration lanes and left turn lanes into intense uses such as industrial and other large scale developments. Also encourage right turn deceleration lanes into major retail and other High Impact Project (HIP) and Projects of Regional Significance (PRS), as defined by Title 30.

24 Encourage accessory parking structures for all uses to be architecturally compatible with the primary structure by using similar façade treatments and materials.

25 Encourage the placement of bus turnouts and other enhanced transit facilities in accordance with RTC standards.

26 Ensure that a Major Project provides a mix of residential, commercial, industrial, or public facilities land uses where residents will have the opportunity to live, work, and recreate. The design of a Major Project should be compatible within the development, as well as with adjoining land uses and the natural environment.

27 Encourage the localized areas of Commercial Tourist development to be the prime activity centers in the planning area and where hotels, resort hotels, entertainment uses, general business, professional and public offices, and commercial uses are located.

28 Unique transportation opportunities should be explored and encouraged.

29 New development should provide opportunities for continuity in the pedestrian network.

OVERALL RESIDENTIAL

30 Discourage residential development adjacent to any industrial or hazardous uses. Examples include power plants, landfills, railways, wastewater treatment facilities, 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 at time of sale.

31 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.

OVERALL RESIDENTIAL (con't)

32 Encourage specific buffering between existing residential areas and more intense land use designations. Buffering should take place on the parcel with the higher intensity designation, except when approvals for nonconforming zoning requests are conditioned to provide buffering from adjacent conforming properties.

33 In residential subdivisions, any parcels located at major intersections should be required to receive their access from within the subdivision. Corner parcels at major intersections that have a residential land use designation should not have access to collector or arterial streets.

34 When a non-multiple family development is approved in an area designated for multiple family projects on the Land Use Plan Map (non-conforming), required buffering should be provided on the parcel or development where the non-conforming zone change occurred.

35 Residential developments should be discouraged in Business and Research Park/Industrial categories.

ESTATE RESIDENTIAL

36 Encourage the preservation of the estate residential character by implementing non-urban street standards (see **Minimum Road Design Standards for Non-Urban Roadways Handbook,** available from the Clark County Public Works Department) while maintaining standard right-of-ways to ensure necessary facilities are provided.

37 To support a cohesive community, gated communities are discouraged in estate residential areas.

38 Encourage new residential developments adjacent to existing estate residential 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

39 Encourage higher density residential developments to be arranged in clusters or enclaves around courtyards. Provide residential courts and other opportunities for increased usable open space* and recreation facilities. Appropriate buffers, setbacks, parking, landscaping, and other regulated on-site and off-site development issues should be included in single family developments.

40 For the safety of residents, 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 where possible surrounded by local streets with homes that front the open space.

41 Encourage buffering between single family areas and higher density residential and commercial designations.

***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 (con't)

42 Single family projects developed within areas designated for commercial or higher density residential areas should provide any required or desired buffers from adjoining higher density/intensity projects.

43 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, varied rooflines, and/or varied architectural elements on all sides.

44 Exterior building walls should be articulated with varied setbacks of garage doors when adjacent to any street. Encourage residential garages be positioned to reduce their visual impact on the streets. At a minimum, encourage the garage to be located behind the front façade of the house. In many single family areas, garages may be sited in the following ways:

a.) In the rear accessed by a side drive or right-of-way,
b.) To the side recessed behind the front façade.

MULTIPLE FAMILY RESIDENTIAL

45 When higher density residential development is proposed adjacent to estate residential areas, prevent nuisances caused by incompatible uses, noise, lighting, and signs that detract from and are not consistent with the existing residential development.

46 When development of higher residential density developments are proposed next to estate residential areas, encourage block walls to abutting the estate residential and provide an intense landscape buffer.

47 When higher density residential development is proposed adjacent to single family residential areas, nuisances caused by incompatible uses, noise, lighting, and signs that detract from and are not consistent with the existing residential development should be prevented.

48 Attached single family housing, including townhomes, 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.

49 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.

50 Encourage multiple family projects to locate common areas, circulation paths, and building entry porches where they are most visible from the street and home interiors.

51 All multiple family projects should provide several amenities such as usable open space, swimming pools, barbeque pits, and community centers.

52 Encourage lofts, row housing, and other multiple family designs as alternatives to apartments.

53 Ensure that multiple family developments are compatible with adjoining land uses and densities through site planning and building design. Appropriate buffers, setbacks, drought-tolerant landscaping, building height and materials, shielded lighting, signage, along with on-site and off-site circulation should be addressed in multiple family developments.

