

# CHAPTER 5: DOWNTOWN DESIGN STANDARDS

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## 5.1 GENERAL PROVISIONS

### A. PURPOSE AND INTENT

These design standards are intended encourage new quality development, while preserving the character of the built environment within Downtown Henderson. More specifically, this section is intended to:

1. Encourage high-quality development as a strategy for investing in the City's future;
2. Emphasize Downtown's unique community character;
3. Maintain and enhance the quality of life for the City's citizens;
4. Shape the City's appearance, aesthetic quality, and spatial form;
5. Reinforce the civic pride of citizens through appropriate development;
6. Protect and enhance property values;
7. Minimize negative impacts on the natural environment and support sustainable development patterns;
8. Provide property owners, developers, architects, builders, business owners, and others with a clear and equitable set of parameters for developing land;
9. Encourage a pedestrian- and bicyclist-friendly environment; and
10. Ensure greater public safety, convenience, and accessibility through an enhanced built environment.

## 5.2 ARCHITECTURAL DESIGN

### A. APPLICABILITY

The architectural design requirements of this section will apply to all development within the boundaries of this master plan. Architectural design will be a key to establishing a cohesive district and will strive to provide a diversity of building structures and styles.

### B. BUILDING DESIGN

Henderson, Nevada was originally planned, designed and built in 1943 as an entirely new community to assist the United States military efforts during World War II. Downtown Henderson has always been an eclectic collection of modern buildings designed to represent various architectural styles of that era. Those styles included aspects of Moderne as well as the many other popular and emerging architectural styles of the period.

In respecting to the community's heritage, Henderson desires to continue its homage to its past by keeping the architectural forms, designs and details of the early 1940's relevant in its architectural presence downtown. In expanding upon its first generation of downtown redevelopment enforcing the Moderne theme, the community now desires to broaden its design palate to include a greater variety from the early 1900's and Mid-Century architectural expressions; that may also be expressed in a more contemporary manner. The importance is to retain the eclectic character and the varied face of the streetscape that attracts people to downtown Henderson, and to enjoy and appreciate the creativity the

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### 5.2 ARCHITECTURAL DESIGN

architecture expresses while they are here. See Appendix: Downtown Design Gallery for examples of appropriate architectural character and form.

In seeking approval for a design review within the Downtown District, the development review committee requires all applicants to provide evidence the project complies with the architectural requirements identified above.

In addition to the principles identified above, all projects must comply with the following guidelines:

#### 1. Four-Sided Architecture

All sides of a building that are visible from a public street, public right-of-way or is setback from the side or rear property line shall feature a similar level of architectural detail reflecting the front facade.

#### 2. Base, Middle, and Cap

Buildings with three or more stories shall incorporate a base, middle, and cap described as follows (see Figure 5.2.1):

- (a) The base shall include an entryway with transparent windows and a molding or reveal placed between the first and second stories or over the second story.
- (b) The middle shall include a minimum of 50 percent of the vertical height of the building and may include windows and/or balconies; and
- (c) The cap shall include the area from the top floor to the roof of the building, and shall include a cornice or roof overhang.

#### 3. Roof Modulation

The Roof lines for the full length of any roof shall be varied and designed to minimize the bulk of a building, screen roof-mounted equipment, emphasize key building entrances, and enhance the building's architectural design. Roof line variation may be achieved by utilizing one or more of the following methods:



Figure 5.2.1: Example of Base, Middle, and Cap design

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### 5.3 COMMON OPEN SPACE

- (a) Decorative parapets (a minimum of three feet in height or the maximum necessary to screen rooftop equipment;
- (b) Overhang eaves (extending a minimum of three feet beyond the supporting wall);
- (c) Three-dimensional cornice treatments (a minimum of 12 inches high);
- (d) Three or more roof planes per façade;
- (e) Green roofs, which use vegetation to improve stormwater quality and reduce runoff; or
- (f) Other approaches approved by the Director where the Director finds that the roof design is composed of a variety of roof forms that are appropriately scaled and proportion.

