SYMPHONY PARK™

DESIGN STANDARDS

November 1, 2006
(Revised and Adopted August 4, 2010)

Prepared for:
CITY OF LAS VEGAS

Project Manager:
NEWLAND COMMUNITIES

Prepared by:

RNL

1050 17th Street
Suite A 200,
Denver, Colorado 80265

DESIGNWORKSHOP
224 South 200 West
Suite 110
Salt Lake City, Utah 84101

In 2000, the City of Las Vegas launched a re-urbanization plan for Downtown, looking ahead to a Downtown renaissance by 2020. Population increases have fueled a demand for denser infill housing and urban living near Downtown. The 61 acre Symphony Park parcel is a critical element in the City's renaissance plan. Symphony Park will be a new urban environment for the Downtown area, a walkable downtown village with a compelling identity, appealing landscaped environments and a variety of entertainment and dining choices.

Creation of Urban Density The plan focuses on maximizing density rather than limiting it, to generate the multiplicity of activities and urban excitement that will make Symphony Park memorable.

To generate the high density that creates a mixed use urban district, every block must be developed efficiently and densely to achieve the critical mass of residents and visitors that will make it an exciting urban district. The expectations at buildout for land uses in Symphony Park include the following:

- *Diversity of residential building types including low rise town houses and high rise apartments, enough to create an urban village*
- *Medical and general office space creating an employment center in Symphony Park*
- *A critical mass of destination retail, restaurant and entertainment uses to enliven the urban neighborhood*
- *A choice of business, boutique and entertainment-related hotels for visitors*
- *A world-class performing arts center on Symphony Park as a regional draw for Symphony Park*
- *Parking in each block for each use, serving daytime and evening uses with equal convenience.*

Development Concept To create the exciting urban skyline that is expected, building heights are anticipated to be high. The only limitation on building height is the availability of parking on the parcel or in the immediate area. All off-street parking will be in multi-story structures, some below grade and most above grade. The structures will be wrapped by other uses in most cases except for some instances where they may be exposed.

Development Parcels The 61-acre site is divided into 17 development parcels. The sale parcels consist of all the land behind the back of curb lines on each block. Owner/developers will provide the streetscape of the sidewalks, and all development behind the back-of-curb line, which is also the build-to line referred to later in this booklet. In this way, the sidewalks are all private property, and the moving and parking lanes are public. Public streetscape, landscape, lighting and signage are intended to create visual amenity and durability while protecting land values and the private investment.

The City's Roles The City will build the Symphony Park streets (between the curb lines) and infrastructure serving each block. The City will also convene a Design Review Committee who will review and approve designs for each project design submittal.

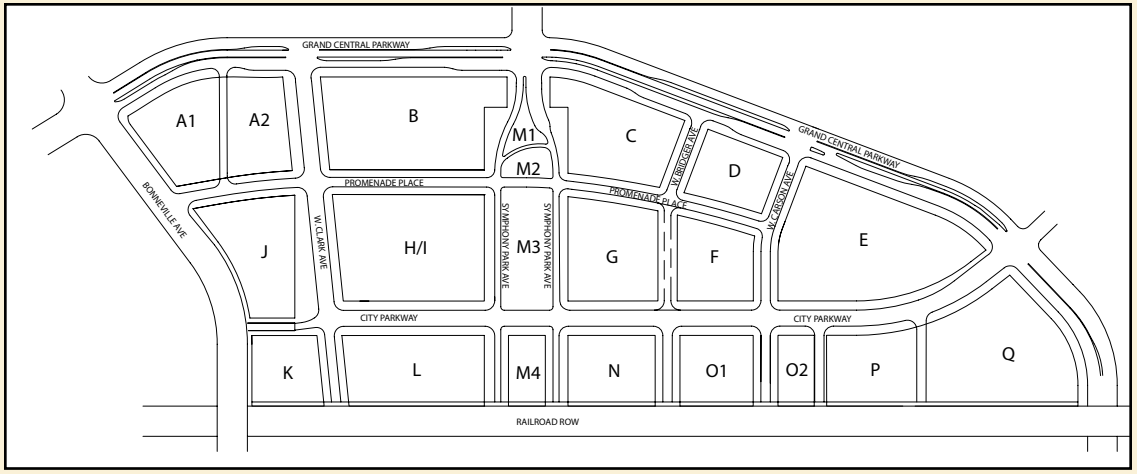
Development Timeline and Process Symphony Park is a multi-phase project, with projects proceeding on coordinated timetables. Some blocks will be phased so that later phase—more intensive—development will be initiated with structured parking and high rise buildings replacing temporary surface parking.

Mixed Use The greater the mix of uses, the more urban the Symphony Park experience. The high-rise environment provides opportunities for both vertical and horizontal mixed uses.

Critical Housing Density Developers will be expected to create housing densities that are comparable to Chicago, New York or Vancouver, while creating a great number of units closer to the street in liner buildings that create street continuity, and towers that create a distinctive skyline and views.

Environmental Conditions The 61 acre site was formerly owned by the Union Pacific Railroad. Analysis of contaminated soils has been conducted. Maps of this information are available from the City of Las Vegas Office of Business Development and/or Newland Communities.

Entitlements The City will work closely with Symphony Park developers to entitle each project in a timely manner.



Symphony Park Illustrative Master Plan

DESIGN STANDARDS

Design Standards are graphic and written principles of design which are to be incorporated into the design of each development block in a project area. In this case, they are an aid to achieving a high level of design excellence at Symphony Park. The success of Symphony Park as a place depends upon each developer and designer becoming familiar with all parts of these Design Standards and incorporating them into the designs for each block.

Relationship to Other Documents

These design standards shall apply to all development in the project area. Where these development standards are in conflict with Title 19 of the Las Vegas Municipal Code, the City of Las Vegas 2020 Master Plan, or the standards of the Las Vegas Downtown Centennial Plan, then the more restrictive standard shall apply. Where these design standards are silent on a particular issue, the requirements of Title 19 of the Las Vegas Municipal Code, the City of Las Vegas 2020 Master Plan, or the standards of the Las Vegas Downtown Centennial Plan shall apply.

Design Standard Philosophy

Symphony Park Design Standards will guide developers and architects through the process of creating a pedestrian-oriented, visually cohesive and economically viable urban community. The Standards promote a clear and consistent process for the development of parcels. While they keep a perspective on the vision, they are also flexible in accommodating a mix of uses while helping to shape a variety of building forms. They do not mandate particular architectural styles or building materials. Instead, the Standards do the following:

- Recognize that Symphony Park will be built and evolve over time
- Create and maintain a standard of quality that will sustain real estate values
- Promote a cohesive development pattern while allowing for diversity and variety in the design and construction of individual projects
- Assist designers, City Staff, developers and others in making consistent design choices that reinforce the vision.
- Provide clear guidance to the process of Design Review and public approvals.

Each development will be reviewed for compliance with the Design Standards, according to the Design Review process described in the back of this book. This book of Design Standards is organized into four major parts:

SECTION 1

SYMPHONY PARK ORIENTATION: a section that orients the project developer and designer to the systems and requirements that affect not only the individual sites but also the site as a whole. Items such as parking and access, site drainage, public open space and solar orientation are covered in this section.

SECTION 2

STREETSCAPE AND OPEN SPACE: this section delineates the major characteristics of all the streets in Symphony Park, including their cross sections, design themes and streetscape elements. This is important for each developer because it includes design back of the curb line which will be the responsibility of the developer.

SECTION 3

GENERAL SITE AND BUILDING DESIGN STANDARDS: Divided into Intents and Standards, each of the sections covers a different non-geographic feature such as building articulation, signage, site lighting and active building frontages. Each of these contributes to the success of the urban environment by addinga functional and aesthetic note to the overall look and feel of Symphony Park.

SECTION 4

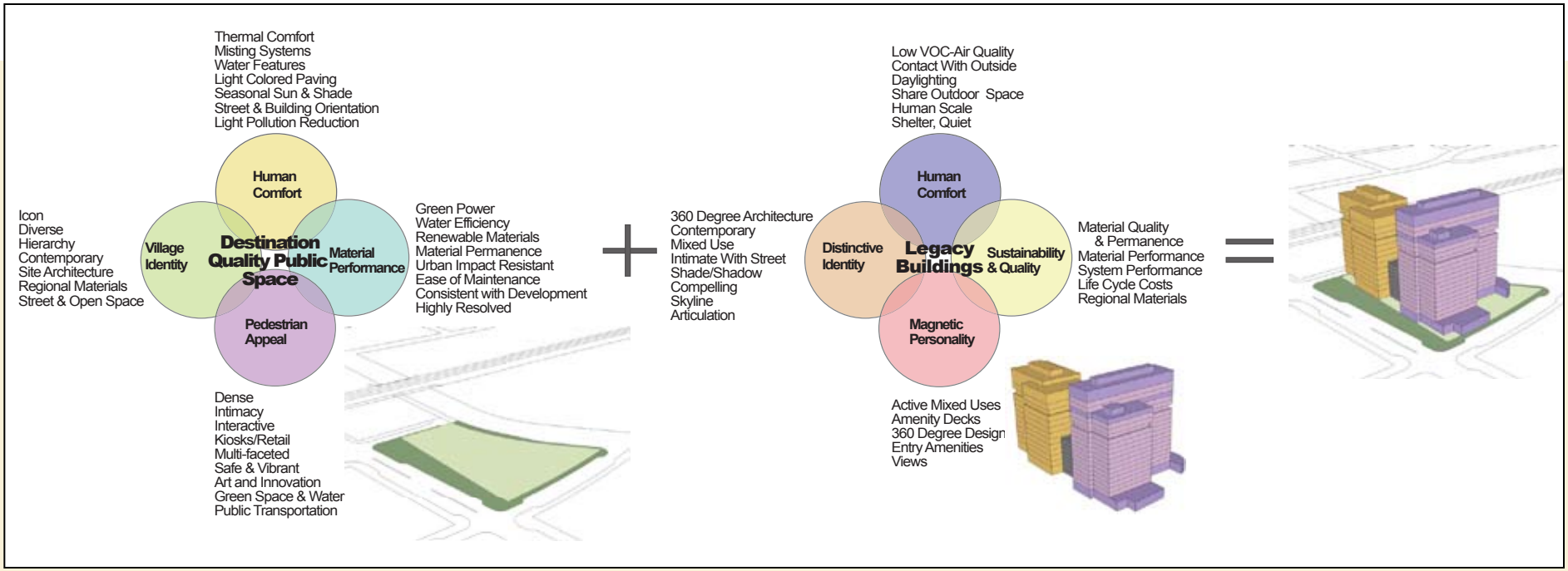
CHARACTER OF THE BLOCKS: This last section describes allowable and encouraged buildings, setbacks, active frontages, parking access and other parameters of each land parcel (block). Setbacks, open space features, view corridors and other features are displayed so that the designer has a logical starting point for design.

Each Design Standard is organized into a hierarchy of Intents and Standards. The Intent is a statement of the purpose or goal behind each design Standard. In the event that specific language of each Standard is not definitive, the Design Review Committee reserves the discretion of making decisions on the basis of their understanding of the Intent. This interpretation shall govern.

Each principle is either a required or a recommended standard. Required standards are accompanied by the language of “shall do” rather than “should” or “it is encouraged.” Recommended standards are suggested components, termed as “should do” or “is encouraged.” Overall the quality of Symphony Park may depend on the developer following most if not all of these optional elements. However, they also provide negotiation points if either the developer or the Design Review Committee wishes to resolve differences of viewpoint on a design. Some sections include “acceptable” standards which describe something that is allowable or desirable.

I Symphony Park ORIENTATION

Site-wide urban design features are illustrated in this section. These include street types, parking and service access, storm water management, view corridors, active streets and the pedestrian open space system. Each development block relates to each of these site-wide features in a unique way. By understanding how these systems work and applying this knowledge, each designer will help to create a more successful environment in Symphony Park.



Open Space and Building Qualities

THE FEATURES OF THE PLAN

The Illustrative Plan demonstrates the key concepts for architectural design to create the high quality urban district that is Symphony Park. Foremost among these concepts, illustrated on the following pages, are:

Human-Scale Buildings

- A rich, human-scale band of lower building elements at and near the street level.
- Bases of each block enriched with continuous active building faces of retail and restaurant activity on several streets.
- Active uses, awnings, interesting storefronts and signage create an exciting urban environment.

Comfort

- Human comfort and amenity are the major design emphasis of the streets and public open spaces.
- Everything in these spaces should be designed and selected for appropriateness to climate, neighborhood concept and sustainability.

Sustainability

- Environmentally-responsible urban buildings set a high standard

Art Is Integral

- Civic nature of the neighborhood
- Themes of streetscape
- Performing arts
- Well-designed buildings and art pieces
- Integral art in streetscape and architecture

Active Uses at the Build-To Line:

- Pedestrian-oriented environment
- Parking structures are concealed behind residential and commercial building wraps.

Parking

- Simple, predictable system of parking and service entrances
- Vehicle access should be secondary to pedestrian movement.

Building Scales

- Tall towers with articulated shapes
  – Recognizable urban skyline
- Shapes, massing and locations allow views to the mountains and the Strip

Residential Diversity

- A diversity of residential types
  – High rise apartment buildings
  – Mid-rise connecting towers
  – Low-rise townhomes
- Conveniences and attractions make a true urban neighborhood.

Quality Design

- High quality architectural and landscape design
- State-of-the-art environment in a hot desert climate

THE CONTEXT OF SYMPHONY PARK

Symphony Park is in a prime location surrounded by the Las Vegas downtown and numerous development projects. The downtown office core is directly east; the casino center is also across the railroad tracks, with Fremont Street being a center and draw for the entire area. Las Vegas' re-urbanization plan, begun in 2000, is aimed at a Downtown renaissance. The city's population exceeds 550,000 and is expected to reach more than 700,000 by 2020, creating a demand for denser in-fill housing near downtown. Property values have risen accordingly.

Adjacent Development

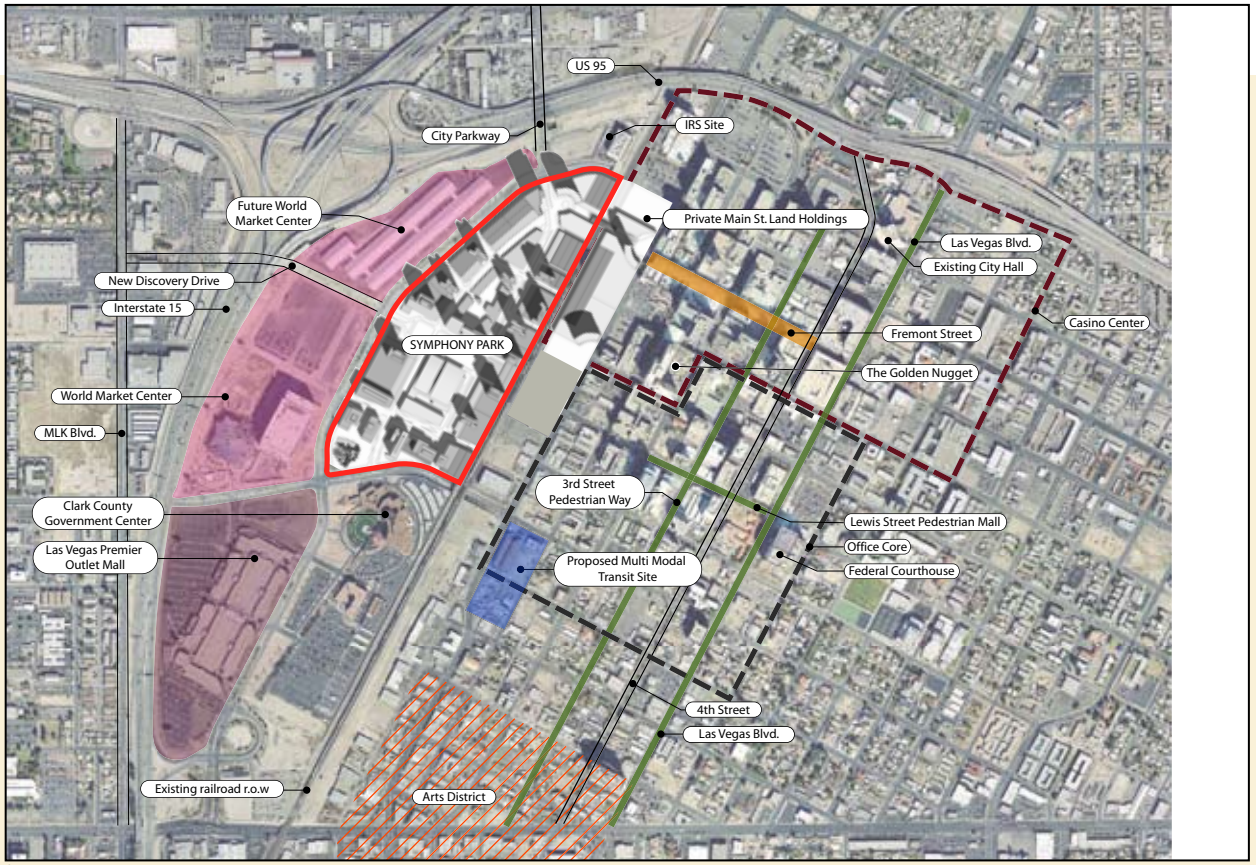
Several development projects are underway or have been completed adjacent to Symphony Park. Taken together, they represent a wide variety of downtown uses that will create markets for residential units, restaurants, retail shops and office space.

WORLD MARKET CENTER A 1.3 million SF Phase 1 of the wholesale design center, housing a 10 story collection of furniture showrooms, drawing thousands of people to each of its regular conventions. Later phases are planned to increase the showroom area to 12 million SF.

INTERMODAL TRANSIT CENTER Design is underway for the transit center. The facility will be the central regional transportation facility, housing local and express buses, Bus Rapid Transit, a monorail stop and a stop of the future high-speed, inter-city rail system.

LAS VEGAS PREMIUM OUTLET MALL Recently completed, this 435,00 s.f. premium outlet mall west of the Clark County Government Center is already providing a high traffic count of shoppers to the area.

CLARK COUNTY GOVERNMENT CENTER This civic center employs several thousand daytime county and Regional Transportation Commission office workers. A master plan for enlarging the center is being evaluated, including supplementing the on-site parking.



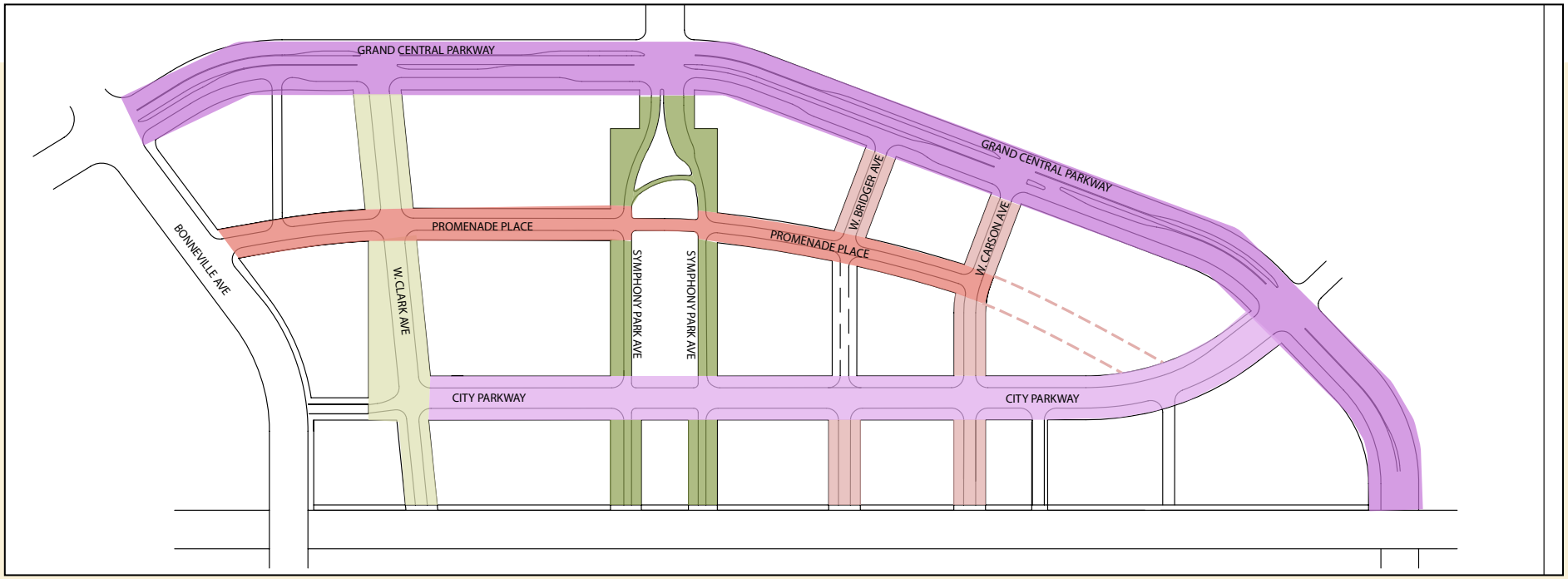
Symphony Park and Downtown Las Vegas

INTERNAL REVENUE SERVICE Construction is nearing completion on the mid-rise IRS building complex by the Molasky Companies, north of Ogden Street. This will provide an even greater midday worker population in the area.

PRIVATE MAIN STREET LAND HOLDINGS A private owner holds much of the strip between Main Street and the railroad tracks, with ambitions to develop these properties.

ARTS DISTRICT Along Charleston, south and east of the site, a district of arts-related and residential projects is envisioned and is taking shape.

These projects are the recent signs of a renaissance of downtown Las Vegas setting up the conditions for an exciting mixed-use high rise development district.



Street Hierarchy and Network

STREETSCAPE NETWORK

Symphony Park will establish a new precedent for Las Vegas with innovative urban streetscapes that incorporate sustainability practices, enhanced comfort, distinctive and artistic identity and provide destination qualities that define the urban community.

Streets will efficiently move traffic into and through the site, provide direct access to parking and offer comfortable, inviting and safe environments for pedestrians. Vehicle access into and through this site is well distributed, interconnected and coherent, and responds directly to the existing Las Vegas street network.

Designed as a system of linear open spaces, the streets of Symphony Park offer cool and animated areas to gather and connect people to work, home, shopping and public spaces. Rights-of-way and building massing are proportioned to enhance solar comfort. Dining, shopping and public events such as fairs, markets and celebrations are meant to take place in this realm without impeding pedestrian or vehicular circulation. These activities create a lively and activated urban environment.

The Symphony Park streetscape network is comprised of varied street types, each distinguished by function and identity. Grand Central defines the arterial edge of the village and downtown. City Parkway and West Clark combine to provide through circulation from a future highway interchange at F Street. City Parkway is envisioned with a retail emphasis, and the West Clark and its esplanade anchors the medical district and provides a key address opportunity The Promenade Place animates the village with retail and a mix of other uses, functioning as the primary strolling space. Symphony Park Avenue straddles and is defined by Symphony Park, the organizing space of the village. West Bridger and Carson Avenues function primarily as residential streets.

The Symphony Park streetscape network is comprised of several street types, each distinguished by function and identity.

City Parkway

A wide 4 lane boulevard with left turn pockets and on-street parking, direct connection from I-15.

Promenade Place

A narrow two lane shopping street, with on-street parking; no parking entries off the street.

Symphony Park Avenue

A wide street that becomes a one-way way pair just east of Grand Central Parkway flanks Symphony Park on both sides.

West Clark Avenue

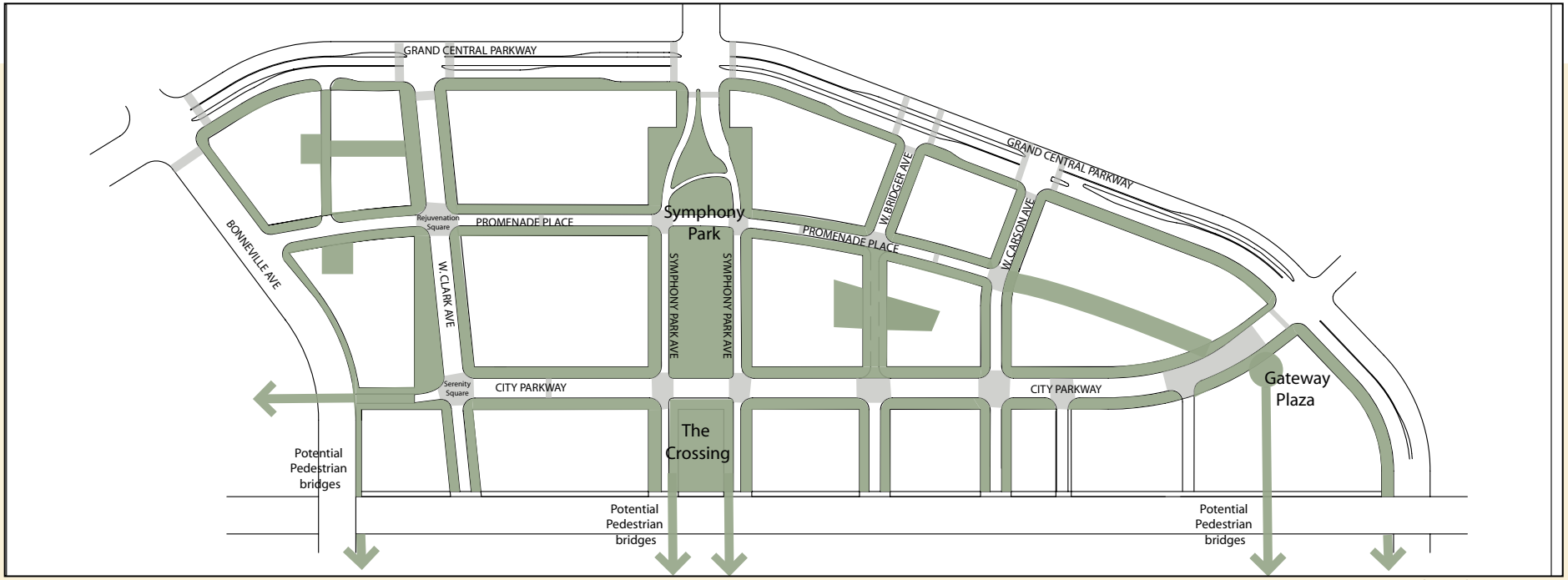
A wide four-lane boulevard with on-street parking, left turn lanes and wide sidewalks as the centerpiece for the office district.

West Carson and West Bridger Avenue

Two-lane service streets that connect from Grand Central Parkway.

Grand Central Parkway

A wide, higher speed boulevard with Bus Rapid Transit added to the median.



Open -Space Network

OPEN-SPACE NETWORK

The Symphony Park open-space system is organized around an urban framework based in principles of building integration, regional design and street-level comfort. Comprised of a hierarchy of parks, plazas, streetscapes and courtyards, this open-space system offers a variety of spaces intended to attract a diverse mix of residents and uses.

Designed to celebrate and accommodate both urban living and visitor experiences, the open-space system at Symphony Park will be built for enduring quality. Distinct and durable materials, furnishings and finishes will create a visually cohesive system that will establish a standard of quality that complements the intended building quality.

Extreme climatic variations in southern Nevada require an open-space system that provides comfortable outdoor environments by managing solar orientation and creating favorable microclimates. Through careful solar design, parks, plazas, streetscapes and courtyards will extend the daily and seasonal pedestrian experience within this desert village.

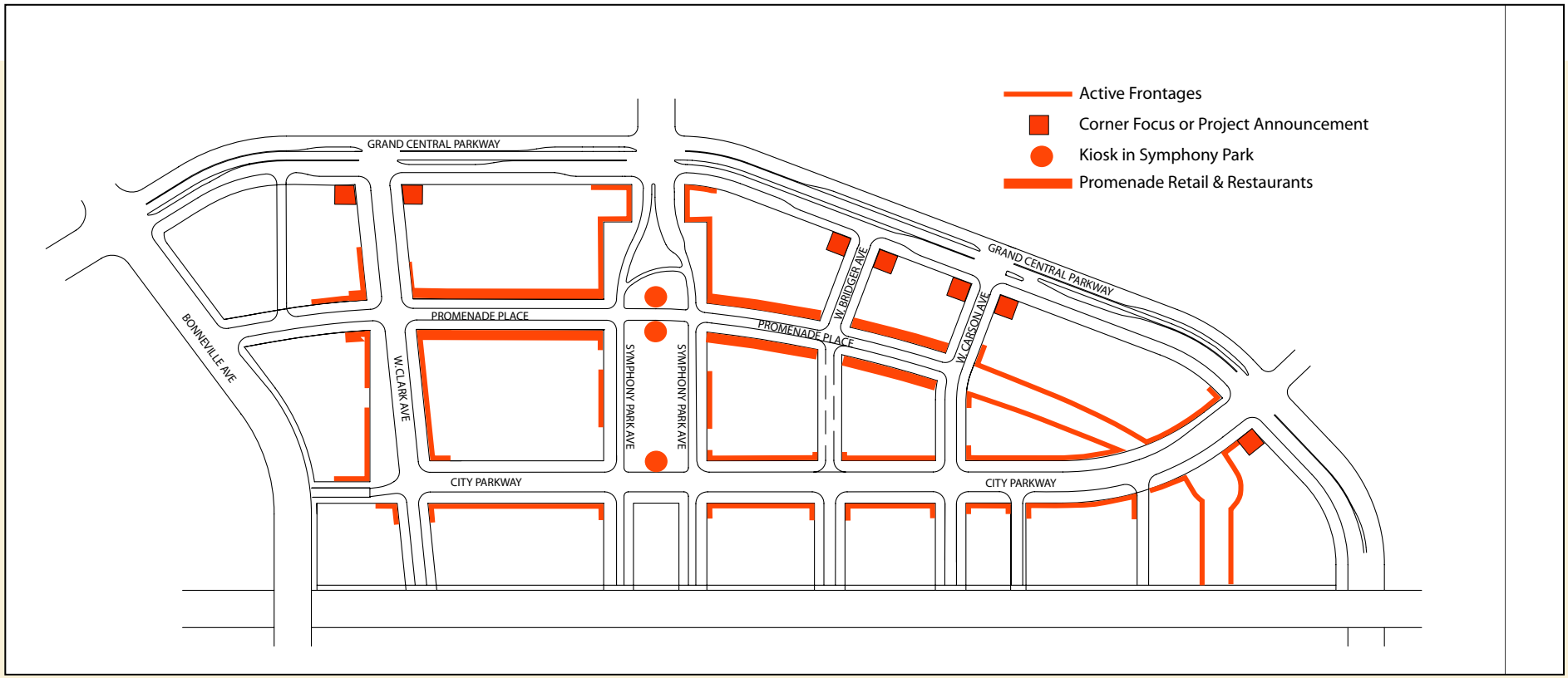
The primary organizing axis of the public space network runs east-west along the City's Lewis Street corridor, with streets named Symphony Park Avenue to the west of the railroad tracks. A collection of open spaces and active uses along this corridor are intended to establish a strong and direct relationship to downtown Las Vegas. Three primary spaces are positioned as a sequence within Symphony Park: a forecourt at the project entrance on Grand Central Parkway, a major urban park currently known as Symphony park, and a stepped plaza and associated bridges which allow pedestrians to cross the railroad tracks. This area is currently known as "The Crossing."

The primary north-south open space within the Symphony Park village is a pedestrian-oriented street known as the Promenade. The Promenade is uniquely designed as a signature public space within the development, linking several districts and public spaces along its north-south orientation.

The Promenade is anchored at its northern end by Gateway Plaza, a public space that organizes an entertainment district and transitions Symphony Park to Fremont Street in downtown Las Vegas. On the southern end, the Promenade arrives at a medical district. While medical and supporting uses may be organized around an internal open space system, the primary address for the area is West Clark Avenue. This street has been planned as a cool, green esplanade, with opportunities for both strolling and gathering.

Union Commons is a semi-public space defined by residential uses, intended to primarily serve these residents, but not be gated. Views, sight lines and pedestrian circulation to and from adjoining streets is intended.

A final component of the open space system at Symphony Park is represented by the pedestrian streetscapes, places of comfort, distinctive identity and sustainable quality.



Active Frontage Locations

INTENT:

- *To create energized urban streets which support a pedestrian environment.*
- *Active frontages are comprised of retail and restaurant uses, as well as residential and office building lobbies (and some other uses).*

REQUIRED

1.5.1 Active Frontages along the Promenade

The promenade will be the most vibrant and energized pedestrian corridor within the site. It shall be continuously lined with active building frontages.

1.5.2 Active Frontages along Grand Central Parkway

Grand Central Parkway will be one of the site's busiest vehicular corridors, and exposed parking will be permitted along it. Active building frontages are encouraged along the Parkway at its intersection with Symphony Park Avenue and other corners.

1.5.3 Active Frontages along West Clark Avenue

This street is an address for the medical/office neighborhood and an important pedestrian conduit within the site, and shall be lined with active frontages.

1.5.4 Active Frontages along Symphony Park Avenue

Discovery Entrance shall be lined with active uses to mark its significance as the primary entrance into the site.

