

# **THE TWO FIFTY**

## **Design Guidelines, Development Standards and Uses**

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# DESIGN GUIDELINES, DEVELOPMENT STANDARDS AND USES

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## SECTION ONE Overview

### Overview

THE TWO FIFTY is a residential community (“Community”) with two distinct components, namely Luxury Multi-Family and large Estate Lots, with four Development Areas as reflected on **Exhibit A**. Being as it is an “infill” property, the conceptual planning and design stage took into account the many macro and micro aspects of the property, adjacent properties and the neighborhood. As the Master Developer proceeds into the much greater detailed design development phase and then the construction drawing phase of both the property and the structures to be located thereon, particular attention will be given to the many intricacies of the site’s conditions and characteristics (as they currently exist and as they will be post development), architecture, landscaping, edge conditions and operational aspects pre/during/post construction.

The property is located adjacent to and near to an abundance of conveniences – shopping, restaurants, entertainment, medical, employment, parks, schools and churches. It is served by a significant grid roadway system and very nearby Summerlin Parkway and the I-215 that tie into the Las Vegas valley’s freeway network, all of which allows easy access and many choices of access to throughout the Las Vegas valley and to its major employment centers, the Strip and the airport. Its “close in” proximity and its many conveniences makes the neighborhood a very desirable area of the Las Vegas valley in which to live. The need for housing of all types is in demand in this neighborhood and will be the case as the valley continues to grow with its substantial immigration and internal growth. THE TWO FIFTY will help to serve some of this housing demand.

The trends in housing, as espoused for a number of years by respected organizations in the field such as the Urban Land Institute and The Brookings Institute, amongst many others, is for high density neighborhoods adjacent and near to conveniences as noted above. The Brookings Institute in a 2010 briefing paper reported that 85% of new household formations through 2025 will be made by single individuals or couples with no children at home. This speaks to the need for substantial amounts of multifamily housing offerings.

The trend that is being implemented into these multifamily offerings, in neighborhoods of cities that can financially sustain them, is about community, lifestyle and design excellence. Critical mass (density) is the key ingredient to support the design quality and incorporation of the desired lifestyle components into these next generation communities. An example of one such outstanding community is The Park and The Village at Spectrum in Irvine, California, a community of 3,000 homes on 58 acres. The architectural firm of record for that development was MVE, the same firm who has been instrumental in the significant conceptual design aspects of The Two Fifty thus far.

THE TWO FIFTY neighborhood is an area that will support the introduction of such an aforementioned next generation multifamily community. This multifamily complements the existing Alta/Rampart to Charleston/Rampart corridor’s significant commercial providing for the important walkable/pedestrian aspect that residents of these community’s desire. It will offer resort style living energizing the nearby existing commercial and entertainment venues with a downtown-like vitality attracting the array of new residents.

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Scaled down into individual neighborhoods, the multifamily components are connected to a central park by semi-public walk-streets linked to private landscaped pedestrian paseos and plazas. To ensure architectural diversity, a unique character for each neighborhood has been established. The Two Fifty draws inspiration from the rich architecture established in the adjacent Tivoli Village and One Queensridge Place. By upholding these strong architectural themes, the multifamily offering strives to contribute architecturally and economically to the community. The idea is to create a 'Place'. A place where people want to be active and social participants in their neighborhood; a place that is cared about; a place that has identity; *a place that is home.*

The design will be established through three development areas. These Development Areas 1 through 3, sitting on 67.21 acres, is a "Main Street" experience with a component of ancillary retail and resort style amenities. The design is envisioned as an urban environment, with a maximum of 2,400 units at 35.7 du/ac and up to 200 assisted living units. The vision creates a pedestrian-based landscape where neighbors can get to know each other and establish an active/ interactive community.

Vehicular and pedestrian connectivity within Two Fifty are designed to bring people together as a local community and create opportunities to engage around the many amenities offered within the development as well as surrounding uses. Three vehicular entries to Development Areas 1 through 3, allow easy access for vehicles and pedestrians. The streets have been activated by facing architecture towards the main thoroughfares and establishing a tight knit urban environment and active street scene.

The activation of the street is evident entering into Development Area 1 which has 17.49 acres and 720 residential units. The 'wrap' product wraps residential units around the garage, largely hiding parking internal to the blocks. The 4 story, Type-V massing creates an urban living environment with recreation areas, amenities, and possibly a café and small market interfacing with the pedestrian environment. The architecture will have 48 foot height limitations and special attention has been focused on not conflicting with the spectacular views that One Queensridge Place's garden level and above homes enjoy daily. The architecture has taken advantage of the topography to push the structures down to and/or below the main podium deck of the One Queensridge Place towers.