#### C. DOWNTOWN LIGHTING STANDARDS

The use of vibrant lighting within the downtown establishes visual unity and creates a sense of arrival for downtown. Decorative, pedestrian oriented streetlights shall be installed along all streets within the downtown districts as determined by the City. The lights will provide additional illumination at the sidewalk level, creating a lively, nighttime atmosphere for pedestrians, and will serve as a unifying element for the downtown. The extension of lights along Lake Mead Parkway will create interest and help draw visitors towards the downtown gateway located at the intersection of Water Street and Lake Mead Parkway. The design of streetlights and individual building lighting that reinforces the Moderne/Art Deco architectural period is required along Water Street. The use of colored up lighting or neon to enhance the building facade shall be permitted along Water Street.

### 5.3 COMMON OPEN SPACE

#### A. PURPOSE

Common open space is designed to provide enhanced pedestrian areas for residents and visitors to be able to gather in centrally located areas. These enhanced open space areas will provide a space for resident requested amenities and activities to take place. Common open space areas will also provide a refuge for residents and visitors as they walk and/or bike throughout the downtown.

#### B. REQUIREMENT

As development occurs throughout the downtown, common open space is required based on the number of residential units within a development. All development is required to provide 100 square feet of common open space per residential unit. This common open space may be located on-site or off-site of the development, but must conform to the design criteria listed below.

As an incentive to allow 100 percent site build out, common open space areas may be located off-site, in which case a developer will be required to provide a fee-in-lieu of to

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### 5.3 COMMON OPEN SPACE

the City for the development of the required common open space. This common open space will be developed per City standards with amenities desired by the residents in the area.

Developers or property owners may also work with the City's Parks and Recreation Department to develop turn-key park or pocket park site which would also meet the common open space requirement if the turn-key park is within 1000 feet of the development.

#### **C. DESIGN CRITERIA**

Land set aside for common open space or pedestrian amenities pursuant to this section shall meet the following design criteria, as relevant:

1. Common open space areas shall be located so as to be readily accessible and useable by the public.
2. Open space areas shall be compact and contiguous. Required open space may be used as a continuation of an existing trail, or a unique topographic feature which is adjacent to or adjoining a required open space area, which may require a different configuration.
3. The overall theme and look of a common open space area must conform to the architecture or the surrounding buildings and provide themed elements which enhance the look and feel of the area.
4. The surface of a required open space must be suitable for outdoor activities. Surfaces must consist of lawn, garden, flagstone, wood planking, concrete, or other serviceable, dust free material to allow for the accommodation of splash pads, dog parks, play structures and other desired amenities. Asphalt surface materials may be used for designated recreation areas such as multi-purpose trails, tennis courts, and basketball courts shall be concrete with sport surfacing. Decomposed granite as ground cover may be used, as a trail surface it needs to be stabilized decomposed granite. A combination of different materials is encouraged.
5. Except as provided, not more than 30 percent of a required common open space may be located on a roof, balcony, or other area above ground level. In determining the amount of open space on a roof, an area occupied by a vent, mechanical equipment or structure that does not enhance the usability of the space is excluded.
6. Streetscape improvements within the public right-of-way may be included in the calculation of common open space except for the area within a Clear Zone as defined.

#### **D. LOCATION AND OWNERSHIP**

##### **1. Method of Ownership**

Common open space areas shall be maintained as permanent open space through at least one of the following options: common ownership by a property owner's association, held in deed-restricted private ownership, or dedication to the City or to another appropriate public agency. All methods utilizing private ownership shall be in a form approved by the City Attorney, who shall review the documents to ensure perpetual maintenance, preservation, and restricted usage where applicable.

##### **2. Declaration of Covenants and Restrictions**

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### 5.4 SUSTAINABILITY

If common open space is to be deeded to a property owner's association, then the applicant shall record a declaration of covenants and restrictions that shall:

- (a) Govern the use of the common open space;
- (b) Run with the land in perpetuity; and
- (c) Provide for a lien on the property to secure collections of assessments levied by the association.
- (d) Provide public access easement for public to use open space.

#### 3. Private Ownership

If common open space is to be privately owned, then it shall have deed restrictions that:

- (a) Provide that the common open space shall be maintained and preserved as open space and shall not be used for yards, lawns, or buildings;
- (b) Run with the land in perpetuity; and
- (c) Indicate that the City and owners of land in the development have a right to enforce the deed restrictions.
- (d) Provide public access easement for public to use open space.

