

DEAB – Mixed Use Design Standards

Presented by: DEAB

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Clark County Code Mixed Use Design Standards

» Townhomes

- With increasing land costs, townhomes are becoming the “single-family home” for the new generation of first time home-buyers in the Pacific Northwest. Townhomes have also proven to be popular with empty nesters seeking smaller spaces and no yard work. The mixed-use development examples herein show how townhouses can successfully be integrated into a pedestrian-oriented mixed-use environment.
- **Key Applicable Standards**
 - Larger development site must meet mixed-use requirement
 - Larger residential development must be within density range of 18-43 dwelling units per acre
 - Open space requirements per Section A.1
 - Building use, location, and orientation requirements per Section A.2
 - Parking garage standards per Section B.4
 - Building design standards per Chapter D

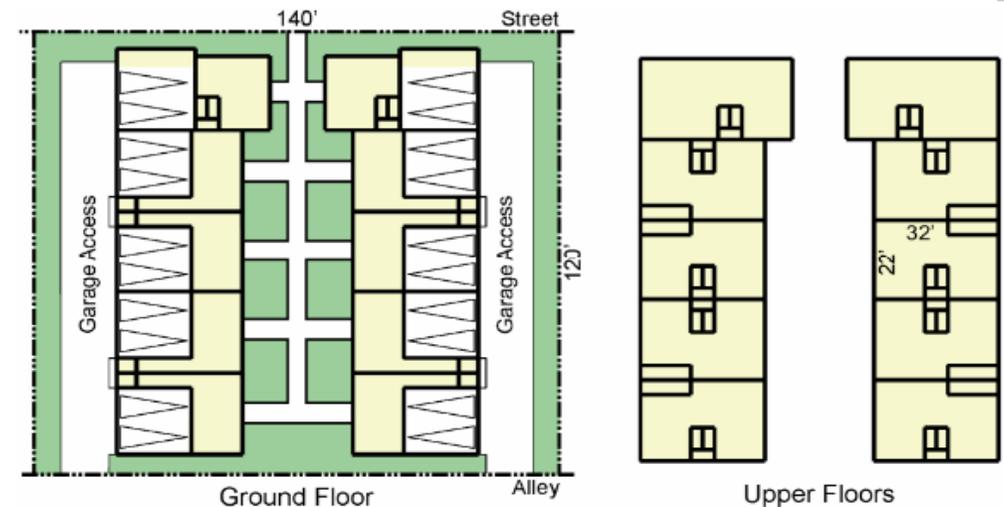
» Comment

- Townhome standards were written assuming they are multi-family, not fee-simple townhomes. Staff has interpreted that fee-simple townhomes are subject to Section G, Single-Family/Duplex Developments, yet Section G isn't listed as a Key Applicable Standard under the townhome housing type.



Townhouse Example:

- 16,800 SF lot size
- 1,800 SF dwelling units
- 2 private parking spaces/unit
- 3 floors
- 10 units



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Mixed Use Design Standards (cont.)



Figure A-26. An example of a residential square.

» A.1.5 – Open Space

- Master plans and subdivisions with single-family and duplex uses: At least 15 percent of the development site shall be devoted to a Parkway, Residential Squares, or Park Blocks, as described in Standard A.1.2. A Village Green or other publicly accessible open space described in A.1.2 may be used to meet some or all of this requirement, provided the space goes above and beyond the requirements of A.1.3 and is centralized and accessible to development per the responsible official.

» Comment

- 15% requirement should only apply to the **net** area within the site **devoted** to single family, fee-simple townhomes, and duplex uses.



Figure A-27. An example of a small residential square.

» A.3.1 – Street Corner

- Except for detached single-family units or duplexes, all developments proposals located at street corner sites shall include at least one of the design treatments described below (in order of preference):
 - a. Locate a building towards the street corner (within 15 feet of the corner property line).
 - b. Provide pedestrian-oriented space (as defined in Standard A.1.2) at the corner leading directly to a building entry or entries.
 - If a or b are not feasible per the responsible official, consider the following options:
 - c. Install substantial landscaping (at least 30 feet by 30 feet or 900 square feet of ground surface area with trees, shrubs, and or ground cover). The space may include a special architectural element, such as a trellis, to add identity or demarcation of the area. Such an architectural element may have a sign incorporated into it (as long as such sign does not identify an individual business or businesses);
 - d. Install a decorative screen wall (at least 2 feet, 6 inches high), a trellis, or other continuous architectural element, with a length of at least 20' along the front property line. Height and location of elements are not to create a visibility or security problem; or
 - e. Other treatments shall be considered, provided they meet the Intent of the standards as determined by the responsible official.