This same theme of activating the streets with architecture continues as pedestrians follow the internal street to the west through Development Area 2 which is 20.69 acres. The residential architecture lines the streets that gradually climb the topography and offer glimpses into internal paseos, courtyards and amenities. Up to six story buildings anchored by two 12-14 story residential mid-rises with a maximum height of 150 feet (40% lower than the One Queensridge Place's approved third tower) will be designed in this area. These buildings are positioned to not materially conflict with the views of surrounding existing residents looking towards The Strip or the Spring Mountain range. However, residents of the proposed towers will feature breathtaking floor to ceiling views to the same surrounding features. Additionally, every

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opportunity has been made to hide parking in subterranean garages in Development Areas 2 and 3. This maximizes land area to create an amenitized walkable community that is uninhibited by cars.

The communities that line the main street in Development Area 2 terminate on a 2-acre community park inspired by Bryant Park in New York. The termination of this road is at the intersection of The Two Fifty Drive which will give access to Alta, Rampart and is the bisecting line that establishes Development Area 3. The community park, wrapped by Type-V multifamily development, creates a central gathering area for the community. Surrounded by edge defining architecture, the symmetry and formality of the design creates a bustling central area that is activated with ancillary retail uses and other community amenities like fitness facilities, clubhouses, business centers, post offices, and the multi-family's related offices. Additional pedestrian and landscape features include diagonal parking, textured paving, street trees and furniture, and townhomes equipped with stoops and street-facing front doors. The maximum height of architecture in Development Area 3 is 55 feet. Each neighborhood includes resort-style amenities, and community recreation areas.

The Two Fifty Drive also allows access through Development Area 3 to four gated vehicular and pedestrian access ways to the Estate Lots (Development Area 4). These gated access points open up to meandering tree lined drives that deliver residents to their estate homes.

The vehicular and pedestrian access that is adjacent to the streets is only one component of pedestrian experience. There are pedestrian connections and loops that remove people from the streets and into themed paseos and courtyards. These pedestrian accesses create links to open spaces, dog parks, tot-lot, open spaces and amenities. The community has a total of approximately 3 miles of sidewalks and trails, with a 1 mile walking loop. These pedestrian experiences follow the urban fabric of tree-lined streets and pedestrian paseos that connect the community internally and externally to Tivoli Village and other nearby retail experiences. A pedestrian community lessens the impact of cars and allows people to become part of the urban fabric.

The overall design has some challenges as well as opportunities with the edge adjacencies and topography. The edge adjacencies that surround the design are retail in the northeast, residential towers to the north, commercial office and event center on the south, and small lot detached and Estate Lots to the west. While the multi-family lies predominately adjacent to existing commercial and multifamily, its scope and scale are commensurate with the neighborhood and considerate of edge conditions; great thought and attention has been crucial as to how to transect these varied uses. The opportunity presents itself to take advantage of the topography on site which has a vertical change from the low point at corner of Rampart and Alta to the western edge of Development Area 3 of approximately 65 feet. With the use of the vertical grades in Development Areas 1 through 3, the buildings will be tiered into the topography, and edge adjacencies to already established communities will in most cases have pad heights that are lower than their already existing neighbors. Subterranean parking garages are maximized to tuck away cars into the topography. In a sense, the community has been

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depressed into the landscape where possible. The land on which the golf course is currently operated is lower than the surrounding community in many cases and this grade separation will largely remain with the Estate Lot development. The Estate Lots and homes will be nestled into the property and surrounded by a sea of trees and planting materials as specified herein.

Particular attention has been paid to the existing single family homes to the West of the property which include, small lot homes, tract homes, and estate lots. The design guidelines respond to the needs of privacy for these residents. When a property line of a single family home abuts Development Area 3 a 100 foot 'no-buildings structures zone' has been established. In this 'no-buildings structures zone' there will be landscape, trails, emergency vehicle access, and there will be four locations where a driveway connecting to gated access for Development Area 4 Estate Lots will bisect this zone. Outside of this 75 foot 'no-building structures zone' adjacent to the single family detached will be an additional 75 foot 'transition zone' where architectural massing will be dropped so that the structures therein will not be higher than 35 feet from the finished floor elevation of the tallest home in the existing respective adjacent subdivision. The large buffer separation coupled with the massing breaks will tier the community away from the single family creating a substantial buffer.