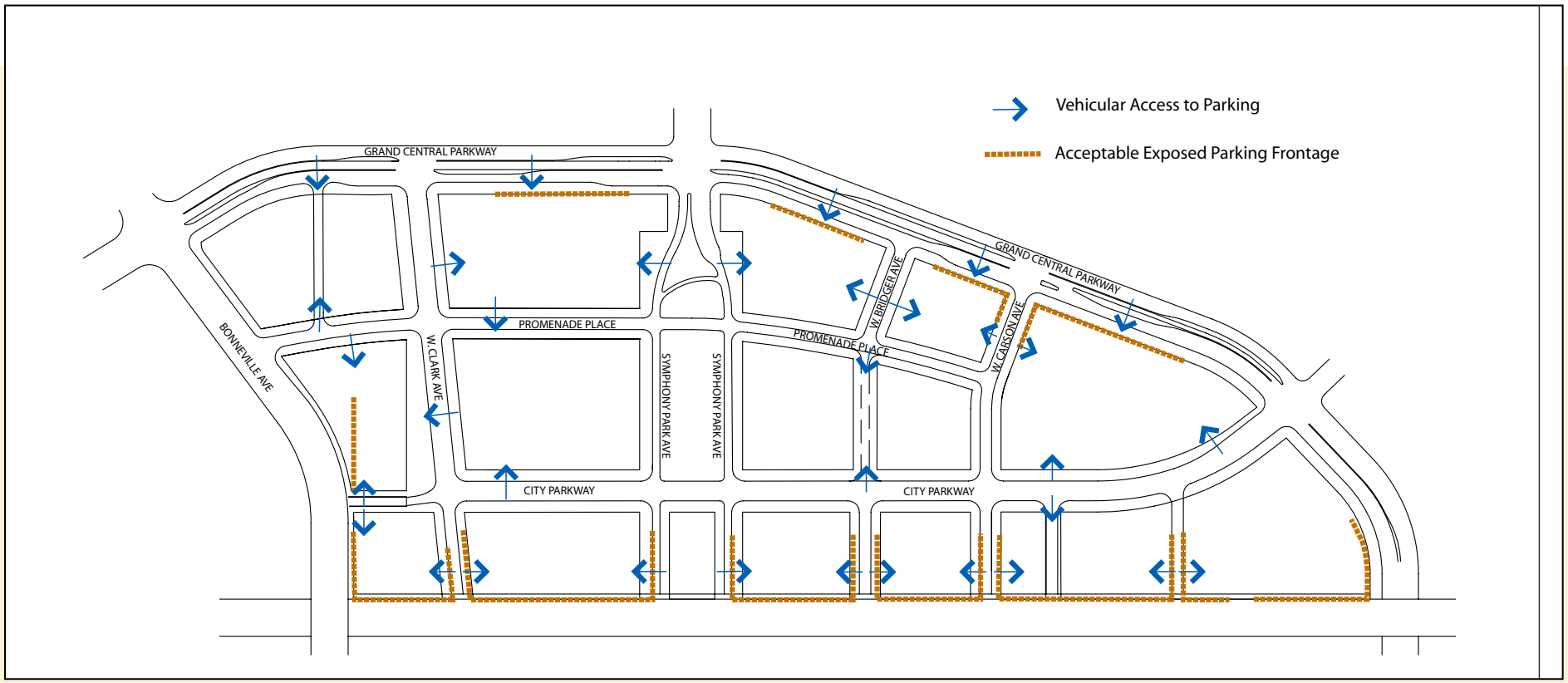
1.5.5 Promenade Place

On The Promenade Place, emphasize only retail and restaurant uses. The Promenade Place shall be terminated at its south end by a knot of active frontages at its intersection with West Clark Avenue. This is the most intensive grouping of active day and night-time uses. Uses along The Promenade Place from Symphony Park Avenue to West Carson Avenue should include service oriented businesses for the residences of Symphony Park.

RECOMMENDED

1.5.6 Grand Central Parkway

Corners on Grand Central Parkway should be developed as spot retail, restaurants and display space at the ground level.



Parking Access and Allowable Exposed Parking

INTENT

- *To provide a simple, easy to navigate system of parking access.*
- *To conceal parking from public view to the greatest extent possible.*
- *To minimize vehicular access (curb cuts) on primary building frontages and to reinforce a clear hierarchy and organization of circulation within Symphony Park.*

REQUIRED

1.6.1 Vehicular Movement

Vehicular movement on site is shown on the diagram. All streets shall be two-way, with the numbers of lanes sized to the anticipated traffic volume, varying from street to street.

1.6.2 Parking Access

Parking requirements for the project shall be accommodated within above grade and below grade parking structures.

Generally, vehicle access is allowed in the midsection of each block as shown on the diagram and is to be coordinated with adjacent block access. Vehicle access is allowed on more than one block face. However, each block may have only one such access on any block face. Details of block access are illustrated in the individual block guidelines. These guidelines also maximize uninterrupted public sidewalks and minimize conflicts between vehicles and pedestrian.

1.6.3 Vehicular Access Along The Promenade Place

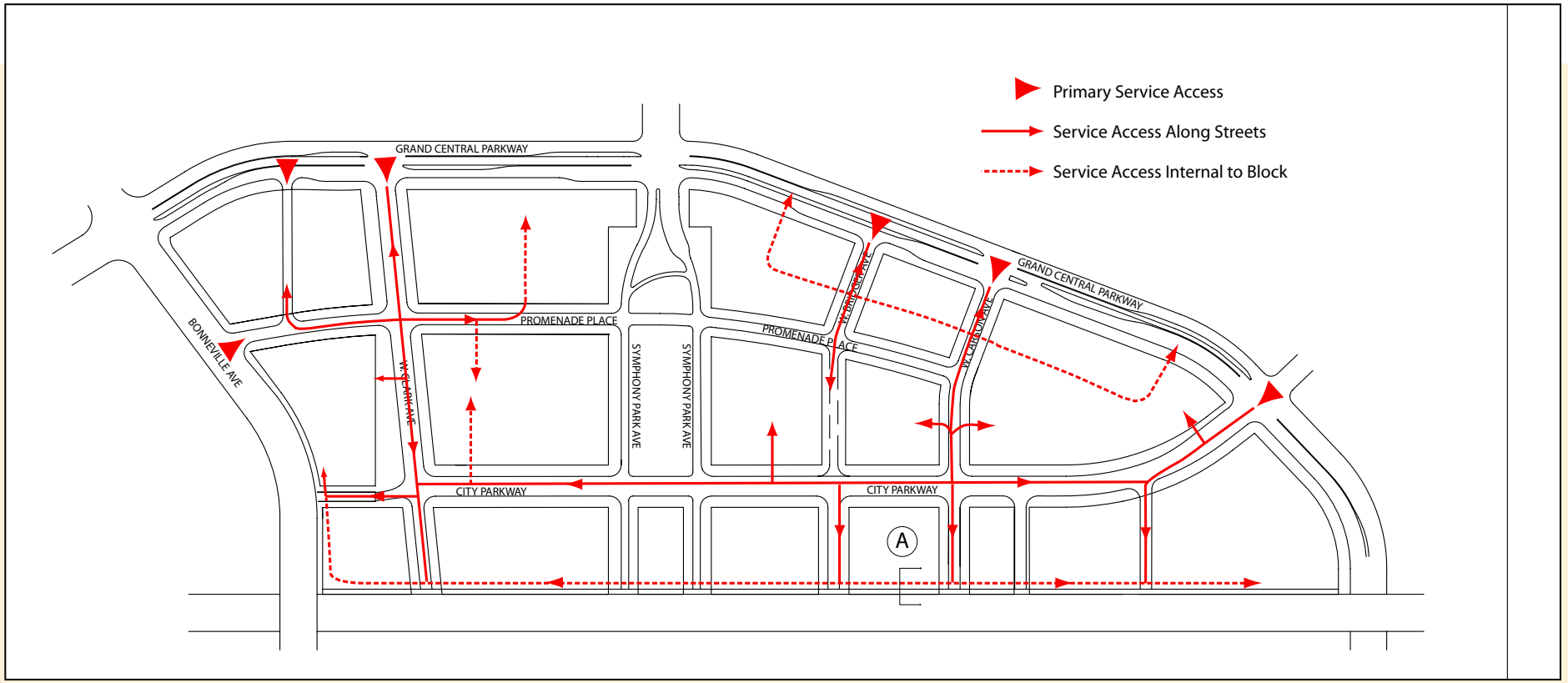
The northern portion of the Promenade shall not be used for vehicle site access between Symphony Park Avenue and West Carson Avenue. All other streets may have vehicle access as shown.

1.6.4 Exposed Parking Frontages

Exposed parking shall be restricted to those building frontages along the railroad tracks and Grand Central Parkway and as otherwise shown in the individual parcel diagrams. Exposed parking shall be avoided along the Promenade, and shall be minimized (and avoided , if possible) along West Clark Avenue and City Parkway. Exposed parking shall be treated architecturally consistent with adjacent buildings.

1.6.5 Parking Pockets

- Parking pockets along public streets shall be provided by block developers per landscape schematic design drawings and deeded back to the City for ongoing maintenance. On private streets they will not be deeded to the City.
- Each block landscape plan shall accommodate 1 "multi-meter" parking meter pay station per parking pocket, to be installed and operated by the City.



Service Access

INTENT

- *To minimize and mitigate the negative visual and noise impacts of service and loading areas, trash storage and mechanical equipment on adjoining streets, public spaces and property.*

Vehicle access is defined to include service and emergency vehicles as well as general traffic.

REQUIRED

1.7.1 Service Access Along Promenade Place

Service access shall not be located along the northern portion of Promenade Place, so as not to disrupt the street's character as the primary pedestrian conduit within the site.

1.7.2 Service / Delivery Locations

Building deliveries, trash pickup and other service needs shall take place primarily in the interior areas of the plots, and shall be screened from primary public view.

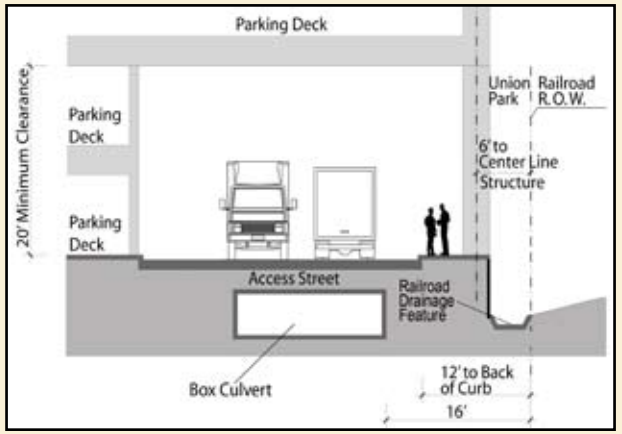
ACCEPTABLE

1.7.3 Shared Service Access

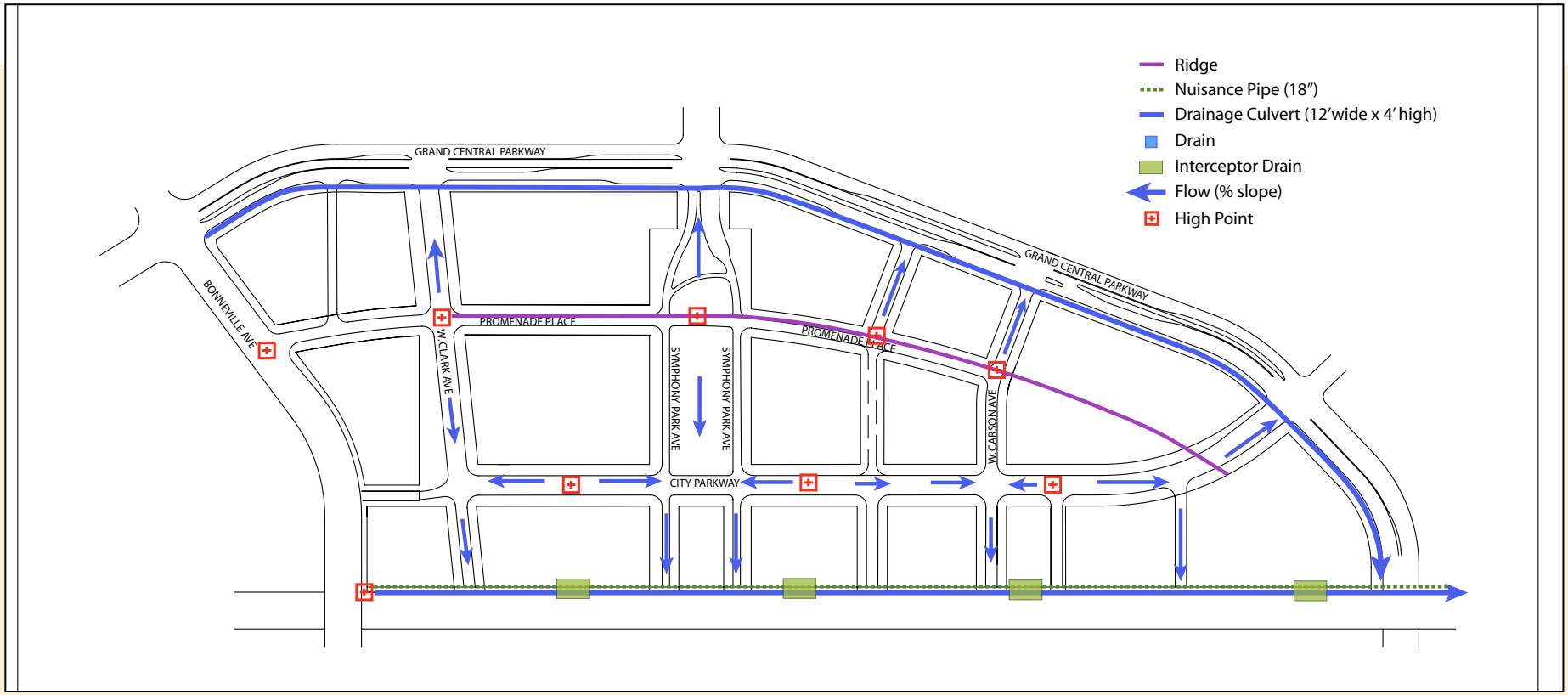
Service vehicles may enter at the same locations as general public or resident parking. Service access is also provided through alleys that run along the interiors of the blocks.

1.7.4 Railroad Right of Way

See civil design drawings for detailed condition along railroad ROW and required materials & color for exposed retaining wall.



Typical Service Access Section (Along Railroad)
Note: Subject to change depending on engineering design



Stormwater Management and Drainage Features

INTENT

The site is graded to:

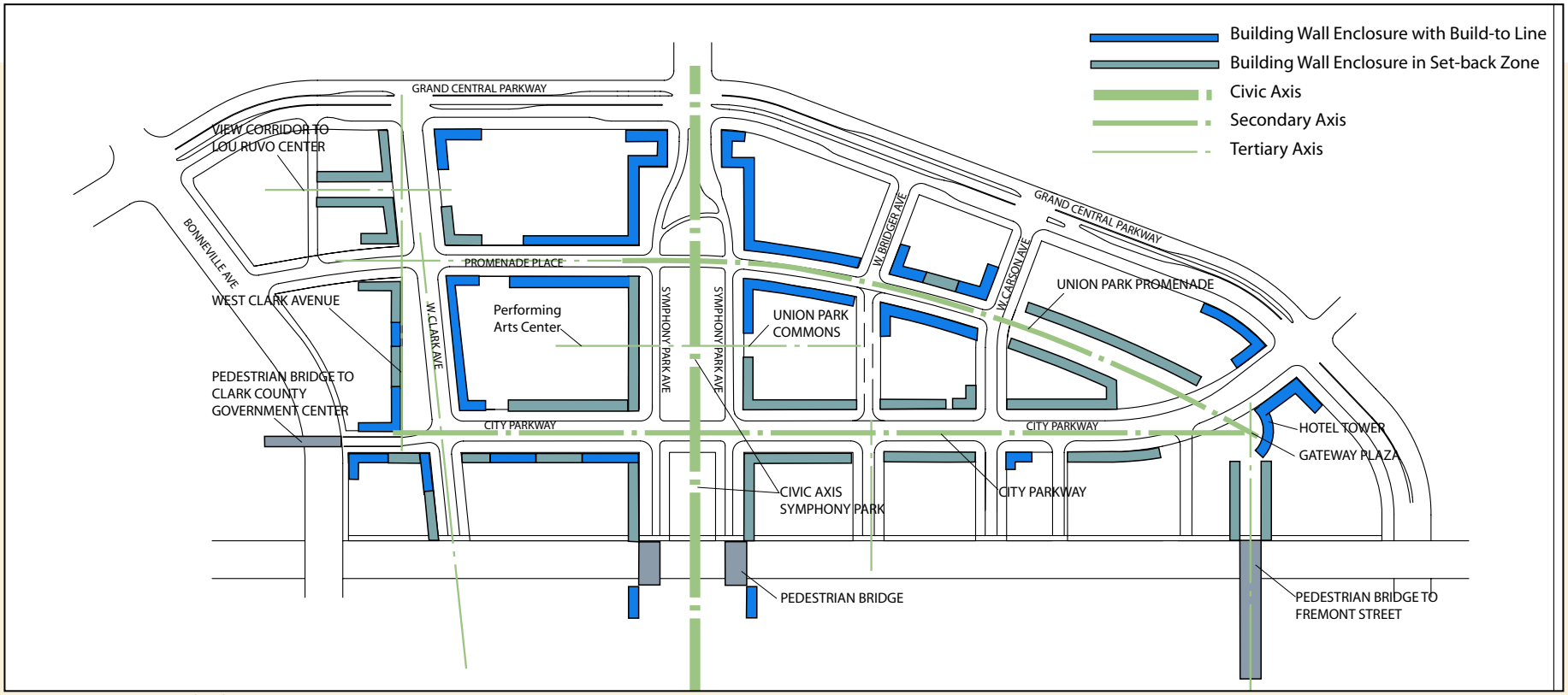
- *Capture storm water runoff in any perimeter landscape areas to potentially clean the water prior to conveyance via pipe to Lake Mead.*
- *Prevent flash flood infiltration within buildings.*
- *Maintain building finished floor elevations at street level to provide strong relationships between buildings and sidewalks.*
- *Establish subtle visual prominence at the centerline ridge defined by the Promenade.*

Most street grading will occur as a fill condition over the existing grade. As noted, the site is graded with a subtle ridge established near the arc defined by Promenade Place. Water moves east and west from this area, toward the park and railroad edge and toward Grand Central Parkway.

REQUIRED

1.8.1 Building and Street Flow Line Separation

The City of Las Vegas requires that building finished floor elevations in Symphony Park shall be positioned 12" above the flow line of the street which it adjoins. Strategies to address this requirement vary by street, relying primarily upon careful sidewalk grading from back of curb to future building floor elevations. Sidewalks have been designed with maximum cross-slopes at 2.5%. Street drainage is currently collected by inlets located primarily along east-west streets to intercept accumulating stormwater as it moves away from the Promenade. Each street is crowned along its centerline.



Building Wall Enclosures and Site Axis

10

INTENT:

- *To control the location of building walls to define and contain the street space, to concentrate and reinforce pedestrian activity, create a sense of the street as a place and accommodate associated activities, to emphasize views and vistas within Symphony Park.*

Build-to lines or zones have been established to frame the major streets, creating outdoor spaces sheltered from the sun, comfortable and human-scale.

REQUIRED

1.9.1 Building Wall Enclosure

Provide setback and build-to zones for building frontages as shown in the diagrams in Section 4 where it is important to have buildings abut or setback from the street lines.

1.9.2 Promenade Place Building Wall Enclosure

Building frontages at street level to a height of 35-40' along the Promenade shall follow the build-to line. The Promenade building frontages shall follow the curvature of the streets precisely, with allowances being made for the tolerances of manufactured elements, building components and glazing. Above that height, setbacks within the setback zones of up to 25% of the building frontages may occur.

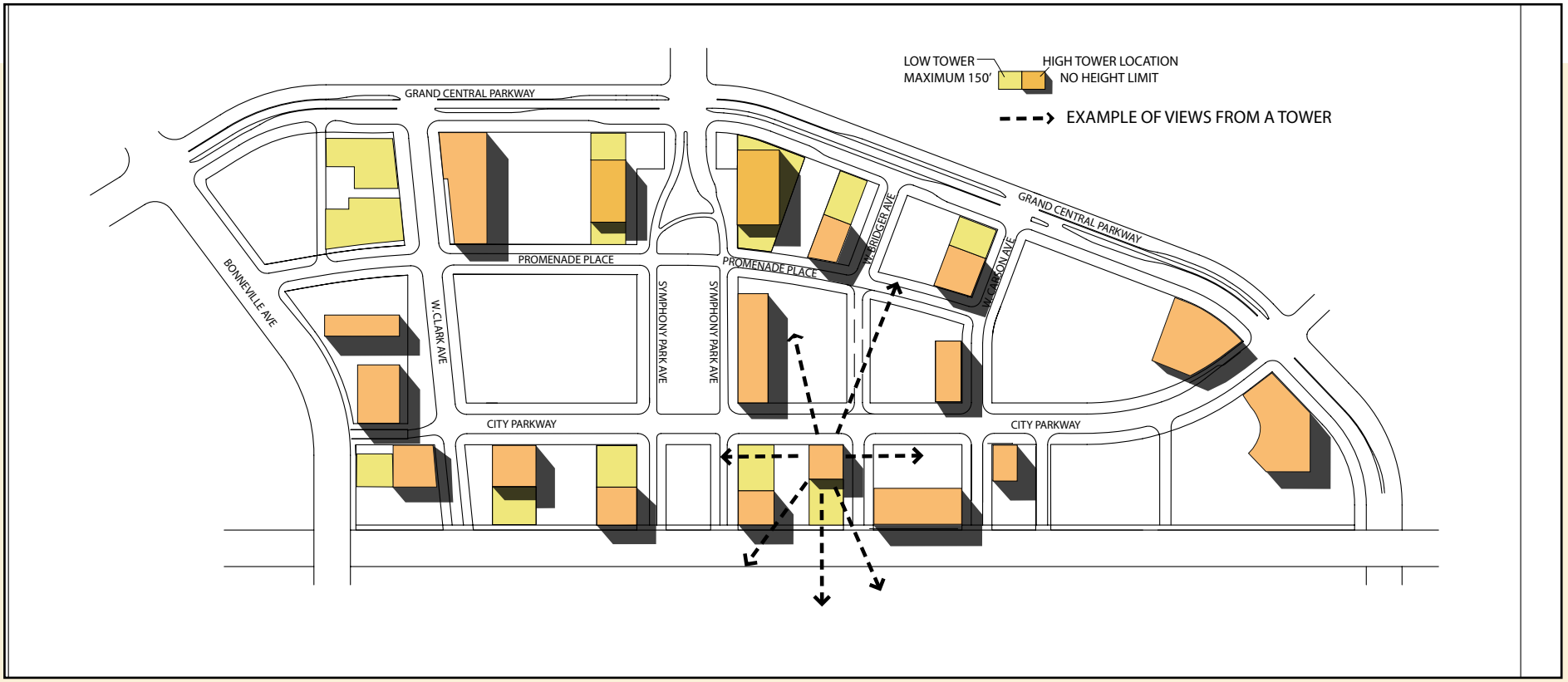
1.9.3 Percent Setback Allowed

On other streets, 75% of the building frontage must follow the build-to line. The remaining 25% may be set back for building entries, patios and pedestrian walkway entrances.

RECOMMENDED

1.9.4 View and Vista Lines

Buildings that terminate view and vista lines within the 61 acres should respond to these focal points with design features that emphasize their location.



INTENT

- *To create a visible urban skyline for Symphony Park as a marketing and branding tool.*
- *To preserve views from each occupied tower, and to avoid blocking views from adjacent development.*
- *To preserve views to the occupied towers in Symphony Park from points of view outside the site.*

The individual parcel diagrams in Section 4 illustrate where it is permissible to create occupied tower buildings.

REQUIRED

1.10.1 Occupied Tower Location

Each occupied tower shall be located with respect to preservation of the viewsheds of other occupied towers in Symphony Park. In general, this means staggering or offsetting the footprints of occupied towers so that buildings do not face each other directly across narrow spaces.

1.10.2 Parcels With Multiple Occupied Towers

Some blocks will contain more than one high-rise occupied tower. In the event that more than one occupied tower is on one block, the occupied towers shall be offset to preserve the viewsheds and avoid direct views into adjacent buildings.

1.10.3 Occupied Tower Form / Configuration

Occupied towers shall not be created in long slab configurations except where shown, because of the concerns about view blockage. Instead, occupied towers shall be developed as point occupied towers which have a more compact floorplate and less of a visual profile.

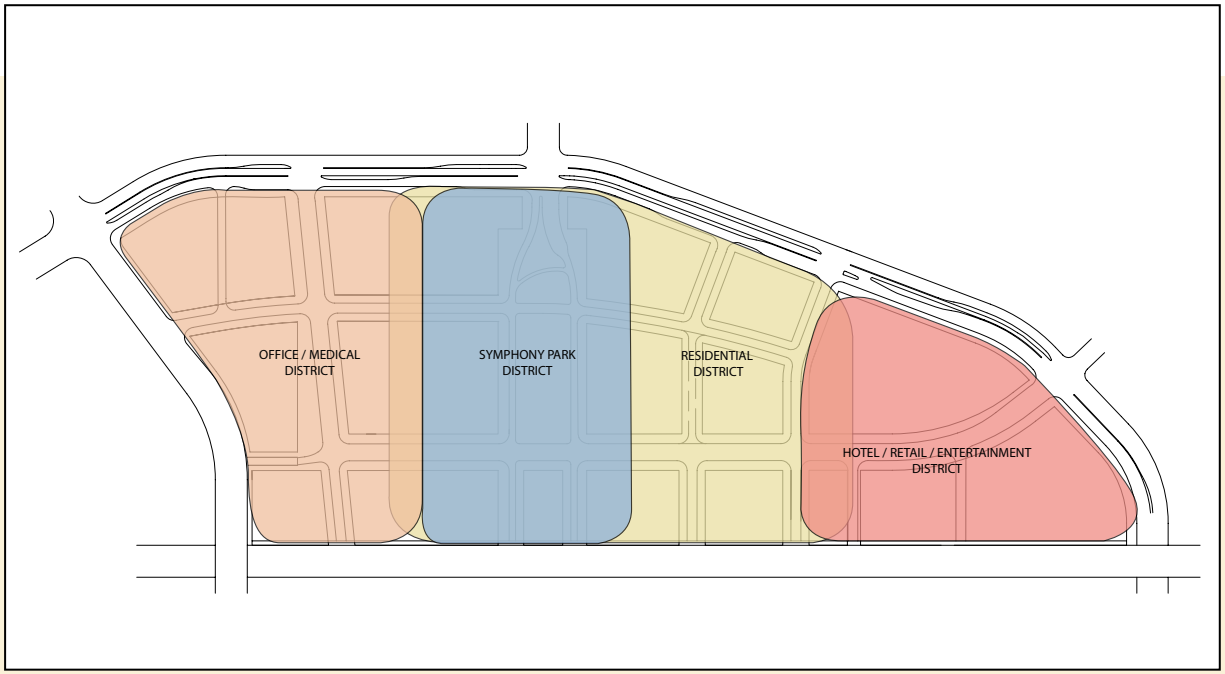
1.10.4 Allowable Occupied Tower Locations

Occupied towers shall only be located in the positions shown in the diagram in this section. This diagram illustrates some flexibility on each parcel, to accommodate different locations of cores, building lobbies, service and other design features.

ACCEPTABLE

1.10.5 Lower Occupied Tower Limits

A lower occupied tower structure may be incorporated, which may rise no more than 10 stories or 150' from the podium. The purpose of this is to preserve views over the lower occupied tower from the higher occupied tower. This is shown on several of the residential parcels in this Section.



OFFICE / MEDICAL DISTRICT

- Building heights lowest with respect to Symphony Park
- Architecture of Parcel A2 should be respectful of and respond to Lou Ruvo Alzheimers' Center
- Buildings monolithic and monumental in character, with larger scale fenestration patterns, lower degree of texture on skin and massing, expressing the nature of the use as business
- Adopt a formal landscape with respect to public space
- Towers form the street wall
- Buildings at W. Clark Avenue street level expected to respond to this street in the form of linear plazas facing Clark Avenue

SYMPHONY PARK DISTRICT

- Buildings translate the cultural, contextual and vibrant nature of Symphony Park into the vertical in massing, texture, fenestration and skin
- Parcel H/I lies on an important public axis—a public space that activates Symphony Park
- Buildings exhibit a civic/cultural scale and identity
- Buildings on the important axes should reflect that position in their character
- Buildings outline Symphony Park—responsible for defining the scale, closure and space
- Boutique hotel to directly respond to Symphony Park and the Performing Arts Center
- Hotel may create a visual connection to Parcels F/G
- Street level activates the area around the park
- Formal architectural character, yet making visual/ physical connections to Symphony Park

RESIDENTIAL DISTRICT

- Intimate and humane scale
- Skin and massing have a high degree of texture compared to other districts
- Buildings closer to one another and respond to each other in form and massing
- Semi-private character in hierarchy of public space
- Green-inspired: fenestration includes operable windows, accessible balconies and decks
- Landscapes and green habitable spaces on upper floors of towers
- Comfortable and penetrable spaces with informal character
- Retail spaces meant to activate the streetscape—towers that reach ground are to activate their streets in this district.

HOTEL / RETAIL / ENTERTAINMENT DISTRICT

- These buildings will include the tallest compositions on the site
- Gateway towers exploit views into the site
- Textures, fenestration, massing is subtle and sophisticated to reveal "entertainment"
- Active retail at street level extends into entertainment district to maintain pedestrian densities of restaurants and entertainment spaces
- Strong pedestrian link between Fremont Street and Symphony Park
- Expressive of physical connection and respectful of adjoining residential units
- Strong sense of excitement, movement, dynamic forms

INTENT

- *To enrich the resident and visitor experience by providing stimulating, interesting visual and tactile experiences in public areas of Symphony Park*
- *To develop a character and identity for Symphony Park that is about the enduring qualities of intellectual and emotional life, befitting a world class city.*
- *To celebrate the city, its history, culture and achievements through the expression of the arts community*

OPPORTUNITIES

The types of opportunities for art in Symphony Park include:

A. Art as an integral, permanent part of individual buildings

B. Art as an integral part of on-site landscape design, seating, lighting, paving, plant materials and other streetscape elements

C. Art institutions which can occupy their own sites or be part of a building complex

D. Performing arts, keying on the thematic presence of the Performing Arts Center

E. Performing arts spaces (external or internal) and performing arts programming throughout the year

F. Commercial art venues, such as art galleries and exhibit spaces

G. Spaces for temporary exhibit of public art as part of a public art program

H. Arts organizations and space for publicly-accessible arts activities such as studios and display space

I. Funding for art pieces, arts programming,

REQUIRED

1.12.1 Minimum Public Art Requirements

Each parcel in Symphony Park shall demonstrate that it contains at least four of the listed opportunities for art-related spaces, design or programmatic features, as part of the Design Review process.

1.12.2 Public Art Accessibility

Each parcel's art-related features that meet the criteria above shall be accessible to the public and accessible to public view during the daytime and evening hours. Such facilities may, because of their special nature, be protected from public access during the late evening and early morning hours.

1.12.3 Public Art Design Review

Public art which is selected or commissioned for display shall be included in the Design Review process for each development parcel, beginning at the initial Design Review presentation. Its development shall be considered in conjunction with the building and site design as part of the Design Review process.

RECOMMENDED

1.12.4 Public Art Coordination

It is recommended that each developer become familiar with the art facilities and programs being developed by others in Symphony Park and, to the extent possible, provide complementary arts offerings that will contribute to a rich and varied offering of the arts in Symphony Park.

INTENT

- *To utilize sustainable design techniques in developing each site and building in Symphony Park, promoting integrated practices that show that the project is responsible to the future environmentally, economically and socially.*

Definition of Sustainability

Project sustainability is an economic state where the demands placed upon the environment by people, activity and commerce associated with the project can be met without reducing the capacity of the environment to provide for future generations.

The American Institute of Architects Committee on the Environment has developed a draft definition of sustainable design practice that is applicable to the projects in Symphony Park. This definition is as follows:

The linked domains of sustainability are **environmental** (natural patterns and flows), **economic** (financial patterns and equity), and **social** (human, cultural and spiritual). Sustainable design is a collaborative process that involves thinking ecologically—studying systems, relationships and interactions—in order to design in ways that remove rather than contribute to stress related to systems.

1.13.1 Measuring Sustainability at Symphony Park

The Design Review Committee will include sustainability in its review of each project. Each applicant shall design their project to a level of sustainability that is LEED Certified or greater.

LEED Certified status is achievable by having a conscious strategy of energy conservation and project sustainability from the outset and by exercising a professional level of care with regard to specifying materials and equipment and in other respects using widely available knowledge to create an environmentally-responsive building.

The burden will be on each project design team to set and achieve sustainable goals, and to demonstrate that it is making progress toward these goals, as part of the design review process.

The approach will be implemented by a process that is integral to the Design Review procedure established by these Design Standards. This process includes the following steps, coordinated with the Design Review process described at the back of these Design Standards.

BLOCK PLANS: The developer shall submit a strategy to the Design Review Committee, which shall demonstrate that the project will be designed with the LEED Certified rating as its minimum goal. A preliminary LEED checklist is due at the Block Plan/Schematic Design level.

At the time of Design Review Committee review of the Block Plans, the owner shall submit a signed letter committing to the LEED certification process and building commissioning, including a stated intention to retain a commissioning agent.

DESIGN DEVELOPMENT: The developer shall submit to the Design Review Committee a LEED checklist with some expanded explanation of how the assumed points will be achieved to create a LEED Certified or higher project, and a letter from the commissioning agent or LEED-AP confirming the checklist approach.

Buildings must demonstrate 10% improvement in proposed building performance rating compared to ASHRAE Standard 90.1-2004 by whole building simulation (or meet the requirements of LEED ND Green Construction and Technology Credit.)

CONSTRUCTION DOCUMENT REVIEW: The developer shall submit to the Design Review Committee the completed LEED checklist with a letter from the commissioning agent confirming his review of construction documents. A letter from the owner confirming his/her intention to submit the required documents for LEED certification at the completion of construction, is also required. The DRC will also review the project with respect to the other criteria that it is responsible for, described elsewhere in this document.

To supplement the LEED program and to assist the developer in obtaining the credits needed to gain LEED Certified rating, the AIA Committee on the Environment has published its "Top Ten Measures of Sustainable Design" Each of these includes credits found in LEED, the most widely used measure of sustainable building projects in the United States.

