

Memorandum

City of Las Vegas
Planning Department

To: Mayor Oscar B. Goodman
Mayor Pro-Tem Gary Reese
Councilman Steve Wolfson
Councilwoman Lois Tarkanian
Councilman Steven D. Ross
Councilman Ricki Y. Barlow
Councilman Stavros S. Anthony

From: Flinn Fagg, Acting Director

CC: Betsy Fretwell, City Manager
Brad Jerbic, City Attorney

Date: 15 March 2011

Re: Bill #2011-7 – Unified Development Code
Agenda Item #45

Based on concerns raised at Recommending Committee on 2/15/11, the following modifications are proposed as a Second Amendment to Bill #2011-7 (Unified Development Code):

- 60' Collector Streets: The proposed requirement for 60' collector streets at ¼ mile intervals will be deleted. To balance the removal of this requirement, it is proposed that an additional six feet of right-of-way be required on the 100' arterial streets, allowing for the addition of striped bicycle lanes.
- Connectivity Ratio: The connectivity ratio will remain at 1.3. Language has been added to allow minor waivers of up to 3%, which may be approved administratively via an Administrative Deviation.
- Cul-de-sacs: The language discouraging cul-de-sacs has been removed.

These changes are reflected in the attached replacement pages.

Submitted at City Council

Date 3/16/11 Item 45

By: Val Studd

Flinn Fagg

UDC Revisions for 2nd Amendment

- Chapter 19.04 – Complete Streets revised in its entirety to address the following specific changes:
 - Revised Section 19.04.020 to indicate that Minor Collectors aren't to be closer to any arterial or other collector road than 660 feet.
 - Removed Section 19.04.040 due to the unreasonably large areas under consideration without the ¼ mile grid.
 - Revised Section 19.04.100 to remove the indication that Cul-de-sacs are discouraged.
 - Revised Section 19.04.140 to reflect block lengths are not dependent on the roadway network to define them due to the elimination of the planned minor collector
 - Revised Table 1 of Section 19.04.170 to reflect the following:
 - Revised 100' Primary Arterial thumbnail image
 - Removed of the 60' Minor Collector column
 - Revised 60' Minor Collector (Urban Form) title and thumbnail image
 - Revised Section 19.04.190 to make this a 106' Primary Arterial Street to include dedicated bike lanes
 - Figures 1-3 to reflect new width and accompanying lane and amenity zone changes
 - Remove Section 19.04.210 60' Minor Collector Street
 - Rename Section 19.04.220 from Minor Collector (Urban Form) Street to Minor Collector Street
 - Figures 1-3 to reflect change from alternative design to standard 60' Minor Collector status
 - Renumber all sections as appropriate and update TOC accordingly
- Revise Section 19.16.120 (Administrative Deviation) to provide for the administrative review of a request to reduce the Connectivity Ratio requirement by up to 3%.

19.04

Complete Streets Standards

Unified
Development
Code

Title 19



DRAFT



19.04

Complete Streets Standards

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STREET CONNECTIVITY**19.04.010****A. Purpose**

The purpose of this Chapter is to set forth requirements for achieving a connected transportation system as outlined in the City's General Plan to provide a safe and accessible environment for a variety of transportation modes and users.

All proposed development shall be designed in a manner that provides for and facilitates the logical overall design, placement and continuity of streets with respect to adjacent land parcels, and in accordance with this Title, the City's Master Plan of Streets and Highways and LVMT Title 13.

B. Applicability

1. The street connectivity standards set forth herein are minimum requirements and shall apply to all new development projects whether utilizing public streets, private streets or private drives. Except as otherwise provided in this Chapter, any request to deviate from these standards shall require the submittal of an application for a Variance, which shall be subject to the procedures and standards set forth in LVMT 19.16.140.
2. Where a proposed development is adjacent to existing improvements, the Director of Public Works shall determine the extent to which it is appropriate to implement the standards outlined in this Chapter and approve, if necessary, designs for the transition from existing improvements to those that meet the standards of this Chapter.

ROADWAY NETWORK**19.04.020**

- A. The roadway network of the City shall generally be laid out as outlined below:
 1. Arterials shall follow section lines unless otherwise addressed in LVMT Title 13.
 2. Major collector road spacing shall be of at distances not exceeding 2,640 feet (1/2 mile) from an arterial or another major collector;
 3. Minor collector road spacing shall not be closer than 660 feet from an arterial, major collector or another minor collector;
 4. Residential and Local Street spacing shall be at intervals of no more than 660 feet.

5. High Density Residential or Mixed-Use Development shall provide street connections at intervals of no more than 330 feet.

VEHICLE/PEDESTRIAN SEPARATION MANAGEMENT**19.04.030**

Pedestrian and vehicle separation shall be accomplished by the following treatments:

- A. Sidewalks shall be required on both sides of all public and private streets in accordance with City Standards.
- B. Sidewalks shall be provided adjacent to private drives to separate pedestrian and vehicular movements to include but not limited to commercial center drives, commercial driveways, park entrances and multi-family residential developments.
- C. Sidewalks shall be offset from vehicular travel lanes along arterial and collector streets as illustrated for each such street classification in LVMT 19.04.170 through 19.04.200.
- D. Sidewalk location on residential streets should be as illustrated for each such street classification in LVMT 19.04.210 through 19.04.220. The ultimate location shall be determined by the approved roadway cross section for the development.
- E. Pedestrian roadway crossings not located at intersections, also known as mid-block crossings, must receive the approval of the City Traffic Engineer prior to being marked or used for such purposes.

CONNECTIVITY**19.04.040**

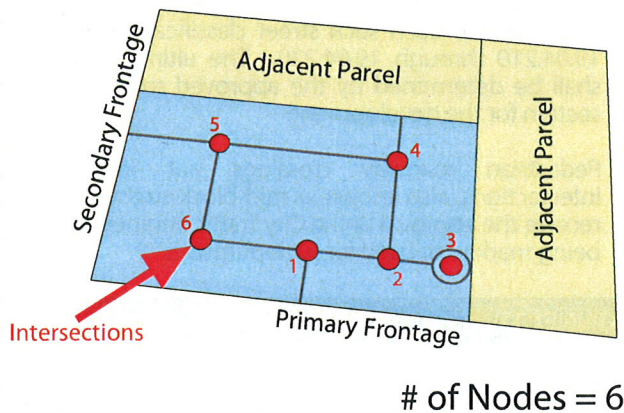
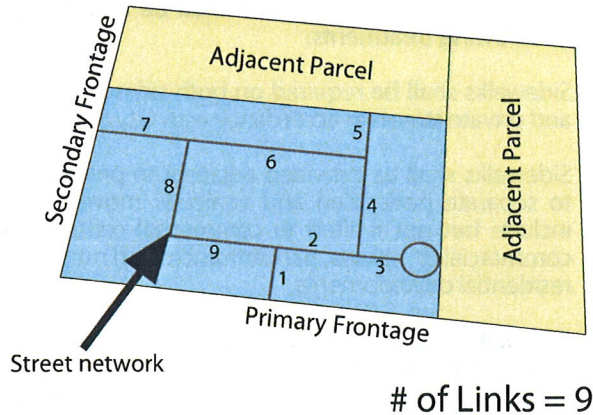
- A. Connectivity is a measure of how efficiently a transportation network provides access between internal and external destinations. It is measured using a Connectivity Ratio.
- B. A Connectivity Ratio shall be used to determine the adequacy of street layout design for all proposed development.
 1. The Connectivity Ratio is calculated as the ratio of the number of street links (road sections between intersections) in the development's street layout divided by the number of street nodes (intersections and cul-de-sac heads). For comparison purposes, a perfect street grid has a Connectivity Ratio over 2.0, while a conventional cul-de-sac subdivision has a Connectivity Ratio of 1.0. Figure 1 illustrates the



Illustrations & Graphics

19.04.040

FIGURE 1 - CALCULATING THE CONNECTIVITY RATIO FOR A SITE



Connectivity Ratio
Equation = Links/Nodes*

$$9(\text{Links})/6(\text{Nodes}) = 1.5$$

*Only Links and Nodes that are Internal to the site are used in the connectivity equation.

elements used to determine a site's Connectivity Ratio.

