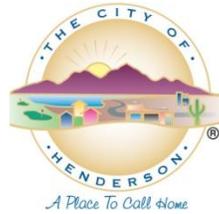


CITY OF HENDERSON



# COH Sage Mtn. Master Plan Design Guidelines

---

Henderson, Nevada

**June 2017**

**APPROVED**

## USE AND DIMENSIONAL STANDARDS

### 4.1 Zoning Designation

The 55-acre master plan will allow for uses that enhance the functionality of the Henderson Executive Airport and enhance the quality of life in neighboring communities.

The property is zoned Limited Industrial (IL) as described in Section 19.3.13 of the Henderson Development Code. To this end, the City will support a mix of IL uses within the 55-acres site that promote a sense of community and economic development. This will be accomplished by incorporating intensities that reflect existing and future market conditions. Uses will be primarily business-oriented with variations in size, location, and product. There will be no residential uses.

### 4.2 Use Regulations

This section outlines uses that deviate from the Henderson Development Code. The regulations that identify uses allowed in the IL zoning district under sections 19.5.4 through 19.5.6 of the Henderson Development Code shall apply unless expressly modified below.

#### A. Permitted Uses

1. Employment and Training Center, Nonprofit
2. School, Public or Private (College or University)
3. Convention
4. Financial Institution (General)
5. Office (Business and Professional, Medical)
  - Office uses are permitted up to a maximum of 100 percent of each business' leased area.
6. Retail Sales and Services (Pharmacy and Printing Service)
7. Visitor Accommodation (Hotel/Motel)
8. Commercial Recreation/Entertainment
9. Eating and Drinking Establishment, Restaurant with Service Bar and Wine/Lounge
10. Financial Institution (With Drive-Through Service)
11. Food and Beverage Sales (General)

DIMENSIONAL STANDARDS IL DISTRICT	
DISTRICT STANDARDS	
District size, min (acres)	N/A
Density ,max (units/gross acre)	N/A
LOT STANDARDS	
Lot area, min (acres)	1
Lot width, min (ft)	70
Lot coverage, max (%)	50
SETBACKS, MINIMUM	
Front (ft)	25*
Side, interior (ft)	20
Side, corner (ft)	10*
Rear (ft)	20*
BUILDING STANDARD	
Height, max (ft)	150 (see waiver)
Floor area ratio (FAR)	N/A
* Thirty-five foot setback are required from Sunset Road, Gibson Road, and Warm Springs Road in area where the right-of-way width is less than 120 feet.	

APPROVED

**B. Permitted Subject to Standards**

1. Retail Sales and Services (Convenience Markets)
  - Convenience markets will only be allowed on the ground floor of other permitted uses or stand-alone buildings.

**C. Conditional Use Permit**

1. Cultural Institution
2. Hospital
3. Maintenance and Service Facility
4. Arts and Crafts
5. Banquet Facility
6. Brew Pub/Microbrewery/Craft Distillery
7. Brewery
8. Commercial Laundry (General and Limited)
9. Catering Service (Free-Standing or Primary Use)
10. Club or Lodge

**D. Temporary Uses**

1. Temporary Live Entertainment Events
2. Temporary Outdoor Event

**E. Accessory Uses**

1. School, Public or Private (K-12)
  - Elementary, middle, and high schools will only be permitted as an accessory to a college or university use.
2. Catering Service
  - Catering services allowed accessory to hotels, convention centers, and restaurants.

**F. Uses Not Permitted**

1. Vehicle/ Equipment Sales and Service (Commercial (Retail) Fueling Centers, Fleet Fueling Service, Smog-Check Station, and Vehicle Storage)
2. Warehousing and/or Storage Yards (General)
3. Construction Storage Yards
4. Industry, General
5. Recycling
6. Sexually Oriented Business
7. Mini-storage
8. Financial Services – Check Cashing, Deferred Deposit Service, and/or Vehicle Title Loan Facility

**G. Off-Street Parking and Loading Schedules**

Parking and loading requirements will remain consistent with sections 19.5 and 19.7.4 of the Henderson Development Code.