SUSTAINABLE DESIGN INTENT – having a strategy and following it

REGIONAL THINKING – an appropriate place in the region

Site Ecology at Different Scales

BIOCLIMATIC DESIGN – natural controls working with the climate

LIGHT & AIR – daylighting and natural ventilation

WATER CYCLE – conservation

ENERGY FLOWS AND FUTURE – energy conservation

MATERIALS AND CONSTRUCTION – green materials, recycling, local materials

LONG LIFE, LOOSE FIT – adaptability to change over the life of the building

COLLECTIVE WISDOM AND FEEDBACK – soliciting help and getting responses

The major categories in the LEED system are:

SUSTAINABLE SITES

WATER EFFICIENCY

ENERGY AND ATMOSPHERE

MATERIALS AND RESOURCES

INDOOR ENVIRONMENTAL QUALITY

INNOVATION AND DESIGN PROCESS

Each of these has a series of criteria that are more fully described in the LEED literature.

SITE SUSTAINABILITY

A number of sustainable site development practices have been highlighted below to define specific opportunities for Symphony Park. The list is not intended to represent a complete LEED description.

1.14.1
Alternative Transportation

Public transportation access (not in scope of individual project)

INTENT: An inter-modal transportation station which includes light rail, commuter rail, regional and local bus service and a monorail, concentration of development density around the transit station.

BENEFIT: Reduce pollution and land development impacts from automobile use, to best serve the development of this site and downtown.

1.14.2
Alternative Vehicle Parking

Each block face shall incorporate motorcycle and/or alternative vehicle parking in remainder areas of parking pockets once auto spaces are accommodated.

1.14.3
Storm Water Management: Rate, Quantity and Treatment (not in scope of individual project)

INTENT: A Grading and Drainage (Storm water) Plan development for the entire 61 acre site. Storm water transport to Lake Mead via pipes after taking it through treatment systems.

BENEFIT: Reuse of storm water volumes.

1.14.4
Water Efficient Landscape

INTENT: Master plan gray water reuse system for the village, high efficiency irrigation products, and selection of streetscape plants with low watering needs. (Ref: Las Vegas Municipal Code Title 14 (water regulations and drought plan))

BENEFIT: Limit or eliminate the use of potable water for landscape irrigation. Overall water use reduction.

1.14.5
Resource Reuse

INTENT: Record and track all salvaged and reused components, village-wide. Determining a common building material, one that is readily available and in large supply, that can be used throughout the village.

BENEFIT: Reducing the demand for virgin materials and to reduce waste, thereby reducing impacts associated with the extraction and processing of virgin resources.

1.14.6
Regional Materials: 20% Manufactured Regionally

INTENT: Common and readily available materials should be pursued.

BENEFIT: Local character of the place. Increasing demand for building materials and products that are extracted and manufactured within the region, supporting the regional economy and reducing the environmental impacts resulting from transportation.

1.14.7
Materials: Light Colored High Albedo Materials

INTENT: Reduce impervious surfaces and thermal mass use. Light non-reflective colors for heat reflection, with glare control.

BENEFIT: Minimize heat gain and glare effect on streets to make the streets more pedestrian friendly.

1.14.8
Shading: Shade Trees, Shading Structures, Building Mass

INTENT: Create shaded streetscapes using shade trees, shade structures and building mass according to the orientation height to width ratio and use of streets.

BENEFIT: Greater use of streets by pedestrians by reducing the impact of the outdoor temperature extremes. To create a comfortable urban micro-climate with optimal street design.

1.14.9
Orientation: East/West Street Orientation, Building Mass Flanking the Streets

INTENT: Building shall be oriented according to sun path in summer and winter.

BENEFIT: Shaded and more pedestrian friendly streetscapes.

1.14.10
Heat Island Effect: Non-Roof: Low Level Landscape, Light-Colored, High Albedo Materials, No Surface Parking

INTENT: Low level landscape, Light-colored, high albedo materials shall be provided. No surface parking shall be included.

BENEFIT: Reduce heat islands -thermal differences between developed and undeveloped areas.

1.14.11
Alternative Transportation: Bicycle Storage and Changing Rooms

INTENT: Bicycle racks shall be included on public streets and open spaces. Changing rooms and shower facilities provided as part of individual building development.

BENEFIT: Reduce pollution and land development impacts from automobile use.

1.14.12
Innovation in Design: Art Work Street Furniture

INTENT: Art work shall be provided on streets as part of street furniture.

BENEFIT: Beautiful streetscapes.

BUILDING SUSTAINABILITY

The potentials for saving energy, conserving resources, making buildings more enjoyable, productive places to live and work, and reducing life-cycle cost are all consistent with one another, since these goals and means are interrelated. Building design is susceptible to the same type of strategy and analysis as the site design. The major categories of these elements in building design include these LEED topics. As discussed, the applicant is free to set goals, create a strategy from these and other elements, and track progress toward meeting the goals. If the applicant wishes to adopt LEED or one of the other systems, this is encouraged.

Potential Sustainability Techniques

INNOVATIVE WASTEWATER TECHNOLOGIES
Reduce generation of wastewater

WATER USE REDUCTION
Maximize water efficiency

BUILDING SYSTEMS COMMISSIONING
Verify that building elements and systems are installed and calibrated to operate as intended

MINIMUM/OPTIMUM ENERGY PERFORMANCE
Achieve higher levels of energy performance above required standards

OZONE PROTECTION
Reduce ozone depletion through reduction of CFC's and other contributing sources

RENEWABLE ENERGY
Onsite renewable energy self-supply

GREEN POWER
Use of grid-source renewable energy technologies

STORAGE AND COLLECTION OF RECYCLABLES
Facilitate collection and retrieval of recyclables used by building occupants

BUILDING REUSE
Increase life cycle of building, and reduce manufacturing and transport of building materials

CONSTRUCTION WASTE MANAGEMENT
Direct construction-related recovered resources appropriately

RESOURCE REUSE RECYCLED CONTENT
Use recycled materials to save on extraction and processing of virgin resources.

REGIONAL MATERIALS
Local resource use where possible

RAPIDLY RENEWABLE MATERIALS
Emphasize over long-cycle renewable materials

CERTIFIED WOOD
Environmentally responsible forest management

IAQ PERFORMANCE
Set and improve on indoor air quality performance

CARBON DIOXIDE MONITORING
Provide for indoor air monitoring for CO2

VENTILATION EFFECTIVENESS
Provide for delivery and mixing of fresh air

CONSTRUCTION IAQ MANAGEMENT PLAN
Program for construction-related indoor air quality

INDOOR CHEMICAL AND POLLUTANT CONTROL
Reduction of indoor air contaminants and chemical exposure from materials

CONTROLLABILITY OF SYSTEMS
Provide for high level of individual and small group control of lighting, thermal and ventilation systems

DAYLIGHT AND VIEWS
Provide for outside connections for building occupants

INNOVATION IN DESIGN
Features building performance that are innovating and not addressed by existing rating systems

LEED OR OTHER SYSTEM ACCREDITED PROFESSIONAL
Set up and run environmental aspects of design program

2 STREETSCAPE and OPEN SPACE

This section describes each Symphony Park street type, streetscapes and open space, with street sections, plans and illustrations of their character, streetscape and other design features. The matrix of available streetscape elements such as light fixtures, benches, waste containers, bicycle racks and other components are more fully described in the Appendix following Section 4. The developer of each block is responsible for implementing these streetscape and open space concepts on each block as they affect that block. The area between the curbs is the responsibility of the City of Las Vegas.

Section 2 is organized into four topics:

HUMAN COMFORT

MATERIAL PERFORMANCE

VILLAGE ERGONOMICS

VILLAGE IDENTITY

An **INTENT** statement is provided for each of these. Then, **REQUIRED** and **RECOMMENDED** Standards for each are enumerated on pages 18 and 19. The Standards are then applied on the following pages of Section 2 to specific Streets, Streetscapes and Open Spaces. Their application is indicated by the number that corresponds with the numbers on pages 18 and 19.

NOTE: Please also refer to the Symphony Park Streetscape Schematic Design documents available separately.

STREETSCAPE AND OPEN SPACE

Guidelines for streetscape and open space are organized to enhance human comfort in the desert, provide sustainable material performance, establish exceptional pedestrian appeal and establish a contemporary identity for this desert village. The guidelines below are organized under these four objectives.

Guidelines itemized below are keynoted on the streetscape and open space plans that follow. For example, on the Promenade Place plan, the guideline "2.2.8 - Tactile Paving" can be found.

In addition to these general guidelines, a detailed set of material and component recommendations have been established for streetscapes and open spaces. These recommendations are itemized on the "Streetscape and Open Space Materials and Components" list found on page 42. Keynote references from this list are also noted on the streetscape and open space plans, normally in conjunction with the general guideline reference. For example, "2.2.8/PV5 - Tactile Paving" refers to Stone Paving at Pedestrian Areas under the tactile paving guideline. An appendix further defines many of the detailed requirements.

While site sustainability intentions have been described previously within these guidelines, they are also incorporated below for completeness. LEED items are highlighted to encourage their application at Symphony Park. The list is not intended to represent a complete LEED description.

2.1 – Human Comfort

INTENT

- Comfortable urban micro-climates attract both residents and visitors and result in extended outdoor use, providing additional community, retail and commercial benefits.

REQUIRED

2.1.1 – High-Albedo Paving (LEED)

All pedestrian areas shall be constructed of light colored, high-albedo (radiation reflectivity) paving materials in order to mitigate heat build-up. This requirement should not result in high-glare pavements. This standard is based upon a measure of Solar Reflectance Index of at least 29, as defined in LEED SS Credit 7.1: Heat Island Effect.

2.1.2 – Glare Reduction

Low streetscape plantings, such as groundcovers and perennials, shall be used at prescribed percentages to reduce solar glare and heat absorption. These plantings shall not disrupt pedestrian circulation or access to on-street parking. Additional plants such as vines may occur on vertical surfaces such as green screens and on overhead trellises.

2.1.3 – Shade Structures – Promenade

Architectural shade structures shall be constructed, to village guidelines, along the Promenade Place. The Promenade shade structures may incorporate lighting, ventilation fans, misting, plants and retail signage.

2.1.4 – Shade Structures – Intense Heat Zones

Architectural shade structures covering the streetscape sidewalks shall be built in all intense heat zones identified in the Solar Exposure Analysis on page 63. A minimum of 75% of the walking pedestrian surface shall occur in shade at Noon on June 21.

2.1.5 – Shaded Right-of-Way (LEED)

Street trees shall be selected, spaced and nurtured to maximize the shading of right-of-way pavement by providing a continuous canopy where designated. When trees reach approximately 50% of their mature size, a minimum of 75% of the walking pedestrian surface shall occur in shade at Noon on June 21. All trees shall be a minimum of 60" box size.

2.1.6 – Cool Site Furnishings

All site furnishings shall be light-colored and non-metallic in an effort to limit solar heat conductivity. Vinyl-covered metal is prohibited.

RECOMMENDED

2.1.7 – Cooling Water Features

Cooling water features, aerated water devices and misting systems should be placed near or adjacent to pedestrian circulation and gathering areas and building entrances. Limited amounts of water should be used in order to be environmentally responsible. Use of water features and misting systems shall not conflict with the City of Las Vegas Drought Plan, LVMC Title 14.

2.1.8 – Increased Air Circulation

Where possible, architectural shade structures and large plantings should be designed to funnel prevailing breezes to increase air circulation, evaporation and flush out heated air. Artificial air circulation devices may be utilized as part of shade structures, but without the use of Freon.

2.1.9 – Photovoltaic Elements

Photovoltaic elements should be explored to power 'cool seats', misting elements, water features, ventilation systems, irrigation and lighting. These elements may be incorporated into the street light infrastructure.

2.1.10 – Sunlit Areas

Sunlit spaces and clearings should be designed for use during cool seasons, and should be integrated into the rhythm of the streetscape. Proportioned distinctions between shade and light will typify the Symphony Park streetscape.

2.1.11 – Recessed Gathering Areas

Small recessed (sunken) gathering areas with 'earth seats' that benefit from the cool ground conditions should be considered. These areas may include water and shade canopies. Earth seats are built into the recessed ground.

2.2 – Material Performance

INTENT

- Use of high quality building materials will establish long-term value at Symphony Park and act as a precedent for future development in downtown Las Vegas.
- Durable and environmentally responsible building materials and methods may reduce resource and energy consumption, support the regional economy and inspire future sustainable development in downtown Las Vegas.

REQUIRED

2.2.1 – Efficient Landscapes (LEED)

Landscape development for all streetscapes and open spaces shall utilize water conserving plantings and high efficiency irrigation products and systems. This standard is based upon reducing water consumption for irrigation by 50% from a calculated mid-summer baseline case, as defined in LEED SS Credit 1.1: Water Efficient Landscaping.

2.2.2 – Erosion Control (LEED)

Landscape development for streetscapes and open spaces with slopes greater then 3:1 shall utilize permanent erosion and sedimentation control measures.

2.2.3 – Tree Trenches

Street trees shall be planted in continuous tree trenches beneath sidewalks. These trenches shall be designed to promote thriving long-term tree health by allowing widespread and un-compacted root growth in a well-drained structural soil medium.

2.2.4 – Pavement Loading

All streetscape pavements accessible by vehicles shall be designed to withstand vehicular loading, anticipating potential use by service and emergency vehicles.

2.2.5 – Integrated Pavement Systems

All scoring patterns shall conform to the streetscape module as defined within these guidelines in the Streetscape Network Matrix. Jointing shall integrate with all streetscape elements, material changes and surface utility components. Score lines in curbs and gutters shall align with score lines in sidewalk paving. Where curb and gutter systems are completed prior to sidewalks, sidewalk jointing should be coordinated with curb and gutter jointing.

2.2.6 – Light Pollution Control (LEED)

Light pollution shall be minimized through the use of low lighting profiles, recessed luminaires and minimal luminance levels, where street light in cast downward. This standard is based upon designing exterior lighting so that all site and building-mounted luminaires produce a maximum illuminance value no greater than 0.20 horizontal and vertical footcandles at the site boundary and no greater than 0.01 footcandles 15 feet beyond the site, as defined in LEED SS Credit 8: Light Pollution Reduction.

Note that ambient light emanating from retail storefronts may not be included in these measurements.

2.2.7 – Streetscape Grading

Streetscape grading shall follow City requirements to minimize potential flooding impact to buildings and occupants, while allowing handicap access and avoiding any sidewalk cross-slopes in excess of 2%. A twelve-inch vertical separation between building finished floor elevation and street flow-line elevation is required.

2.2.8 – Tactile Paving

A fine-grained pattern of unit pavers shall be used in large contiguous areas at prescribed percentages (see matrix for individual street requirements) to define the scale and visual interest of the pedestrian streetscape. Subtle abstractions of the desert floor may be developed in the paving patterns.

2.2.9 – Consistent Quality

Consistent quality shall be implemented between streetscape and private, building-related improvements, in order to uphold the overall quality of the development. For example, streetscape materials may be extended into private areas such as entries.

2.2.10 – Heavy Duty Quality

All site improvements and furnishings should be heavy-duty to withstand the rigors of urban impact and potential vandalism. Residential quality components shall be prohibited.

RECOMMENDED

2.2.11 – Minimize Turf Grass

Planting designs for all streetscapes should avoid the use of turf grass in order to reduce excess water consumption. In open spaces, irrigated turf should be limited to no more than 50% of the developed open space area. Grass species with lower watering needs should be utilized.

2.2.12 – Regional Materials (LEED)

Select regional materials should be pursued where practical in order to minimize transportation costs and benefit the local economy. Where non-regional materials are available more economically to reinforce good trade practices and stimulate global economies, these materials may be pursued.

2.2.13 – Recycled Materials (LEED)

To minimize energy expenditures and new resource extraction for material production, reused and recycled materials should be used for streetscape improvements.

2.2.14 – Clean Storm Water (LEED)

Surface landscape areas and tree trenches should be designed to harvest and clean storm water for reuse in grey water irrigation systems.

2.3 – Pedestrian Appeal

INTENT

- A welcoming, intimate and safe public environment establishes a sustainable basis for a residential community.
- Diverse and engaging streetscapes and open spaces encourage return visitors.

REQUIRED

2.3.1 – Seating

On all retail streetscapes (see page 6) and open space edge conditions, one bench shall be placed for every 75 linear feet of street frontage. On all non-retail streetscapes (see page 6) one bench shall be placed for every 100 linear feet of street frontage. Seating may be grouped to address Requirement 2.3.2 below.

2.3.2 – Pedestrian Rooms

Seating elements shall be assembled in groups of two or more to create inviting outdoor pedestrian rooms within the streetscape. To increase the sense of human appeal, these groups of seating elements shall be combined with special paving, lighting, shade, bike racks and elements of art and water. These places will function as small urban oases, places of enhanced comfort and interest along the street.

2.3.4 – Bus Stops

A pedestrian room (noted above—2.3.2) shall be designed at all bus stops, providing an appealing environment for transit riders.

A bus stop shelter is required to be placed in this location by the appropriate block developer. See Streetscape Schematic Design drawings for requirement.

2.3.5 – Bike Racks (LEED)

Bike racks shall be installed adjacent to all major building entrances and where streetscapes and open spaces meet. A minimum of one four-unit bike rack shall be utilized per each major building entry.

2.3.6 – Utility Coordination

Streetscape designs shall be completed prior to utility placement so utility boxes and vaults can be integrated with the landscape module and placed within preferred utility zones. Utilities shall not interfere with the complete and uninterrupted installation of the streetscape elements.

2.3.7 – Identity Signage

Identity signage/monumentation shall be integrated within the streetscape (both sides of the street) on streets that enter the Symphony Park site where programmed.

2.3.8 – Pedestrian Safety

Bollards, or other approved elements, shall be placed between noted pedestrian and vehicular zones at distances defined on plans. Tactile paving surfaces shall define pedestrian street-crossing areas.

RECOMMENDED

2.3.9 – Screening

Architectural screens should be utilized to filter and mitigate views to and across railroad tracks where Symphony Park streets terminate at the railroad.

2.3.10 – Moveable Furniture

A portion of the specified outdoor furniture should be moveable and adaptable to individual building-related needs, climate variations and group dynamics.

2.3.11 – People-Watching

Streetscape rooms should be designed to maximize people-watching opportunities, by organizing proximities and composing furnishings to establish synergies between the two areas.

2.3.12 – Neighborhood Gatherings

Spaces should be created that provide opportunities for neighborhood gatherings and outdoor public life. While these areas may range in size, they should be organized to allow residents the opportunity to temporarily customize them to accommodate neighborhood events and activities.

2.4 – Village Identity

INTENT

- *Regionally appropriate spaces that reflect the Mojave Desert context will define the sense of place at Symphony Park.*
- *Local materials and patterns will create an authentically distinctive atmosphere, unique to the Las Vegas area.*
- *Simple and abstract patterns and forms, rather than historic recreations, establish a timeless and iconic environment.*
- *Widespread and diverse integration of two- and three-dimensional art elements will reflect the community's value in culture and the aesthetics.*

REQUIRED

2.4.1 – Supplemental Furnishings

When an individual project has more then 5 seating elements, every fifth component shall be picked from the unconventional furnishing list (See appendix 1). Alternatively, these benches can also be custom built by a local artist.

2.4.2 – Special Street/Pedestrian Light Fixtures

Special street and pedestrian light fixtures are required on Promenade Place. See the Schematic Streetscape package for specifications.

2.4.3 – Potted Plants

Sculptural potted plants shall be placed at prescribed percentages to animate and informalize the pedestrian streetscape.

RECOMMENDED

2.4.4 – Integrated Art

Art should be integrated throughout the village as a defining element of the urban community. Art includes two- and three-dimensional representations, sound and performance, furniture and infrastructure pieces.

2.4.5 – Sculptural Plants

Plants should be sought for their diverse tactile and visual qualities to establish natural sculpture gardens.

2.4.6 – Desert Bloom

Multi-season concentrations of desert floral color should be integrated into planting designs, providing a staged year-round presentation.

2.4.7 – Story Telling

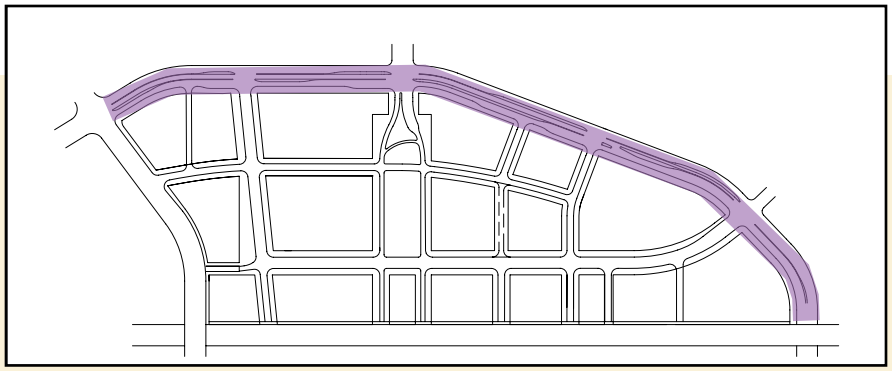
Educational and cultural artifacts and devices that tell a story about the region and place should be integrated into the streetscapes and open spaces.

2.4.8 – Kiosks

Retail and information kiosks should be integrated into the village, in select locations to be noted on future schematic master plan. Kiosks will be positioned on private property.

2.4.9 – Shade Structures: Artist

Arbor and pergola shade structures should be commissioned by artists, in select locations to be noted on future schematic master plan.



As with the world's great urban parkways, Grand Central Parkway maintains a strong, continuous building presence and a unified landscape treatment. People, transportation and building uses are sensitively integrated along the parkway.

Rebuilt from its current condition to accommodate Las Vegas' Bus Rapid Transit, Grand Central Parkway provides designated bus lanes and transit stops in the median.

INTENT

LINEAR PARK A desert garden theme distinguishes the parkway, symbolically connecting the city to its Mohave Desert context, culminating at the Ruvo Center and Clark County landscapes. The pedestrian area functions as an oasis of sorts, a comfortable, safe and interesting corridor for residents to both stroll and linger. Layers of trees shade the Symphony Park walkway from afternoon sun, and separate auto from pedestrian zones.

DISTRICT EDGE Sense of place drives the parkway plan. The parkway defines the edge of this new downtown district and presents it to passersby as a diverse and animated village. Modulated landscape patterns incorporate diverse and tactile plant forms, celebrating regional qualities that make Las Vegas exotic. Street-front buildings overlook the parkway and showcase it as a high quality mixed-use community.

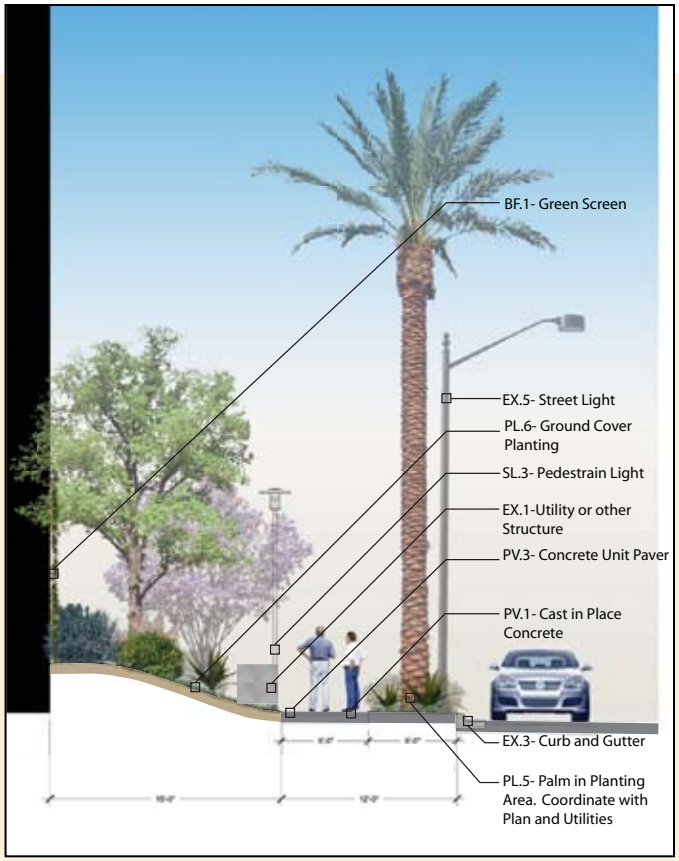
SUSTAINABLE LANDSCAPE A number of environmentally beneficial practices may occur within the parkway landscape. Prior to entering pipe conveyance, plant and microbial filters could collect and clean storm water run-off. With the use of tree cover and other plants, urban heat island temperatures could be moderated. Sustainable landscape practices may include drought-tolerant plants and efficient irrigation systems.

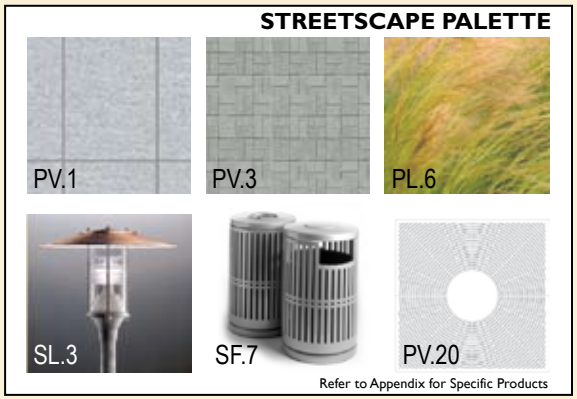
REQUIRED

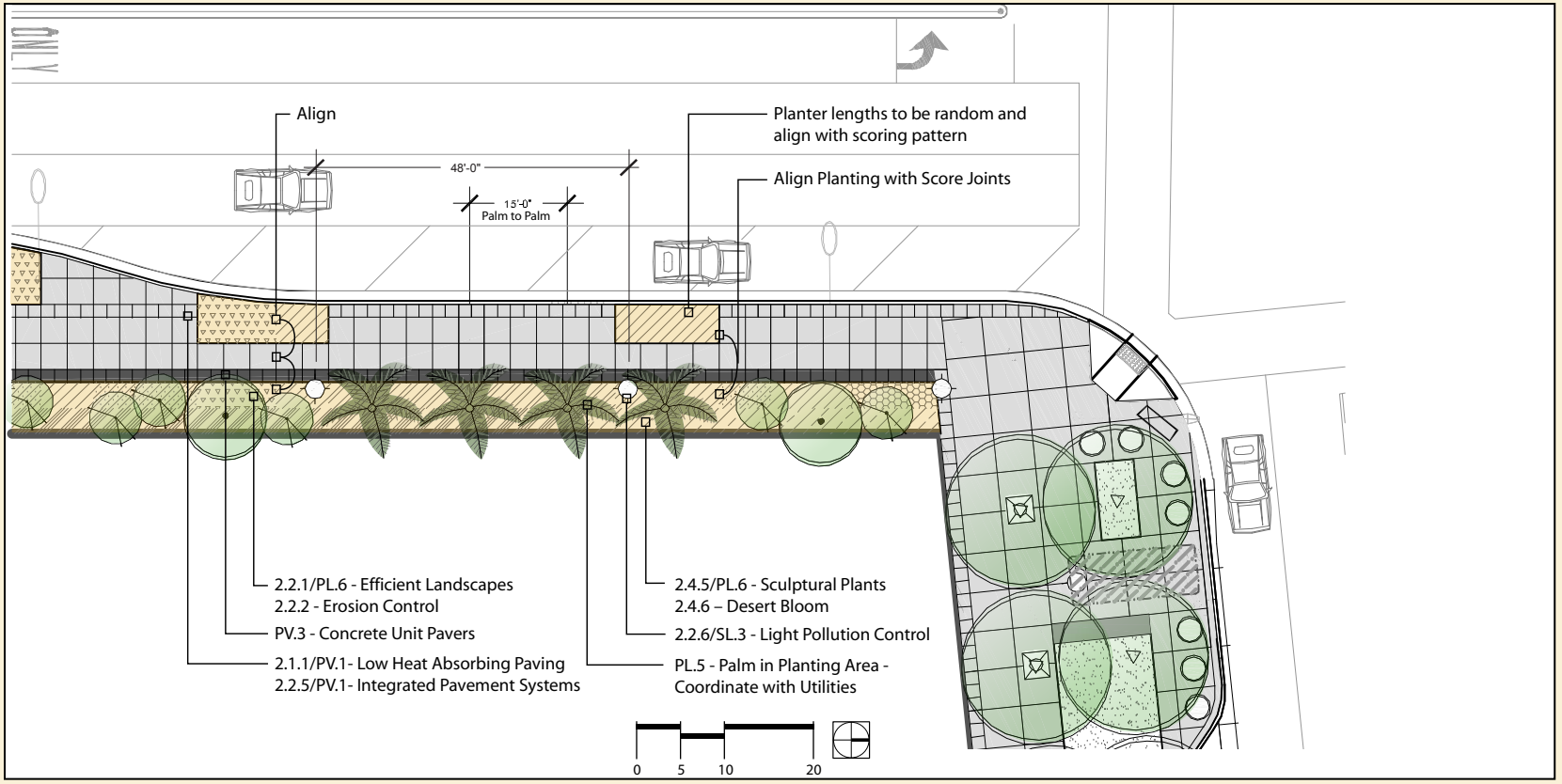
See Site Plan diagrams, streetscape and open space guidelines (page 18), Site Materials and Components Matrix (pp. 42, 43), and Appendix with draft components, materials and plants.

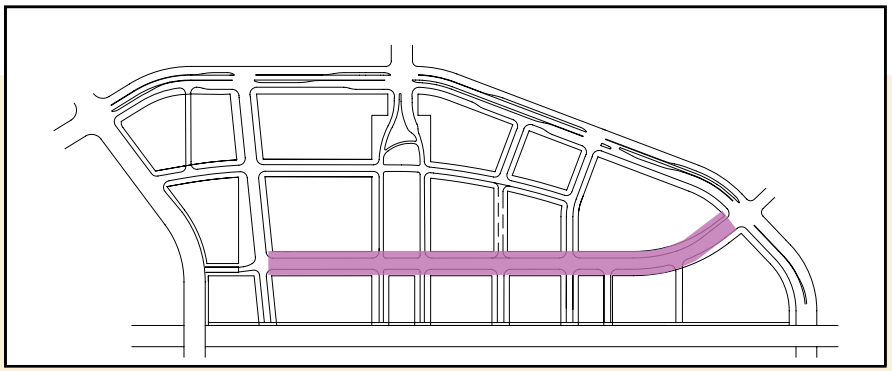
RECOMMENDED

See Site Plan diagrams, streetscape and open space guidelines (page 18).






ONLY
Align
48'-0"
15'-0"
Palm to Palm
Planter lengths to be random and
align with scoring pattern
Align Planting with Score Joints
2.2.1/PL.6 - Efficient Landscapes
2.2.2 - Erosion Control
PV.3 - Concrete Unit Pavers
2.1.1/PV.1- Low Heat Absorbing Paving
2.2.5/PV.1- Integrated Pavement Systems
2.4.5/PL.6 - Sculptural Plants
2.4.6 – Desert Bloom
2.2.6/SL.3 - Light Pollution Control
PL.5 - Palm in Planting Area -
Coordinate with Utilities
0
5
10
20



City Parkway, together with Clark Avenue, functions as the primary internal vehicle route through Symphony Park. Major parking garages can be accessed along the length of this street. Continuous on street parking serves retail uses which define much of this street.

INTENT

FORMAL AND STATELY City Parkway is intended to be elegant and stately, defined by a sophisticated and well-integrated relationship between streetscape and retail uses. Large deciduous trees and tall palm trees reinforce the stately quality of the street.

LAYERED Multiple rows of trees, landscape and building-related shade structures create richness and comfort on this retail street. These elements also help to mitigate the scale of the street.

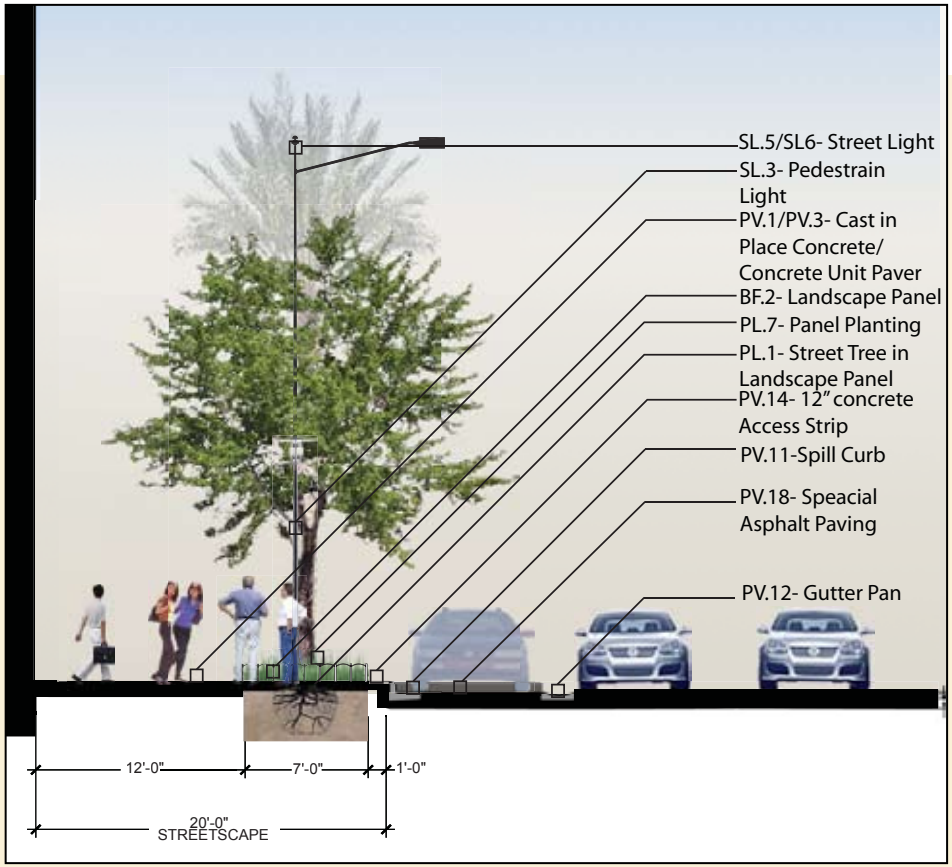
ANIMATED Intermittent opportunities for sun pockets, water and art are used to establish small venues for gathering and animating the street.