» Comment

- Exemption should also include fee-simple townhomes.

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Mixed Use Design Standards (cont.)

» C.1.1 – Sidewalk and Pathway Standards

- Developments shall utilize appropriate sidewalk widths, materials, designs, and construction standards to enhance pedestrian access and complement city life. Specifically:
 - b. Minimum sidewalk widths for both sides of street:
 - (1) 12 feet along pedestrian-oriented streets.
 - (2) 5 feet along all streets serving single-family and/or duplex uses.
 - (3) 8 feet along all other streets

» Comment

- Should include 5-foot sidewalks for streets serving fee-simple townhomes as well as single family and duplex uses.

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Mixed Use Design Standards (cont.)

» D.1.3 – Building Entries

- Pedestrian pathways from public sidewalks to primary entrances, or from parking lots to primary entrances, shall be accessible, conforming to federal and state Americans with Disabilities Act requirements, and shall be clearly delineated.

» Comment

- Should not apply to fee-simple townhomes, like single family or duplex uses.

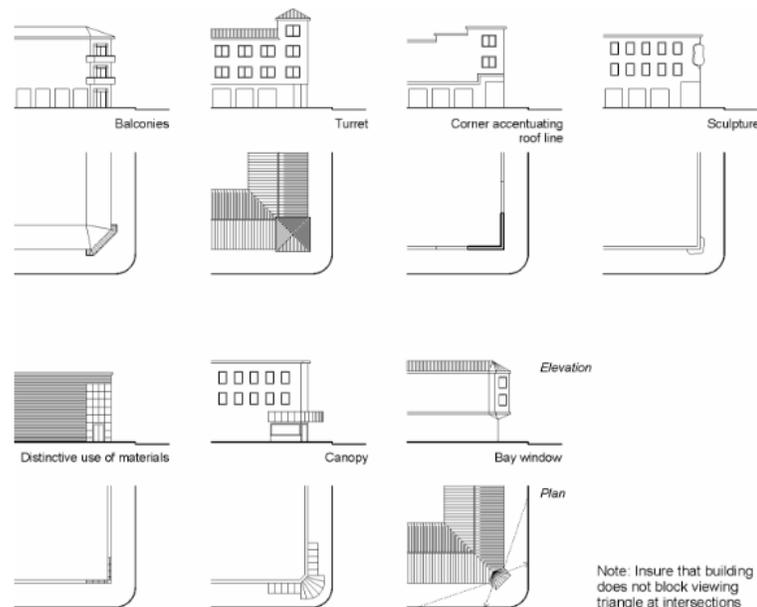


Figure D-16. Corner building treatments.

» D.3.2 – Building Details

- All new buildings located within 15 feet of a property line, at the intersection of streets, public or private, are required to employ two or more of the following design elements or treatments to the building corner facing the intersection:
 - a. provide at least 100 SF of pedestrian-oriented space between the street corner and the building(s). To qualify for this option, the building(s) shall have direct access to the space,
 - b. provide a corner entrance to courtyard, building lobby, atrium, or pedestrian pathway,
 - c. included a corner architectural element such as:
 - (1) Bay window or turret;
 - (2) Roof deck or balconies on upper stories;
 - (3) Building core setbacks "notch" or curved façade surfaces; or
 - (4) Sculpture or artwork, either bas-relief, figurative, or distinctive use of materials
 - d. Special treatment of the pedestrian weather protection canopy at the corner of the building; and/or
 - e. Other similar treatment or element approved by the responsible official.

» Comment

- Requirements are excessive and should not be required for fee-simple townhomes. Duplexes and detached single-family housing are not subject to Chapter D.