- a. As set forth in Table 1 of this Section, elements of a development's transportation network shall have the assigned value for use in calculating a development's Connectivity Ratio.

Table 1

Transportation Network Element	Connectivity Value (Link or Node)
Internal Street	1.0 Link
Intersection – Internal	1.0 Node
Cul-de-sac Terminus	1.0 Node
Intersection – External Street or Stub Terminus (to future adjacent development)	0.5 Link
Intersection – Stub Terminus (to future adjacent development) with Temporary Turn Around Easements	1.0 Link
Non-vehicular (pedestrian/ bicycle) Path – Unrestricted	0.5 Link

- Any curve or bend of a street that exceeds 75 degrees shall receive credit as a node. Any curve or bend that does not exceed 75 degrees shall not be considered a node.
- A node (Intersection) with a master planned street providing access to a proposed subdivision shall not be considered in computing the Connectivity Ratio.
- If a subdivision is planned to be constructed in distinct development phases, the initial phase individually and in conjunction with all subsequent phases shall achieve and maintain the minimum required Connectivity Ratio.
- Temporary stub-out streets shall be constructed to the property line of the development or phase to which access is proposed for future development of adjacent lands. In addition, a temporary turn-around must be provided. The additional right-of-way needed to accommodate a temporary turn around shall be provided through a temporary easement which must be clearly labeled on the Final Map.

- v. If the temporary stub-outs street shall ultimately provide connectivity to the adjacent property, the following shall apply:
 - (A) For all projects where the connection stub street is constructed as part of the initial or only phase of construction, a sign stating "Street Connection to Future Development" shall be installed by the developer at the end of the stub street prior to the first Certificate of Occupancy being issued. Maintenance of the sign shall be the responsibility of the developer until City of Las Vegas, Homeowners Association or other private entity accepts the streets for maintenance.
 - (B) For projects where the connections are not constructed until future phases, stub streets shall be constructed to extend to the end of the radii at the intersection with the future street. A sign stating "Future Internal Street and Connection to Future Development" shall be installed by the developer at the end of the stub street. The sign shall be placed immediately after the placement of the base paving course. Maintenance of the sign shall be the responsibility of the developer until the City of Las Vegas, Homeowners Association or other private entity accepts the streets for maintenance.
- b. The Final Map shall disclose and identify all stub streets and include any notations of any street stubs which are intended to provide future connection to adjoining future streets or undeveloped property.
- 2. The minimum Connectivity Ratio required shall be 1.30 (links/nodes) for all development in R-1, R-MH, R-CL, R-TH, R-2, R-3 and R-4 zoning districts.
 - a. The required Connectivity Ratio may be reduced by the Director, with the advisement of the Director of Public Works, through the submittal of an application for an Administrative Deviation, which shall be subject to the procedures and standards set forth in LVMC 19.16.120, if the applicant demonstrates it is impossible or impracticable to achieve due to topographic conditions, natural features, adjacent existing development patterns, or other site limitations.

- 3. For developments proposed in zoning districts not identified in Paragraph (2) above, there is no minimum Connectivity Ratio requirement; however, a Connectivity Ratio shall be calculated and submitted with any Site Development Plan Review or Tentative Map submittal.

STREET NAMING AND ADDRESS ASSIGNMENTS

19.04.050

- A. The naming of streets and the assignment of addresses and address numbers to building and lots within the City shall conform to the provision of this Section.
- B. The intersection of Main and Fremont Streets shall be the initial point of assigning the address numbers to all blocks, lots and building in the City.
- C. **Street Numbering - East-West Streets**
 - 1. All buildings or lots that front on east-west streets which intersect or start from Main Street shall be assigned address numbers beginning at that point with the numbers one and zero, and thereafter be numbered progressively through each block. Following each intersection with a numbered street, the numbering shall begin again with the numbers one and zero, with the number of hundreds indicated by the number of the intersecting street.
 - 2. All numbers on the east-west streets shall be even on the north side and odd on the south side.
 - 3. Where Main Street terminates at Las Vegas Boulevard South, Las Vegas Boulevard South shall be the base line for numbering along east-west streets to the southerly City limits.
- D. **Street Numbering - North-South Streets**
 - 1. All buildings or lots that front on north-south streets which intersect or start from Fremont Street (or the northwesterly prolongation thereof, as described in Paragraph (2) of this Subsection) shall be assigned address numbers beginning at that point with the numbers one hundred and one hundred one, and thereafter progressively through each block. Approximately eight blocks shall be assigned per mile; provided, however, that in areas in which other jurisdictions have established a different pattern, the numbers shall be apportioned accordingly.
 - 2. For purposes of Paragraph (1) of this Subsection, the northwesterly prolongation of Fremont Street shall be defined as follows: Commencing at the



intersection of the northwesterly prolongation of Fremont Street and that portion of Ogden Avenue located between City Parkway and Main Street; westerly along U.S. Highway 95 to the easterly prolongation of Westcliff Drive, the easterly prolongation of Westcliff Drive, and the westerly prolongation of Westcliff Drive with minor deviations north and south to the intersection with the CC 215 Beltway; Far Hills Avenue and the westerly prolongation of Far Hills Avenue to the intersection of the westerly prolongation of Westcliff Drive; the westerly prolongation of Westcliff Drive to the westerly City limits.

3. Buildings or lots on north-south streets shall be assigned address numbers that are even on the east side and odd on the west side.
 4. Where Fremont Street intersects Charleston Boulevard, Charleston Boulevard shall become the base line for assigning address numbers along north-south streets to the easterly City limits.
 5. The assignment of address numbers for buildings or lots on north-south streets south of Charleston Boulevard shall begin with one thousand one hundred. Thereafter, the base numbering for each succeeding block shall increase by one hundred over the preceding block's base number.
 6. The assignment of address numbers for buildings or lots on north-south streets north of Charleston Boulevard shall begin with one and zero, and the assignment of numbers up to one hundred shall continue on those streets until their intersection with Sunrise Avenue.
 7. The assignment of address numbers for buildings or lots on north-south streets north of Sunrise Avenue shall begin with two hundred and, thereafter, the base numbering of each succeeding block shall increase by one hundred over the preceding block's base number.
- E. In internal areas of the City in which numbering conflicts with the rules set out in Subsections (C) and (D), the assignment of new numbers shall conform to the existing pattern where possible.
- F. That certain document entitled "City of Las Vegas Street Naming and Address Assignment Regulations, 2009 Edition," a copy of which shall be maintained in the office of the City Clerk, is adopted by reference and made a part of this Code as if fully set forth herein. The provisions thereof, as they may be amended and supplemented from time to time by ordinance or

resolution of the City Council, shall govern the naming of streets and other rights-of-way and the assigning of addresses within the City.

- G. The provisions of this Section are minimum requirements for the naming of streets and assignment of addresses within the City. Any request to deviate from these requirements shall be processed by means of a Variance application, which shall be subject to the procedures and standards set forth in LVMC 19.16.140.
- H. It is unlawful for any person to:
1. Use or display a street name, building number or address number that does not conform to the provisions of this Section;
 2. Display a street name, building number or address number in a manner that does not conform to the provisions of this Section; or
 3. Fail to display a street name, building number or address number in the manner required by this Section.