REQUIRED

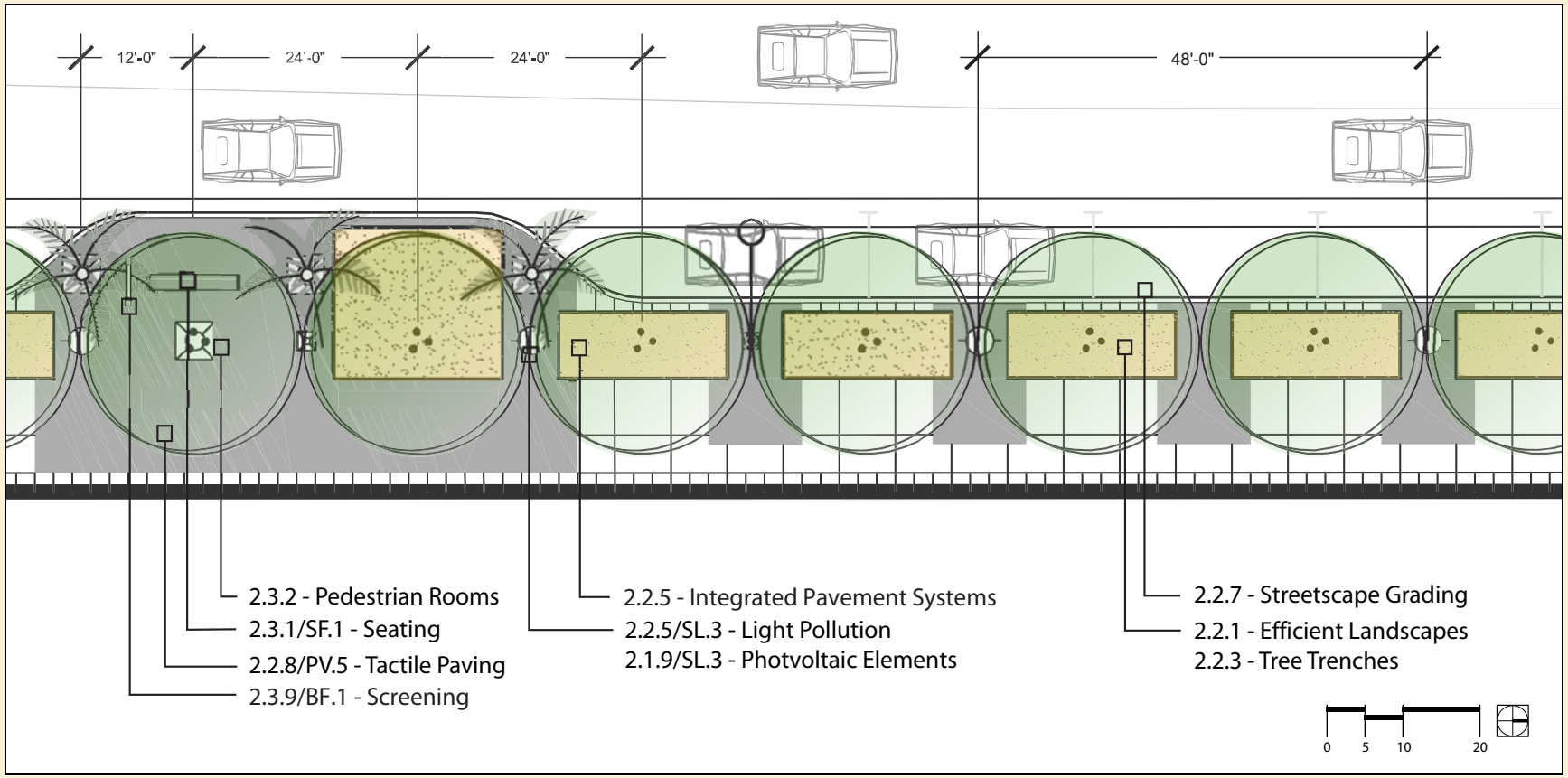
See Site Plan diagrams, streetscape and open space guidelines (page 18), Site Materials and Components Matrix (pp. 42, 43), and Appendix with draft components, materials and plants.

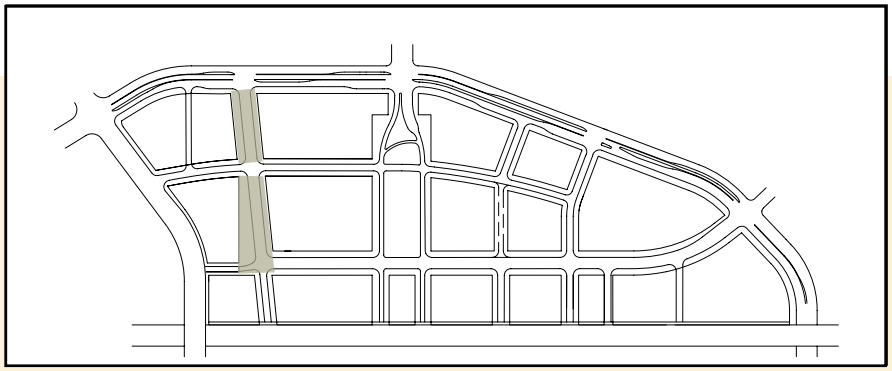
RECOMMENDED

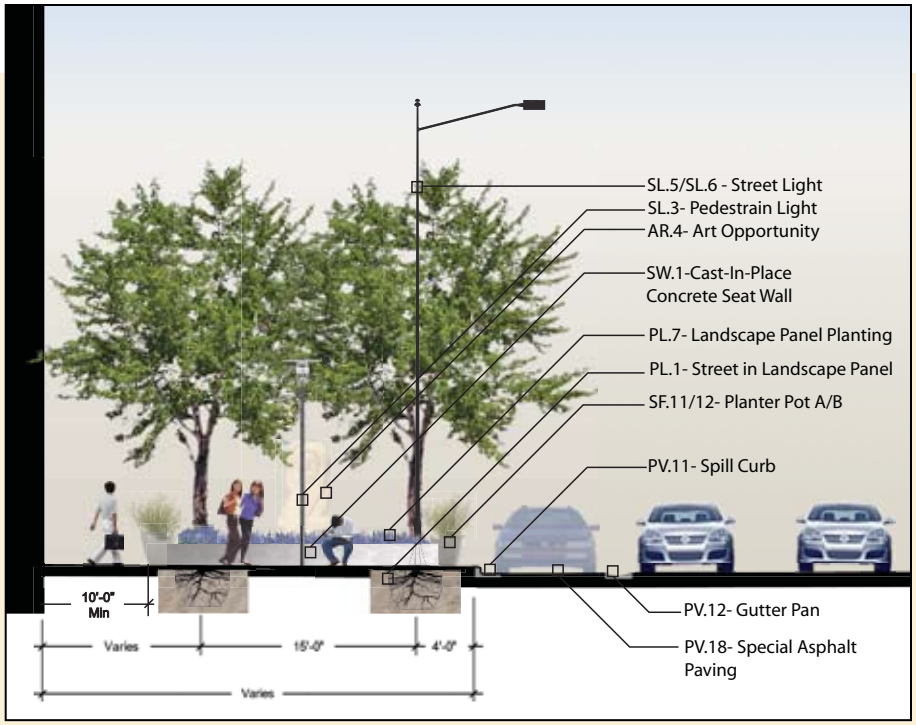
See Site Plan diagrams, streetscape and open space guidelines (page 18).




bebe
bebe


12'-0"
24'-0"
24'-0"
48'-0"
2.3.2 - Pedestrian Rooms
2.3.1/SF.1 - Seating
2.2.8/PV.5 - Tactile Paving
2.3.9/BF.1 - Screening
2.2.5 - Integrated Pavement Systems
2.2.5/SL.3 - Light Pollution
2.1.9/SL.3 - Photvoltaic Elements
2.2.7 - Streetscape Grading
2.2.1 - Efficient Landscapes
2.2.3 - Tree Trenches
0
5
10
20





West Clark Avenue defines Symphony Park's southern medical office district as an addressable, signature street. The generous pedestrian zone on the south side of this street forms a pedestrian esplanade. A series of small venues within this zone enhances West Clark Avenue as a canopied destination space, with places to gather in the shade around water or art.

INTENT

ANIMATED IDENTITY The streetscape reflects its proximity to Performing Arts and World Market, both arts-oriented facilities, with the use of sculptural furnishings, chic lighting techniques and a contemporary floor pattern. Sculptural tree forms, massed in groves along the length of the street, define the signature quality of the street. Clearings between tree groves provide opportunities for art and water.

REGIONAL FIT Desert context establishes a source for plant, paving and furniture selection. Paving systems are organized in blended desert hues. Regional tree species display ornamental characteristics but also benefit from low watering needs. Oversized pre-cast concrete seating elements expose light-colored desert sands and maintain a cool temperature.

COMFORT AND DESTINATION IN AN URBAN GARDEN The urban garden notion for this street suggests an elegant, stately, and green environment. A continuous canopy of thriving urban trees establishes the leading garden component of the space, offering a cool place to gather in the shade.

ESPLANADE The street will function as a comfortable passage for those pedestrians moving to and from the city and destinations within and west of the Symphony Park development. These destinations include the Clark County Government Center, the World Market Center, the Las Vegas Outlet Mall and downtown uses.

CENTERS Two key places will be developed along the length of the street: Serenity Square at the intersection area of West Clark Avenue and City Parkway, and Rejuvenation Place at the intersection of the West Clark Avenue and Promenade Place. These places will be defined by concentrating a mix of uses to establish centers within the office district. A rich sense of place may be developed here, with building emphasis, paving and other site amenities used to distinguish these areas.

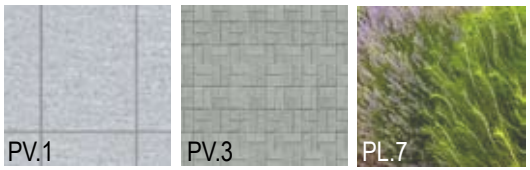
REQUIRED

See Site Plan diagrams, streetscape and open space guidelines (page 18), Site Materials and Components Matrix (pp. 42, 43), and Appendix with draft components, materials and plants.

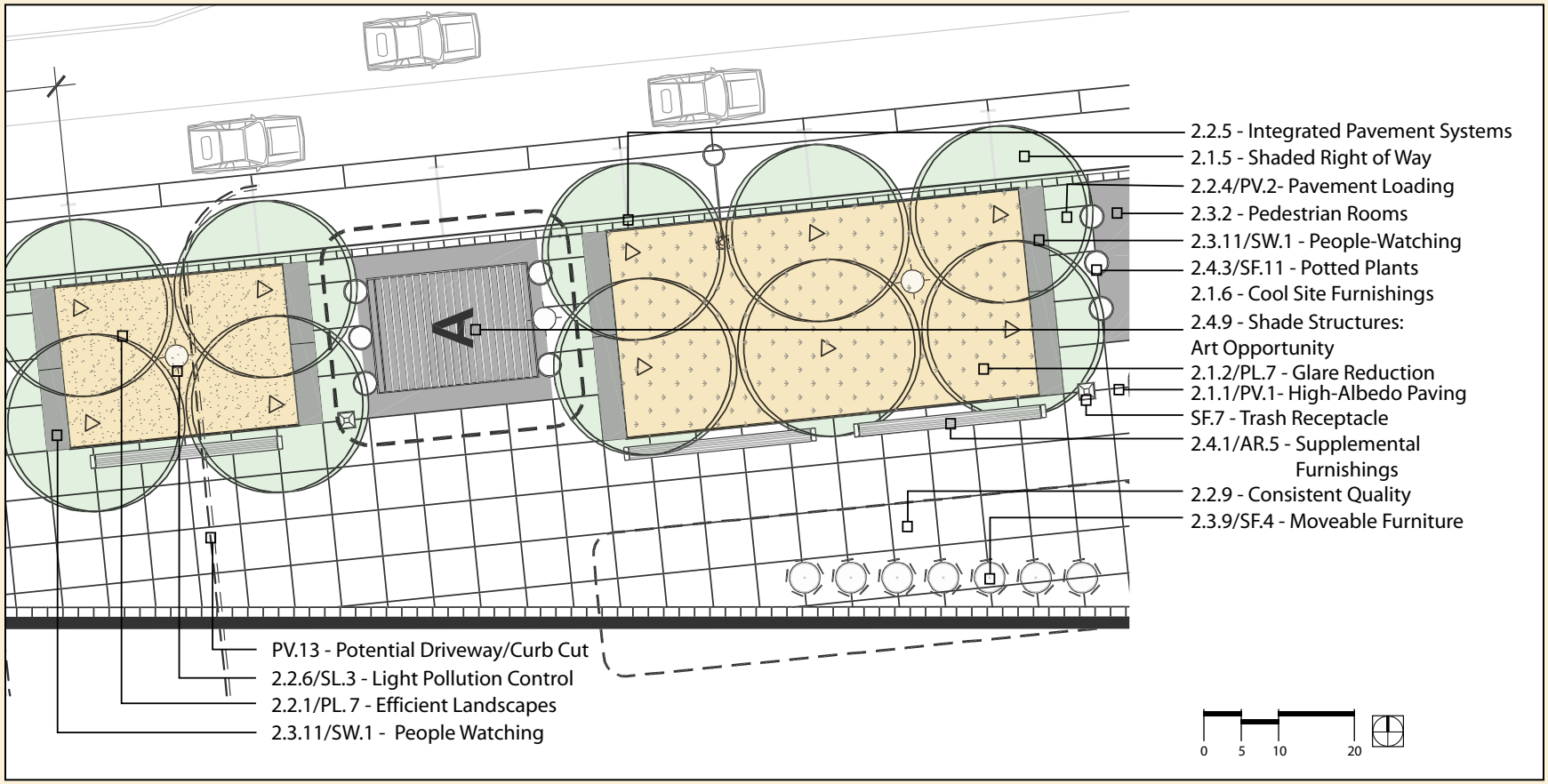
RECOMMENDED

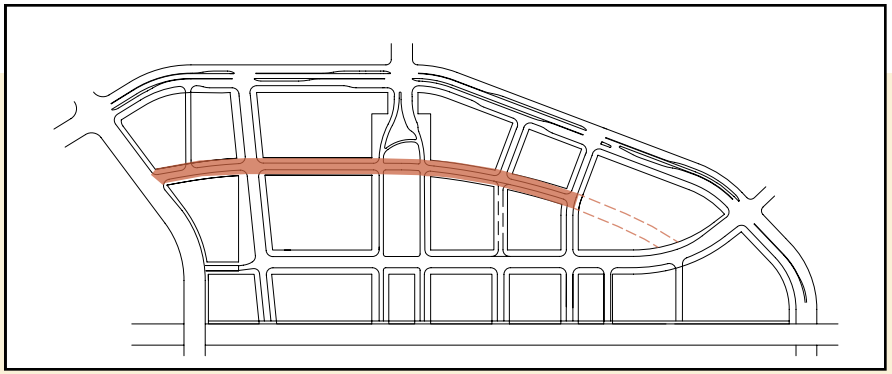
See Site Plan diagrams, streetscape and open space guidelines (page 18).

STREETSCAPE PALETTE



Refer to Appendix for Specific Products


2.2.5 - Integrated Pavement Systems
2.1.5 - Shaded Right of Way
2.2.4/PV.2- Pavement Loading
2.3.2 - Pedestrian Rooms
2.3.11/SW.1 - People-Watching
2.4.3/SF.11 - Potted Plants
2.1.6 - Cool Site Furnishings
2.4.9 - Shade Structures:
Art Opportunity
2.1.2/PL.7 - Glare Reduction
2.1.1/PV.1- High-Albedo Paving
SF.7 - Trash Receptacle
2.4.1/AR.5 - Supplemental
Furnishings
2.2.9 - Consistent Quality
2.3.9/SF.4 - Moveable Furniture
PV.13 - Potential Driveway/Curb Cut
2.2.6/SL.3 - Light Pollution Control
2.2.1/PL. 7 - Efficient Landscapes
2.3.11/SW.1 - People Watching
0
5
10
20



Comfort, distinction and destination quality define this signature village space. Promenade Place exemplifies street life at Symphony Park. In celebration of a traditional event, the street may occasionally resemble a middle-eastern bazaar, thick with people, food and other goods, festooned with banners and fabric. On other days, Promenade Place will resemble a busy commercial street, bustling with everyday activities associated with a thriving urban neighborhood. On most days, the street will be enjoyed as a pleasant destination; the storefronts are always changing, the air is cooler and there are people to watch.

INTENT

PEDESTRIAN SPACE Promenade Place welcomes both automobiles and pedestrians, but feels more pedestrian than most streets, with subtle distinctions between the two realms.

SHADE AND COMFORT Street orientation, building massing, trellises, tree canopies and even a light-colored floor play a role in reducing heat absorption and temperature build-up.

REGIONAL CHARACTER Materials, colors and patterns may be used to create a stylized desert expression. Bursts of color celebrate the spectacular desert blooms.

ENDURING QUALITY The Symphony Park village will establish a new and consistent level of quality for downtown Las Vegas. Promenade Place will demonstrate that quality in the most concentrated fashion, where buildings and public spaces occur in a cohesive fashion.

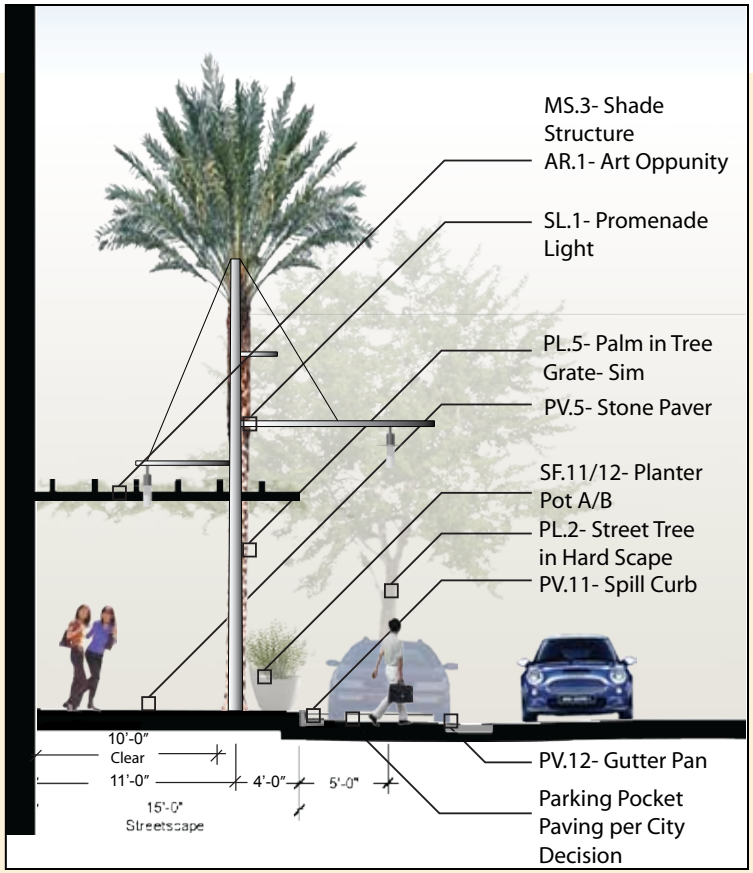
VARIETY While a fairly consistent set of streetscape improvements are intended for the Promenade, a variety of retail expressions are desirable. Storefront design, signage, shade structures and movable furniture will reflect the individual interests and themes of retailers, within the parameters established by these guidelines.

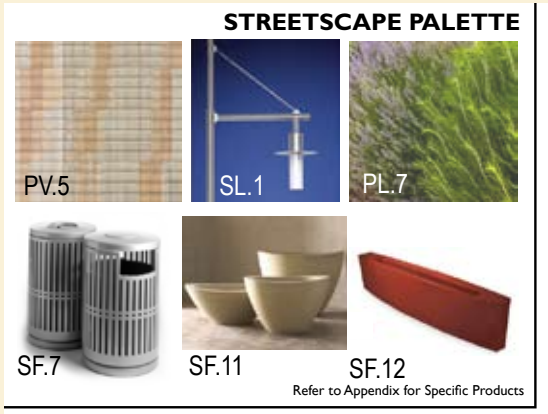
REQUIRED

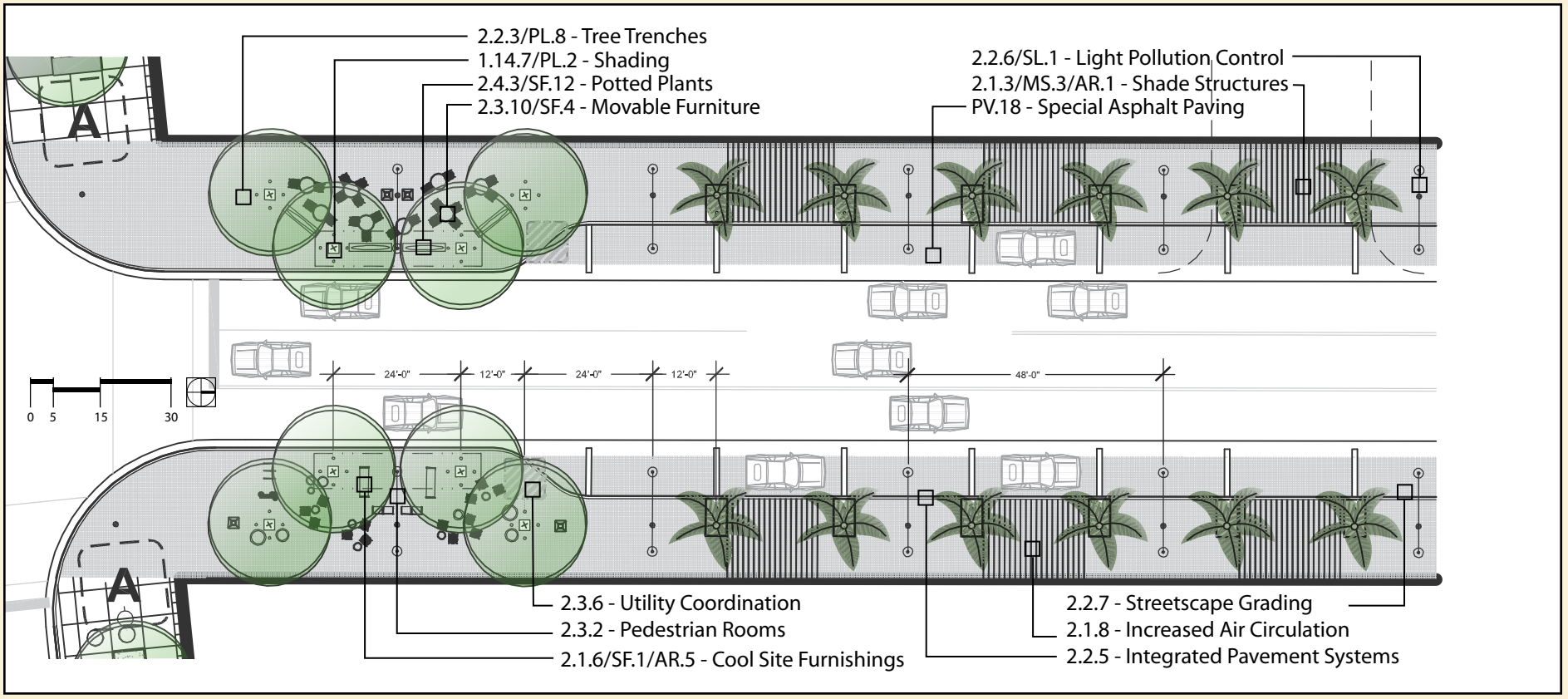
See Site Plan diagrams, streetscape and open space guidelines (page 18), Site Materials and Components Matrix (pp. 42, 43), and Appendix with draft components, materials and plants.

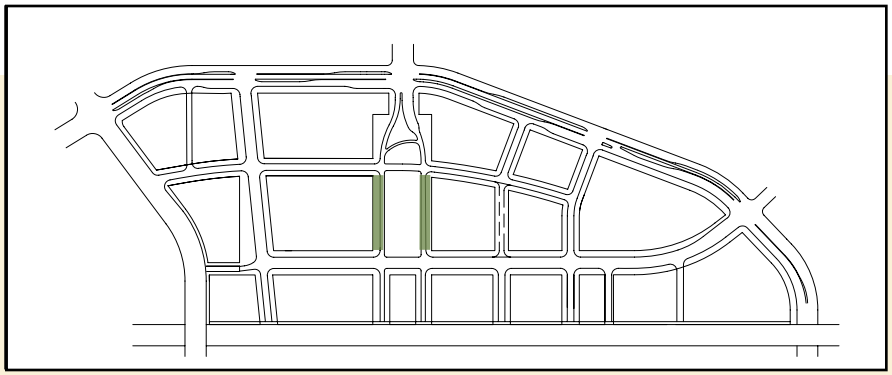
RECOMMENDED

See Site Plan diagrams, streetscape and open space guidelines (page 18).






2.2.3/PL.8 - Tree Trenches
1.14.7/PL.2 - Shading
2.4.3/SF.12 - Potted Plants
2.3.10/SF.4 - Movable Furniture
2.2.6/SL.1 - Light Pollution Control
2.1.3/MS.3/AR.1 - Shade Structures
PV.18 - Special Asphalt Paving
A
A
24'-0"
12'-0"
24'-0"
12'-0"
48'-0"
0 5 15 30
2.3.6 - Utility Coordination
2.3.2 - Pedestrian Rooms
2.1.6/SF.1/AR.5 - Cool Site Furnishings
2.2.7 - Streetscape Grading
2.1.8 - Increased Air Circulation
2.2.5 - Integrated Pavement Systems



Positioned as a grand forecourt for the Performing Arts Center, Symphony Park anchors the facility to the Lewis Street corridor and establishes the primary public space for Symphony Park. Serving both Symphony Park residents and city visitors, Symphony Park provides a variety of spaces scaled to accommodate a range of events and uses. While the primary spaces will be monumentally scaled to achieve a civic quality, other spaces within the park will be organized to provide intimacy and solar comfort. Tree and architectural canopy, water and landscape will be used for cooling effects.

INTENT

A PEDESTRIAN SPACE One way vehicle circulation loops the north and south faces of Symphony Park, establishing a counter-clockwise circulation that serves drop-off functions at the performing arts facility and minimizes the width of vehicular surfaces. By dividing traffic in this area, the park district is distinguished and made more pedestrian-friendly. The floor fo the space may be treated consistently across pedestrian and vehicular surfaces in order to further accentuate the special nature of this civic space.

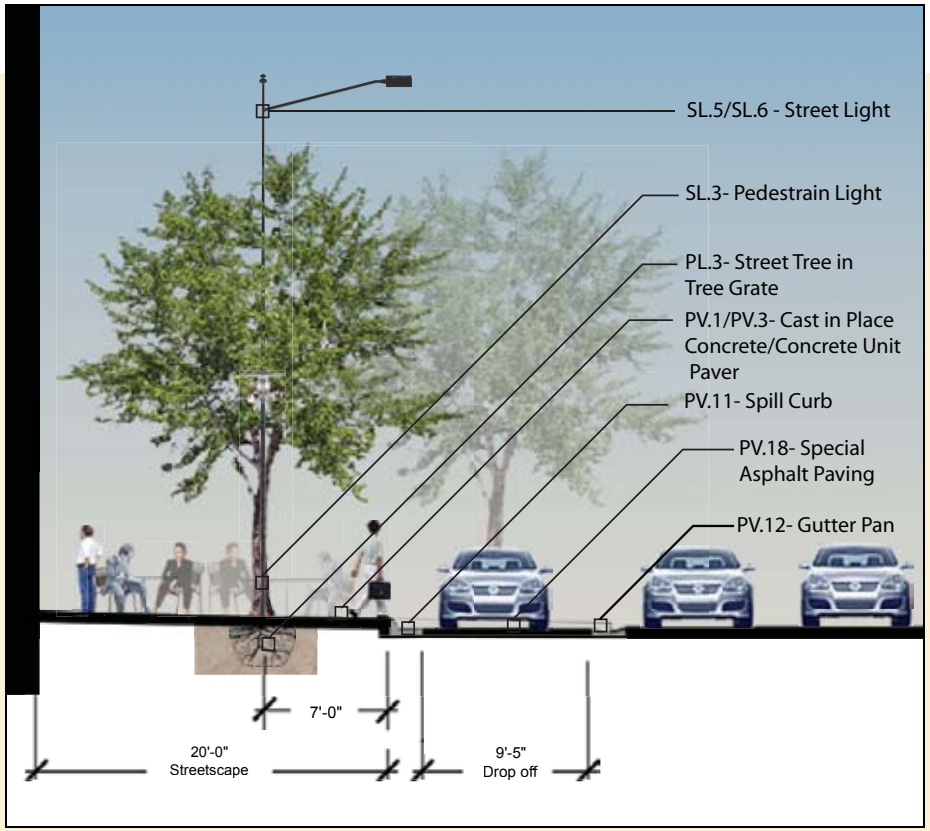
ACTIVE EDGES The park combines a set of large flexible open spaces with cool and intimate garden spaces that define its perimeter and allow people to gather and overlook the primary open spaces. The perimeter spaces also establish a promenade setting, allowing residents and guests the opportunity to stroll through a cool set of varied gardens, some of which may function as sculpture gardens.

REQUIRED

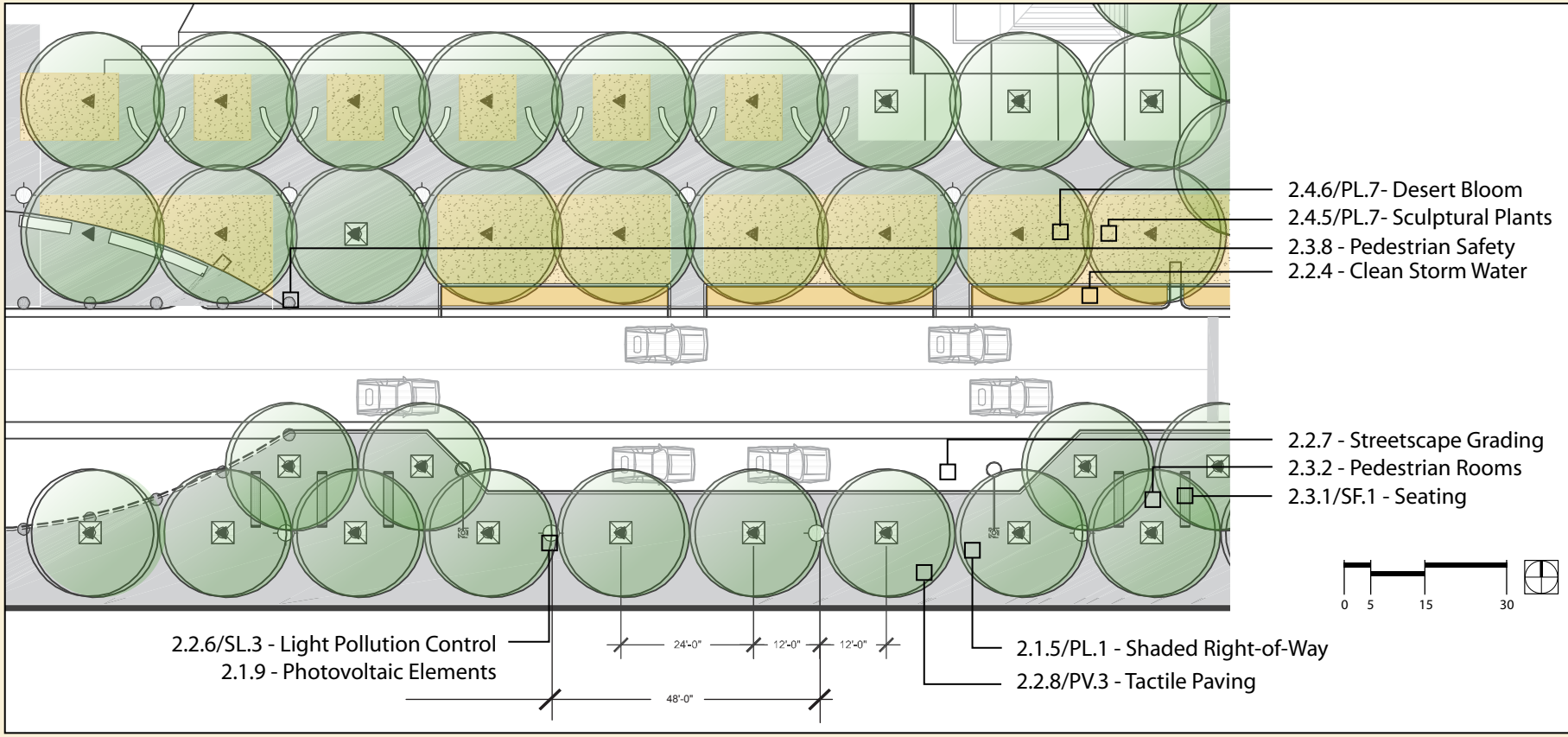
See Site Plan diagrams, streetscape and open space guidelines (page 18), Site Materials and Components Matrix (pp. 42, 43), and Appendix with draft components, materials and plants.