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Mixed Use Design Standards (cont.)

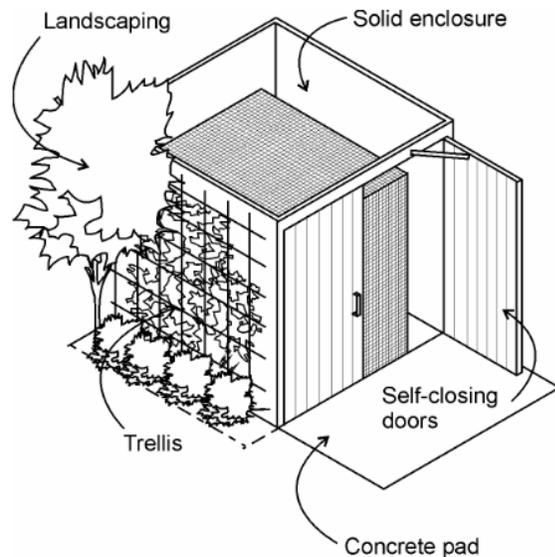


Figure E-6. Trash receptacle screening example.

» E.2.1 – Fences and Screening Elements

- The maximum height of free-standing walls, fences, or hedges along public streets or sidewalks shall be 3 feet unless a taller masonry wall is required, per the responsible official, to mitigate significant noise impacts.

» Comment

- Should not apply to solid waste enclosures, which are required to be 6-feet tall.

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Mixed Use Design Standards (cont.)

» G.1.1 – Subdivision Design and Site Layout

- Development of “Neighborhoods.” New detached single-family/duplex subdivisions shall be designed to integrate with the larger mixed-use development and with surrounding properties and neighborhoods. Subdivisions shall be designed so that individual, separately developed projects work together to create distinct neighborhoods, instead of disjointed or isolated enclaves. To accomplish this, such developments shall comply with the following standards:
 - A.1.4 regarding open space.
 - B.1.3 regarding cross circulation.
 - B.2.2 regarding street design.
 - G.2 regarding lot and building design.

» Comment

- Specifically, states detached single-family/duplex subdivisions, yet Staff interprets that fee-simple attached townhomes are subject to the Standard. Fee-simple townhomes should be added to G.1.1.

» G.2.1c – Lot and Building Design

- Setback requirements shall be as follows:
 - c. Maximum front yard: 20 feet.

» Comment

- The 20-foot maximum front yard setback should not apply to garages, this way a garage face can be set back further to deemphasize the garage.

» G.2.2

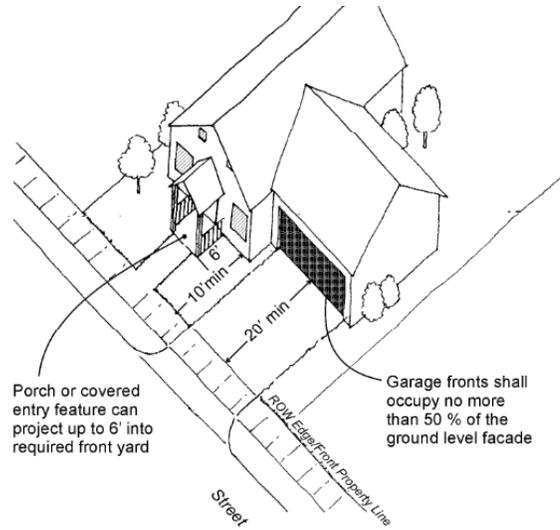
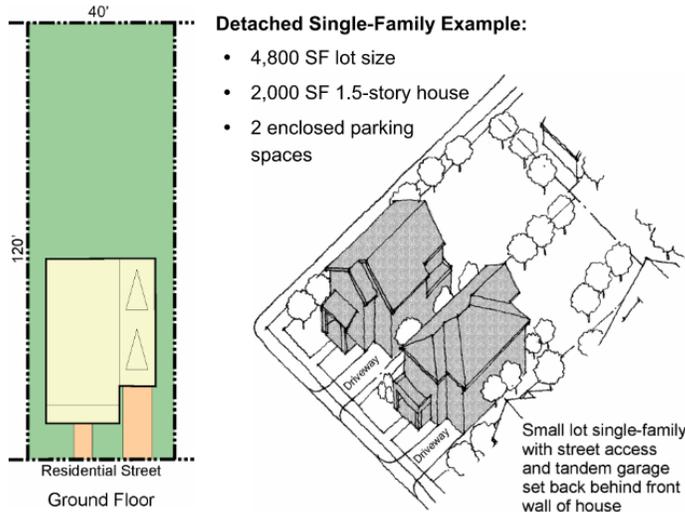
- Maximum floor area ratio shall be 0.5.