AMENITY ZONE

19.04.060

- A. The Amenity Zone may consist of an Amenity Area, Sidewalk, Off-site Buffer Strip, and On-site Planting Area. The required elements for each street classification are as indicated by the tables and illustrated by the figures in LVMC 19.04.170 through 19.04.220 for each street type respectively. The Amenity Zone is intended to enhance pedestrian access and safety, while providing adequate space for landscaping and utility and public safety features.
- B. The Amenity Zone Boundaries are identified by referenced inside and outside delineations in accordance to one of the following cases:
1. **Case (A).** The zone is located fully within the dedicated public right-of-way and is delineated as follows:
 - a. The inside delineation shall be set at the back-of curb, or if there is no curb, then the edge of the paved roadway and
 - b. The outside delineation shall be the right-of-way line.
 2. **Case (B).** The zone is located partially within the dedicated right-of-way and extends into the adjacent private property, common element, or open space that has been set aside for landscaping



and public pedestrian access and is delineated as follows:

- a. The inside delineation shall be set at the back-of curb, or if there is no curb, then the edge of the paved roadway and
 - b. The outside delineation shall be clearly identified, by a recorded document with appropriate public easements for such purposes.
3. **Case (C).** The zone is located fully outside the dedicated right-of-way, as the right-of-way line is at the back of the curb, and is in the adjacent private property, common element, or open space that has been set aside for landscaping and public pedestrian access and is delineated as follows:
- a. The inside delineation shall be set at the back-of curb, or if there is no curb, then the edge of the paved roadway and
 - b. The outside delineation shall be clearly identified, by a recorded document with appropriate public easements for such purposes.

PRIVATE STREET REQUIREMENTS 19.04.070

Private streets must comply with applicable City standards and with the following requirements:

- A. Private streets shall have the same dimensions as the comparable public streets unless separated by gates.
- B. Where access control gates are to be used in conjunction with private streets, the principle vehicular entrance gate must have a minimum width of 50 feet and comply with the Uniform Standard Drawings and LVMC 19.02.250. Additional access control gates for vehicles must be designated and signed for residents only, have automatic methods of opening, and may be of a narrower width and depth as determined by the Director of Public Works.
- C. Private streets shall meet the minimum construction standards for public streets.
- D. Street name signs for private streets shall bear the words "privately maintained," and shall be a color and design established by the City and in conformance with the most recent edition of the Manual of Uniform Traffic Control Devices. The color of such a sign shall be brown with white letters.

- E. Any proposed deviations from the minimum public street standards must be approved by a Waiver and must be separated from abutting standard streets by a gate that meets City standards.

PRIVATE DRIVE REQUIREMENTS 19.04.080

Private drives shall only be permitted in multi-family residential and non-residential developments and shall:

- A. Have a minimum pavement width of twenty-four feet;
- B. Be accessible only from a public or private street;
- C. Terminate in:
 1. An intersection with a public or private street; or
 2. A cul-de-sac that conforms to LVMC 19.04.100; and
- D. Be provided with street name signs that bear the words "privately maintained," and are of a color and design established by the City and in conformance with the Manual of Uniform Traffic Control Devices. The color of such a sign shall be brown with white letters.

ALLEY REQUIREMENTS 19.04.090

All alleys constructed after the effective date of this Title shall be private alleys and privately maintained unless otherwise authorized by the Director of Public Works. Where public alleys are to be provided, they shall be paved and have a minimum width of twenty feet and be in accordance with City standards.

CUL-DE-SACS 19.04.100

For public streets which terminate other than at an intersection with another public street, and private streets that terminate other than at an intersection with another private or public street, the termination shall be provided by means of a circular cul-de-sac that shall be designed and installed in accordance with City standards.

PARTIALLY DEDICATED STREET OR ALLEY 19.04.110

Whenever there exists a partially dedicated street or alley abutting a proposed subdivision, the remainder of the required right-of-way shall be dedicated and improved by the subdivider unless the City approves a plan to vacate the street or alley.



IMPROVEMENT WIDTH**19.04.120**

- A. Except as otherwise provided in this Section, whenever the owner or developer of property abutting a planned street or highway as shown on the Master Plan of Streets and Highways Map, other than a freeway or expressway, is required by this Title, or by any other law or regulation, to install any improvement on a proposed or existing planned street or highway, he shall improve the area from the right-of-way line to the centerline, or from such point within the right-of-way to the centerline as may be required by the City Engineer.
- B. Whenever the owner or developer of property abutting a federal or state highway as shown on the Master Plan of Streets and Highways Map, is required by this Title, or by any other law or regulation, to install any public roadway improvement on a proposed or existing street or highway, the owner or developer shall provide all public roadway improvements on both sides of the roadway or as required by the City Engineer.
- C. Any required improvement shall also include the additional area created by the curbline radius as described in LVMC 13.12.100

RESIDENTIAL SUBDIVISIONS**19.04.130****A. Interior Blocks Requirements**

Within the interior of residential subdivisions:

1. Blocks should be 330 to 660 feet in length, measured centerline to centerline, unless it is determined by the Director of Public Works to be impractical to do so due to topographical conditions, environmental constraints, lot shape, or site accessibility;
2. Blocks shall not exceed one thousand feet in length between intersections, except where topographical or other conditions require longer blocks; and
3. Block depths should be designed so as to provide two rows of lots, except where lots are planned to back on a major highway, drainage channel, shopping center, or common open space area. Nothing in this Subsection, however, is intended to prevent the inclusion within any subdivision plan of blocks of greater depth or of irregular outline, where they are necessary to provide access to central areas within the subdivision.

B. Exterior Blocks Requirements

Along the exterior of a residential subdivision's block,

lengths shall be consistent with road network spacing standards established by LVMC 19.04.020.

NON-RESIDENTIAL SUBDIVISIONS**19.04.140**

Commercial or industrial blocks shall be of a length and width necessary and appropriate for the proposed use with adequate provision for off-street parking and deliveries.

SIGNS IN PUBLIC RIGHTS-OF-WAY**19.04.150****A. Signs Prohibited in Public Rights-of-Way**

1. **General Rule.** Signs shall be prohibited in the public right-of-way, except as provided in this Section.
2. **Presumption.** A sign erected or placed in the public right-of-way and containing an individual's name, telephone number, address or identification of a product shall be presumed to have been erected or placed by or at the direction of the person or entity associated with that name, business, telephone number, address or product. That presumption is a rebuttable presumption which the affected person or entity may disprove by competent evidence in any enforcement action or administrative proceeding involving such signs. However, in an administrative proceeding against the affected person or entity, the presumption is not rebutted if the sign was erected or placed by a person or entity who, pursuant to contract or otherwise, is acting on behalf of the affected person or entity.

B. Signs Permitted in Public Rights-of-Way

The following signs may be permitted in the public right-of-way:

1. Public signs erected by or on behalf of a governmental body to post legal notices, identify public property, convey public information and direct or regulate pedestrian or vehicular traffic;
2. Bus stop signs erected by a public transit company;
3. Informational signs of a public utility regarding its poles, lines, pipes or facilities;
4. Marquee, projecting and suspended signs projecting over a public right-of-way in conformity with the provisions in this Title;
5. Development entry statement signs and interior directional signs may be permitted as provided for



in this Title and provided the sign owner(s) enters into an encroachment agreement with the City;

6. Other signs which have been authorized by the City, including but not limited to signs on bus stop shelters, signs permitted by the approval of an encroachment agreement or emergency warning signs erected by a governmental agency, a public utility company or a contractor doing authorized or permitted work within the public right-of-way. Such signs are exempted from all requirements of this Title.