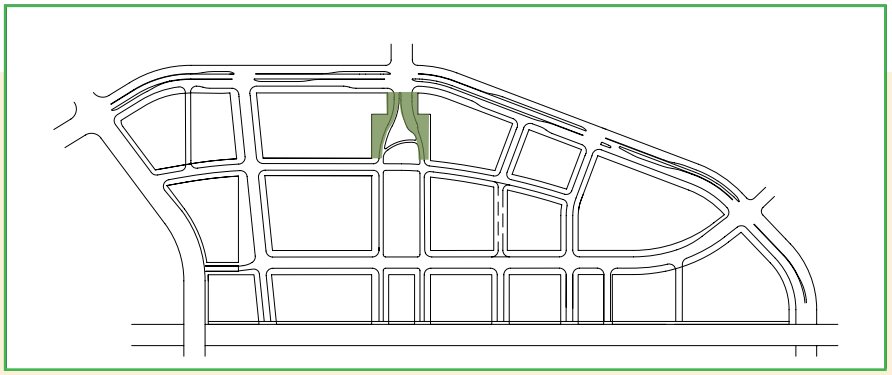
RECOMMENDED

See Site Plan diagrams, streetscape and open space guidelines (page 18).



(See new park design to update concept design shown here.)





A distinctive and urbane identity will be important to the arrival experience at Symphony Park, offering a first impression that is grand but welcoming. Landscape and building definition combine to announce the village as a dense and exciting place, but one that offers the appeal of comfortable park and garden spaces that define the public realm of the urban community.

INTENT

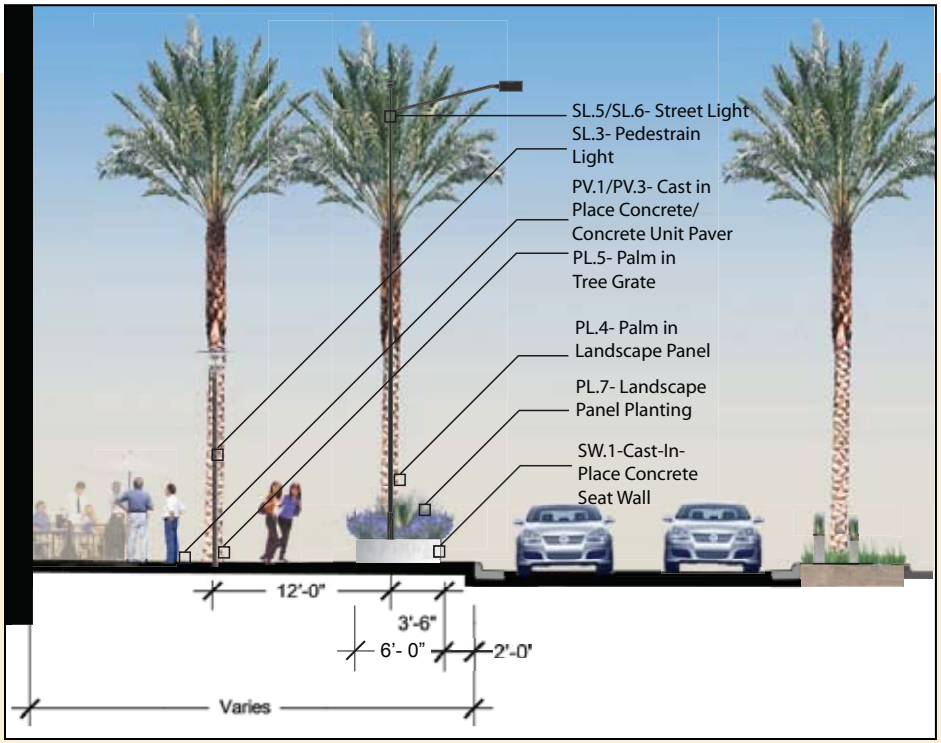
FIRST IMPRESSION The generous dimension of this street provides for functional vehicle movement, commits healthy pedestrian zones and allows views deep into the site. Both the Performing Arts Center and City Hall will be visible to drivers and pedestrians passing through this formal entrance to Symphony Park.

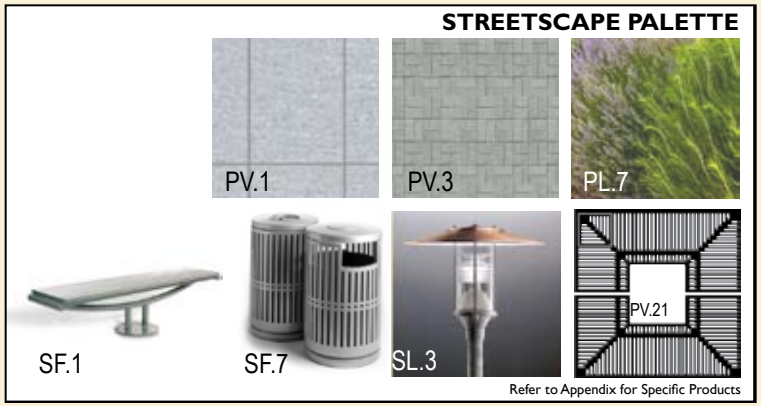
REQUIRED

See Site Plan diagrams, streetscape and open space guidelines (page 18), Site Materials and Components Matrix (pp. 42, 43), and Appendix with draft components, materials and plants.

RECOMMENDED

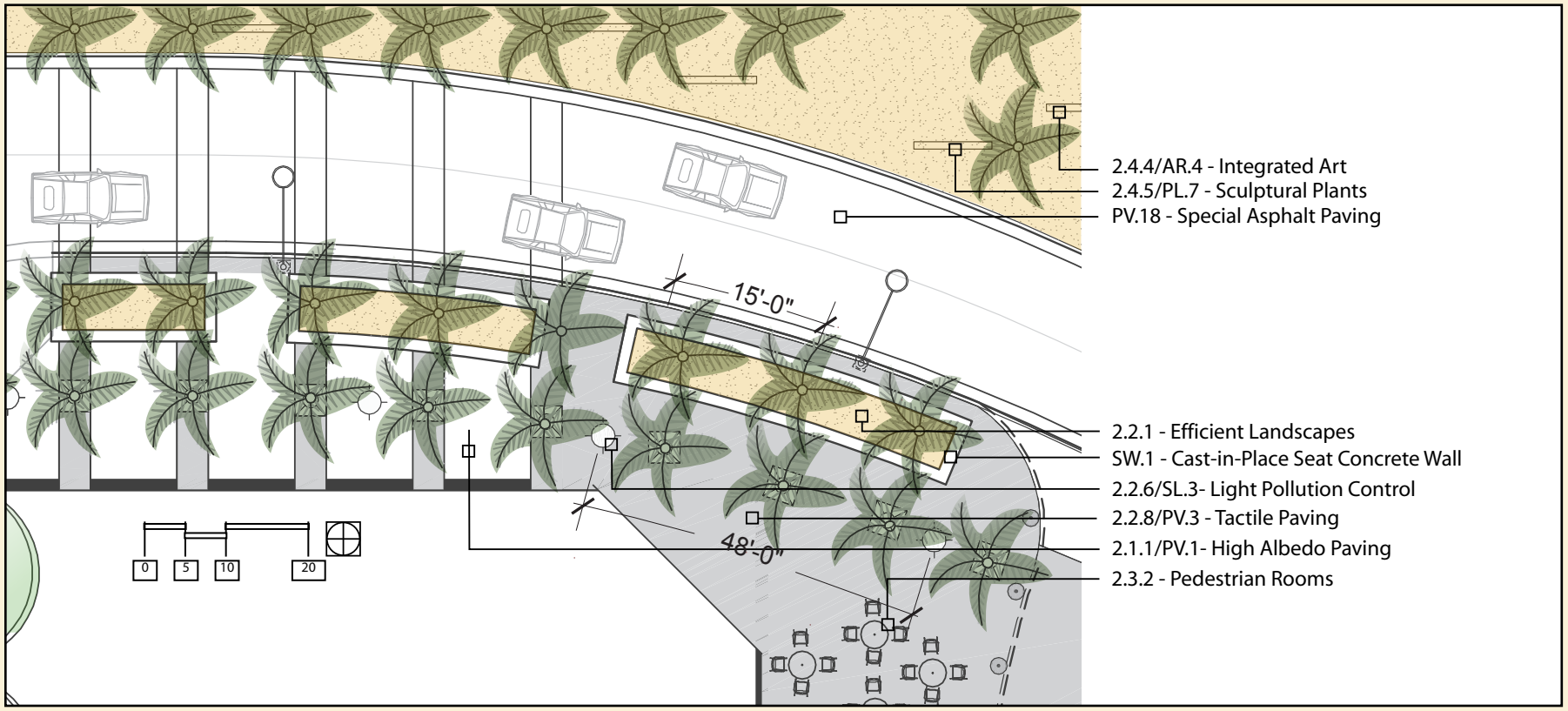
See Site Plan diagrams, streetscape and open space guidelines (page 18).

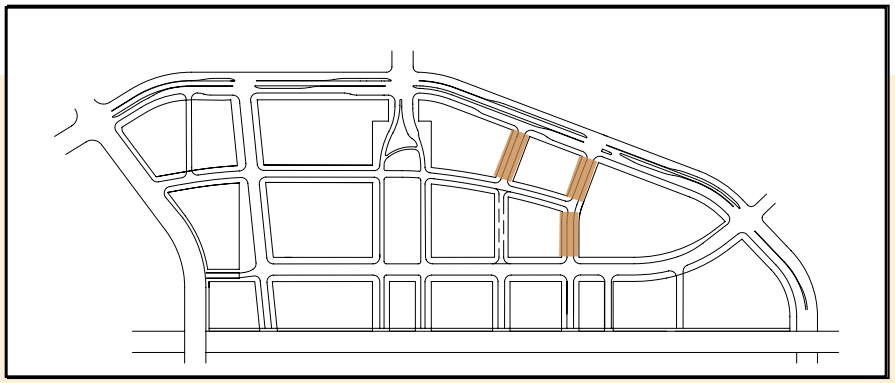




Median width based on future schematic design.

(See new park design to update concept design shown here.)





Great urban neighborhoods are defined by great streets. West Bridger and Carson Avenues rely upon an engaging relationship between ground-floor residential uses and the public streetscape. Here, the semi-public territory of the residence, defined by lobbies, building entries, stoops, patios and gardens are revealed to passersby as a means of activating the street and engaging residents in public life.

INTENT

NEIGHBORHOOD SCALE The sense of neighborhood is enhanced with a streetscape that is intimate, but comfortable to walk. Small gathering opportunities may be developed, e.g. where these streets meet Promenade Place. Solar influences result in an asymmetrical street section, apportioned to address objectives for summer shade and winter sun access.

CONTIGUITY As the extensions of Las Vegas' Bridger and Carson Streets, these streets provide local access and connections through this site. While service and parking garage access may be provided from these streets, curb cuts will be minimized, limited to selected locations.

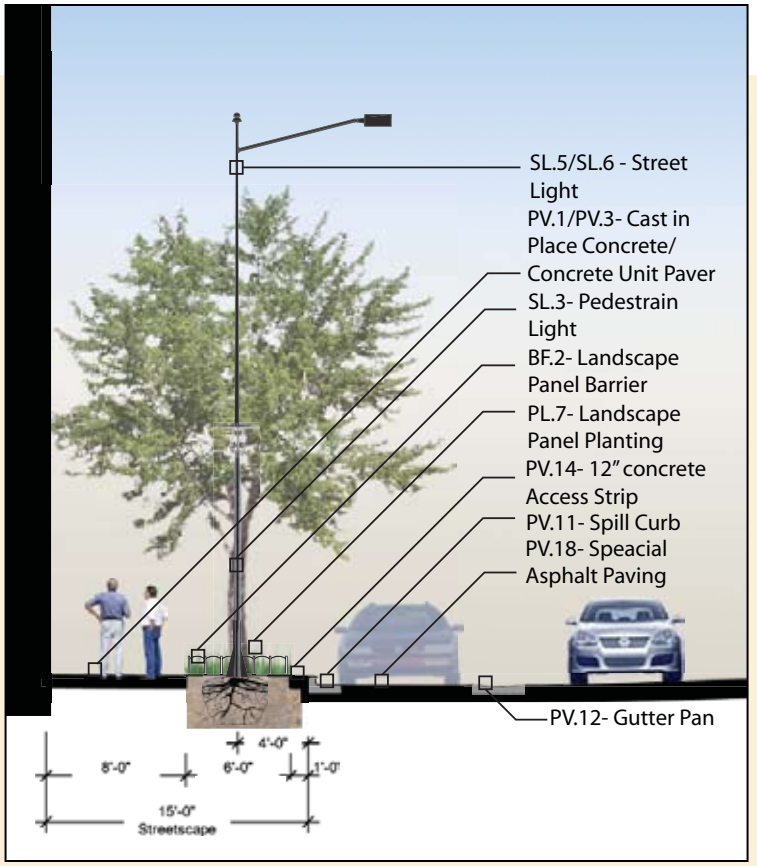
ORNAMENT Decorative details that such as low garden rails and perennial plantings are appreciated by residents. The role of art in customizing these components may be explored.

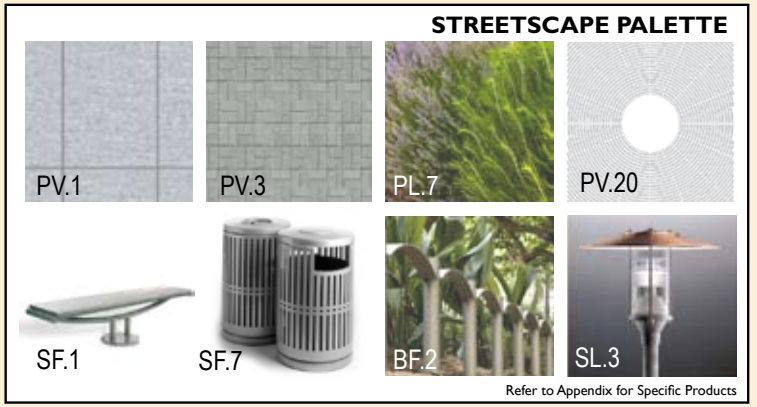
REQUIRED

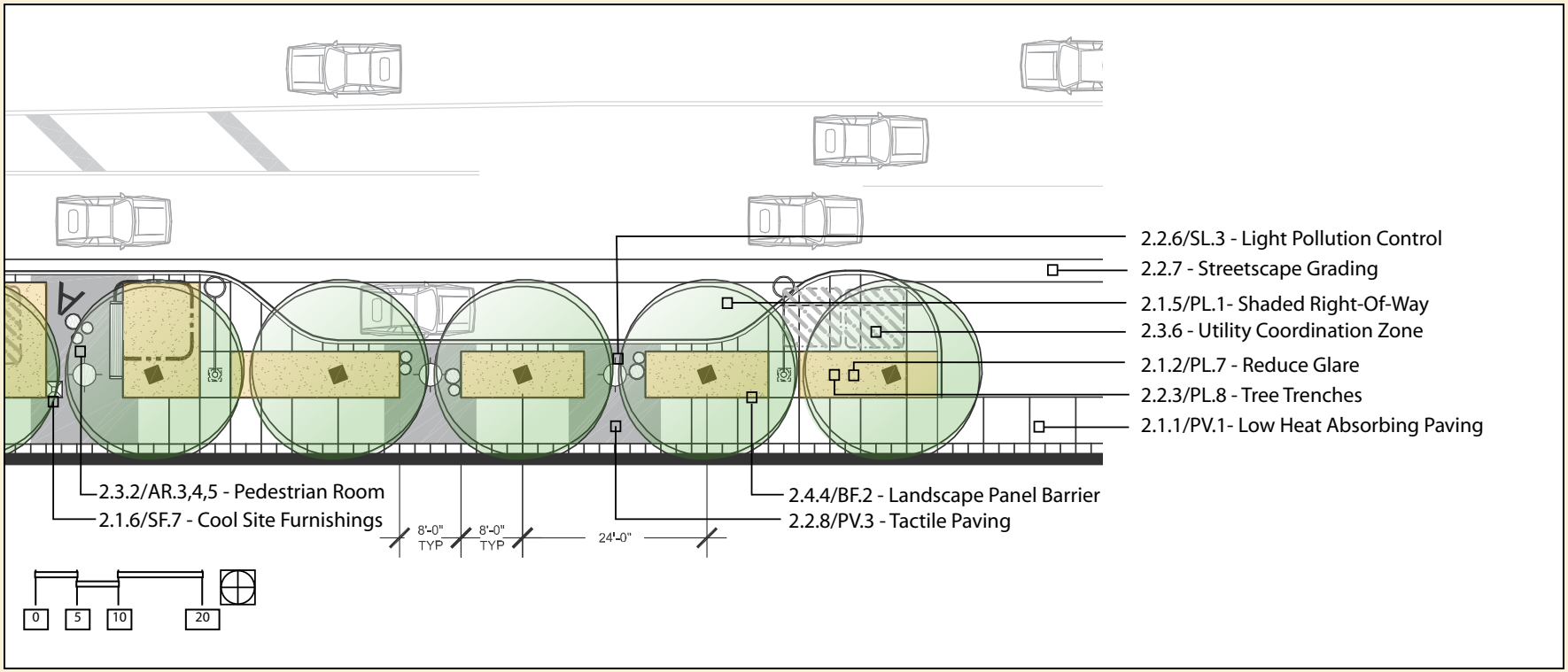
See Site Plan diagrams, streetscape and open space guidelines (page 18), Site Materials and Components Matrix (pp. 42, 43), and Appendix with draft components, materials and plants.

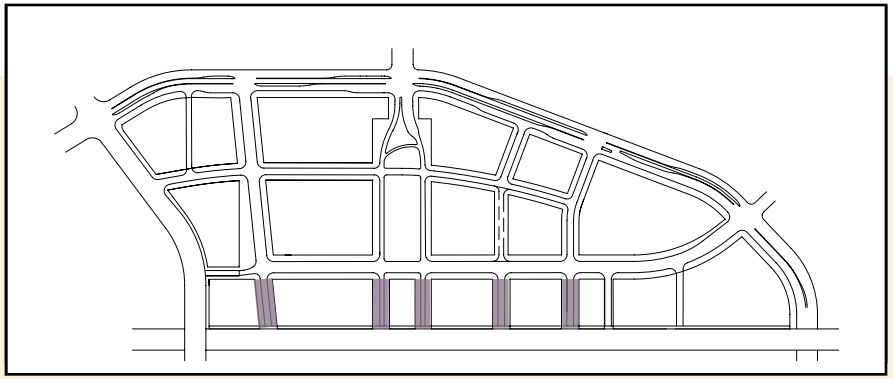
RECOMMENDED

See Site Plan diagrams, streetscape and open space guidelines (page 18).






2.2.6/SL.3 - Light Pollution Control
2.2.7 - Streetscape Grading
2.1.5/PL.1- Shaded Right-Of-Way
2.3.6 - Utility Coordination Zone
2.1.2/PL.7 - Reduce Glare
2.2.3/PL.8 - Tree Trenches
2.1.1/PV.1- Low Heat Absorbing Paving
2.3.2/AR.3,4,5 - Pedestrian Room
2.1.6/SF.7 - Cool Site Furnishings
2.4.4/BF.2 - Landscape Panel Barrier
2.2.8/PV.3 - Tactile Paving
8'-0" TYP
8'-0" TYP
24'-0"
0
5
10
20



These streets are organized as "T" intersections at the railroad interface, providing access to a service and fire access road which parallels the rail corridor. This service road will be integrated with parking garages which abut the rail.

INTENT

NEIGHBORHOOD PLACES As local streets, these streets may play a role as neighborhood places. Minimal through-traffic may allow residents the opportunity to establish block party or other gatherings. As such, the streets are kept simple, but planned with a number of elements that humanize and give pedestrian scale to the street. Columnar trees are spaced to distinguish the space, and lights are suspended over the streets to further define the pedestrian scale.

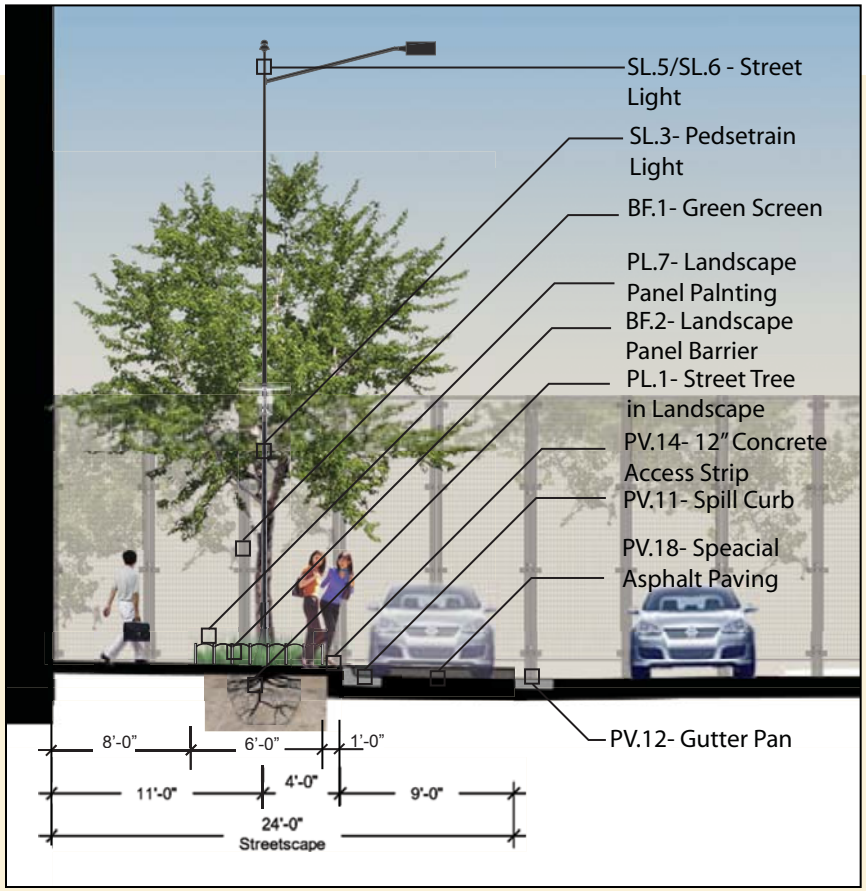
ELEGANT TERMINUS A concrete court at the end of the street allows auto and fire truck turning radii, but also calls subtle attention to the area as a pedestrian space. Columnar trees and an architectural screen define and mitigate the rail edge of the space, providing an appealing terminus, and an opportunity for art.

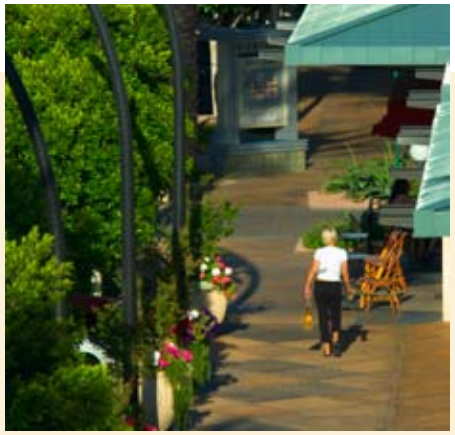
REQUIRED

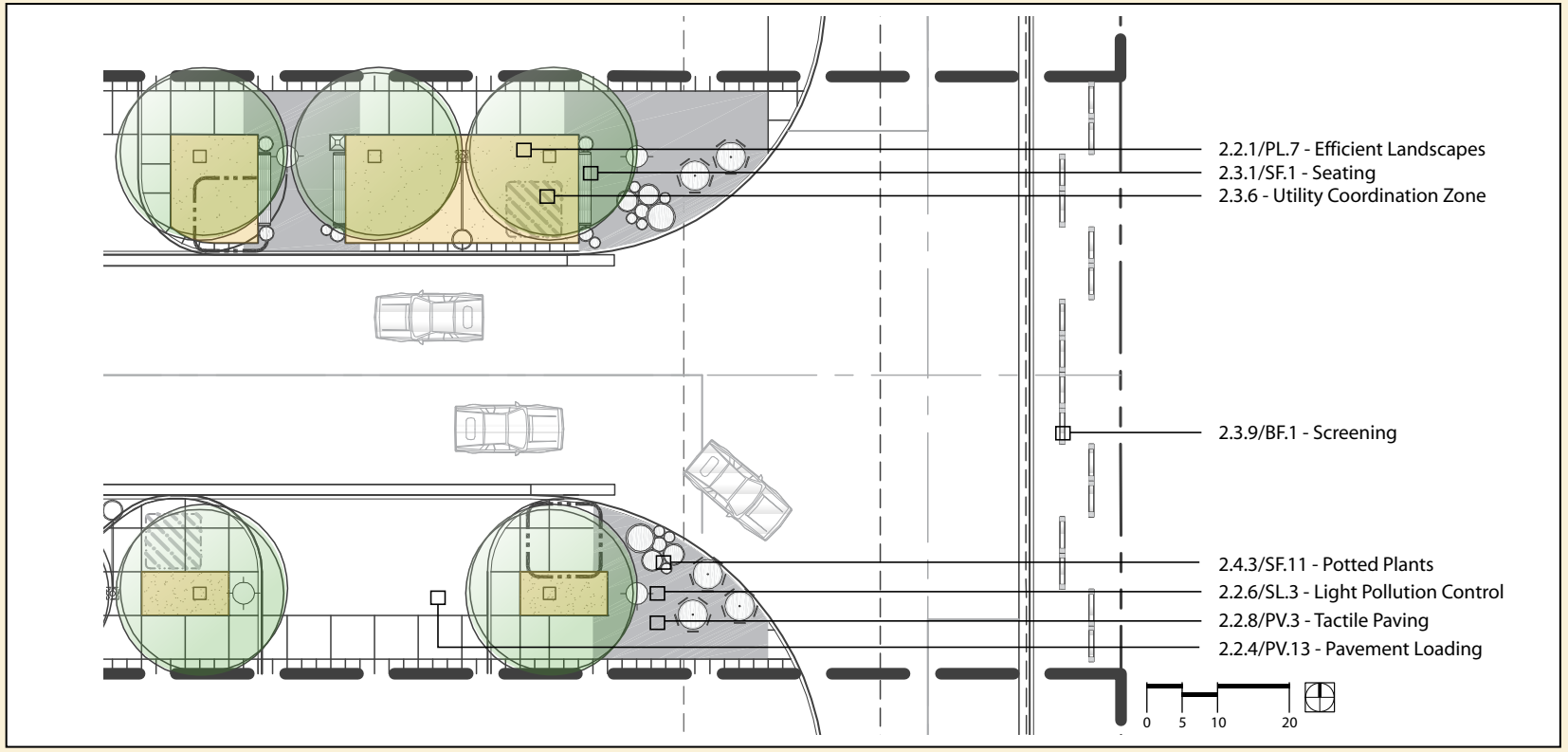
See Site Plan diagrams, streetscape and open space guidelines (page 18), Site Materials and Components Matrix (pp. 42, 43), and Appendix with draft components, materials and plants.

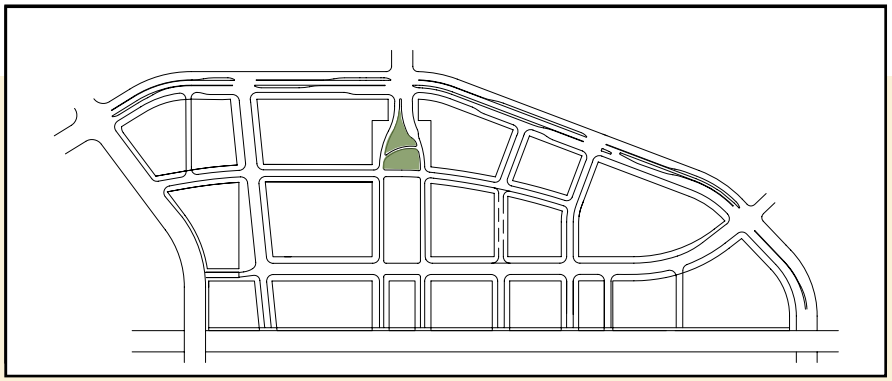
RECOMMENDED

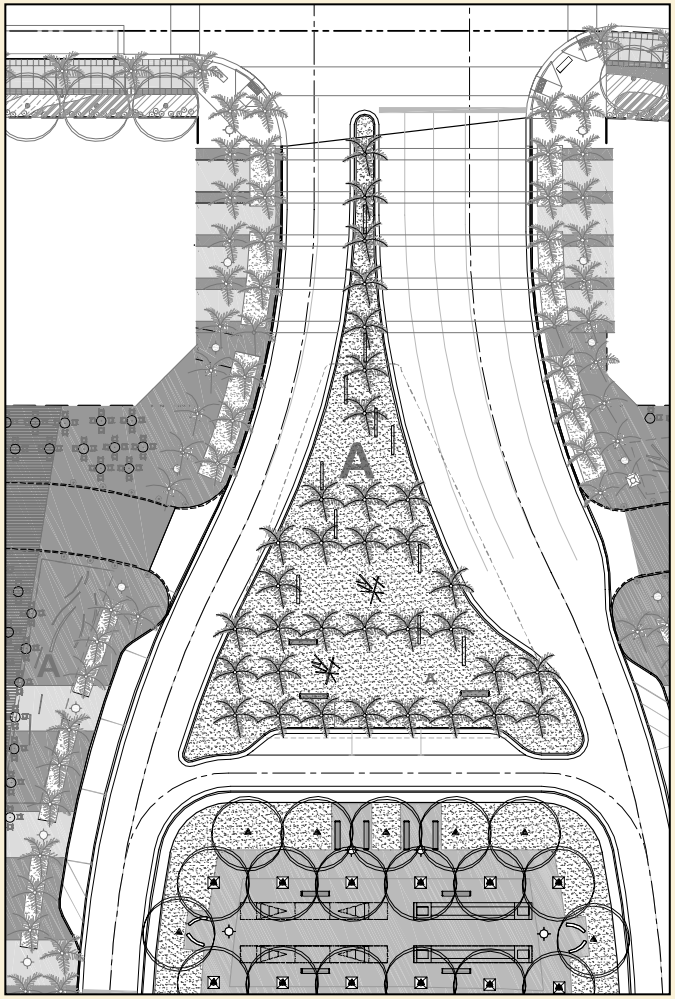
See Site Plan diagrams, streetscape and open space guidelines (page 18).






2.2.1/PL.7 - Efficient Landscapes
2.3.1/SF.1 - Seating
2.3.6 - Utility Coordination Zone
2.3.9/BF.1 - Screening
2.4.3/SF.11 - Potted Plants
2.2.6/SL.3 - Light Pollution Control
2.2.8/PV.3 - Tactile Paving
2.2.4/PV.13 - Pavement Loading
0
5
10
20





(See new park design to update concept design shown here.)

INTENT

WOW FACTOR An impressive palm grove envelopes an intimate fountain centerpiece, beckoning attention from passersby and offering a filtered view to the development beyond. While visually dramatic, this area is intended to be less active than Symphony Park, potentially offering a more contemplative experience for residents and visitors.

Retail kiosks may be positioned along the Promenade edge, reinforcing the importance and continuity of that important pedestrian street.

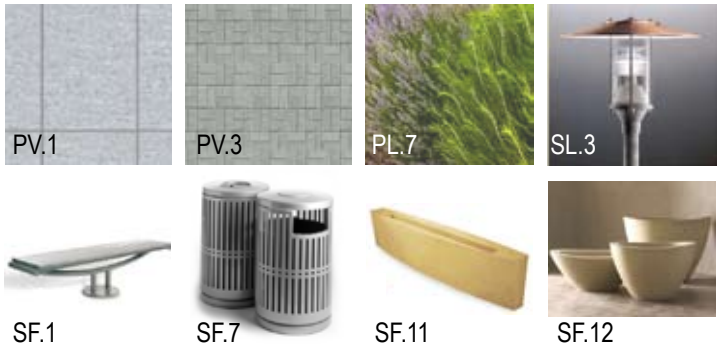
REQUIRED

See Site Plan diagrams, streetscape and open space guidelines (page 18), Site Materials and Components Matrix (pp. 42, 43), and Appendix with draft components, materials and plants.

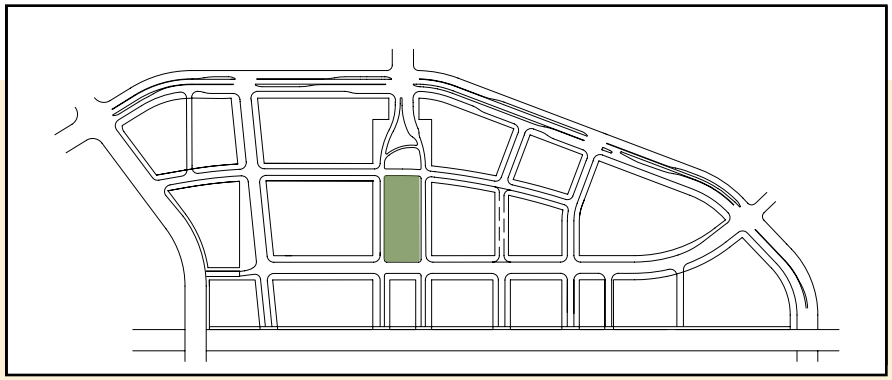
RECOMMENDED

See Site Plan diagrams, streetscape and open space guidelines (page 18).

OPEN SPACE PALETTE



Refer to Appendix for Specific Products



INTENT

CELEBRATE THE ARTS The park will be infused with the energy and attributes of both performance and figurative arts. An informal outdoor performance zone can host scheduled or impromptu events that are linked with the performing arts facility. Sculpture gardens, sound and literary gardens and lyrical use of water may be considered. Night lighting will play an important role in complementing the drama of theatrical settings.

COMMUNITY GATHERING Green space will be important to urban residents in the heat of the desert. Opportunities for strolling, dog walking and informal play and recreation enhance the livability of the village. A promenade defines and frames the outer edge of the park. The promenade is punctuated by gardens and small gathering areas which overlook the primary open space.