**APPROVED**

## SITE DESIGN AND CHARACTER

### Transit-Ready Areas

Transit-ready development prepares for future transit expansion with neighborhoods and road networks designed for maximum efficiency of all transportation modes. The Regional Transportation Commission (RTC) has identified Via Inspirada and Executive Airport Drive as future rapid transit corridors which will provide the backbone for additional local transit and pedestrian amenities. The 55-acre master plan will incorporate these amenities as it develops to provide more transportation choices for future commuters and visitors and to reinforce the attraction of high quality office users. In the long-term, the City desires to minimize congestion by reducing the need for single-occupancy commutes to the 55-acre master plan. To fulfill this desire, each new development will contribute to a connected street system, comfortable and secure walking paths, and transit-supportive amenities. Appropriately scaled architecture with amenities adapted to the climate will also encourage an enhanced pedestrian and vehicular experience.

To ensure that the 55-acre master plan supports future transit, the City will:

- Encourage pedestrian-friendly development.
- Encourage businesses to take part in the RTC's Club Ride Commuter Services Program and other transportation demand management programs.
- Create mixed-use "hubs" around planned stops with amenities and services for transit users.
- Require that development include adequate lighting and universal accessibility to satisfy transit-user safety concerns.
- Incorporate shade structures into streetscape designs.
- Integrate centrally-located parking facilities that are shared between uses.
- Encourage preferred parking facilities for bicycles, carpool vehicles, and motorcycles.
- Encourage public/ private ventures to improve vehicular accessibility from St. Rose Parkway to the 55-acre master plan. Such ventures might allow private entities to enter into agreements with the City and the RTC to construct, improve, maintain, and operate public transportation facilities.
- Integrate multi-modal transportation systems within site design.
- Encourage roadway and site design that enhances connectivity between developments.
- Establish connections between the 55-acre master plan and regional trails.
- Provide open space areas for relaxation and enjoyment.



*The 55-acre master plan will connect to regional trails by incorporating pedestrian-friendly sidewalks into street designs.*

**APPROVED**

### **Landscaping**

Useable, common open space will be subject to Section 19.7.2 of the Henderson Development Code. Common open space standards shall comply with the standards of the IL district.

Landscape buffers shall comply with Section 19.7.5.C.3 of the Henderson Development Code. Subject to approval by the community Development Director, developers may provide the following alternate configuration along street frontages not listed on the Master Transportation Plan: (1.) sidewalks at least 10 feet in width, (2) shade trees planted at 25 feet on center, placed in a minimum 5-foot by 5-foot planting area, and adjacent to the curb covered with a tree grate or decomposed granite that is flush with the adjacent pavement, and (3) the building must be built to the back of the sidewalk with an entrance to the street.



*Drought-tolerant landscaping will enhance the visual appeal of the LTA.*

### **Pedestrian Amenities**

The 55-acre master plan will be designed in a manner that encourages pedestrian circulation. The design will lend to the 55-acre master plan being seen as a vibrant place to work. Specifically courtyards, plazas, and pedestrian boulevards will be incorporated to meet this need. Shade structures will be incorporated into all streetscape designs.

These amenities will be interconnected by streets, bikeways, and trails for workers and visitors to enjoy. They will have a strong urban presence through streetscape design and urban forms.



*The design of the LTA will lend to a vibrant workplace atmosphere.*

### **Transitions to Residential**

In order to preserve the integrity of the community, landscape buffers will be incorporated into the design of the 55-acre master plan. Buffers may be of varied concepts, including but not limited to greenways, open space, parks, or other methods to provide an appropriate transition to

**APPROVED**

residential areas. Existing arroyo/drainage features could be preserved as natural features along with the co-location of sensitive architecture and less intensive uses. Preservation of arroyo/drainage features would be dependent upon flow volumes and the location of existing flood structures near the 55-acre master plan.

Development located adjacent to residential uses shall comply with the Residential Compatibility Standards of section 19.7.6.D.6 of the Code.

### **BUILDING DESIGN AND ARCHITECTURAL STANDARDS**

Building within the 55-acre master plan will be designed in a manner that is creative and unique. Architecture will lend to an attractive and enduring business park setting. Buildings should be sited in a harmonious and complementary manner. Aesthetically, forms should be somewhat consistent while at the same time allowing for variation and diversity. Architectural elements will conform to the Non-Residential Design Standards of Title 19 required throughout the City. However, innovative and attractive designs that deviate from the standards may be approved at the discretion of the Community Development Director. The following guidelines should be considered:

- Buildings will be designed to have a high visual quality as defined by section 19.7.6.D of the Henderson Development Code.
- Overall site layout should be cohesive and minimize adverse physical impacts to nearby residences.
- Buildings may be clustered or located at the periphery of the site and connected with seating areas, walkways, or plazas.
- Sustainable design and energy efficient buildings are strongly encouraged.