#### E. MAINTENANCE OF COMMON OPEN SPACE

Private common open space areas shall be maintained per City approved site plans by the property owner or association. In the event that common open space areas are not maintained in reasonable order and condition in accordance with the approved site plan, then the City may serve written notice of the deficiencies upon the association or the owners or residents of the development. If the deficiencies cited by the City have not been corrected within 30 days after written notice, then the Community Development and Services department shall have the authority to correct the deficiencies. The cost of the correction shall be assessed jointly and severally against the properties within the development that have a right of enjoyment of the common open space. The entire cost of correction shall be a lien upon each of the properties from the date that the lien is filed in the County Recorder's office. Public common open space areas owned by the City will be maintained by the City per the approved site plans.

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### 5.4 SUSTAINABILITY

See Henderson Development Code Title 19.10.12, *Sustainability*.

### 5.5 MECHANICAL EQUIPMENT SCREENING

See Henderson Development Code Title 19.10.7.A, *Mechanical Equipment Screening*.

### 5.6 DUMPSTER SCREENING

See Henderson Development Code Title 19.10.7.D, *Dumpster Screening*.

#### A. SETBACKS

All enclosures shall be located a maximum distance possible from a residential use and from the property lines of sites with an existing or proposed school, licensed day care, or park and recreation facility.

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### 5.7 FENCES AND WALLS

#### 5.7 FENCES AND WALLS

Unless otherwise expressly provided for in this Master Plan or unless expressly provided for in conjunction with the approval of a Design Review with Modification, fences and walls shall comply with the following general standards:

##### A. WATER STREET, ST. ROSE, AND GATEWAY DISTRICTS

###### 1. Security and Screening Walls

To maintain a cohesive appearance and pedestrian-friendly environment within the downtown districts, security and screening walls and fences are not permitted in the any of the districts, except for required garbage dumpster screening or security walls surrounding pools. If installed, screening or security walls shall be decorative and installed to a height of not less than five feet or greater than six feet (except as required for traffic visibility). Design shall include detail variations such as pilasters, decorative caps, or decorative cut-outs at a spacing not less than fifty feet. Chain-link and smooth grey CMU fencing is prohibited.

###### 2. Retaining Walls

Large retaining walls located at the street edge overwhelm the pedestrian and detract from the overall character of the street. To maintain the downtown's pedestrian scale and inviting appearance, retaining walls shall not exceed three feet in height. Retaining walls should be constructed from similar materials and contain similar architectural features as the primary building on the site.

##### B. ATLANTIC, ST. ROSE TRANSITION, WATER STREET TRANSITION, AND BASIC TOWNSITE DISTRICTS

###### 1. Sight Visibility Zones

In addition to the standards listed below for various opportunity districts, sight visibility zones for street intersections shall be provided per CCUSD No. 201.2. Sight visibility zones for driveways shall be provided per Henderson Development Code Section 19.7.4.J.4.

###### 2. Access Gates

- (a) Access gates shall be in accordance with CPTED guidelines and approved by the Building & Fire Safety Department.
- (b) All access gates shall be built from materials that are not conducive to vandalism.

###### 3. Materials and Design

- (a) Fences and walls shall complement the design of the associated building(s) in terms of their color, materials, and scale.
- (b) Chain-link fencing and smooth-face concrete masonry units (CMU) are prohibited, except as authorized for vacant property below.

###### 4. Fence or Wall Height

Fence or wall heights shall be measured from finished grade on the highest side of the fence or wall to the top of the fence or wall.

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### 5.8 PARKING STANDARDS

#### 5. Vacant Property

Vacant property may be fenced with chain-link fencing not to exceed six feet in height when the purpose of such fencing is to prevent unauthorized dumping or vehicular soil disturbance that results in fugitive dust or nuisance conditions. Such fencing of vacant property shall not be construed to allow use of the property for outdoor storage. A building permit for a chain-link fence shall be obtained from the Building & Fire Safety Department and shall be reviewed as necessary by the Public Works department prior to issuance to ensure that the fence does not create or intensify any drainage problems.

#### 6. Maximum Fence Heights (Side and Rear Yard)

Except as otherwise permitted in this master plan, the maximum height of a fence within a required side and rear setback for a residential use shall be six feet (eight feet adjacent to commercial uses).