» Comment

- A maximum FAR seems to contradict the intent of higher density in mixed-use developments.
- Should not apply to fee-simple townhomes. A maximum of 0.50 FAR is impracticable to meet with townhome lots, without unnecessarily deep lots.
- Permitting staff has been interpreting Gross Floor Area to include garages. The Standard should specifically exclude garages from calculation so there is no interpretation required at the building permit level.

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Mixed Use Design Standards (cont.)



» G.2.5

- Garages shall be set back to a minimum of 18 feet from the designated front property line, except where the garage does not face the street. The garage face shall occupy no more than 50 percent of the ground-level façade facing the street.

» Comment

- Maximum 50% garage façade requirement for detached single-family housing should only apply to street frontages, not alleys. Staff has interpreted the intent was not to restrict percent of façade on alley-loaded garages. This is even more crucial for townhomes. This will provide more parking and promote use of alleys.

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Mixed Use Design Standards (cont.)

» G.2.6

- Where lots front on a public street and where vehicular access is from the street, garages, or carports shall be set back at least 5 feet more than any front wall of the dwelling unit facing the street (as measured from the front property line). Exceptions:
 - The roof, eaves, or canopy of garages or carports may project to align with the front wall of the dwelling unit.
 - Where garages face to the side or rear yard, they may be placed to align with the front wall of the dwelling unit, provided the garage includes a window facing the street so that it appears habitable.
- On corner lots, this standard shall only apply to the designated front yard.

» Comment

- Should allow a reduced setback on upper floors of multi-story homes. A five-foot second story cantilever is an expensive design requirement and results with the garage being in a hole. A 2–3-foot setback and second story overhang would still meet the intent of deemphasizing the garage face while reducing housing costs.

» G.2.8

- Driveway standards:
 - No more than one driveway per dwelling unit. (Separate driveways for ADUs are not permitted.)
 - Driveways for individual lots 50 feet or wider may be up to 20 feet in width.
 - Driveways for individual lots less than 50 feet wide may be up to 12 feet in width. Tandem parking configurations may be used to accommodate larger garages.

» Comment

- Should allow a second driveway for an ADU if the two driveways enter separate streets (corner lots) like duplexes are allowed.
- Driveway width restrictions should not apply to driveways accessing from an alley. Historically staff has interpreted this to only apply to streets, not alleys.

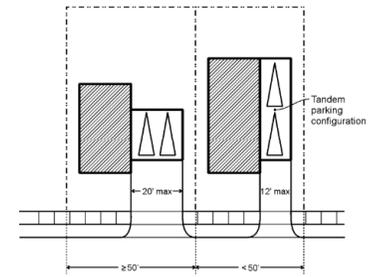


Figure G-5. Illustration of driveway standards.

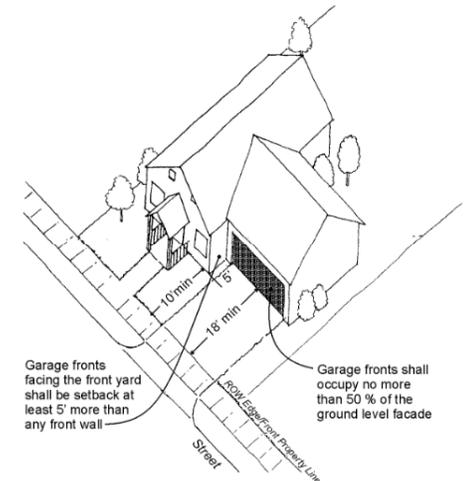


Figure G-4. Design standards for garages.