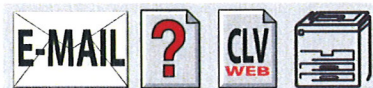
TRANSPORTATION - LAND USE MATRIX

19.04.160

The Transportation - Land Use Matrix, Table 1 of this Section, is intended to demonstrate the inter-connectedness of land use and the adjacent transportation network. As used in this Section, the matrix identifies each zoning district and indicates the compatibility of the that district with the range of streets detailed in this Chapter. As indicated by the matrix key:

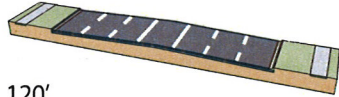
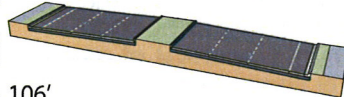
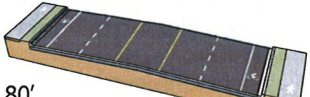
- A. Green identifies compatible street - land use combinations where no mitigation is anticipated;
- B. Yellow identifies compatible street - land use combinations where mitigation may be requested; and
- C. Blue identifies less compatible street - land use combinations where mitigation may be required.

Mitigation may take the form of site orientation considerations, increased perimeter buffer areas, enhanced landscaping or other measures meant to improve the compatibility and connection of development with the adjacent transportation network. Mitigation measures, if any, will be determined on a case-by-case basis as part of the Site Development Plan Review or the Tentative Map review.



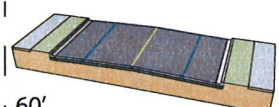
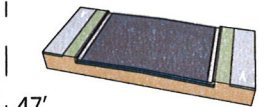
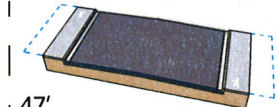
19.04.160

Transportation - Land Use Matrix - Table 1

	 120' Parkway Arterial Street	 106' Primary Arterial Street	 80' Major Collector Street
U Undeveloped			
R-E Residential Estates			
R-1 Single Family Residential			
R-MH Mobile/Manufactured Home Residential			
R-CL Single Family Compact-Lot			
R-TH Single Family Attached			
R-2 Medium-Low Density Residential			
R-3 Medium Density Residential			
R-4 High Density Residential			
P-O Professional Office			
O Office			
C-1 Limited Commercial			
C-2 General Commercial			
C-M Commercial/ Industrial			
M Industrial			

19.04.160

Transportation - Land Use Matrix - Table 1

				
60' Minor Collector Street	47' Residential Street	47' Residential Street (Narrow Lot)		MATRIX KEY
			U Undeveloped	Compatible Street - Land Use Combination (No mitigation)
			R-E Residential Estates	
			R-1 Single Family Residential	
			R-MH Mobile/Manufactured Home Residential	
			R-CL Single Family Compact-Lot	Compatible Street - Land Use Combination (Mitigation may be requested)
			R-TH Single Family Attached	
			R-2 Medium-Low Density Residential	
			R-3 Medium Density Residential	Less Compatible Street - Land Use Combination (Mitigation may be required)
			R-4 High Density Residential	
			P-O Professional Office	
			O Office	
			C-1 Limited Commercial	
			C-2 General Commercial	
			C-M Commercial/Industrial	
			M Industrial	

19.04.180

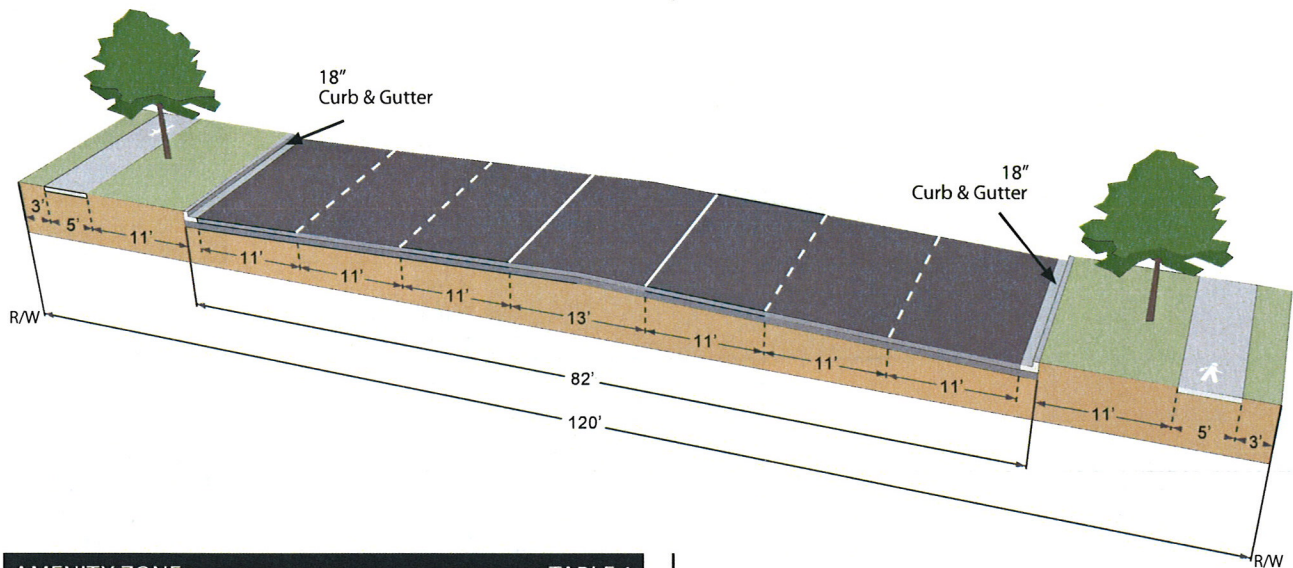
120' PARKWAY ARTERIAL STREET

A street or highway which has a minimum right-of-way width of one hundred and twenty feet and an existing or potential design capacity of three or more travel lanes of traffic in each direction with 10 feet for an amenity zone and sidewalk on each side and divided by a landscaped median.

Illustrations & Graphics

19.04.180

FIGURE 1 - STREET SECTION/DIMENSIONS



AMENITY ZONE (see Figures 2 and 3)		TABLE 1
A. Utility & Mechanical Boxes	Above ground utilities shall be sited outside of the right-of-way ¹	
B. Street Lights	18 inches from back of curb ²	
C. Fire Hydrants	Shall be placed in the amenity area in accordance with the fire code	
D. Tree Placement ³	Trees shall be placed within the amenity area to provide maximum shade of the sidewalk	
E. Tree Spacing	45 feet on center	
F. Sidewalk Width	5 feet	
G. Off-site Buffer Strip	3 feet	
Maintenance	Maintenance of the amenity zone shall be the responsibility of the adjacent property owners	

Footnotes:

1. If permitted within the right-of-way, above ground utilities shall be located in the amenity area.
2. Street light conduits and permitted underground dry utilities shall be located under the sidewalk.
3. In addition to any landscaping standards provided in this Title, all planting within the right-of-way must comply with LVMC Chapter 13.48.