#### 7. Maximum Fence Heights (Front Yard)

The maximum height of a solid fence or wall within the front yard setback shall be 32 inches and the maximum height of a wrought-iron fence shall be four feet. The maximum height for fences/walls for entry gates at the residential subdivision entrance shall be eight feet. All other entry features or designs must be approved through a design review with modification.

#### 8. Sport/Tennis Court Screen/Fence

Screening or fencing for tennis/sports courts is permitted in the rear or side yard area. Such structures may exceed the height of six feet, but shall not be higher than 12 feet. The portion of the structure above the height of six feet shall be open so as not to restrict light or ventilation and provided such fencing shall be setback a minimum of five feet from the side and rear property lines. For Sport/Tennis Court Lighting, see Henderson Municipal Code Section 19.7.8.E, Glare and Lighting.

### 5.8 PARKING STANDARDS

#### A. VISION

The Henderson Downtown District is envisioned to become “an enjoyable place to stroll, lined with pedestrian –oriented uses, served by lively public spaces, ... supported by regional transit access, highway access, regional trail access, and enhanced public and private parking facilities.” per the City’s Water Street District Pedestrian and Bicycle Master Plan. Parking within the master plan area will focus on providing a diverse range of access options for residents and visitors to the area. With the increase of transportation options to the area the amount of vehicular parking once needed to fulfill the off-street parking needs may be greatly reduced.

#### B. PURPOSE

The regulations of this section are intended to help ensure the location and design characteristics of constructed parking areas are such to limit the impact of those parking areas on the downtown area.

#### C. DOWNTOWN PARKING MASTER PLAN

The Downtown Parking Master Plan was developed for the City’s Redevelopment Agency to provide a mechanism in identifying future parking demand and location of future parking

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### 5.8 PARKING STANDARDS

facilities. This parking plan will be used to provide recommendations to the amount of off-street parking needed for a specified use and give guidance on the location and need for off-street parking structures.

#### D. OFF-STREET PARKING REQUIREMENTS

A minimum off-street parking requirement will not be required for any commercial use located within the identified Opportunity Districts if the development is located within 850 feet of an existing public parking lot or structure; otherwise, commercial developments will be required to provide ½ of the maximum required parking ratio, found in table 5.8.1, Maximum Parking Ratios, on-site. Any conversion of a structure from a residential use to a commercial use will be required to provide a minimum 1 off-street parking stall.

All residential uses within the master plan area will be required to provide a minimum one (1) off-street parking space per residential unit. On-street parking located in front of the subject site may count towards this requirement.

##### 1. Maximum Parking Ratios

(a) Purpose

A maximum allowed off-street parking ratio is provided to reduce the amount of surface parking within the Downtown.

(b) Exceptions

Exceptions to the maximum off-street parking requirement will include any site where a structured parking garage is developed.

(c) The following parking ratios are listed as a maximum allowed off-street parking ratio for a given use.

Use	Maximum Parking Ratio	Units
Single-Family Detached Residential	2	Per dwelling unit
Multi-Family, Single-Family Attached Residential	2	Per dwelling unit
Assisted Living	.5	Per dwelling unit
Hotel/Motel	1	Per room
City Park	2	Per acre
Performing Arts Theater	.5	Per seat
Movie Theater	.25	Per seat
Arena	.30	Per seat
Civic Center	5	Per 1,000 GFA



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Casino	5	Per 1,000 GFA
Fitness Club	6	Per 1,000 GFA
Community Center	4	Per 1,000 GFA
Elementary School	1	Per 1,000 GFA
Church	5	Per 1,000 GFA
Museum	2	Per 1,000 GFA
Library	.5	Per 1,000 GFA
Veterinary	1.5	Per 1,000 GFA
General Office	2	Per 1,000 GFA
Medical Office	2.5	Per 1,000 GFA
Government Office	1.5	Per 1,000 GFA
General Retail	1.5	Per 1,000 GFA
Convenience Market	2	Per 1,000 GFA
Bank	2	Per 1,000 GFA
Eating or Drinking Establishment	5	Per 1,000 GFA
Auto Service	3	Per 1,000 GFA
Dry Cleaners	2	Per 1,000 GFA
Convention Center	1	Per 1,000 GFA
Marijuana Dispensary	10	Per 1,000 GFA

#### **E. USE OF OFF-STREET PARKING AREAS**

See Henderson Development Code Title 19.12.2.A, Use of Off Street Parking Areas

#### **F. ACCESSIBLE PARKING FOR PERSONS WITH PHYSICAL DISABILITIES**

##### **1. General**

A portion of the total number of off-street parking spaces in each off-street parking area must be designated, located, and reserved for use by persons with physical disabilities, in accordance with the regulations found in the Henderson Development Code Section 19.12.2.C.