SUSTAINABILITY Sustainable landscape practices will be developed both as a responsible practice and as an educational tool. These practices may include storm water control and cleaning, material reuse, photovoltaic power, drought-resistant landscape, and urban heat island reduction.

RETAIL DESTINATION Symphony Park has been developed as a street-fronting, outdoor-oriented retail destination. Retail uses at Symphony Park are planned to complement the street retail experience with a set of restaurant or other specialty kiosks, designed as a set of transparent, gem-like buildings in the park. These components may occur at each end of the park, overlooking the primary open space.

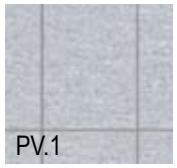
REQUIRED

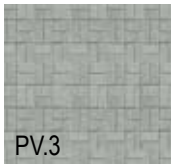
See Site Plan diagrams, streetscape and open space guidelines (page 18), Site Materials and Components Matrix (pp. 42, 43), and Appendix with draft components, materials and plants.

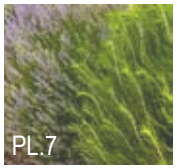
RECOMMENDED

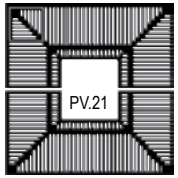
See Site Plan diagrams, streetscape and open space guidelines (page 18).

STREETSCAPE PALETTE



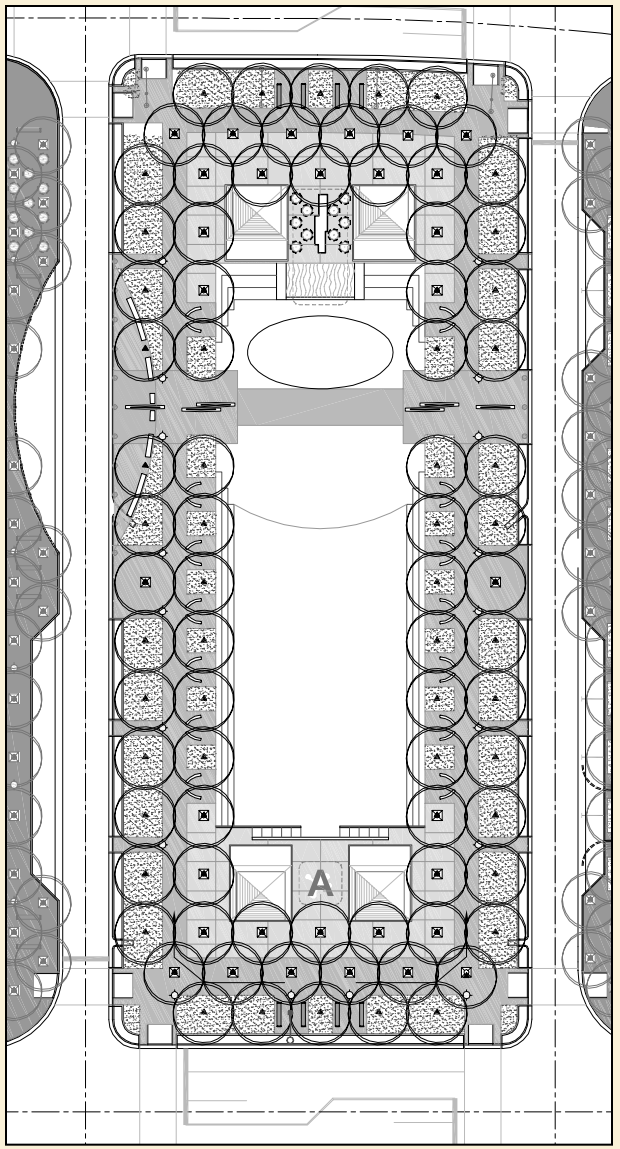


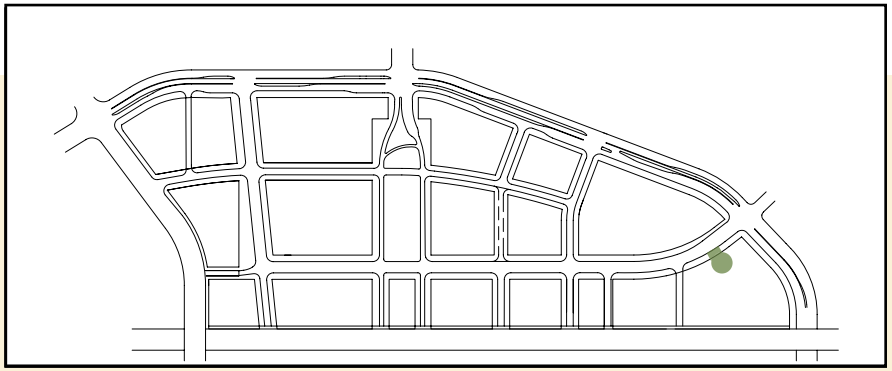




Refer to Appendix for Specific Products

(See new park design to update concept design shown here.)





Gateway Plaza establishes an important pedestrian connection between Symphony Park and downtown Las Vegas, linking the energy and activity of the Fremont Street Experience and Promenade Place. The plaza will also organize entertainment-related development in this area by acting as a forecourt and automobile drop-off.

INTENT

SCALE AND FUNCTION While the plaza may need to accommodate a significant number of automobiles, taxis and limousines, it should also be designed for pedestrian comfort and scale. Several opportunities exist in pursuing this objective. The streetscape at Grand Central Parkway should occur along the western side of the plaza as continuously as possible, interrupted only by one-way auto access and egress.

The perimeter of the plaza should be developed as a continuous pedestrian environment, with active ground-floor building uses, architectural shade structures, trees and other landscape, special paving and seating elements. And finally, a significant centerpiece focal point should mark the plaza as a special place in the city, scaled for visibility from both Fremont Street and Promenade Place. This component should be accessible to pedestrians, and may include art, water and landscape.

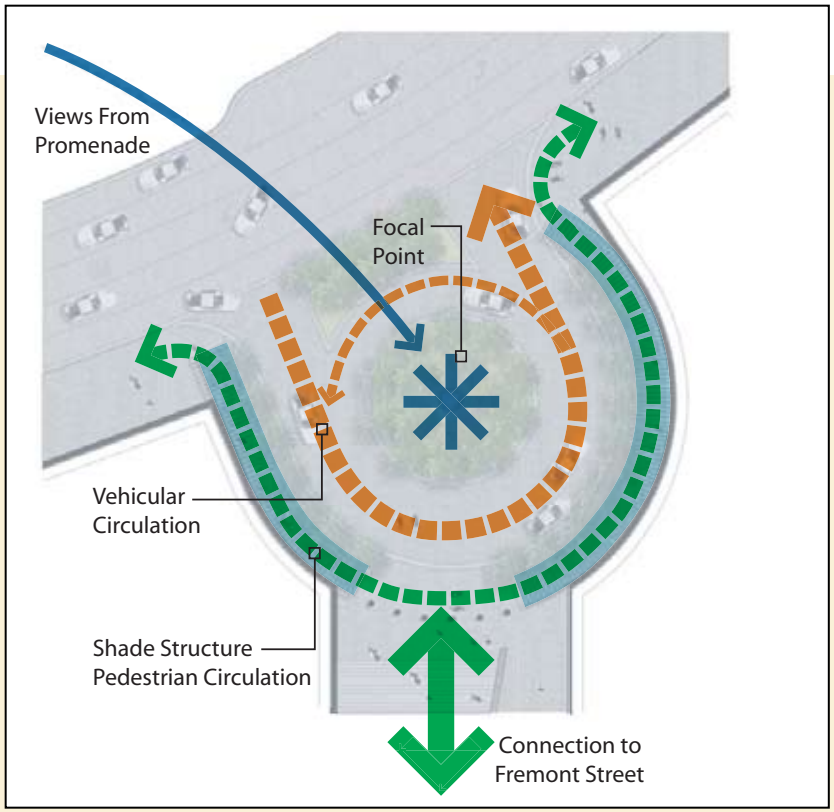
CONNECTIONS Pedestrian connections to Fremont Street will require a pedestrian bridge. The bridge presents an iconic opportunity to celebrate the crossing, establish a destination space, and offer upper-level building connections. A monumental stair, potentially accompanied by escalator and elevator service to accommodate handicapped and other users, should be designed integrally with the plaza. A shade structure is desirable in this area, and may be designed to complement the Fremont Street canopy. Cross-street connections to Promenade Place are equally important.

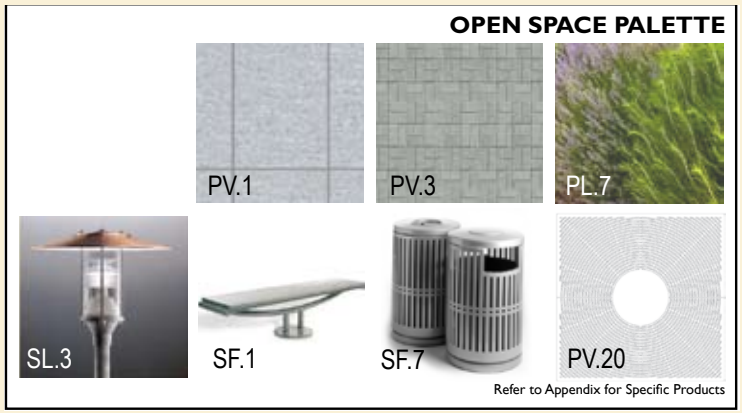
REQUIRED

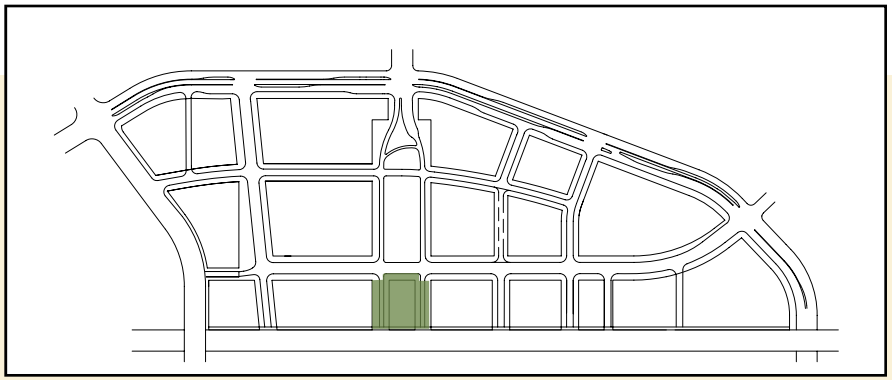
See Site Plan diagrams, streetscape and open space guidelines (page 18), Site Materials and Components Matrix (pp. 42, 43), and Appendix with draft components, materials and plants.

RECOMMENDED

See Site Plan diagrams, streetscape and open space guidelines (page 18).







A series of steps, plazas and terraces establish a destination-oriented railroad crossing for pedestrians. Water, landscape, shade structures and active building edges create a distinctive and comfortable set of public spaces.

INTENT

FRIENDLY GRADE TRANSITION On two levels, these plazas gain twenty-nine vertical feet to accommodate pedestrian circulation over the Union Pacific tracks, allowing connections to second- and third-floor building uses. A fifteen-foot intermediate level is positioned centrally to allow views across the tracks between Symphony Park and downtown.

Two pedestrian bridges link the City Hall Plazas to The Crossing, framing an opening down to the railroad tracks below.

Opportunities to view trains from a set of projecting perches may be developed. The train is an important component of the settlement of the west and should be celebrated.

CELEBRATED SPACE Water is used both as a linking device and to celebrate and accentuate the vertical dimensions of the crossing. Kiosks may be used for shade and as an extension of the retail environment organized within Symphony Park. Soft green spaces may be developed with rolling topography as relief from the pervasive hardscape nature of the city.

REQUIRED

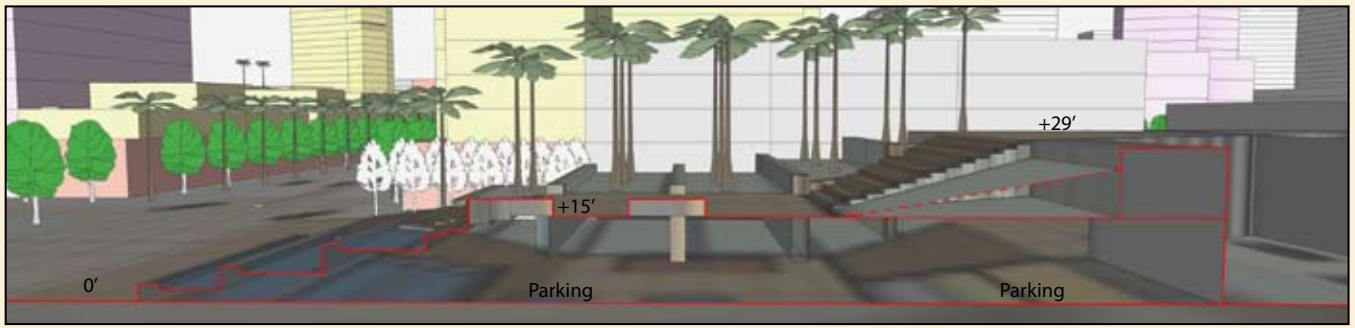
See Site Plan diagrams, streetscape and open space guidelines (page 18), Site Materials and Components Matrix (pp. 42, 43), and Appendix with draft components, materials and plants.

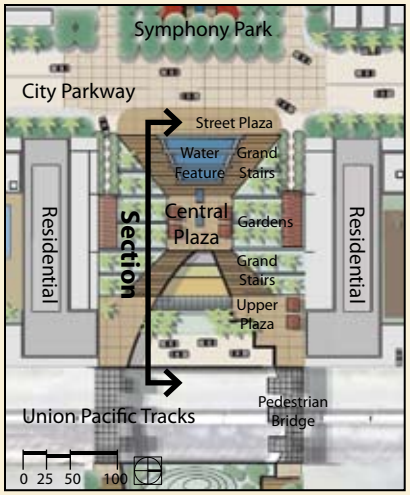
RECOMMENDED

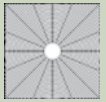
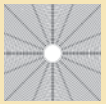
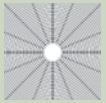
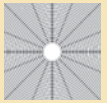
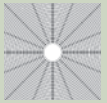
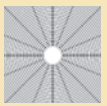
See Site Plan diagrams, streetscape and open space guidelines (page 18).

OPEN SPACE PALETTE

Refer to Appendix for Specific Products





	Street Role	Layout Module	Street Trees (Refer to Plant Matrix in SD document)	Pedestrian Ground Plane Paving & Plantings	Lighting Street	Lighting Pedestrian	Lighting Accessory	Furnishing Seating	Furnishing Trash	Furnishings Bollards	Furnishings Tree Grates	Furnishings Planters
Grand Central Parkway Page 22	- Arterial Traffic - Western Face of Village	12' Module	**Phoenix dactylifera 'medjool'** *Medjool Date Palm* @ 24' OC **Cercidium 'desert museum'** *Desert museum palo verde* @ 24' OC	Scored Concrete - 30% Special Paving - 5% Plantings - 65%	Centennial Street Light							
City Parkway Page 24	- Arterial Traffic - Retail Oriented	12' Module	**Phoenix dactylifera 'medjool'** *Medjool Date Palm* @ 24' OC **Pistacia 'red push'** *Red push pistache* @ 24' OC	Scored Concrete - 50% Special Paving - 20% Plantings - 25%	Centennial Street Light							
West Clark Avenue Page 26	- Arterial Traffic - Major Office Address - Esplanade Quality	12' Module	**Pistacia 'red push'** *Red push pistache* @ 24' OC	Scored Concrete - 55% Special Paving - 35% Plantings - 10%	Centennial Street Light							
Promenade Place Page 28	- Primary Public Space - Identity of Village - Pedestrian and Retail Oriented - Entrances to Building Lobbies	12' Module	**Phoenix dactylifera 'medjool'** *Medjool Date Palm* @ 24' OC **Cercidium 'desert museum'** *Desert museum palo verde* @ 24' OC	Special Paving - 100%	Visio							
Symphony Avenue – Entrance Page 32	- Main Entry to Village - Retail and Cafe/ Dining Oriented	15' Module	**Phoenix dactylifera 'medjool'** *Medjool Date Palm* @ 24' OC	Scored Concrete -35% Special Paving - 45% Plantings - 20%	Centennial Street Light							
Symphony Avenue – Park Page 30	- One-way Circulation Around Park - Performing Arts Center, Residential and Hotel Oriented	12' Module	**Fraxinus velutina 'rio grande'** *Velvet Ash* @ 24' OC	Scored Concrete - 50% Special Paving - 25% Plantings - 25%	Centennial Street Light							
Neighborhood Streets Page 34	- Move Traffic - Access to Parking/ Services - Entrance to Building Lobbies	12' Module	**Prosopis alba** *Thornless Hybrid Mesquite* @ 24' OC	Scored Concrete - 35% Special Paving - 35% Plantings - 30%	Centennial Street Light							
East End Streets Page 36	- Access to Parking/ Services - Entrance to Building Lobbies	12' Module	**Prosopis alba** *Thornless Hybrid Mesquite* @ 24' OC	Scored Concrete-100%	Centennial Street Light							

	Street Role	Layout Module	Street Trees	Ground Plane (Paving & Plantings)	Lighting Street	Lighting Pedestrian	Lighting Accessory	Furnishing Seating	Furnishing Trash	Furnishings Bollards	Furnishings Tree Grates	Planters
Symphony Park Page 38–39	- Built off of W. Lewis Avenue (Park) Streetscape - Grand Civic Space for Symphony Park	12' Module	To Be Determined during Park Design @ 24' OC	Scored Concrete–15% Special Paving–20% Plantings–65%	Centennial Street Light	48' Spacing				12' Spacing		
The Crossing Page 41	- Built off of City Parkway Streetscape - Provides Elevation Gain for Rail Crossing - Link Between Symphony Park and Existing Lewis Street Civic Corridor	12' Module	To Be Determined during Park Design @ 24' OC	Scored Concrete–10% Special Paving–65% Plantings–35%	Centennial Street Light	48' Spacing						
Gateway Plaza Page 40	- Built off of City Parkway Streetscape - Link Between Symphony Park and Fremont Street - Formal Entrance to Casino/Entertainment Center	12' Module	To Be Determined @ 24' OC	Special Paving–75% Plantings–25%	Centennial Street Light	48' Spacing						
Internal Block Areas	- Main Entry to Village - Retail and Cafe / Dining Oriented	12' Module	To Be Determined @ 24' OC	Scored Concrete Special Paving Plantings	Centennial Street Light	48' Spacing						

Refer to Appendix for Specific Products

INTENT

- ***To ensure that all landscape and hardscape areas remain healthy, attractive and safe.***

REQUIRED

2.18.1

A maintenance plan, including ongoing tasks and replacement schedules shall be prepared by the overall project association manager for all landscape and hardscape areas that are part of the streetscape behind the curb. This plan shall include:

Litter pickup
Cleaning of surfaces
Mowing of turf
Weeding planting beds
Sweeping
Replacement of dead or dying plant material
Irrigation repair and adjustments
Repair and/or replacement of damaged or severely weathered paving, benches, and other streetscape elements, signage and light fixtures.

2.18.2

The overall project association manager shall engage the services of qualified maintenance personnel to perform the described maintenance, upkeep and repair of all the items described above, in accordance with the maintenance plan.

2.18.3

Where there is an association for subcomponents of a project that are private, the sub or block association shall act in the same manner as above for its private areas not including the street edge hardscape and landscape.

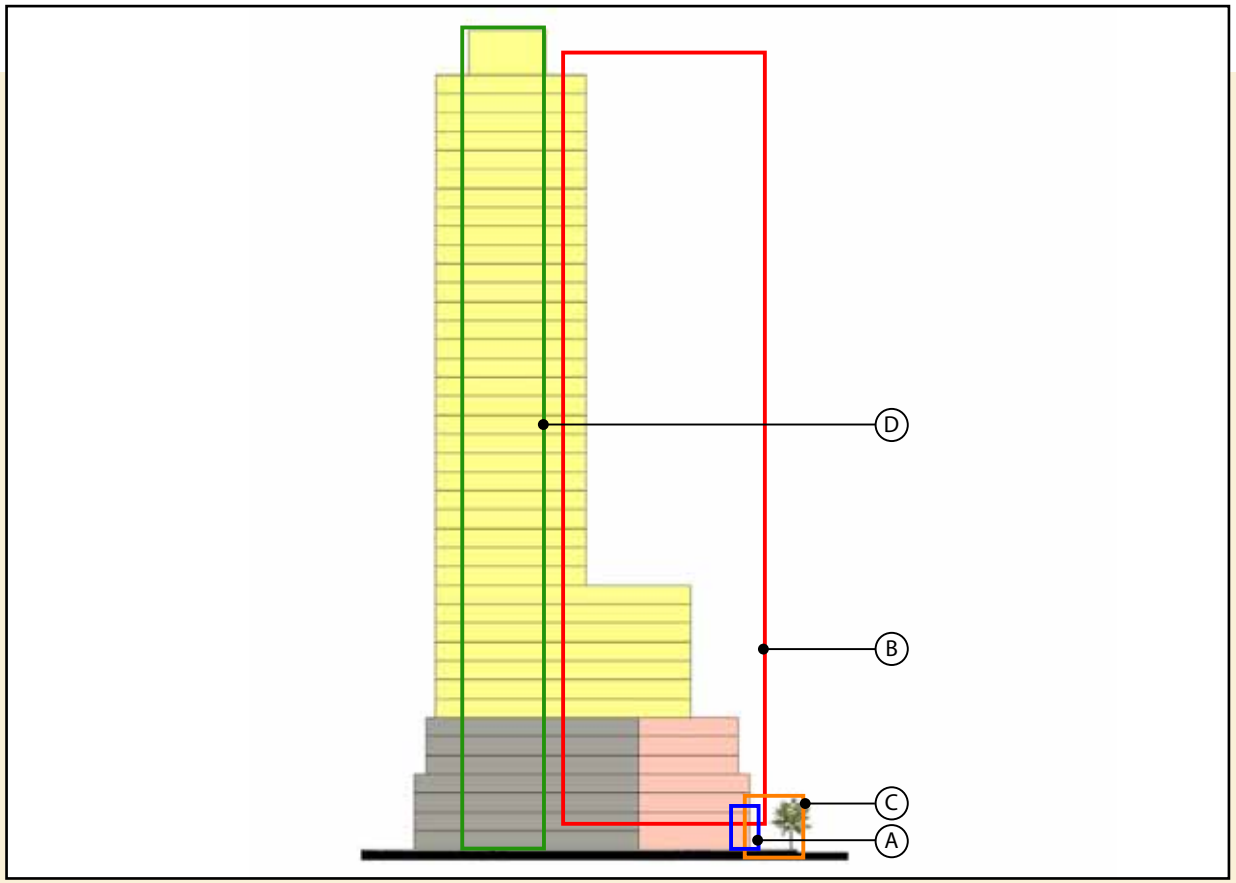
3 GENERAL SITE and BUILDING DESIGN STANDARDS

The Standards in this section are applied throughout Symphony Park. Design Standards for signage, fenestration, awnings, parking structure design, parking structure wrapping, landscape materials, lighting and streetscape elements and many other features are individually discussed. Photos illustrate acceptable comparable approaches that will be considered. Standards are shown as one of three types:

REQUIRED These are the compulsory standards described by the word "shall," as in "shall be" or "shall do."

RECOMMENDED These standards are strongly encouraged and strongly enforced, although subject to negotiation and interpretation, and are indicated by the word "should" rather than "shall."

ACCEPTABLE These standards are permitted and encouraged, with minimal or no limitations.



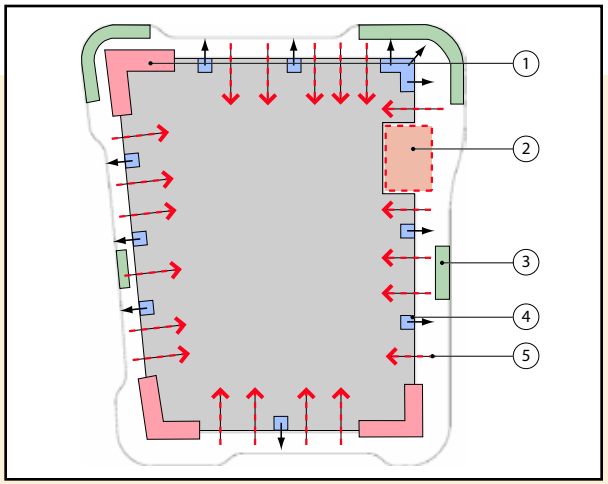
There are a set of basic urban design principles that provide the foundation for all architectural design and site planning in Symphony Park The detailed Design Standards that are illustrated in the later pages of this section are summarized here to illustrate how they work together to create lively mixed use districts. They consist of building and site concepts that illustrate:

A. BUILDING/STREET/PEDESTRIAN INTERACTION

B. BUILDING SETBACKS AND STREET WALLS

C. PEDESTRIAN SIDEWALK ZONES

D. ARCHITECTURAL EXPRESSION



A. BUILDING/STREET/PEDESTRIAN INTERACTION

The success of Symphony Park in its architectural design begins with the positive relationship of the building to the sidewalk Definition of building corners, entries and storefront to the sidewalk are highlighted here.

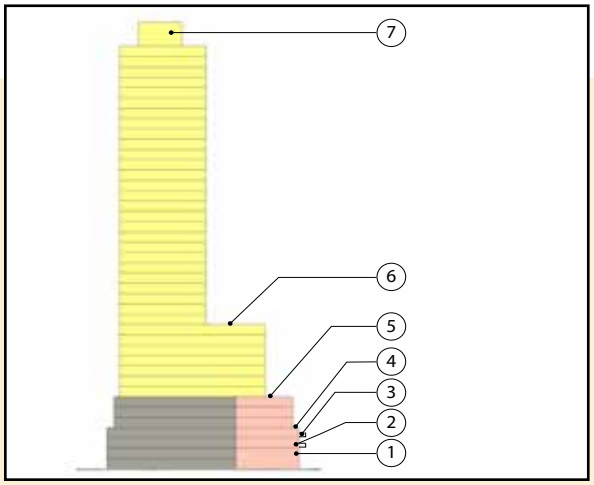
1 – Emphasize Corners: The corners of the blocks should have special prominence in the form of towers, street walls along build-to lines at the back of the sidewalk (see section 3.13 Building Articulation)

2 – Building Articulation/Setbacks: to create outdoor active use areas to enhance the pedestrian environment

3 – Pedestrian Rooms: On the sidewalk, as zones where walkers can find a refuge, sit and rest or wait for someone. (see Chapter 2.0 Streetscape and Open Space)

4 – Building Entrances: Oriented to the street and pedestrian environment, often recessed

5 – Storefronts: Transparent, attractive fronts at pedestrian level. (see section 3.8 Storefront Design)



B. BUILDING SETBACKS AND STREET WALLS

Going vertically, the building composition frames a street room with human scale at the podium base of the building, combined with a strong vertical architectural statement above.

1 – First Floor Active Uses: Active engagement with the sidewalk and continuing first floor height (16-20') above. (see section 3.7 First Floor Heights)

2 – Street Wall Enclosure: Up to 35-40' above the sidewalk, to shape the urban space at a pedestrian scale.

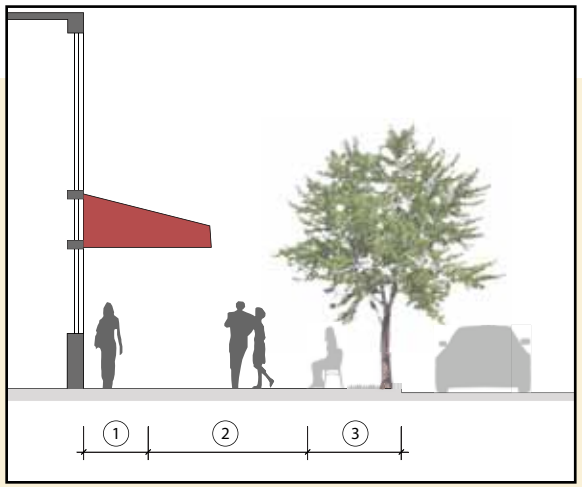
3 – Eyes on the Street: Opportunities for balconies and visual connections to the sidewalk-level activities

4 – Podium Setback: To distinguish the first floor and floors immediately above, a recognizable setback will be established at the 80' level.

5 – Lower Tower Setback/Amenity Deck: The top of the podium will be articulated by the top of the residential townhouse units and the amenity deck.

6 – Tower Setback: The lower tower on blocks so designated should occur at the 150' level so that views from the taller towers are not blocked.

7 – Tower and Roof Articulation: The tower should have articulated facades approximately every 10 floors, topped with an articulated roof as a terminating element.



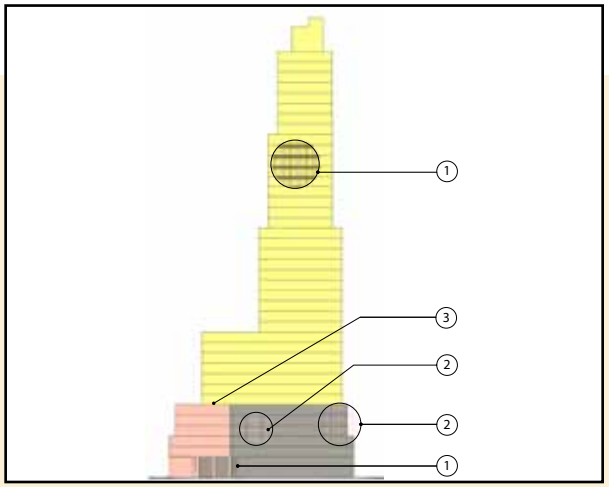
C. PEDESTRIAN SIDEWALK ZONES

The sidewalks have several roles to play in the creation of a lively, diverse street-level pedestrian environment. By creating zones for the building, pedestrian movement and relaxing, a positive sidewalk-building relationship can be set up.

1 – Building-Related Zone: Transparent storefronts with visually-exciting displays, shade for pedestrians at store entries and outdoor merchandise display space. (see section 3.8 Storefront Design)

2 – Pedestrian Movement Zone: Enough space for pedestrians to move freely along sidewalks, on visually pleasing and environmentally-friendly paving materials.

3 – Pedestrian Room/Amenity Zone: Space for pedestrians to stop, sit and relax, trees for shade, pedestrian lighting, pedestrian amenities, news stands and bike racks the pedestrian room/amenity zone provides a buffer between traffic and pedestrian movement zone. (See streetscape section for specifics)



D. ARCHITECTURAL EXPRESSION

Architectural creativity can produce many different specific architectural expressions for buildings in Symphony Park. Some of the design techniques that will have the most impact on the buildings are illustrated in the diagram.

1 – Transparency: Greatest area of transparent glass should be at street level at storefronts—less transparency at the tower level. (see section 3.5 Building Fenestration)

2 – Materials and Column Alignment: These elements integrate tower and podium.

3 – Landscape to Building Relationship: Shade the top parking deck, creating better views from surrounding towers.

INTENT

- *To provide shaded space on the north sides of streets in Symphony Park. These spaces may take the form of arcades, which are linear spaces, open to the sidewalk, defined by the building soffit, the storefront and the structural column line of the building.*

REQUIRED

3.2.1 Arcade Design

Depth and height of arcades shall follow the proportions shown in the diagram. The width shall comfortably facilitate pedestrian movement, access and visibility of ground floor businesses, and complement building architecture. The depth of the arcade measured from storefront to the exterior face of the structure shall be no greater than 2/3 of the height from sidewalk to arcade ceiling. The minimum depth of an arcade shall be 8'-0", from storefront to the back face of the columns. The height of an arcade shall be 16'0"–20'0". (photo 3)

3.2.2 Rear of Arcades

The rear enclosing walls of arcades shall consist of storefronts which are transparent to people on the sidewalk. Arcade columns and opening proportions shall allow maximum unobstructed visibility into ground floor uses. (photo 1)

3.2.3 Arcade Depth

The arcade shall not unduly visually separate the retail frontage from the pedestrian traffic.

REQUIRED

3.2.4 Arcade / Building Coordination

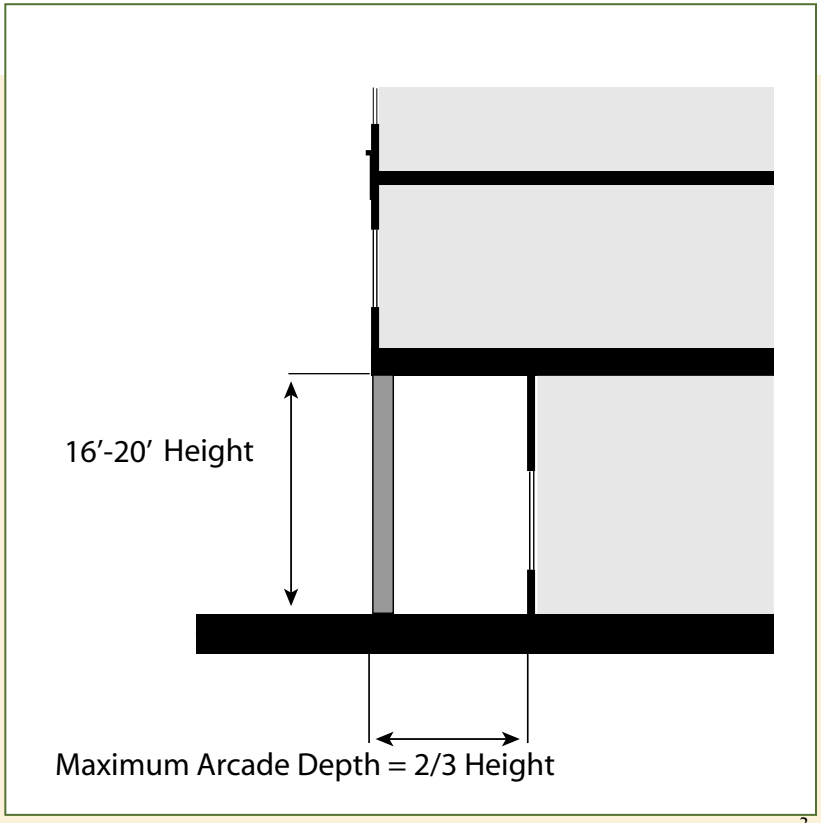
The exterior face of the columns should continue the plane of the building above. (photo 2,4)

3.2.5 Arcade Coordination with Adjacent Sidewalk

Sidewalk paving in the arcade should be compatible in materials and design with the adjacent sidewalk. (photo 4)

1

2



Arcade Design Standards

3

RECOMMENDED

3.2.6 Location of Arcades

Arcades are allowed where they will enhance the pedestrian environment by providing protection from the Las Vegas afternoon summer sun. They are allowable on the north side of West Clark, Carson, Bridger and Symphony Park Avenues (east-west streets).