54 Encourage the arrangement of parking areas, garages, and/or covered parking into courts to avoid creating long corridors of parking areas and encourage multi-level parking garages. 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 and to provide a variety of parking options for the residents.

MULTIPLE FAMILY RESIDENTIAL (con't)

55 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 in a multiple family development with lower buildings adjacent to streets and surrounding residential uses.

56 To minimize impacts on necessary public services and facilities, encourage multiple family developments to locate adjacent to a mix of other land uses including commercial, office, educational, institutional, recreational, and any other appropriate urban uses.

57 Encourage multiple family developments to locate near transit (or where it may become available) along with pedestrian and road networks that can accommodate higher residential densities.

58 When constructed on corners of intersections, orient multiple family structures so the front of the building faces both streets or is architecturally detailed with an enhanced façade.

COMMERCIAL

59 When commercial development is proposed adjacent to estate residential areas, prevent nuisances caused by incompatible uses, noise, lighting, and signs that detract from and are not consistent with the existing residential development.

60 When development of commercial developments are proposed next to estate residential areas, encourage articulated block walls abutting the estate residential and provide an intense landscape buffer.

61 When commercial development is proposed adjacent to single family residential areas, nuisances caused by incompatible uses, noise, lighting, and signs that detract from and are not consistent with the existing residential development should be prevented.

62 Encourage intense buffering and design features on the perimeter of parcels adjacent to existing or proposed single family uses.

63 Office structures should be developed in clusters and not configured in a linear pattern.

64 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.

65 Encourage commercial development design that will provide opportunities for cross access with adjoining sites to reduce or limit points of ingress and egress on arterial or collector streets to reduce onsite and offsite traffic congestion and hazards.

66 Commercial development should provide access points on arterial and collectors and not on local neighborhood streets.

67 Through site planning and building design, ensure that commercial developments are compatible with abutting uses. Appropriate buffers, setbacks, drought-tolerant landscaping, building height and materials, lighting, signage, adjoining land uses, and densities should be considered and integrated into commercial developments.

68 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, along with residential and other adjacent uses. All screening material should be consistent with the materials used for the balance of the project.

COMMERCIAL (con't)

69 Encourage commercial projects clustered around pedestrian plazas and courts to include a plaza with benches, decorative light fixtures, ornamental waste receptacles, and enhanced paving at vehicular entrances.

70 Site amenities such as plazas, pedestrian walkways, and site furnishings (benches, decorative light fixtures, ornamental waste receptacles, and enhanced paving) along linkages are encouraged. 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.

71 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.

72 Encourage freestanding signs not to exceed the building heights of the commercial developments they advertise.

73 Provide and maintain perimeter and interior parking lot trees for shade and visual relief, while maintaining view corridors to storefront areas.

74 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.

75 Encourage the physical and functional integration of surrounding buildings, along with existing and/or proposed pedestrian paths and streets when considering the location of the buildings on the site.

76 Off-street parking adjacent to public roads should require screening by one or a combination of the following: walls, drought-tolerant landscaping, and/or berms. These screens should be continuous and at a recommended height of three (3) feet or greater to visually buffer the parking lot.

77 Encourage the placement of required parking areas to be located behind the principal building(s) on the site.

78 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. This also includes design variations to a building's mass, including different elevations, roof forms, and surface planes by stair-stepping building height, breaking up the mass (mass refers to height, bulk, and scale of a building) and shifting building placement.

79 Encourage commercial developments to use visually articulated elements including, but not limited to towers, domes, decorative fascias or parapets, pilasters or columns, arcades or colonnades, decorative details such as tiles wrought iron (tubular steel), fenestration, landscaped planters or trellises, pitched/hipped roofs, or other visually articulated design utilizing harmonious volumes, spaces and materials.

COMMERCIAL TOURIST

80 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.).

81 Encourage a diversity of land uses within multi-storied structures. Single story freestanding projects should be avoided as much as possible.

82 Encourage mixed use projects to be developed near and integrated with routes served by transit.

COMMERCIAL TOURIST (con't)

83 Where possible, buildings should be located around pedestrian plazas and courts.

84 Service areas, trash collection areas, and truck loading areas should be screened and located away from public view.

85 Encourage the physical and functional integration of surrounding buildings, existing and/or proposed pedestrian paths, trails, and streets in accordance with Mixed Use District requirements when considering the location of buildings on the site.