THE TWO FIFTY's Development Area 4 consists of very low density estate lots (a maximum of 75) on 183.71 acres. These Estate Lots will range in size from that allowed pursuant to the R-E zoning to 5+ acres. The significantly enhanced landscaped area will exceed more that 50% of this acreage. This estate area will have meandering tree lined private roads that connect the manicured properties. Access will be from Development Area 3 and Hualapai Way.

True community design has often been lost in recent years due to the sprawl of single family homes. The Two Fifty aims through thoughtful design to establish community spirit through architecturally distinct neighborhoods and a connected community that is cohesive and timeless.

The Two Fifty is an opportunity to create a community fabric that will make people proud to be part of. Through great community design, architecture, and dedication to creating a place, The Two Fifty will set the standard for future communities. We envision a legacy of an exceptional community and an enduring environment for all.

The Master Developer, 180 Land Co LLC ("Master Developer"), has created these Design Guidelines, Development Standards and Uses in order to ensure an orderly and consistent development and to maintain design excellence throughout the Community.

## **SECTION TWO LOT DEVELOPMENT STANDARDS AND SITE PLANNING**

2.01 Infrastructure Development. Street design, vehicular and pedestrian access, street landscape, maintenance areas, primary utility distribution, drainage, temporary facilities and construction facilities are collectively referred to as infrastructure. Each of the Development

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Areas will be subdivided into lots (with perhaps the exception of Development Area 1) for the organized design of one individual building or a group of buildings, subject to the terms of these Design Guidelines, Development Standards and Uses.

(a) Access Points and Access Ways. Included will be points of access and access ways, including private or public roads and driveways, for each Development Area and each lot. The location, dimensions and characteristics of the access points and access ways may only be altered with Master Developer's approval. Master Developer may utilize over-length cul-de-sacs, in which case a turnout is provided at a minimum of every 800 feet or at a mid-point if less than 1,600 feet. At the end of each cul-de-sac, Master Developer shall provide a turnaround.

(b) Setback Criteria and Development Standards. The setbacks, maximum height and other tabular characteristics within each Development Area are shown on the Design Guidelines, Development Standards and Uses Table, **Exhibit B**. The setbacks and landscape buffers are minimum standards. Height restrictions are maximum standards.

(c) Review. The Master Developer will review all lot development plans and site plans for conformance with these Design Guidelines, Development Standards and Uses. Except as provided herein and/or in the Development Agreement, all development plans will be required to be submitted to the City of Las Vegas for review and approval.

2.02 Landscape Plant Materials. Landscape plant material shall conform to the Southern Nevada Regional Planning Coalition Plant List ("Plant List"). Exceptions to the Plant List may be made for: 1) specimen trees (unique trees) that are a part of an enhanced landscape design; 2) trees that are relocated from other geographic areas within Southern Nevada; and, 3) fruit trees.

2.03 Site Planning. The Master Developer is responsible to review and approve site plans for each of the building improvements in each Development Area. Attention shall be given to landscape buffers, pedestrian paths and sidewalks.

(a) Site Planning Development Areas 1, 2 and 3. Development Areas 1, 2 and 3 are Luxury Multi-Family offerings that will allow for pedestrian-friendly movement and circulation throughout these Development Areas interspersed with amenities and landscape buffers for the enjoyment of the residents.

(i) Site Amenities. Site amenities such as fountains, clock towers, pergolas, individual project monuments and art, and architectural feature towers are encouraged in the open pedestrian areas and in conjunction with other Structures. These features and other similar amenities shall not exceed the maximum height of 75 feet. No Site Amenities or private signage shall be placed in public right of way.

(ii) Identity Monuments. Identity monuments should be incorporated into the design of the Community and individual projects within the Community where possible. If the signs are freestanding they may be located in the setback area or in the landscape buffer area only with permission from the Master Developer. Development Entry Statement Signs shall be subject to section 19.14.050 (B) of the Las Vegas Zoning Code. Other Permitted Signs shall be subject to section 19.14.060 (B) of the Las Vegas Zoning Code.

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(iii) Common Area Parcels. There may exist Common Area Parcels that include, but are not limited to, access points, access ways, landscape islands, medians, parks, pathways and other common uses.

(b) Site Planning Development Area 4. Development Area 4 consists of a maximum of 75 residential Estate Lots. The Master Developer will determine the size and quantity of estate Lots (in no case more than 75) in conjunction with the Design Guidelines, Development Standards and Uses.