3.2.7 Arcade Uses

Use of the arcade may include outdoor dining and outdoor displays of merchandise, if these do not block access to the building.

4

INTENT

- ***To enrich the urban village in its visual and tactile qualities with materials, finishes, detailing and techniques that are timeless, durable, satisfying and sustainable. To brand Symphony Park as a sophisticated urban environment which reflects its desert environment and climate with a high quality exterior expression.***

REQUIRED

3.3.1 Material Compatibility

Regionally-appropriate and compatible materials shall be used. Materials and colors shall be compatible with the desert environment, with the intent of reducing reflected heat and glare into exterior public areas. (photo 2,3)

3.3.2 Material Visual Amenity

The materials shall convey a high level of visual amenity that is commensurate with the urban character of the urban village. (photo 6,7)

3.3.3 Material Quality

Establish a consistent and high level of quality that is durable and appropriate to pedestrian contact at the street level. (photo 3)

RECOMMENDED

3.3.4 Material Combinations and Scaling

Consistent, carefully detailed combinations of material that contribute to the architectural scaling of the buildings should be used. (photo 5)

ACCEPTABLE

3.3.5 Material Evolution

Allow the evolution of the development to include new technologies and materials that contribute to the neighborhood character and environmental sustainability; architectural methods and materials that are energy and resource-responsible.

UNACCEPTABLE MATERIALS

E.I.F.S. (Exterior Insulated Finish System) or stucco at the retail level or street level. (EIFS or stucco are acceptable above the retail level of the base or higher, as approved by the Design Review Committee.)

Untreated wood siding

Concrete masonry units

Ornate wrought iron

The Design Review Committee will review all materials and may find other materials inappropriate.

1

2

3

4

5

6

7

INTENT

- *To enhance the pedestrian environment aesthetically and create shade and comfort on the sidewalks*
- *To enhance the pedestrian experience and attractiveness of the area*
- *To create a pedestrian environment with visual interest.*

REQUIRED

3.4.1 Awning and Canopy Compatibility

Awnings or canopies shall be an integral part of the architectural design of the buildings to which they are attached and should be compatible with the building. (photo 3,8)

3.4.2 Awning and Canopy Positioning

Awnings or canopies shall be positioned so that signage and views to businesses are not obstructed and so that substantial shade is cast onto the sidewalk at critical times of daytime sun exposure. Fire Department access to upper stories of buildings must be considered in size and placement of awnings, canopies and shading devices. (photo 1,10)

3.4.3 Awning and Canopy Projection

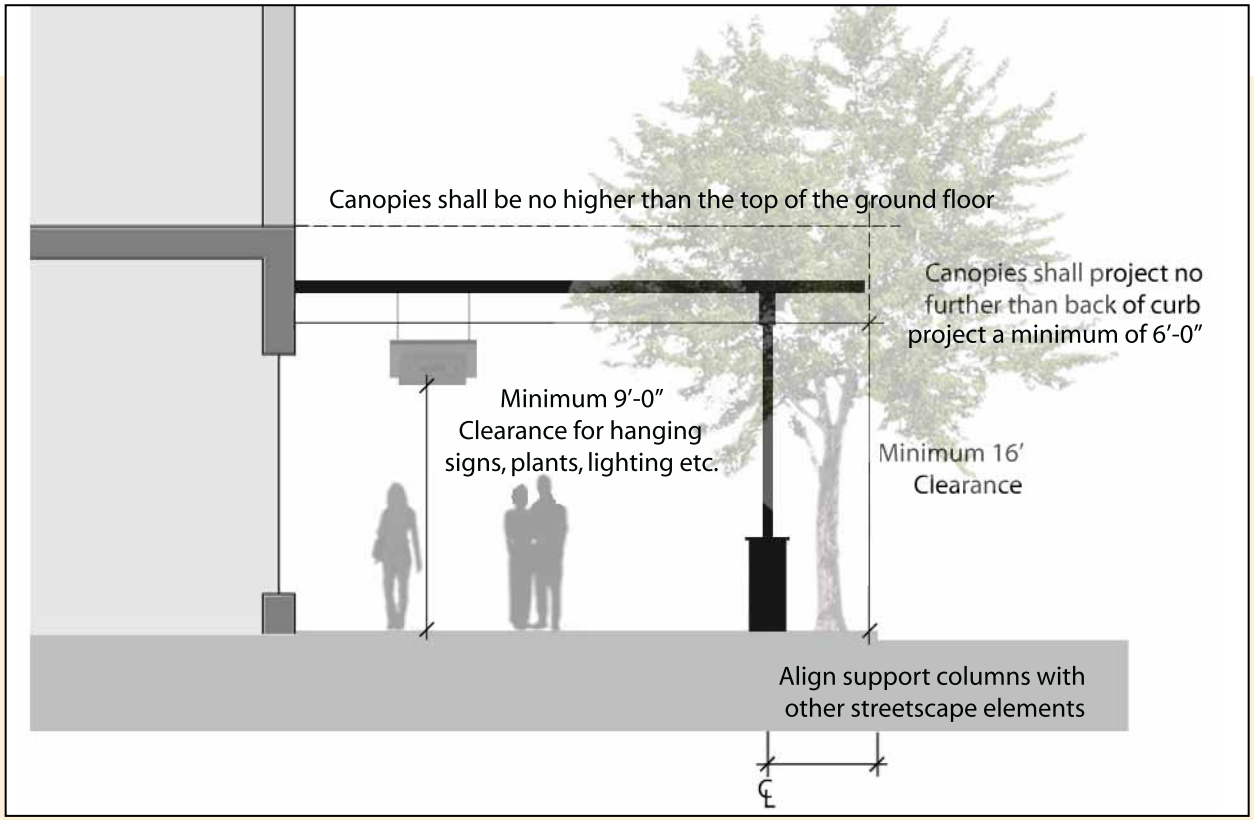
Awning or canopy projections shall be a minimum of 6 feet and not project beyond the back of curb. They shall not project into the tree or street light zones of the sidewalk (photo 1)

3.4.4 Awning Materials

Awnings or canopies shall be permanent fixed structures on street faces of buildings. Awnings may be movable (adjustable) on patio or mid-block pedestrian way-facing building frontages. In the case of fixed awnings, durable, high quality permanent materials shall be used. In the case of movable awnings, durable and flexible materials shall be used. (photo 2,3) Caution, combustible awning materials may require sprinklers.

3.4.5 Signage on Awnings

Signage, lettering, logos or other graphics shall not be placed



Overhead Canopy and Shading Design Standards 1

2

3

on awnings. (photo 7,9)

RECOMMENDED

3.4.6 Awning Color

Awnings should be solid color. If not solid color, awning colors and patterns must be approved by the Design Review Committee. (photo 7,9)

3.4.7 Placement of Awning and Canopy Supports

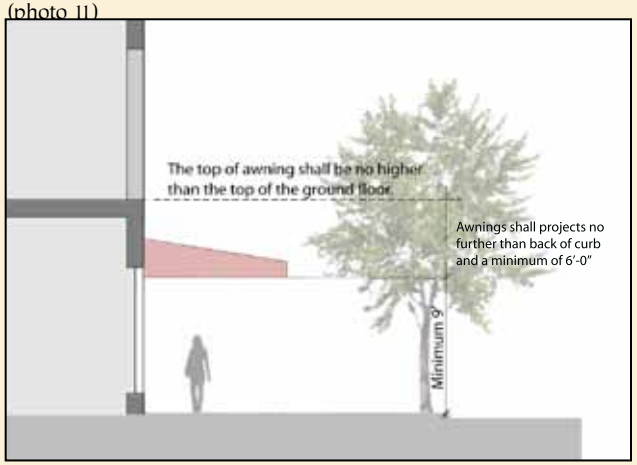
Awnings or canopies may be supported on the sidewalk in a design that is compatible with the main building. If supported on the sidewalk, the column shall be placed in the amenity zone of the sidewalk, located to allow pedestrian movement and to avoid conflicts with streetscape elements. (photo 5,8,11)

3.4.8 Awning and Canopy Coordination

Awning and canopy placement should be coordinated with adjacent development along the Promenade so that a consistent line of awnings or canopies is projected along the street. (photo 6)

3.4.9 Awning Diversity

Diversity in design of the awnings or canopies from building and block to the next is encouraged to reinforce a rich urban environment, but shall be within limits of compatibility with the architecture and the streetscape concept of the street. Designs shall be approved only after review by the Design Review Committee. (photo 11)



Overhead Awning Design Standards


4


5


6


7

8


9


10


11

INTENT

- *To give buildings human scale and relationship to the public environment*
- *To provide some ability to see the activity in the buildings by day and night*
- *To reinforce the differences between residential and commercial structures and uses.*

REQUIRED

3.5.1 Street-Level Fenestration

Transparent glass storefronts shall be used on open street-level facades in order to insure the visibility of active uses, and to provide a lighter, more detailed and human-scale architectural expression along the sidewalk. (photo 3)

3.5.2 Minimum Street-Level Fenestration

Commercial building facades fronting on public streets at storefront level shall be not less than 70% vision glazing. A greater proportion of glass is appropriate at the street level. (photo 1,3)

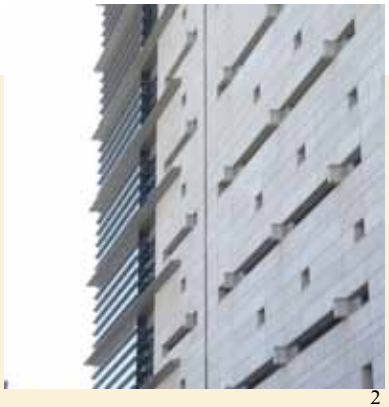
3.5.3 Glass Reflectivity

Transparency and reflectivity of glass shall insure visibility from the sidewalk and minimize the glare that would be produced by highly reflective glass. Clear, low E or slightly tinted glazing should be used. Clear glass shall have a reflectance rating not to exceed .18. No first surface reflective glass coatings shall be permitted. (photo 3)

3.5.4 All-Glass Buildings

All-glass buildings (on all sides) shall not be presented, except as part of a sustainable design strategy which results in improved building environmental performance.

1



2

5

3

4

RECOMMENDED

3.5.5 Solar Performance

Upper Level facades on different exposures should be designed to reflect their solar exposure and performance. (photo 2)

ACCEPTABLE

3.5.6 Opaque Glass

Minimal use of opaque glass is acceptable to continue glazing patterns in areas where screening of structure, utilities or uses is required.

INTENT

- *To provide residential blocks with private, accessible and usable outdoor open space on the top levels of parking structures.*
- *To create short range views of open space and designed landscapes on tops of lower buildings from surrounding towers in Symphony Park.*

REQUIRED

3.6.1 Amenity Deck Facilities

Amenity decks shall be developed with at least one of several spaces and facilities useful to the residents of the block: tennis or other sports courts, swimming pools, changing rooms and ancillary facilities, landscaped areas, seating with shade and other similar facilities.

RECOMMENDED

3.6.2 Amenity Deck Microclimates

Amenity decks should be developed to provide at least partial shade at least part of every day during the hot portion of the year.

3.6.3 Views From Decks

Amenity decks should be designed with views of surrounding buildings in mind, as a branding and identity feature.

3.6.4 Size and Location

The developer should provide landscaped decks and/or other shade solutions on parking structures over at least half of the area of a parking structure. This deck shall hide parking to the extent possible, while creating shade for parked vehicles. The location of amenity decks will depend to some extent on the locations of towers and other structures.

INTENT

- *To provide ground level building spaces that can house retail and restaurant uses with consistent building heights.*
- *To create a lively pedestrian ambiance on the commercial streets.*
- *To be flexible in housing alternative short-term ground floor uses.*

REQUIRED

3.7.1 First Floor Heights

Consistent street level storefront heights of a minimum of 16'–20' shall be developed around each block. This height shall accommodate retail and restaurant uses. (photo 3,4,6)

RECOMMENDED

3.7.2 First Floor Architectural Elements and Scaling

Building facades should provide elements of architectural scale and proportion that relate to the storefront height, the overall building scale and the human scale of the pedestrian environment. (photo 1,2,5,7)


1

2


3


4


5


6


7

INTENT

- *To create individualized, attention-getting, well-designed showcases for shops and restaurants as a draw and amenity to Symphony Park.*
- *To stimulate a high level of retail activity on the Promenade and other retail streets.*

REQUIRED

3.8.1 Storefront Design

Storefronts and entrances shall support and enhance the pedestrian-oriented environment while giving identity to buildings and uses therein. (photo 1,2,3)

3.8.2 Storefront Entries

Storefront entry thresholds shall be at the adjacent sidewalk pavement level to facilitate shopper and visitor access. Entries should be closely spaced, and storefronts continuous to encourage continuous shopper and pedestrian movement. (photo 3)

3.8.3 Storefront Special Doors

Folding storefront doors, security devices and overhead rolling grilles shall be fully integrated into the storefront architecture and shall be hidden behind glazing and wall surfaces.

3.8.4 Building Entries

Building entries shall be recessed into storefronts where the storefronts face the street (typical condition).

RECOMMENDED

3.8.5 Storefront Scaling

Storefronts should be comfortably scaled and well-detailed to help break down the large façade of the building into smaller units. Large, unbroken surfaces are not recommended unless that is a design feature. Surfaces should be divided by mullions, awnings, signage, decorative elements and other devices. (photo 3)

3.8.6 Storefront Alignment

Storefronts should be aligned with the building build-to line, with exceptions for setback zones for outdoor seating. In no case shall the storefront extend into the sidewalk right-of way, except for overhead signage and awnings. (photo 1)

3.8.7 Storefront Facades

Facades should present a pattern of architectural variety through modulation of the wall plane, detailing, color, texture and materials. (photo 2)

3.8.8 Storefront Variety

A variety of storefront designs should predominate over a uniform series of storefronts. The objective is to create visually interesting and compelling environment that is expressive of the individual businesses along the street. Many small storefront units are preferable to a few long storefront units. (photo 2)

3.8.9 Opening to sidewalk

Accommodating the Las Vegas climate, storefronts and restaurant fronts should incorporate systems such as folding doors, folding glazing units, overhead doors and other devices to open the interiors more completely to the sidewalk. This is especially important on the Promenade.

1

2

3

INTENT

- *To create an urban environment that is pleasing visually from all points of view, creating value for adjacent properties and for Symphony Park as a whole.*

REQUIRED

3.9.1 360 Degree Design

All sides of a structure shall exhibit design continuity. There shall be no unimproved side to a structure. *(Ref: Las Vegas Commercial Development Standards Title 19.08.050).* (photo 1)

3.9.2 Primary Facade Design

Buildings shall relate to all orientations with high quality materials and details as described elsewhere in this section. All sides of a building shall have a design approach that makes them worthy to be a primary façade. (photo 3,4)

RECOMMENDED

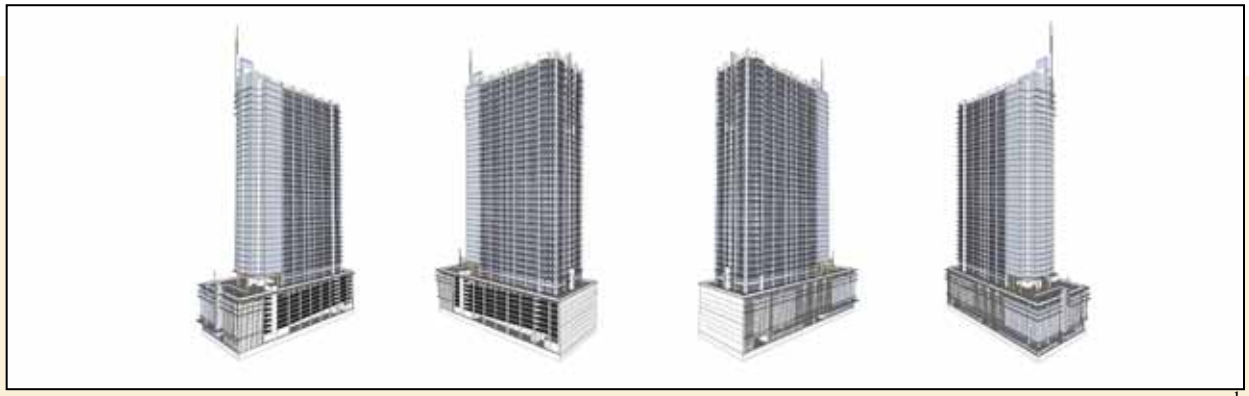
3.9.4 Solar Consideration

Differing architectural design strategies should be incorporated for different solar and climatic orientation, and views. *See Section 3.1.6 on Solar Orientation.* (photo 2)

ACCEPTABLE

3.9.5 360 Degree Exceptions

Early phase buildings which will have later phase buildings abutting them may have building faces that are without fenestration or other primary façade design features. However, these building faces should incorporate some design features which will provide visual interest until such abutting building is built.



A 360 Degree Building 1

2

3

3.9.6 Parking / Building Relationships

Sides of a structure that directly abut a parking structure are exempt from this standard, at the places where the building and parking structure abut each other. Above the parking structure, the standards above apply.

4

INTENT

- *To make a positive contribution to the downtown skyline by visually terminating tower buildings with articulation which will help in reinforcing the spirit of Symphony Park.*
- *To create opportunities for rooftop open space, minimizing the heat island effect.*

REQUIRED

3.10.1 Rooftop / Building Systems

All rooftop building systems shall be incorporated into the building form in a manner integral to the building architectural form and material. (photo 1,4,5)

3.10.2 Mechanical / Communication Systems

All mechanical, electrical and communications systems shall be completely screened from view from surrounding streets, highways and other buildings with elements equal to or greater than the height of the equipment. (photo 1,4,5)

RECOMMENDED

3.10.3 Flat Roofs

Flat roofs and unarticulated building tops should be avoided, except for required heli pad or other code-required flat surfaces and rooftop open space on the upper base buildings. Roofs should be expressive of the spirit of Symphony Park, celebrative and honest expressions of the building's architecture.

3.10.4 Roof Form

Building roof forms should respect the context in which they are viewed, in terms of height, proportions, and views of the building from other buildings, especially the views from higher buildings. (photo 3)

1

2

3

4

5

6

3.10.5 Tower Roof Form

Building tops for Towers with architectural silhouettes which add definition to the skyline, with consideration given for views from buildings around the building in question, not only in elevation are encouraged. (photo 6,7)

7

INTENT

- *To enhance the image and identity of Symphony Park through design of high quality parking facilities*
- *To make parking a positive experience for all Symphony Park visitors, employees and residents*
- *To minimize the visual and noise impact of parking structures*
- *To enhance the quality and pedestrian experience of the Symphony Park streets.*
- *To continue the active street front uses and minimize the visual and functional impact of parking, through wrapping active uses around parking structures*

1

2

3

4

5

6

REQUIRED

3.11.1 Sloping Floors

Sloping floors of parking structure ramps shall not be exposed to public view from outside the structure.

3.11.2 Parking Impacts

Minimize the impact of vehicle noise, headlights, lighting and mechanical systems associated with parking facilities. These impacts shall be reduced by:

Keeping parking structures to the interior of the blocks wherever possible, hidden from view of the public right-of-way.

Using cutoff light fixtures to avoid direct light source views from public right-of-way and adjacent buildings. Exteriors of parking structures shall not be lit

Screening mechanical systems from sight lines from public rights-of-way and adjacent buildings.

Screening headlights of cars from public rights-of-way and adjacent buildings.

3.11.3 Parking Structure Facades

Where parking structure facades are exposed, an architectural treatment shall be applied either expressing individual building fenestration, or a very contemporary architectural expression. Facades may also be screened by a variety of translucent architectural screen materials. Where parking structures separate towers and street level development the facade of the parking garage shall be treated as and occupied building space extending the architectural treatments from the tower or podium down to street level (see alternative 4 on page 60). (photo 1,2,3,4,5,9)

3.11.4 Wrapping Parking

Space and interest to the street shall be created by wrapping parking with retail, office and residential uses, and avoiding large blank walls or parking next to the street level sidewalk (6,7)

3.11.5 Garage Mass

Articulation in the wrapping facades shall occur both vertically and horizontally to break up mass and conceal parked cars from view from adjoining public space. (photo 10)

3.11.6 Visual Impacts

Use architecturally compatible finish materials and details with surrounding buildings and uses to minimize the negative visual impacts of parking lots and parking structures. (photo 3,5)

3.11.7 Solar Reflectance Index

A solar reflectance index (SRI) of a minimum of 29 for roofs (or shading) associated with parking will be required.

RECOMMENDED

3.11.8 Sight Lines

Parking must be screened or disguised with walls that emulate fenestration, or other architectural treatment to minimize the visual impact of the parking spaces or where parking spaces may be visible from the street from some angles. (photo 3.6)

3.11.9 Ground Floors

Create a walkable pedestrian-scaled neighborhood. Provide active pedestrian-oriented public uses on street-facing ground floors of parking structures where required by these criteria.

6


7


8


9


10


11

INTENT

- *To create positive relationships between parking structures and the spaces or buildings they abut.*
- *To enhance the value of adjacent buildings and to create a more efficient site, maximizing parking and other uses.*

REQUIRED

3.12.1 Parking Noise and Vibration Mitigation

Structures Abutting Other Buildings: When structures directly abut inhabited buildings, in addition to the building code requirements for separation of uses, due care shall be taken to minimize transmission of noise and vibration from the parking structure to the other buildings, by acoustically isolating the structures from each other.

3.12.2 Parking Exposure to Open Space

Structures Adjacent to Open Spaces: Where structures are adjacent to interior open spaces, visibility of the structures must be a factor in design of the structures. The finishes and materials must meet the quality of the streetscape and landscape in the open spaces, walkways or courtyards.

3.12.3 Ventilation

Ventilation exhaust of parking structures shall not be directly into these open spaces, and the noise from fans and blowers shall be insulated from these spaces.

3.12.4 Lighting

Parking structure lighting sources must be shielded from visibility from the ground floor level of these structures, and from buildings directly across from the parking structures.

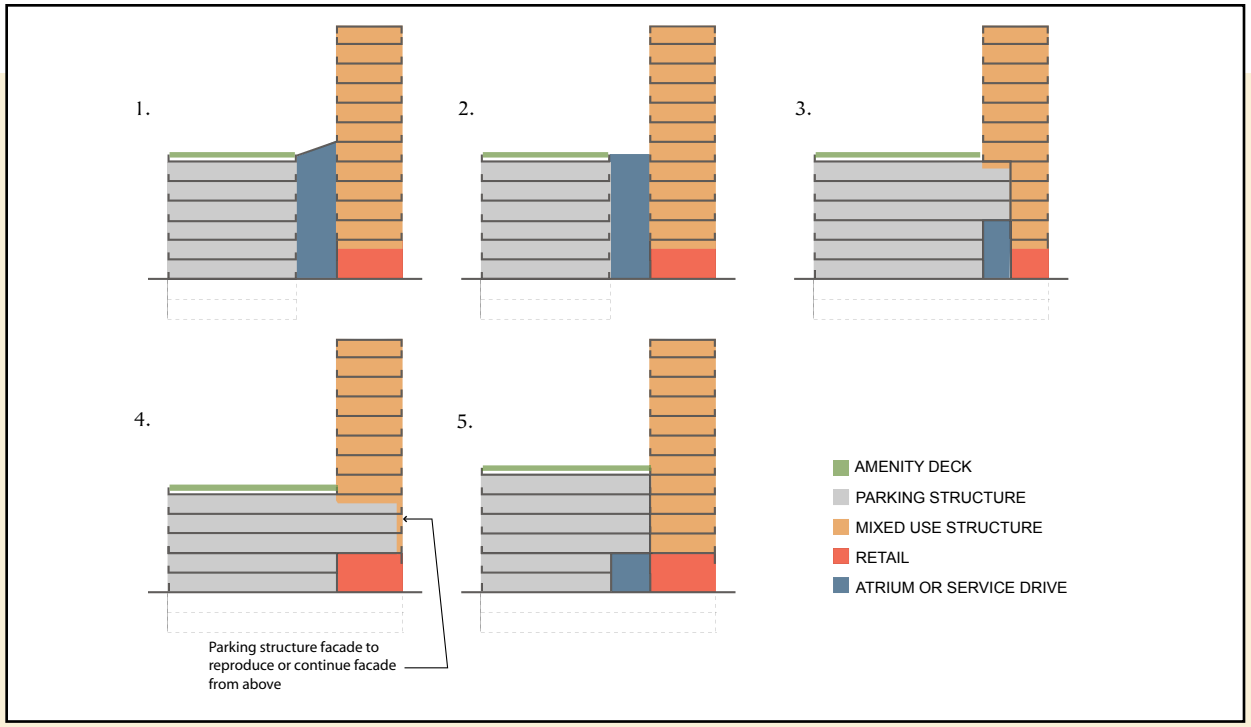
3.12.5 Amenity Decks

Amenity decks and other shading devices shall be developed on the top levels of all parking structures adjacent to residential uses.

ACCEPTABLE

3.12.6 Roof Design

Portions of decks may be developed as usable outdoor areas and portions may be developed as open roofs. Some top level parking may be visible from adjacent buildings.



Alternative Building / Parking Relationships

Alternative Relationships of Parking Structures and Buildings

Typical blocks in Symphony Park have parking structures surrounded by office and residential buildings, usually with retail space on the ground floor. There are several different ways to approach the relationships of these use types.

Each of them achieves the goal of having active ground floor uses, a multi-level parking structure and an office or retail building above. These alternatives are shown here:

1. Building separated from parking structure by 30-40'-wide (variable) covered or enclosed atrium. Lower level building windows face into the atrium between the building and the parking structure. Retail uses can open to the atrium as well as the street.
2. Building separated from parking structure by 30-40'-wide (variable) open space. Lower level building windows face onto the open space between the building and the parking structure. Retail uses can open both ways.
3. Building built partially over the parking structure, with the lower building levels as half-floors, facing the street. An atrium or pedestrian passage separates the retail space from the parking structure.
4. Building built over the parking structure, with an elevator/service core connected to the ground level. Retail space is tucked into the parking structure at the ground floor. Facade of parking structure shall be treated as and occupied building space above ground level retail space.
5. Building built immediately adjacent to the parking structure, with a pedestrian passage right behind the ground floor retail space. The lower floors of the building have fire separation from the parking structure, and no windows on that side until the building rises above the parking structure.

INTENT

- *To provide interesting and comfortable scale relationships of buildings through modulation of building massing—both surfaces and forms—contrasts in form, color and materials.*

REQUIRED

3.13.1 Street Wall Requirements

Street walls shall include at least two variations in wall placement per 100 linear feet of street frontage. On the Promenade, this variation is only applicable at upper levels of the buildings facing the Promenade. Variations shall not be less than three feet in depth or projection and not less than four stories in height. These shall include variations in wall plane and building height. (photo 1)

3.13.2 Building Scale

The scale of taller buildings should be broken down by mixing materials, colors, textures and details in addition to the above variations. Variation in building scale shall relate to the scale and function of pedestrian-oriented uses along the street, and shall be integral with the building form and construction. (photo 4)

RECOMMENDED

3.13.3 Facade Variation

Facade variations should relate to the dimensions of room sizes, residential units and/or structural modules. Variations should emphasize primary building entries, important corners or significant architectural features. Building projections may extend beyond the build-to line up to 3'-0" but not impact the build-to line at ground level. (photo 3)

3.13.4 Balconies and Terraces

Balconies and terraces should be incorporated into vertical and horizontal shifts in building massing where possible. Balconies above the first retail floor may extend beyond the build-to line up to 6'-0". (photo 1)

1

2

3

4

5

6

3.13.5 Structural Elements

Building structural elements such as floors and columns, and fenestration should be articulated through changes in plane, use of decorative and functional elements such as sills, lintels, muntins, pilasters, piers, and other elements. (photo 3)

3.13.6 Building Corners

Building corners at street intersections should be enhanced through special corner treatments such as towers, special roof shapes and taller building sections. (photo 5)

3.14.7 Setbacks by Height

Setbacks and horizontal tower articulation should be introduced beginning at the 150' height and every 10 floors to the top of the building.

INTENT

- *To provide a comfortable and safe indoor and outdoor environment by managing solar access and shading through architectural design of buildings and the urban design framework of streets.*

REQUIRED

3.14.1 Providing Microclimates

Building heights shall take advantage of solar orientation, and shall create comfortable micro climates at the street level that protect from prevailing winds, afford summer shade and winter sunshine.

3.14.2 Shading Pedestrians

Buildings and pedestrian ways on the north sides of streets shall be protected by awnings and/or arcades along 75% of the length of the sidewalk to provide options for walking in the shade. (photo 3)

3.14.3 Shading Submittal Requirements

Solar shading diagrams indicating solar shading and access through architectural design shall be submitted for review by the Design Review Committee.

RECOMMENDED

3.14.4 Building Orientation

Building orientation, height and bulk should provide for sun to reach the ground, neighboring buildings and other pedestrian levels in cold weather. (photo 1)

3.14.5 Minimizing Heat Gain

Building orientation should respect the climatic conditions by minimizing heat gain and considering the impact of shade on adjacent land uses and areas.

1

2

3

4

5

6

3.14.6 Facade Treatment

The façade treatment should be unique to the solar orientation; the south and west facades should be more opaque with a punched window expression (or louvered and screened), and the east and north facades should have more lightness and greater expanses of glass. See the section on Fenestration.

3.14.7 Protection Building Entries

Building entries should be sun-protected.

3.14.8 Facade / Building Articulation

A high degree of building articulation will provide more opportunities for shading external building spaces (such as rooftop courtyards) with external building features such as overhangs, balconies, shading devices, etc. (photo 1,4,5)

INTENT

- *To create environmentally responsive and responsible buildings with respect to solar orientation*
- *To create comfortable site conditions for everyone using outdoor spaces.*

In this section, standards for solar orientation and shading relate to the external performance of the building with respect to its site, the public right-of-way, and neighboring buildings.

1

2

3

REQUIRED

3.15.1 Year-round Solar Orientation

Buildings shall create comfortable micro-climates for all four seasons, minimizing or blocking uncomfortable winter winds and maximizing beneficial summer shading and air circulation. Building designs should include protected spaces and pathways to enable comfortable year-round use by visitors and residents. (photo 1,2)

3.15.2 Material Reflectivity

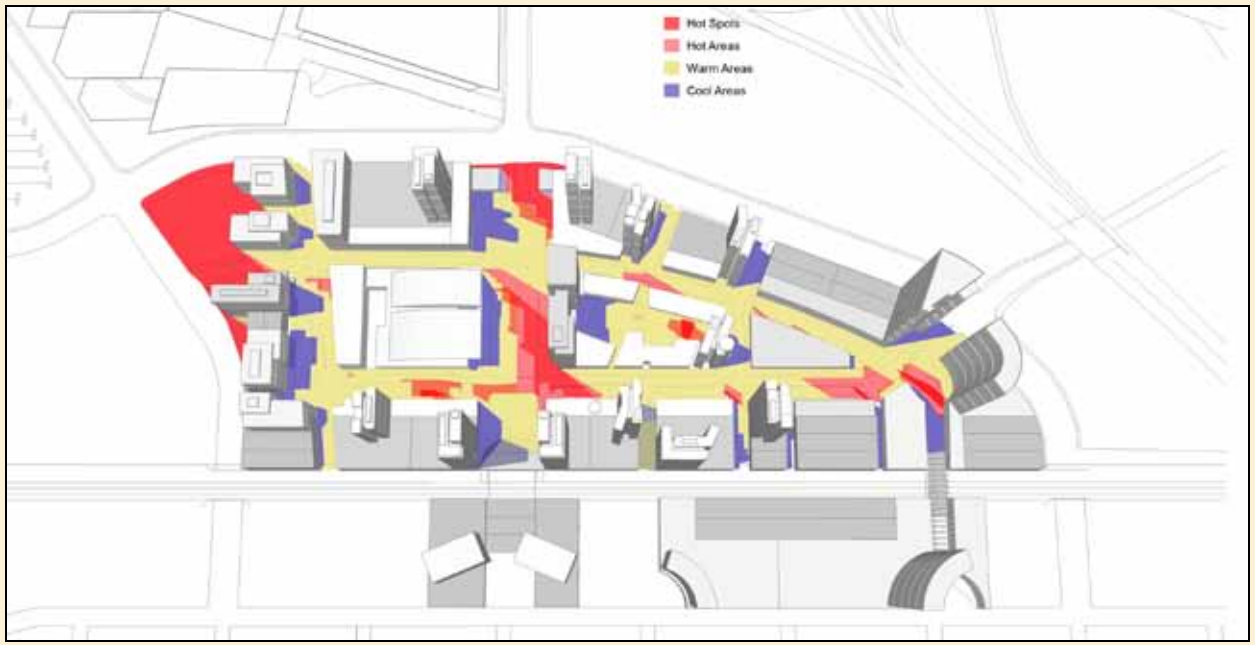
Buildings shall not contain gold glass or other highly reflective or mirrored glass which reflects excessive solar heat and light onto the site, other buildings or onto the public right-of-way.