FIGURE 2 - AMENITY ZONE - UTILITY AND PUBLIC SAFETY FEATURES

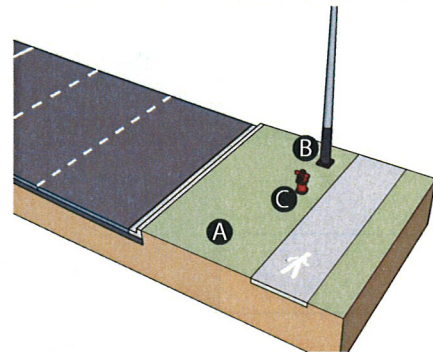
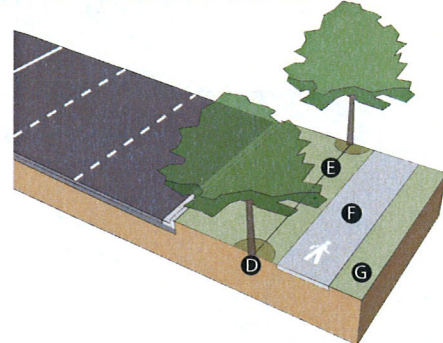


FIGURE 3 - AMENITY ZONE - LANDSCAPING/SIDEWALK



19.04.190

106' PRIMARY ARTERIAL STREET

A street which has a minimum right-of-way width of one hundred and six feet and an existing or potential design capacity of three or more travel lanes of traffic in each direction, divided by a raised median with left turn pockets.

Illustrations & Graphics

19.04.190

FIGURE 1 - STREET SECTION/DIMENSIONS

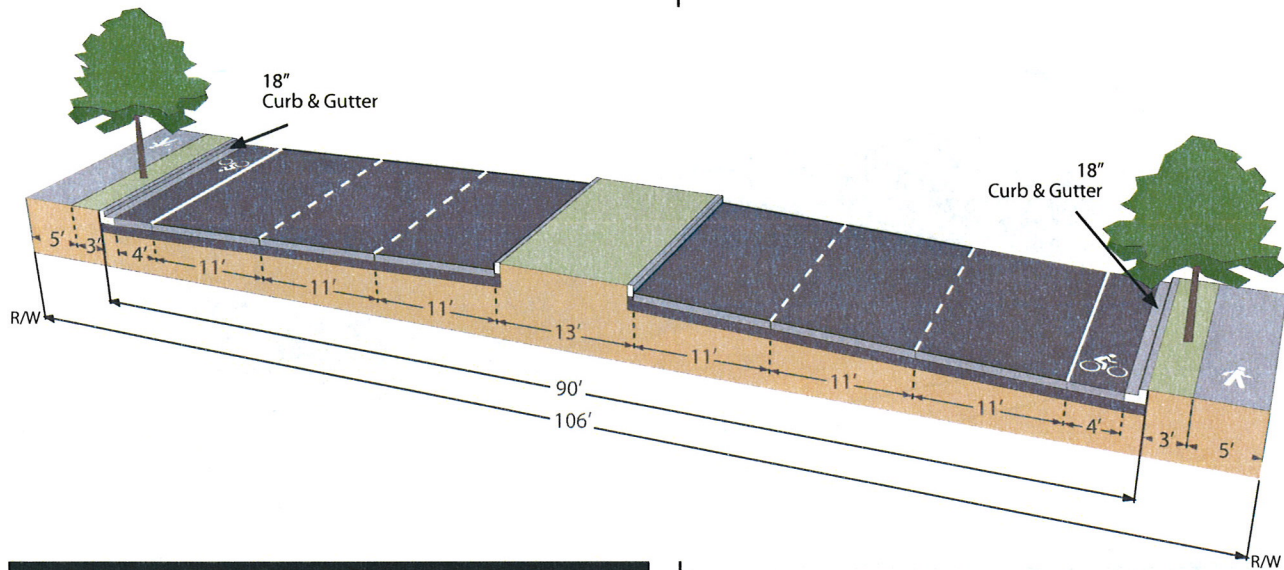
AMENITY ZONE
(see Figures 2 and 3)

TABLE 1

A. Utility & Mechanical Boxes	Above ground utilities shall be sited outside of the right-of-way ¹
B. Street Lights	18 inches from back of curb ²
C. Fire Hydrants	Shall be placed in the amenity area in accordance with the fire code
D. Tree Placement ³	Trees shall be placed within amenity area to provide maximum shade of the sidewalk
E. Tree Spacing	45 feet on center
F. Sidewalk Width	5 feet
Maintenance	Maintenance of the amenity zone shall be the responsibility of the adjacent property owners

Footnotes:

1. If permitted within the right-of-way, above ground utilities shall be located in the amenity area.
2. Street light conduits and permitted underground dry utilities shall be located under the sidewalk.
3. In addition to any landscaping standards provided in this Title, all planting within the right-of-way must comply with LVMC Chapter 13.48.

FIGURE 2 - AMENITY ZONE - UTILITY AND PUBLIC SAFETY FEATURES

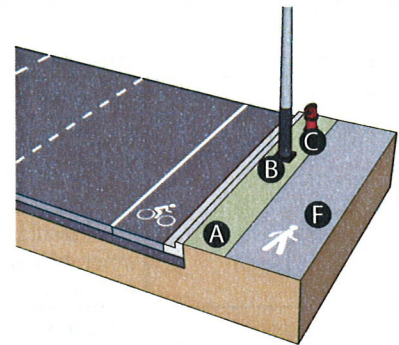
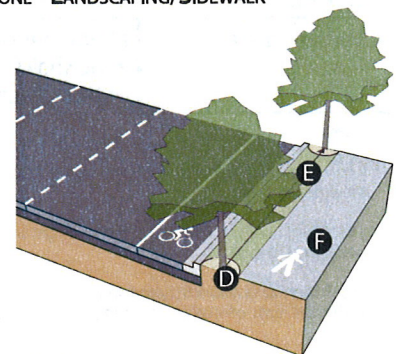


FIGURE 3 - AMENITY ZONE - LANDSCAPING/SIDEWALK



19.04.200

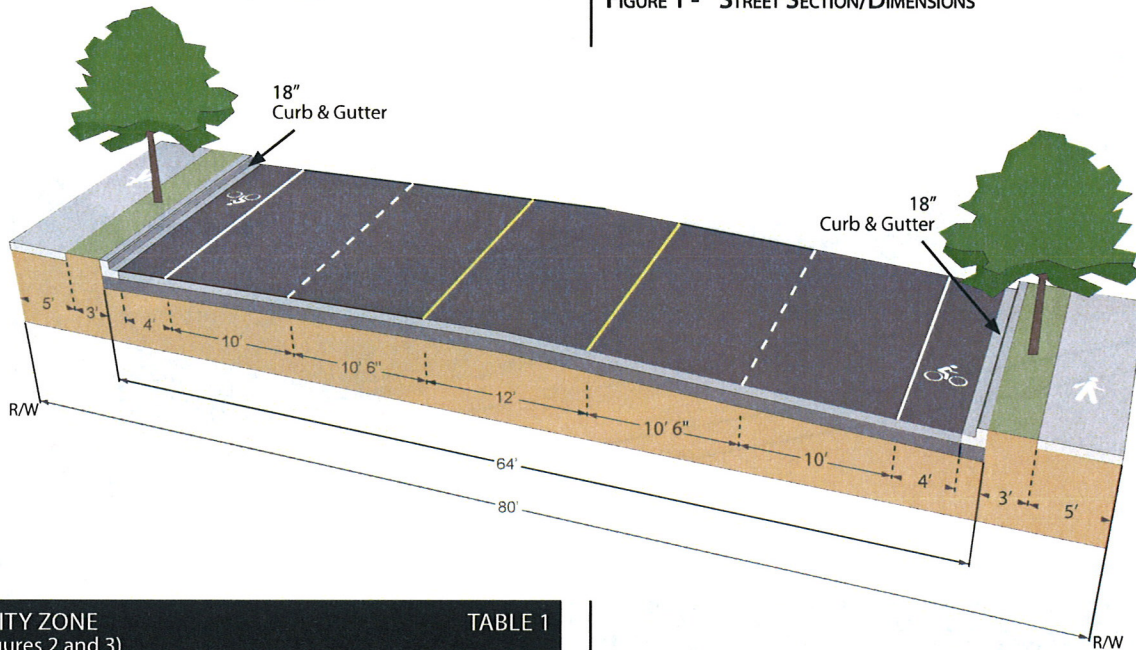
80' MAJOR COLLECTOR STREET

A street which has a minimum right-of-way width of eighty feet and an existing or potential design capacity of two travel lanes of traffic in each direction with a center turn lane or raised median with left turn pockets.