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### 5.9 BICYCLE PARKING

#### G. PARKING LOCATION AND LAYOUT

##### 1. Setbacks

Except for residential uses, off-street parking within downtown districts may not be located within the front yard or corner side yard area (between the building and street). All parking must be located to the side or rear of the site. If located in the interior side yard, adequate screening must be provided from the adjacent public right-of-way.

#### H. DIMENSIONS AND DESIGN

##### 1. General

Required off-street parking spaces shall comply with the minimum dimensional standards found in Henderson Development Code Title 19.12.8, Parking Area Design Standards:

##### 2. Compact Spaces

The Community Development and Services Director is authorized to approve the use of compact parking spaces for up to 50 percent of any off-street parking space. Compact parking spaces must have minimum dimensions of 8.5 feet by 18 feet. Compact parking spaces must be designated by signs or other approved markings.

##### 3. Other Design Criteria

See Henderson Development Code Title 19.12 for other parking and parking lot specifications.

#### I. PARKING LOT LANDSCAPING AND SCREENING

See Henderson Development Code Title 19.12., Parking and Loading Area Landscaping.

## 5.9 BICYCLE PARKING

#### A. PURPOSE

1. Safe and accessible bike parking is needed within the downtown to encourage more bicycling within the district. By having safe and adequate bike parking facilities for visitors and employees to the area, they will feel more comfortable to stop and shop or relax. In addition, by encouraging more bicycling within the district will help to reduce motor vehicles usage and pollution within the area
2. Bicycle parking will need to be designed to not only be a safe and secure location for bike parking, but to also be visually attractive to help provide a sense of character and uniqueness within the district.

#### B. BICYCLE PARKING RATIOS

1. All developments within the Downtown Master Plan shall provide at least one bicycle rack where no less than four bikes may be accommodated.
2. All provided bike parking within the district must be easily accessible to visitors and employees. Two types of bike parking must be provided for each new development. A short term bike parking area must be provided near the entrance to a building allowing for high visibility and easy access. In addition, a long term bike parking area must be provided for employees. Long term bike parking maybe

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**5.9 BICYCLE PARKING**

located within a building to allow for a secure parking facility, but may be located outside. If long term bicycle parking is located outside the building it is recommended the long term bike parking area be enclosed within a secure location and covered to help protect the bicycles.

**3. Bicycle parking will be provided at the following rate:**

Table 5.9.1 Bicycle Parking Ratios (minimum spaces per 1,000 sq. ft. of floor area)		
Non-Residential Use Type	Long-Term	Short-Term
General or professional offices	0.30	0.06
Arts/crafts studios		
Technical offices, research labs	0.22	0.06
Banks, financial offices (ground floor)	0.30	0.50
Retail stores, consumer service	0.10	0.60
Food and convenience stores	0.10	1.00
Entertainment, recreation		
Restaurants, bars	0.20	1.00
Theaters, gathering halls	0.08	1.00
Churches	0.08	0.50
Medical offices	0.30	0.50
Medical clinics	0.20	0.50
Hospitals	0.20	0.10
College or university academic or administrative facilities	0.20	0.40

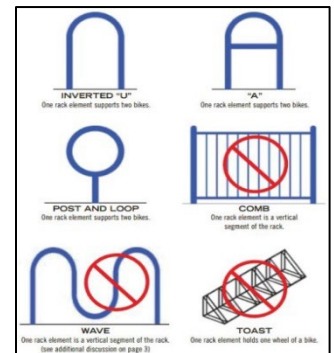
\*Up to four required long-term bicycle parking spaces (or up to 20% of the required number, whichever is greater) may be provided as short-term bicycle parking spaces.