(i) Buildable Area(s)/Homesites. The Master Developer will determine the designated Buildable Area(s) for each lot. Lots that are 4 acres or more could have multiple Buildable Areas. In accordance with the Design Guidelines, Development Standards and Uses Table, **Exhibit B**, there are no setbacks from the designated Buildable Area(s) perimeters to any primary or accessory structure or building within the Buildable Area(s), and there are no setback requirements between structures within the designated Buildable Area(s). All building and site development such as, patio covers and ramadas, pergolas and detached or attached accessory buildings must be located within the designated Buildable Area(s), except for lots smaller than or equal to 1.5 acres, if any, which may contain 1 pool and 1 covered patio outside the Buildable Area as long as not less than 40 feet from a property line shared with existing development outside the Property.

(ii) Balance of Lot's Area. Outside of the designated Buildable Area(s), the balance of the estate lot(s) area(s) will be reserved for natural areas, trees, shrubs, ponds, grasses and landscape architectural details, as well as the Private Roads that provide access to all or a portion of the individual estate lots, individual estate lot driveways connecting to designated Buildable Area(s) with private roads, lot walls and fences, driveway entry gates, storm drains, storm drain easements or any additional uses.

(iii) Common Area Parcels. There may exist Common Area Parcels that include, but are not limited to, access points, access ways, entry ways, gate houses, private roads, pathways, drainage ways and other common uses.

2.04 Street Sections. See **Exhibit C** pages 1-6.

### **SECTION THREE DESIGN STRATEGIES AND REQUIREMENTS**

3.01 Development Area 4 Setbacks from Buildable Area. Development Area 4 provides for the Master Developer to designate Buildable Area(s) inside the Estate Lot boundary lines for each Estate Lot. Development Area 4 provides for: 1) a minimum setback of 60 feet from any property line shared with an existing single family (R-PD7 or lesser density) located outside of the Property to the Buildable Area; and 2) a minimum setback of 50 feet from any property line shared with an existing residential property (greater than R-PD7 density) located outside of the Property to the Buildable Area. Accessory structures, including but not limited to porte cocheres and garages, may be attached or detached within the Buildable Area(s).

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3.02 Development Areas 1-3 Setbacks from Structures. Development Areas 1-3 provide for: 1) a minimum setback of 60 feet from any property line shared with an existing single family (R-PD7 or lesser density) located outside of the Property to a Structure; 2) a minimum setback of 50 feet from any property line shared with an existing residential property (greater than R-PD7 density, except existing or zoned PD) located outside of the Property to a Structure; and 3) a minimum setback of 10 feet from any property line shared with an existing commercial, professional office, multi family with existing or zoned PD located outside of the Property to a Structure. The exception to the above Setbacks is that there will be a minimum Setback of Seventy Five feet from any property line shared with an existing single family located outside the Property (No building Structure Zone). Setbacks from any property line to Structures are outlined in the Design Guidelines, Development Standards and Uses Table attached as **Exhibit B**.

3.03 All Development Areas - Fire Sprinklers. All buildings will be supplied with an approved automatic fire sprinkler system designed and installed in accordance with the Fire Code. Exceptions are made for: 1) detached structures located more than 25' from habitable structures, less than 500 square feet in area, not meant for human habitation; and, 2) open faced canopy structures (ramadas).

#### **SECTION FOUR DESIGN REVIEW AND APPROVAL PROCESS**

4.01 Site Development Plan Review. Except as otherwise provided for in the Development Agreement, after submittal of an approval letter from the Master Developer to the City, all Structures in all Development Areas except Development Area 4 shall be processed by the City pursuant to Las Vegas Municipal Code 19.16.100.

#### **SECTION FIVE DEFINITIONS**

5.01 Buildable Area(s) – The Building Area(s) of a lot in Development Area 4 will be designated by the Master Developer not to exceed the Maximum Buildable Area(s) in **Exhibit B**. For Estate Lots with more than one Buildable Area as provided in Exhibit B, all Buildable Areas except for one Buildable Area, will be utilized for Accessory Structures and/or amenities.

5.02 Building Height –Building Heights shall be measured as the vertical distance in feet between the average finished grade along the front of the building to the highest point of the coping of a flat roof, the deck line of a mansard roof or the average height level between the eaves and ridgeline of a gable, hip or gambrel roof.

5.02 Master Developer –180 Land Co LLC, a Nevada limited liability company, and its successors and assigns as permitted by the terms of the Development Agreement.

5.03 Private Road - Road(s) within the Community that are not dedicated as public right of way.

5.04 Structure(s) – Shall mean the primary building and accessory structures as defined per code. Porte cocheres and garages may be attached or detached.

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