Illustrations & Graphics

19.04.200

FIGURE 1 - STREET SECTION/DIMENSIONS



AMENITY ZONE (see Figures 2 and 3)		TABLE 1
A. Utility & Mechanical Boxes	Above ground utilities shall be sited outside of the right-of-way ¹	
B. Street Lights	18 inches from back of curb ²	
C. Fire Hydrants	Shall be placed in the amenity area in accordance with the fire code	
D. Tree Placement ³	Trees shall be placed within amenity area to provide maximum shade of the sidewalk	
E. Tree Spacing	40 feet on center	
F. Sidewalk Width	5 feet	
Maintenance	Maintenance of the amenity zone shall be the responsibility of the adjacent property owners	

Footnotes:

1. If permitted within the right-of-way, above ground utilities shall be located in the amenity area.
2. Street light conduits and permitted underground dry utilities shall be located under the sidewalk.
3. In addition to any landscaping standards provided in this Title, all planting within the right-of-way must comply with LVMC Chapter 13.48.

FIGURE 2 - AMENITY ZONE - UTILITY AND PUBLIC SAFETY FEATURES

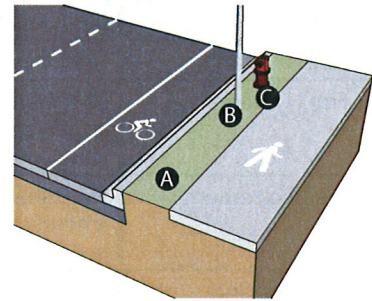
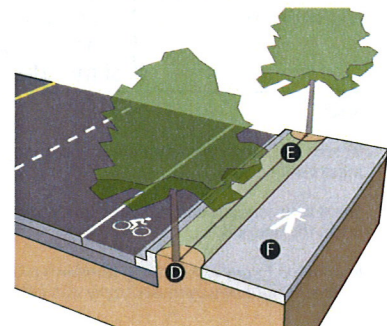


FIGURE 3 - AMENITY ZONE - LANDSCAPING/SIDEWALK



19.04.210

60' MINOR COLLECTOR STREET

A street with a minimum right-of way width of sixty feet which collects traffic from the local streets and distributes them to the major collector or arterial system.

Illustrations & Graphics

19.04.210

FIGURE 1 - STREET SECTION/DIMENSIONS

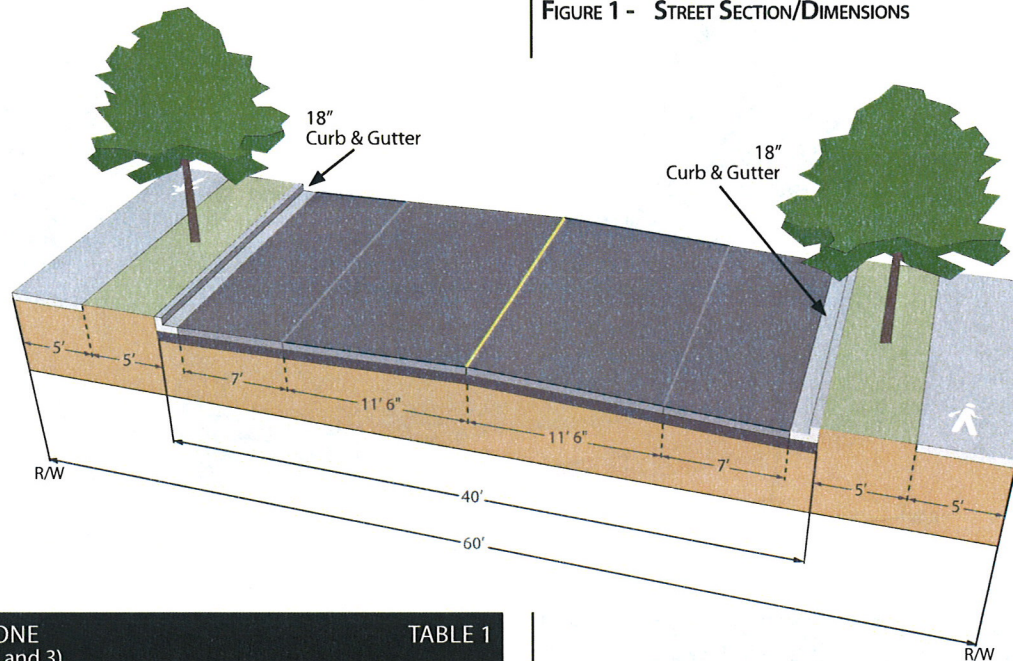
AMENITY ZONE
(see Figures 2 and 3)

TABLE 1

A. Utility & Mechanical Boxes	Above ground utilities shall be sited outside of the right-of-way ¹
B. Street Lights	18 inches from back of curb ²
C. Fire Hydrants	Shall be placed in the amenity area in accordance with the fire code
D. Tree Placement ³	Trees shall be placed within amenity area to provide maximum shade of the sidewalk
E. Tree Spacing	25 feet on center
F. Sidewalk Width	5 feet
Maintenance	Maintenance of the amenity zone shall be the responsibility of the adjacent property owners

Footnotes:

1. If permitted within the right-of-way, above ground utilities shall be located in the amenity area.
2. Street light conduits and permitted underground dry utilities shall be located under the sidewalk.
3. In addition to any landscaping standards provided in this Title, all planting within the right-of-way must comply with LVMC Chapter 13.48.

FIGURE 2 - AMENITY ZONE - UTILITY AND PUBLIC SAFETY FEATURES

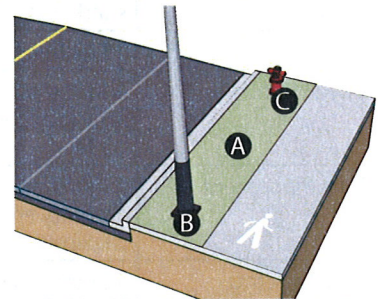
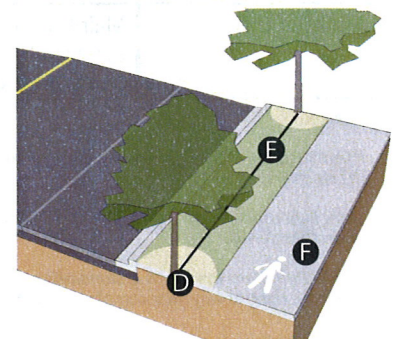