**C. LOCATION AND DESIGN**

**1. Bicycle racks may be unique in design but must have the following characteristics:**

- (a) Support the frame of the bicycle at two places and not just one wheel;
- (b) Allow the frame and one wheel to be locked to the rack when both wheels are left on the bike;
- (c) Allow the frame and both wheels to be locked to the rack if the front wheel is removed; and
- (d) Racks must be placed so as not to block entrances or interfere with pedestrian traffic flow in or out of a building. If placed on a sidewalk or within a pedestrian walkway a minimum 5 feet clear space must be maintained.

**2. An inverted U, post and loop, or “A” type bicycle rack is preferred as shown in Figure 5.9.1, but proposed alternatives may be considered if they are able to meet the characteristics listed above.**



**Figure 5.9.1: Bike rack designs**

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### 5.10 ON-SITE LANDSCAPING

3. Short term bicycle racks shall be placed within 50 feet of the primary entrance(s) of the building(s) they are intended to serve. If applicable, short term bicycle racks shall be located outside of the required Clear Area, as defined in Henderson Development Code Section 19.7.7.G.1. Short term bicycle parking spaces must have adequate spacing to allow for accessibility without having to move another bicycle. Allow a minimum of 30 inches between bicycle racks when mounted in a row as shown in Figure 5.9.2. If multiple rows of bicycle racks are installed allow for a minimum aisle width of 48 inches measured from tip to tip of bike tires across the space between the rows of bike racks as shown in Figure 5.9.3.

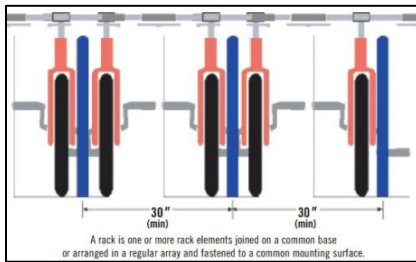


Figure 5.9.2: Bike rack spacing

4. Long term bicycle parking may be located within a building. If located within a building adequate bike parking design must be provided so as not to damage bikes and not interfere with the functionality of the building.

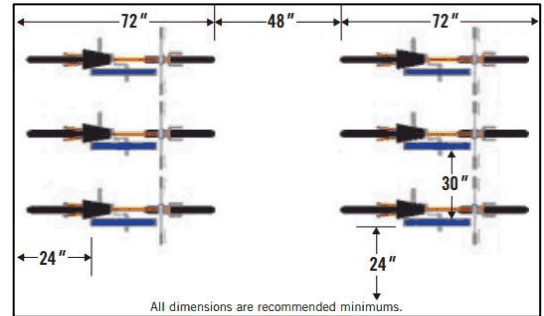


Figure 5.9.3: Bike rack row parking

### 5.10 ON-SITE LANDSCAPING

#### A. PURPOSE

On-site landscaping is designed to provide enhanced pedestrian environments in addition to required common open space areas. On-site landscaping will primarily be located along pedestrian walkways, and the perimeter of developments.

#### B. REQUIREMENT

When a proposed development occupies 100 percent of a site, on-site landscaping is not required. Anytime when a development will not occupy an entire site, those areas not being used for buildings, parking or required common open space will be required to be landscaped with a sufficient number of trees and shrubs as to provide shade and a pleasant environment for pedestrians and visitors to a site. In addition, the number and spacing of the trees and shrubs located on site shall be such as to ensure the planted materials will remain healthy at full maturity. Quantities of trees and shrubs will be determined per the guidelines of the City of Henderson Urban Forester.

### 5.11 STREET AND SIDEWALK DESIGN

#### A. PURPOSE

1. The Henderson downtown district is envisioned as becoming a lively urban environment which will encourage more walking, biking and use of alternative modes of transportation. As new development occurs the existing streets and sidewalks within downtown will need to be transformed to facilitate more walking, biking and pedestrian interactions. The Water Street District Pedestrian and Bicycle Master Plan was created to provide the framework of policies, programs, design criteria and priority list of projects to aid in helping to meet the transportation vision for downtown.
2. The Water Street District Pedestrian and Bicycle Plan will be used as a reference document to determine future road-way improvements for all streets located within

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### **5.11 STREET AND SIDEWALK DESIGN**

the boundaries of this master plan. (See Water Street District Pedestrian and Bicycle Plan for street cross sections.)