86 Encourage usable and functional, pedestrian friendly developments where building entrances are clearly identifiable and directly accessible from public sidewalks.

87 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.

88 Encourage resort hotels to provide primary access from existing/planned arterial streets.

89 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 or greater to buffer the parking lot.

90 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.

91 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.

92 Where appropriate, buildings should provide street-side entrances for pedestrians and public transit users.

93 All structures on a development site should be of compatible architectural design, style, and color.

94 If the back or sides of any building are 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 similar architectural features to match the front of the building.

BUSINESS AND RESEARCH PARK

95 Residential developments, including mixed use development, are discouraged in business and research park categories.

96 Encourage business and research park developments to 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.

97 Encourage business and research park 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, while maintaining view corridors to storefront areas.

BUSINESS AND RESEARCH PARK (con't)

98 Encourage signage that is compatible with the area. Monument signs are encouraged.

99 Ensure that business and research park developments are complementary with abutting uses through site planning and building design on the perimeter. Adjoining land uses and densities should be considered regarding appropriate buffers, setbacks, landscaping, building height and materials, lighting, and signage on-site in business and research park developments.

INDUSTRIAL

100 The location of industrial 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.

101 Ensure that industrial developments are complementary with abutting 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 industrial developments.

102 If developed, 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.

103 Encourage industrial 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 should be internalized within the development.

104 Strongly 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 with a performance and restoration bonded phasing plan for reclamation. Discourage the location of future sand and gravel mining operations within the planning area.

105 Where possible, establish industrial areas for businesses that require rail access.

MIXED USE

106 Mixed Use Development (MUD) as a stand-alone infill project should be discouraged on ten (10) or less acres.

107 MUD's should incorporate general business, professional and public offices, multiple family residential uses and supporting commercial uses.

108 Mixed use development should be discouraged in Business and Research Park/Industrial categories.

109 MUD's should be located adjacent to an arterial or collector street. More intense mixed use developments (higher density and/or building height) 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.

110 Any residential projects developed where mixed use is allowed should provide any required/desired buffers from adjoining higher density/higher intensity projects. Townhomes and similar uses may be appropriate and could be integrated into MUD's.

111 Allow options for creative, intensive MUD's which will provide a compatible mix of higher residential densities and supporting commercial uses through innovative site planning.

MIXED USE (con't)

112 Where MUD's are allowed, encourage design techniques that will result in a project that is functionally integrated and visually compatible internally as well as externally with surrounding development.

113 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 commercial uses (e.g. restaurants, entertainment facilities, etc.).

114 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.

115 Encourage live/work units in MUD's. These should be developed with entrances having recessed entry or awnings that will allow direct access at grade. When constructing live/work units, encourage the location of private exterior space on the second floor in a covered porch or balcony overlooking the street.

116 Encourage MUD's 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 within walking distance (1/4 mile) may be 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. Greater walking distances may be appropriate around Transit Oriented Developments (TOD).

117 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.

118 Site amenities such as 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.

119 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 to reduce the potential of a monotonous, continuous row of buildings.

120 Encourage usable and functional, pedestrian friendly developments where building entrances are clearly identifiable and directly accessible from a public sidewalk.

121 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).

122 If developed, 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.

123 Discourage 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 or greater to buffer the parking lot.

MIXED USE (con't)

124 Where possible, buildings should be sited around pedestrian plazas and courts.

125 Recreation areas within MUD's should not front on arterial and collector streets.

126 Encourage MUD's to use visually articulated elements including, but not limited to, towers, domes; decorative fascias or parapets; pilasters or columns; arcades or colonnades; decorative details such as tiles, wrought iron (tubular steel), fenestration, landscaped planters or trellises; pitched/hipped roofs or other visually articulated design utilizing harmonious volumes, spaces and materials.

127 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 public.

128 Buildings should provide street side entrances for pedestrians and public transit users where appropriate.

129 Encourage MUD's to incorporate pedestrian and bicycle circulation systems that connect with existing and proposed transit trail systems, parks, open space and nearby residential developments.

130 To encourage pedestrian use, sidewalks should be wider than 5 feet minimum standard and designed to be unobstructed to allow for safe and unimpeded pedestrian traffic.

131 MUD's should demonstrate that adequate public facilities (police and fire stations, schools, community parks, open space and community centers) currently exist, or will be provided concurrently with the development and backed with appropriate bonding provided by the developer.