FIGURE 3 - AMENITY ZONE - LANDSCAPING/SIDEWALK



19.04.220

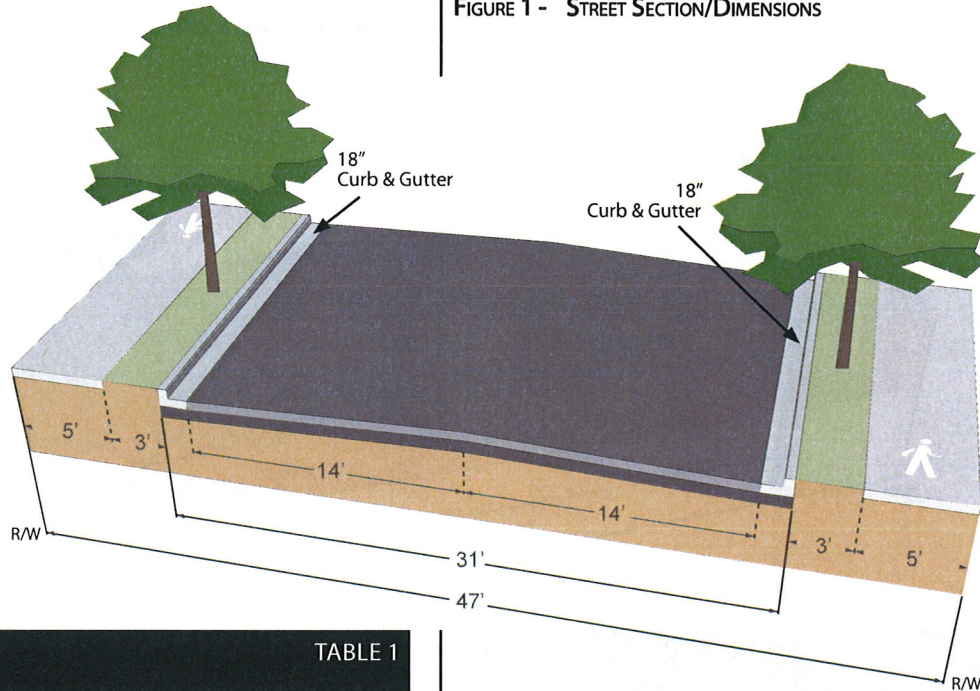
47' RESIDENTIAL STREET

A street with a minimum right-of way width of forty-seven feet which is designed to carry residential traffic between minor collectors and is designed to accommodate on-street parking.

Illustrations & Graphics

19.04.220

FIGURE 1 - STREET SECTION/DIMENSIONS



AMENITY ZONE (see Figures 2 and 3)		TABLE 1
A. Utility & Mechanical Boxes	Above ground utilities shall be sited outside of the right-of-way ¹	
B. Street Lights	18 inches from back of curb ²	
C. Fire Hydrants	Shall be placed in the amenity area in accordance with the fire code	
D. Tree Placement ³	Trees shall be placed within amenity area to provide maximum shade of the sidewalk	
E. Tree Spacing	25 feet on center	
F. Sidewalk Width	5 feet	
Maintenance	Maintenance of the amenity zone shall be the responsibility of the adjacent property owners	

Footnotes:

1. If permitted within the right-of-way, above ground utilities shall be located in the amenity area.
2. Street light conduits and permitted underground dry utilities shall be located under the sidewalk.
3. In addition to any landscaping standards provided in this Title, all planting within the right-of-way must comply with LVMC Chapter 13.48.

FIGURE 2 - AMENITY ZONE - UTILITY AND PUBLIC SAFETY FEATURES

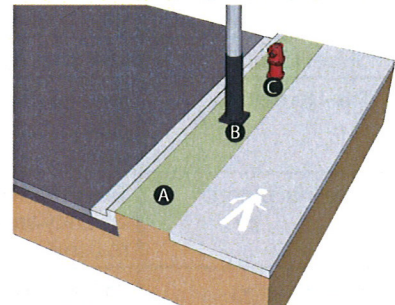
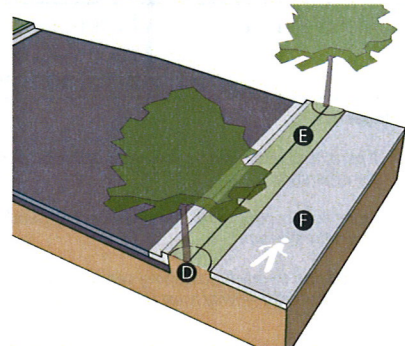


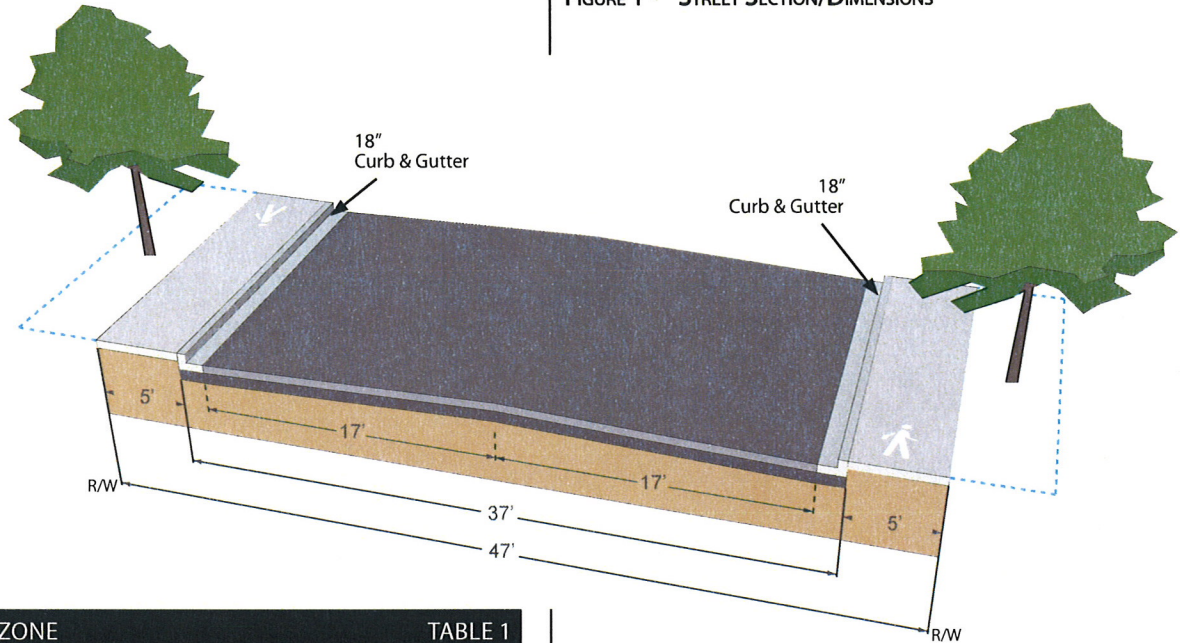
FIGURE 3 - AMENITY ZONE - LANDSCAPING/SIDEWALK



19.04.230

47' RESIDENTIAL STREET (NARROW LOT)

A street with a minimum right-of-way width of forty-seven feet which is designed to carry residential traffic between minor collectors and is designed to accommodate on-street parking adjacent to residential lots with lot widths less than forty feet.



AMENITY ZONE
(see Figures 2 and 3)

TABLE 1

A. Utility & Mechanical Boxes	Above ground utilities shall be sited outside of the right-of-way ¹
B. Street Lights	18 inches from back of curb ²
C. Fire Hydrants	Shall be placed in the amenity area in accordance with the fire code
D. Sidewalk Width	5 feet
E. Tree Placement	1 tree per lot placed to provide maximum shade of sidewalk while providing adequate root growth area
F. On-site Tree Planting Zone	5 foot wide planting area adjacent to the front property line
Maintenance	Maintenance of the amenity zone shall be the responsibility of the adjacent property owners

Footnotes:

1. If permitted within the right-of-way, above ground utilities shall be located in the amenity area.
2. Street light conduits and permitted underground dry utilities shall be located under the sidewalk.