#### **Office Buildings**

Office buildings, whether used for educational facilities, medical uses, research and development, or general business purposes, will be located throughout the 55-acre master plan. While no specific design is required, office buildings should relate visually using similar architectural vocabulary and palette of materials. Materials will include, but are not limited to concrete, stone, glass, brick masonry, stucco, and metal panels.



**APPROVED**

Building heights and floor plates will vary (taller buildings will be concentrated toward the center of the 55-acre master plan or along major thoroughfares), but should be considered in the overall arrangement of structures. Walls should avoid blank expanses by means of variations in height, setbacks, materials, or other methods. All four sides of each structure should be of matching materials and should include elements to provide visual relief. Roof screens designed to hide roof-mounted mechanical equipment can be used in creative ways to articulate rooflines.



### **Flex Warehouse**

Flex warehouse structures are typically one-story buildings with large floor plates. The 55-acre master plan architectural form is characterized by low horizontal architecture which limits the degree to which height and articulation of the roofline can be achieved. The long facades can be broken up through changes in the plane of the elevation and punctuations of varying materials such as glass or metal panels. Building materials may include, but are not limited to concrete, brick masonry, and glass and metal panels. All four sides of each structure should be of matching materials and should include elements to provide visual relief.



### **Hotels, Commercial, and Auxiliary Uses**

Auxiliary and airport supportive uses could include, but are not limited to hotels, restaurants, transportation rental, meeting space, remote parking, and personal improvement services. Restaurants could be stand-alone or vertically integrated as a ground-floor use and the inclusion of outdoor seating is encouraged. All of these buildings, as well as other commercial uses serving the needs of commuters and visitors, will be designed to complement the overall architectural character of the 55-acre master plan. Materials shall be similar to the office

**APPROVED**

buildings, including concrete masonry, stucco, pre-cast brick, and glass. Architecture should evoke a modern feel. All four sides of each structure should be of matching materials and should include elements to provide visual relief.



## CHAPTER 8: SUSTAINABILITY

As a responsible environmental steward, the City incorporates sustainability into its planning processes. The City adopted a Sustainability Action Plan in 2009 with emphasis on seven broad themes: Energy, Water, Recycling and Waste Reduction, Transportation, Urban Design, Urban Nature, and Environmental Health. With regard to the 55-acre master plan, the following objectives have been identified to ensure consistency with the Action Plan for future development.

The City will work with future users to encourage sustainability, innovative environmental design, and consistency with the objectives of this Master Plan Overlay and Design Guidelines. Development within the 55- acre master plan shall achieve sustainable building and site design criteria in accordance with Chapter 19.7.12 of the Henderson Development Code.

- A. **Energy:** Encourage on-site renewable energy production; promote the design and construction of energy efficient buildings; reduce air, water, and land pollution from energy consumption; and reduce the heat island effect.



*Solar photovoltaic panels are one of several options for sustainable development as provided in the Code.*

**APPROVED**

- B. **Water:** Minimize water use in buildings; prevent pollution and erosion from stormwater runoff; and minimize outdoor water use for landscape irrigation.
- C. **Recycling and Waste Reduction:** Encourage recycling of commercial products; reduce the amount of waste to be hauled and disposed of in landfills, and promote the reuse of materials.
- D. **Transportation:** Encourage alternative modes of transportation such as walking and bicycling through integrated site and infrastructure design; encourage the use of public transit; promote safe and efficient transportation to prevent conflicts and reduce congestion; encourage the use of clean technology for private and fleet vehicles; and design parking facilities and roadway networks to minimize adverse environmental impacts to pedestrians.
- E. **Urban Design:** Incorporate the principles of sustainable design into all buildings and pursue Leadership in Environmental Design (LEED) certification; integrate transportation and land use planning to produce a more cohesive development with a distinct identity; and create a high-quality business environment that will attract and retain businesses to diversify the local economy.
- F. **Urban Nature:** Integrate a variety of appealing and comfortable open spaces within developed areas; provide shade to encourage walking and time spent outdoors; and provide connections to local and regional trails where feasible.
- G. **Environmental Health:** Encourage the use of green building practices and materials in the design, construction, or retrofit of buildings; promote the production and use of green products; and reduce negative impacts from buildup and transportation on air quality emissions.

**APPROVED**