Illustrations & Graphics

19.04.230

FIGURE 1 - STREET SECTION/DIMENSIONS

FIGURE 2 - AMENITY ZONE - UTILITY AND PUBLIC SAFETY FEATURES

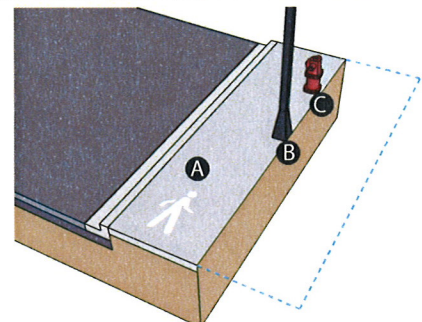
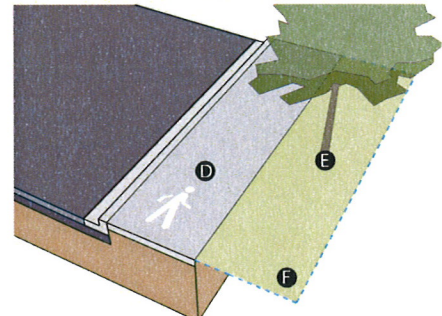


FIGURE 3 - AMENITY ZONE - LANDSCAPING/SIDEWALK



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19.16.120

ADMINISTRATIVE DEVIATION

A. Purpose

The purpose this Section is to establish a procedure (entitled an Administrative Deviation) to allow for minor adjustments of specific requirements of this Title where, because of special and unique conditions applicable to a specific lot or structure, the literal enforcement of the requirements as applied to the lot or structure would result in an unnecessary hardship. The Administrative Deviation procedure is available as an alternative to the Variance procedure, to be pursued at the option of the applicant. If an application for Administrative Deviation is denied, the Variance procedure must be followed in order for the applicant to obtain the relief sought.

B. Authority

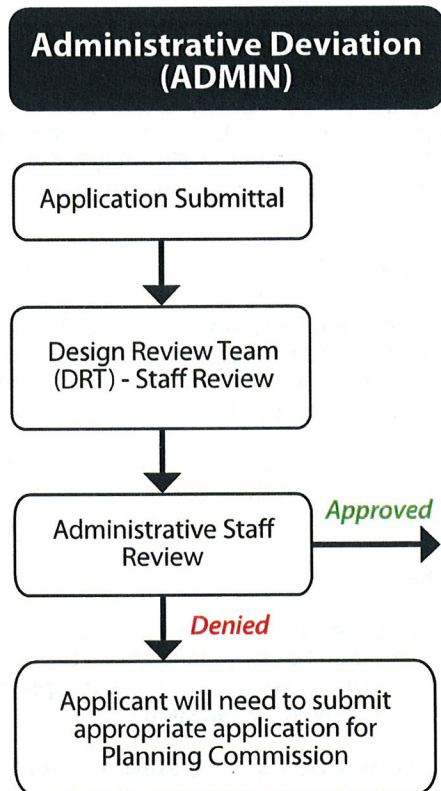
The Director shall have the authority to grant an Administrative Deviation, in accordance with the provisions of this Subchapter, to allow a deviation of up to:

1. Three percent regarding the Connectivity Ratio requirement and
2. Ten percent regarding the following:
 - a. Front, rear and side yard building setbacks;
 - b. Wall heights;
 - c. Accessory structure setbacks and heights;
 - d. Planting areas and materials; and
 - e. Loading and stacking spaces.

C. Eligibility to Apply

1. No application for an Administrative Deviation regarding a building setback may be submitted unless:
 - a. In the case of a required side or rear setback of ten feet or less, the requested deviation will not exceed ten percent of the required setback, and construction within the reduced setback will not extend more than 15 feet parallel to the property line from which the setback is measured;
 - b. In the case of required side or rear yard setback of greater than ten feet or a required front yard setback of greater than ten feet (exclusive of front-loading garages), the requested

Administrative Deviation Typical Review Process 19.16.120



deviation will not exceed ten percent of the required setback, and construction within the reduced setback will not extend more than 15 feet parallel to the property line from which the setback is measured; and

- c. The requested deviation is for a structure that will not exceed the greater of one story or 15 feet in height.
2. No application for an Administrative Deviation may be submitted regarding the height of an accessory structure unless the requested height does not exceed 1.2 times the height of the main dwelling and does not exceed the allowable building height for the zoning district in which the property is located.

D. Application

1. An application for an Administrative Deviation shall be made to the Director on a form provided by the Department. The application shall be filed with the office of the Department.
2. The application shall be signed, notarized and acknowledged by the record owner of the property for which the Administrative Deviation is sought.

E. Decision

Within 30 days after a complete application for Administrative Deviation has been filed and accepted, the Director shall make a decision to approve, approve with conditions or deny the application.

F. Administrative Deviation Determinations

In order to approve an Administrative Deviation, the Director must determine that:

1. The request does not exceed the prescribed limitations of Subsection (C);
2. Granting the Administrative Deviation will not be inconsistent with the spirit and intent of the General Plan;
3. The request is not intended to be combined with a previous or future Variance request in order to achieve a deviation that would not likely be granted by means of Variance alone; and
4. That one or more of the following conditions exist:
 - a. There are special circumstances applicable to the property, such as size, shape, topography,

location or surroundings and that the strict application of the Code requirement deprives the property of privileges enjoyed by other property in the vicinity and under the identical land use district classification;

- b. Granting the Administrative Deviation is necessary for the preservation and enjoyment of a substantial property right possessed by other property owners in the same vicinity and land use district and is denied to the property for which the Administrative Deviation is sought;
- c. The Administrative Deviation will not be materially detrimental to the public health, safety, or general welfare, or injurious to the property or improvements in the vicinity and land use district in which the property is located; or
- d. Granting the Administrative Deviation does not constitute a special privilege inconsistent with the limitations upon other properties in the vicinity and land use district in which the property is located.

G. Conditions

In connection with the approval of an Administrative Deviation, the Director may impose any conditions, restrictions or limitations as the Director determines to be necessary to meet the general purpose and intent of this Title and to ensure that the public health, safety and general welfare are being maintained.

H. Notice of Decision

The Director shall provide written notice of his or her decision, which shall include the reasons for the decision and, if the decision is to approve the Administrative Deviation, any modifications, conditions or limitations that the Director may impose. The notice shall be provided to the owner or the owner's agent.

I. Precedents

The fact that an Administrative Deviation for the same or similar use has been granted previously for the subject property or nearby property is a factor to be considered, but is not determinative.

J. Burden of Proof

The applicant bears the burden of proof to establish that the approval of an Administrative Deviation is warranted.



K. Premature Use of Property

The issuance of a building permit or business license for a development or structure that cannot be permitted without an Administrative Deviation, before an Administrative Deviation is approved, does not replace or otherwise affect the Administrative Deviation requirement.

L. Revocation

1. **Notice.** The Director may hold a hearing to revoke or modify an Administrative Deviation. At least 10 days prior to any hearing, written notice of the hearing shall be delivered to the owner or developer, or both. Notice may be delivered in person or certified mail, return receipt requested, mailed to the address shown in the records of the Clark County Assessor.
2. **Grounds.** An Administrative Deviation may be revoked or modified for cause, including a finding of one or more of the following:
 - a. That the Administrative Deviation was obtained by misrepresentation or fraud;
 - b. That the development or structure is not in compliance with one or more of the conditions of approval;
 - c. That the development or structure permitted by the Administrative Deviation is in violation of any statute, ordinance, law or regulation.
3. **Notice of Decision.** Written notice of the decision shall be provided to the owner, developer or agent. A copy of the notice shall also be filed with the City Clerk, and the date of the notice shall be deemed to be the date notice of the decision is filed with the City Clerk.