3.15.3 Shading Cross Streets and The Promenade Place

Buildings on the south side of the cross streets shall shade the sidewalks and landscaped areas on the south sides of those streets. They shall do this with their height and setbacks. Buildings on the west side of the Promenade shall shade the Promenade from noon through the afternoon during the hottest part of the year. (photo 1)

3.15.4 Winter Shade

Buildings should minimize the impact of winter shade on adjacent buildings, to the extent possible.



Solar Exposure Analysis- This diagram highlights the hottest areas at 3 pm on Jun 21, as indicated by the red shaded areas. These are the areas that need the most protection from the sun that buildings cannot provide.

RECOMMENDED

3.15.6 South / West Sun Protection

East, south and west faces of buildings which face the sidewalk should have sun protection in the form of awnings and/or canopies. See the section on Awnings, Canopies and Shading. (photo 3)

ACCEPTABLE

3.15.7 Arcades

Arcades are permitted on the north sides of the cross streets, to provide shade on the north sides of these streets. See the section on Arcades.

INTENT

- *To provide clear identification of businesses and buildings*
- *To add visual interest and delight to Symphony Park*
- *To maintain a pleasing visual relationship between the function of identification and the architecture of Symphony Park*

REQUIRED

3.16.1 All signs, regardless of section, will need to have the approval of the Design Review Committee.

3.16.2 Relationship to Las Vegas Zoning Code

The design, installation and maintenance of all signs shall be in conformance with Las Vegas Zoning Code Chapter 19.14 SIGN STANDARDS, as revised and amended, except as noted in this section of the Symphony Park Design Standards.

3.16.3 Reviewing and Approving Body

The approving body shall be the Symphony Park Design Review Committee, described on page 104. The Design Review Committee shall be referred to instead of "the City" or "the Department" or "the Director" (of Planning).

Each section of the Sign Standards is noted herein, with a notation of the adoption of the section in the Design Standards (meaning it is required), the deletion of certain sections (meaning this section is not required), or the revision of each section (by text in this Standards document).

3.16.4 Required Zoning Code Sections

19.14.010 Conformance and Purpose
19.14.020 General Requirements
19.14.030 Exempt and Prohibited Signs
19.14.050 Signs Allowed in All Districts Except as Limited
19.14.090 Only paragraphs B, F, G and H are acceptable
19.14.110 Signs in Public Rights-of-Way

19.14.120 Certificates and Permits
19.14.130 Master Sign Plan
There shall be a master sign plan for each block identifying signage for each building and business
19.14.140 Certain Illegal and Abandoned Signs
19.14.150 Appeal
19.14.160 Nonconforming Signs
19.14.170 Violations, Remedies, Penalties
19.14.180 Illustrations

3.16.5 Deleted Zoning Code Sections (items not permitted unless by reference in Design Standards).

19.14.040 Signs Permitted Without a Certificate
19.14.070 Residential Protection Standards
19.14.080 Historic Signs
19.14.100 Off-Premise Signs
19.14.110 Signs in Public Right-of-Way

3.16.6 Dimensional and Other Standards for Symphony Park

Section19.14.060 of the Las Vegas Zoning Code is replaced by this section of the Design Standards for Symphony Park, as described herein. Signs not mentioned in this section are not permitted.

5.A ARCADE SIGNS
One business per entrance, 8 SF, min. ht. 8', external illumination

5.B AWNING SIGNS
No awning signs shall be permitted

5.C CANOPY SIGNS
One sign per canopy, 25% of area of face of canopy, internal or external illumination

5.D FREESTANDING SIGNS
No freestanding signs except parking and traffic directionals shall be permitted outside the building line

5.E MONUMENT SIGNS
One per street frontage, 75 SF per sign, 10' high, on or behind build-to line, internal or external illumination

5.F PROJECTING SIGNS
One per entrance, 32 SF, height of first floor, 8' minimum ht., maximum 8' projection from building face

5.G WALL SIGNS
One per building face, 2% of building wall area for building, 1% maximum for building tenant, one tenant per building, may project to no closer than 2' below top of parapet, 4' projection, internal or external illumination

5.H WINDOW SIGNS
No window signs shall be permitted except for minor tenant information such as hours of operation or emergency contact info

5.I MARQUEE SIGNS
One per building elevation, 20% of building elevation, may extend to 2' below top of parapet and over sidewalk to 5' back of curb, min. ht. 8'

5.J CONSTRUCTION AND REAL ESTATE SIGNS
Temporary construction and real estate signs are permitted on the same site as the approved development and on the construction fence subject to the provisions of the Downtown Centennial Plan and SP-DRC approval.

5.K DIRECTORY/DIRECTIONAL SIGNS
Freestanding or building mounted tenant or use directory or directional signs are only permitted inside the building line, at a maximum of 8 feet high, and subject to SP-DRC approval.

INTENT

- *To provide illumination that complements the urban nature of Symphony Park*
- *To provide aesthetic appeal and safety, promoting comfortable, safe pedestrian activity at night*
- *To distinguish Symphony Park from the largely externally illuminated and bright night-time environment of The Strip*


1


2


3


4


5


6

REQUIRED

3.17.1 Adjacent Property

Building lighting shall be shielded such that the light source is not directly visible from adjacent properties or the public rights-of-way. (photo 1,2)

3.17.2 Light Color

Light sources shall be color-correct types such as high-pressure sodium and metal halide. Light types of limited spectral emission, such as low pressure sodium or mercury vapor lights are prohibited.

3.17.3 Lighting Levels

Minimum external building lighting levels at main building entries and stairs are 5.0 footcandles, and at loading docks, 15.0 footcandles.

3.17.4 Pole Mounted Fixtures

Site pole-mounted light fixtures shall not be used to illuminate buildings.

RECOMMENDED

3.17.5 Internal Building Lighting

Internal building lighting should be emphasized. External building lighting should provide definition of building massing and features such as entries. Light will be seen through windows, indicative of an urban, mixed use downtown. (photo 5,6)

3.17.6 Night Sky Preservation

Impact of building lighting on the night sky should be minimized where possible with cutoff and downward facing fixtures. (photo 2)

3.17.7 Lighting Fixtures

The emphasis on building lighting should be on the lighting effect, rather than on the fixtures as visible elements. (photo 4)

3.17.8 Lighting Power Consumption

All external lighting should be designed and located to reduce power consumption to its lowest practical level. Among the techniques to achieve this include: automatic shutoff after certain times of the early morning and daylight hours, switching localized for individual control, and avoidance of over-illumination on buildings.

ACCEPTABLE

3.17.9 Accent Lighting

Accent lighting of building entries or features is permitted.

3.17.10 Neon Lighting

Neon lighting is subject to review and approval by the Design Review Committee.

3.17.11 Prohibited Lighting Types:

Blinking, flashing or changing intensity lighting, except for temporary holiday displays

Any fixed light that produces incident or reflected light that is disturbing to the operator of a motor vehicle.

Any light that may be confused with a traffic control device.

Beacon or search light, except as a one-time event feature.

INTENT

- *To protect the occupants of buildings from death and injury and to limit damage to buildings and their contents from hostile acts, while maintaining a desirable aesthetic for both buildings and sites (transparent design).*

Three types of measures are listed; all are acceptable and recommended, none are required. The sole requirement is that all measures designed into buildings or the site not be primarily identifiable as security measures.

3.18.1 Site Security

Provide emergency communication required by the City of Las Vegas ordinance and CCTV surveillance of key areas, with communication link to metro.

Protect vulnerable areas with security measures such as alarms, card readers and cameras (photo 3,5)

Introduce appropriate levels of lighting to create a safe, comfortable environment without over lighting

Maintain lines of sight to parking lots, public areas and structures from adjacent buildings

Limit entrances into publicly-accessible buildings, especially after hours

Provide emergency call stations

Provide redundant utility systems to support life safety and rescue functions

3.18.2 Airborne Contaminants

Locate outside air intakes above ground level to prevent public access

Prevent public access to building roofs and to mechanical equipment on roofs

Secure return air grilles to prevent public access

Install HVAC control options with energy management and control to regulate airflow and pressures within the buildings

1

2

3

4

5

6

Isolate lobbies, mail rooms, loading docks and storage areas where quantities of contaminants may enter

Install air quality monitors to detect chemical, biological or radioactive substances and control air distribution

Install high efficiency building filtration systems to reduce consequences of release of toxic airborne material

3.18.3 Blast Mitigation

Utilize pavement, planter, bench, bollard and other street furniture designs that are structural barriers to unauthorized vehicles while providing visually appealing streetscape elements (photo 1,4,6)

Provide helicopter landing pads and rooftop emergency exits to allow alternative evacuation routes as required by the Building Code. photo 2)

Building design should incorporate flexible frames, blast-resistant materials, including interior materials and assemblies that protect building occupants from blast effects

Provide wall assemblies sufficient to protect utility and communications systems

INTENT

- *To minimize the negative visual and noise impacts of service and loading areas, trash storage and mechanical equipment on adjoining streets, public spaces and property.*

REQUIRED

3.19.1 Storage, Equipment and Loading Visibility

Loading docks, trash storage, service courts and mechanical equipment shall not be visible from public rights-of-way. (photo 5)

3.19.2 Screening and Buffering

Loading docks, trash storage, service courts and mechanical equipment shall be screened and/or buffered by a combination of walls, screens, louvers and/or other features which are integrated with the architecture of the buildings. (photo 1,4)

3.19.3 Parapet Profiles

Parapet profiles shall, at a minimum, equal the height of adjacent rooftop equipment and all mechanical and utility equipment (e.g., ducts, vents, fans, condensers, etc.) The inside of the parapet should be painted in colors compatible with the color of the roof. (photo 4)

3.19.4 Ground Mounted Utilities

Meters, electrical cabinets, transformers and switchgear shall be located within the building they serve. Ground-mounted utility vaults and detector check valves should be screened with landscape or incorporated into trash enclosures or street furniture elements.

RECOMMENDED

3.19.5 Enclosure / Screening

All permitted uses and their resulting products which are not required to be contained entirely within a fully-enclosed structure should be screened from view from streets and neighboring properties. (photo 5)

3.19.6 Area Drainage

Courtyard and areaways should be graded to catch and retain runoff and spills from vehicles, trash or other storage and operations in order to minimize runoff onto sidewalks, gutters and streets and paved surfaces.

1

2

3

4

5

3.19.7 Loading Area Circulation

Circulation and parking for service areas shall not disrupt the normal flow of on-street traffic. Off-street loading areas should be designed to include adequate space for ingress, egress and maneuvering.

ACCEPTABLE

3.19.8 Roof Utility Screening

Antennas, including but not limited to earth satellite stations, are permitted with specific approval of the Design Review Committee. Locations of antennas shall minimize their impact on the appearance of the immediate area. Antennas should be properly screened from public view and nearby taller buildings. (photo 4)

3.19.9 Ground Level Screening

Ground level screening may be provided by landscaping or landscaping in combination with walls, if it results in complete visual screening.

4 CHARACTER of the BLOCKS

Each parcel and block is a unique opportunity to make a contribution toward the character of the high density, mixed use Symphony Park urban neighborhood. To succeed, each of the blocks must apply the design standards and intents of the standards described in Sections 1 through 3.

The specific applications of each design standard to each block from A through Q are described in three ways on facing pages for each block:

DESIGN STANDARD DESCRIPTION Text description of each block, including the expected program, open space, vehicle access, view corridors, open space, and many other factors are briefly described.

PARCEL PLAN A parcel plan diagram for each block shows the plan view annotated with several graphic icons that represent various design directions that are generated by the Master Plan. Items such as lobby location options, permitted exposure of parking structures, active street frontages, tower location, open space and other desired features of each block are shown at their points of application.

THREE DIMENSIONAL MODEL A perspective exploded view illustrates the relationships of the layers of the block to each other, and represents a building height and massing that corresponds to the program expected for each block. This view begins with subterranean parking, proceeds upward through street-level retail, town homes and podium parking, and topped in many cases by towers with view corridors and height recommendations. The Sketchup drawings that are the basis of these models are available to the applicant.

A2 – West Clark Avenue Entry

OBJECTIVE:

- ***This parcel has the important function of providing the first view of Symphony Park for people arriving from the south and a backdrop to the Lou Ruvo Alzheimer's Center. The buildings form part of the gateway into the site on West Clark Avenue and they also form an access courtyard between the Ruvo Center and the office buildings on West Clark Avenue. These buildings may have parking below the new buildings. This site may also be built out as a single building with parking above grade but fully screened.***

Target Program

Office	300,000 SF
Parking	800 spaces below grade and levels 3-8

NOTE:
A1 is the adjacent site, accommodating the Lou Ruvo Brain Institute with no parking on the site, this site is to accommodate all of the parking for A1.

The number of units, square footage and parking spaces planned for each block are generalizations.

The actual numbers shall be approved by City Council on a case-by-case basis.

A2.1 Pedestrian Circulation

Walkways are required from West Clark Avenue to the Lou Ruvo Center and from the Promenade Place to the Center. If the building is built as a single building, a pedestrian entrance shall still be provided through the building to visually connect West Clark Avenue to the Lou Ruvo Alzheimer's' Center.

A2.2 Active Frontages

Active street frontages are required on this site at the intersection of West Clark Avenue and Promenade Place and Grand Central Parkway. Commercial uses should front on West Clark Avenue or the walkway leading south from it or Promenade Place.

A2.3 Parking Access

Entries to parking may only be located on Grand Central Parkway and the Promenade Place. Both of these drives must meet in front of the Lou Ruvo Alzheimer's' Center in a courtyard which will serve all the buildings on this block.

A2.4 Open Space and Amenities

The space around the Lou Ruvo Center is to be kept open for optimum views of the building. An auto access courtyard in the center of the parcel will focus all three buildings on a central plaza area.

A2.5 Tower Locations

Two towers can be located on either side of the north-south walkway, symmetrically framing the entrance to the Lou Ruvo Alzheimer's' Center. A single tower may be located at the Grand Central Parkway corner or Promenade Place Corner.

A2.6 Build-To Lines and Setbacks

Setback zones are allowed facing Promenade Place and on Grand Central Parkway. An open space is required at the intersection of West Clark Avenue and Promenade Place. At the base of the building the allowable setback shall not exceed 10'-0" and 80% of the face of the building shall be placed on the build-to line at the back of he sidewalk.

A2.7 View Corridor

A wide view dual access corridor shall be kept open from West Clark Avenue to the Lou Ruvo Alzheimer's Center. In the case of one building, clear views must be maintained through the lobby at ground level.

A2.8 Concealed and Exposed Parking

Parking structures above grade to all center shall not be exposed to any views except along Grand Central Parkway. If above grade, structures shall appear to be office uses.

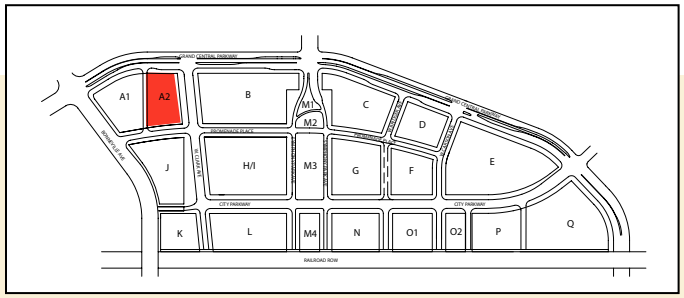
A2.9 Tower Height

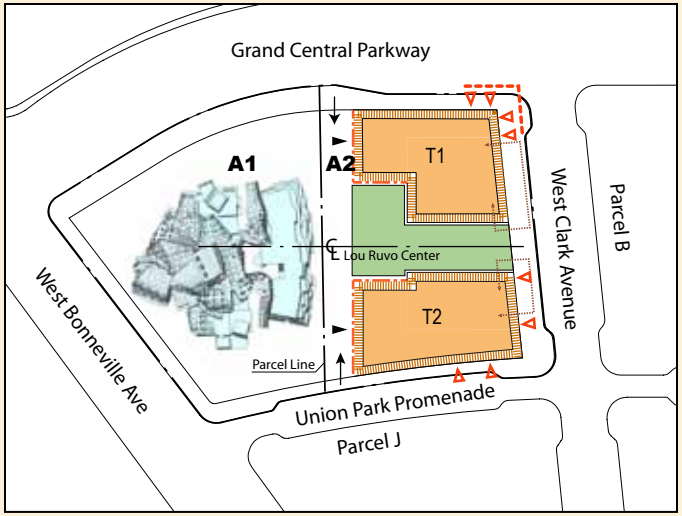
Building heights for two towers should be equal. Buildings are expected to be approximately 13 stories.

NOTE: One tower may be built on the site rather than the pair shown. Final building heights will be subject to review and approval by the Design Review Committee.

A2.10 Courtyard

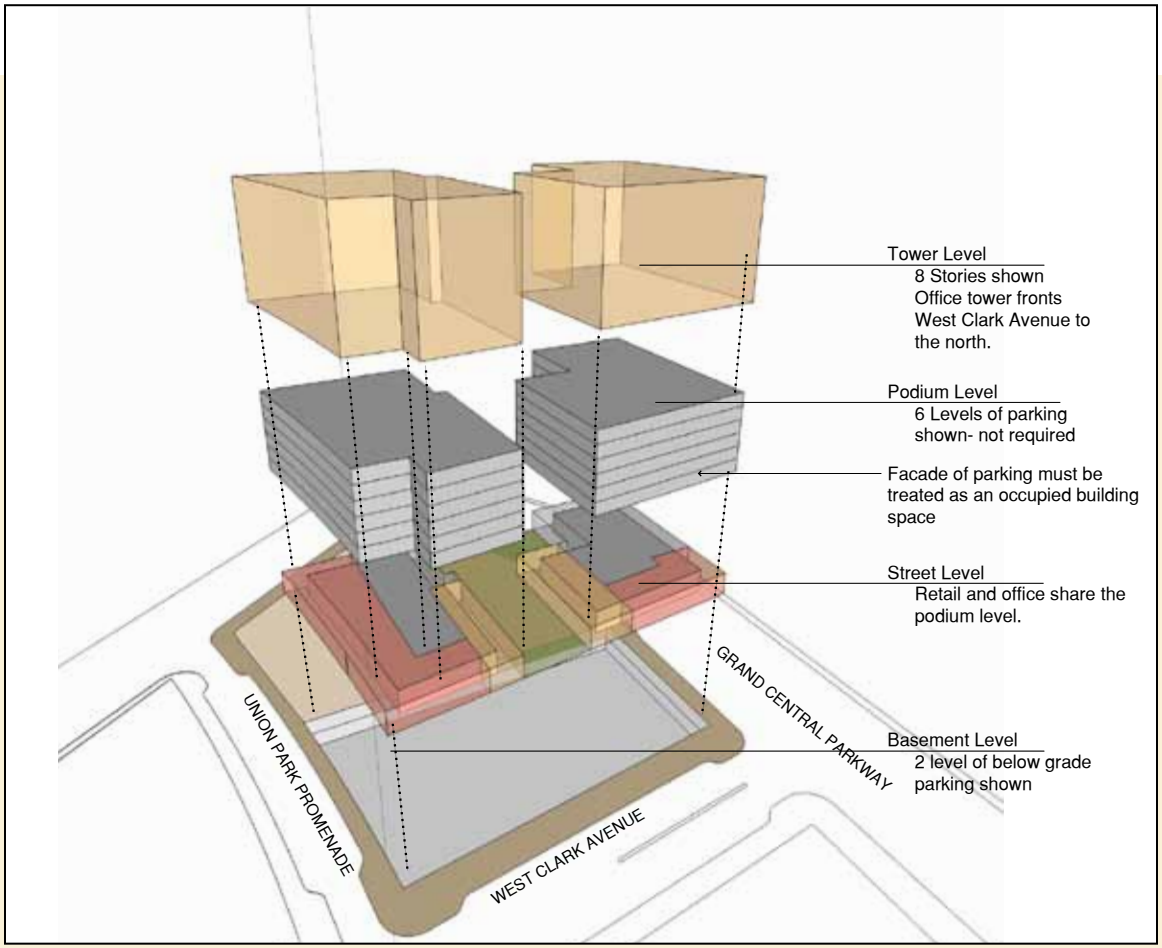
- Through access from Grand Central Parkway to the Promenade shall be limited to emergency vehicles only, controlled by a physical means to be determined.
- The courtyard is to be approximately 100' x 100', and is to be a combined auto drop-off and pedestrian courtyard.
- Parking in the courtyard shall not be permitted except for drop-off.
- Parking and service access shall be as close as practical to Grand Central Parkway and Promenade Place.
- Grading in plaza shall be established to eliminate curbs in this area.
- The courtyard shall be landscaped to characterize the space as primarily a pedestrian and drop-off space.
- Limitations on delivery times for the buildings on A1 and A2 should be explored to minimize conflicts between the drives and the courtyard/drop-off.





PARCEL A

- ACTIVE RETAIL FRONTAGE
- CORNER FOCUS
- BUILD-TO LINE
- ALLOWABLE SETBACK
- BUILDING LIMIT ABOVE
- PREFERRED TOWER LOCATION
- LOWER TOWER UP TO 150' ABOVE THE GROUND
- GROUND LEVEL OPEN SPACE
- ROOF DECK OPEN SPACE
- ALLOWABLE PARKING STRUCTURE EXPOSURE
- ALLOWABLE PARKING OR SERVICE ACCESS
- SERVICE ACCESS
- BUILDING LOBBY ENTRANCE
- TOWER VISUALLY EXPRESSED TO THE GROUND



This block may be developed with one building along West Clark Avenue. If this is the choice, then a pedestrian walkway must still be developed leading to the Lou Ruvo Center, as shown in the site plan diagram.

NOTE: These plan and perspective views illustrate a typical program. The actual program may differ in some respects. All proposed building envelopes are subject to review and approval by the Design Review Committee.

B – West Clark Avenue/Symphony Park Avenue

OBJECTIVE:

- ***This parcel forms the northern half of the gateway from Grand Central Parkway onto West Clark Avenue, and at its north end, it is also half of the gateway into Symphony Park from Symphony Park Avenue. It fronts along The Promenade Place, and has active retail on its east street front. Its uses are primarily office space and retail. It forms the entry to the Symphony Park Civic Axis along Symphony Park Avenue.***

Program Shown

Residential	282 units
Office	331,500 SF
Retail	49,670 SF
Parking	2350 spaces

NOTE:
The number of units, square footage and parking spaces planned for each block are generalizations.

The actual numbers shall be approved by City Council on a case-by-case basis.

B.1 Pedestrian Circulation

The major pedestrian movement is along The Promenade Place and the Civic Axis adjacent to Symphony Park. No pedestrian walkways are required within the site.

B.2 Active Frontages

Active uses shall be located on the north end of the Grand Central Parkway frontage, extending along the Civic Axis, wrapping around the corner to Promenade Place.

B.3 Tower Locations

Two towers shall be located on the block at the north and south ends of the parcel.

B.4 Build-To Lines and Setbacks

Setback zones are allowed facing Grand Central Parkway and along West Clark Avenue. Build-to lines shall be maintained on Symphony Park Avenue, wrapping around to Grand Central Parkway and Promenade Place. At the base of the building the allowable setback shall not exceed 10'-0" and 80% of the face of the building shall be placed on the build-to line at the back of he sidewalk.

B.5 Parking Access

Parking access may be brought in from Grand Central Parkway, Promenade Place, West Clark Avenue and one point only on Symphony Park to structured parking between the office buildings.

B.6 Concealed and Exposed Parking

Parking shall not be exposed except along portions of Grand Central Parkway. Along other frontages of the parcel, parking shall be wrapped with active uses, office uses or residential units.

B.7 Open Space and Amenities

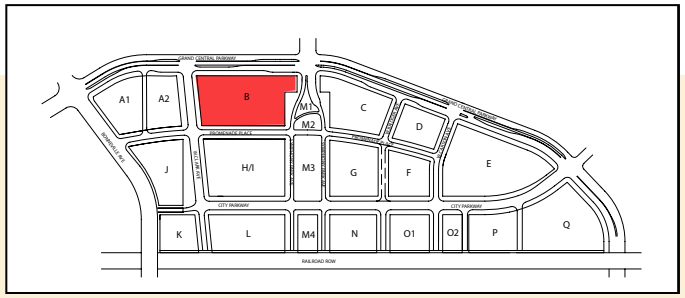
An open space shall be developed in front of the lobby entrance on the north side of T2.

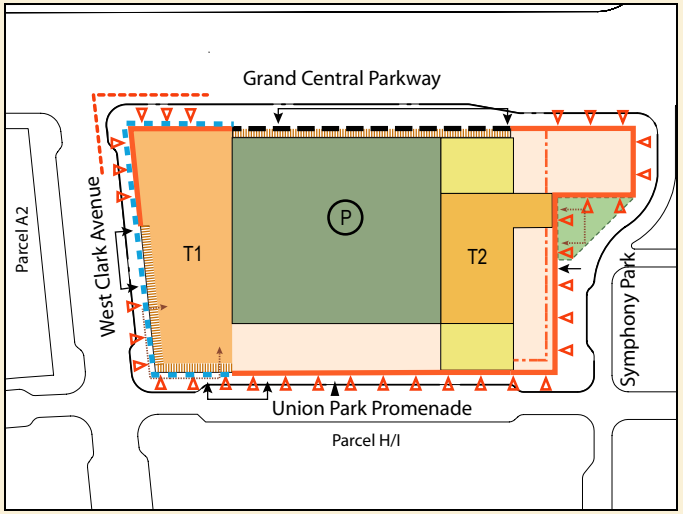
B.8 Base of Towers

The two towers will appear to begin at ground level on the corners of the walkway at West Clark Avenue, and on Promenade Place.

B.9 Tower Height

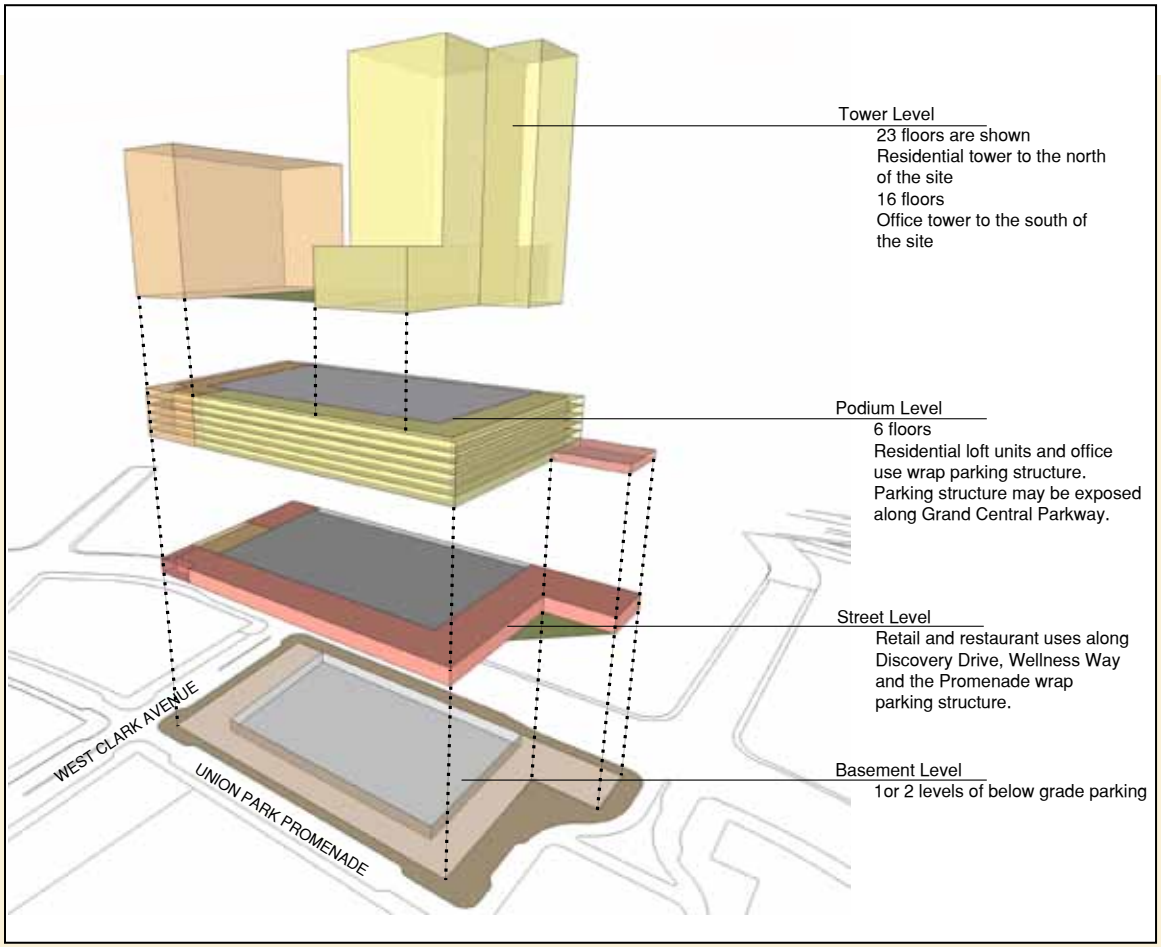
There is no maximum height of towers T1 and T2. The lower tower is to be no more than 150'.





PARCEL B

- ACTIVE RETAIL FRONTAGE
- CORNER FOCUS
- BUILD-TO LINE
- ALLOWABLE SETBACK
- BUILDING LIMIT ABOVE
- PREFERRED TOWER LOCATION
- LOWER TOWER UP TO 150′ ABOVE THE GROUND
- GROUND LEVEL OPEN SPACE
- ROOF DECK OPEN SPACE
- ALLOWABLE PARKING STRUCTURE EXPOSURE
- ALLOWABLE PARKING OR SERVICE ACCESS
- SERVICE ACCESS
- BUILDING LOBBY ENTRANCE
- TOWER VISUALLY EXPRESSED TO THE GROUND



NOTE: These plan and perspective views illustrate a typical program. The actual program may differ in some respects. All proposed building envelopes are subject to review and approval by the Design Review Committee.

C – West Symphony Park Avenue North Side Entry

OBJECTIVE:

- ***Parcel C is the northern half of the gateway into the site from Grand Central Parkway. The parcel's uses are primarily residential and retail, and it forms a part of the street wall definition of Symphony Park at the entry into the public space.***

Program Shown

Residential	593 units
Retail	27,790 SF
Parking	1082 spaces

NOTE:
The number of units, square footage and parking spaces planned for each block are generalizations.

The actual numbers shall be approved by City Council on a case-by-case basis.

C.1 Pedestrian Circulation

The major pedestrian movement is along The Promenade Place and the Civic Axis adjacent to Symphony Park. No pedestrian walkways are required within the site.

C.2 Active Frontages

Active street frontages shall be developed along Symphony Park Avenue and Promenade Place, potentially wrapping around the corner on West Bridger Avenue.

C.3 Tower Locations

Two towers shall be located on the north and south sides of the site. The southern tower (T1) shall be set back an equivalent distance from Discovery Drive as the northern tower (T2) on Parcel B. The northern tower is not required to set back, but may be set back within the setback zone.

C.4 Build-To Lines and Setbacks

Setback zones are allowed facing Promenade Place and on Grand Central Parkway. Build-to lines must be maintained on the Symphony Park Avenue corners of the site. Minor setbacks are allowed on Symphony Park Avenue, but the majority of the street wall shall be at the back of sidewalk. At the base of the building the allowable setback shall not exceed 10'-0", and 80% of the face of the building shall be placed on the build-to line at the back of he sidewalk.

C.5 Parking Access

Parking access shall only be brought in from Grand Central Parkway, West Bridger Avenue and Symphony Park Avenue. Parking is in a structure adjacent to and under the office buildings.

C.6 Concealed and Exposed Parking

The parking structure shall not be exposed except on a portion of Grand Central Parkway. On other frontages, parking shall be wrapped with active uses and residential units.

C.7 Open Space and Amenities

An open space amenity deck or other shading and screening devises should be developed on the roof of the parking structure.

C.8 Base of Towers

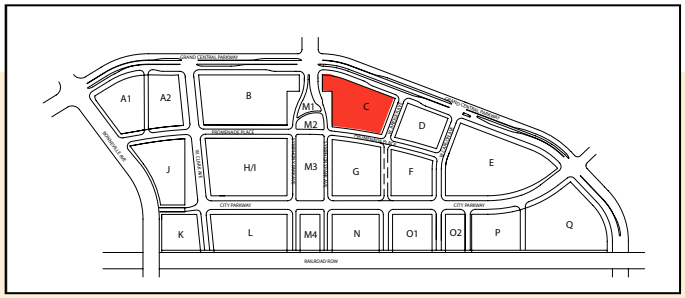
The two towers will have their bases sitting on a podium level behind lower residential units.

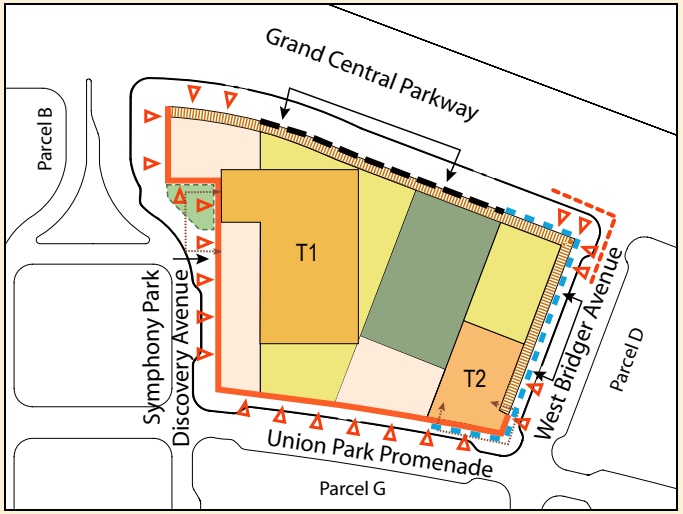
C.9 Axes and Views

The two towers shall be positioned so that sites to the east have views to the west between them, and that the towers have views past each other.

C.10 Tower Height

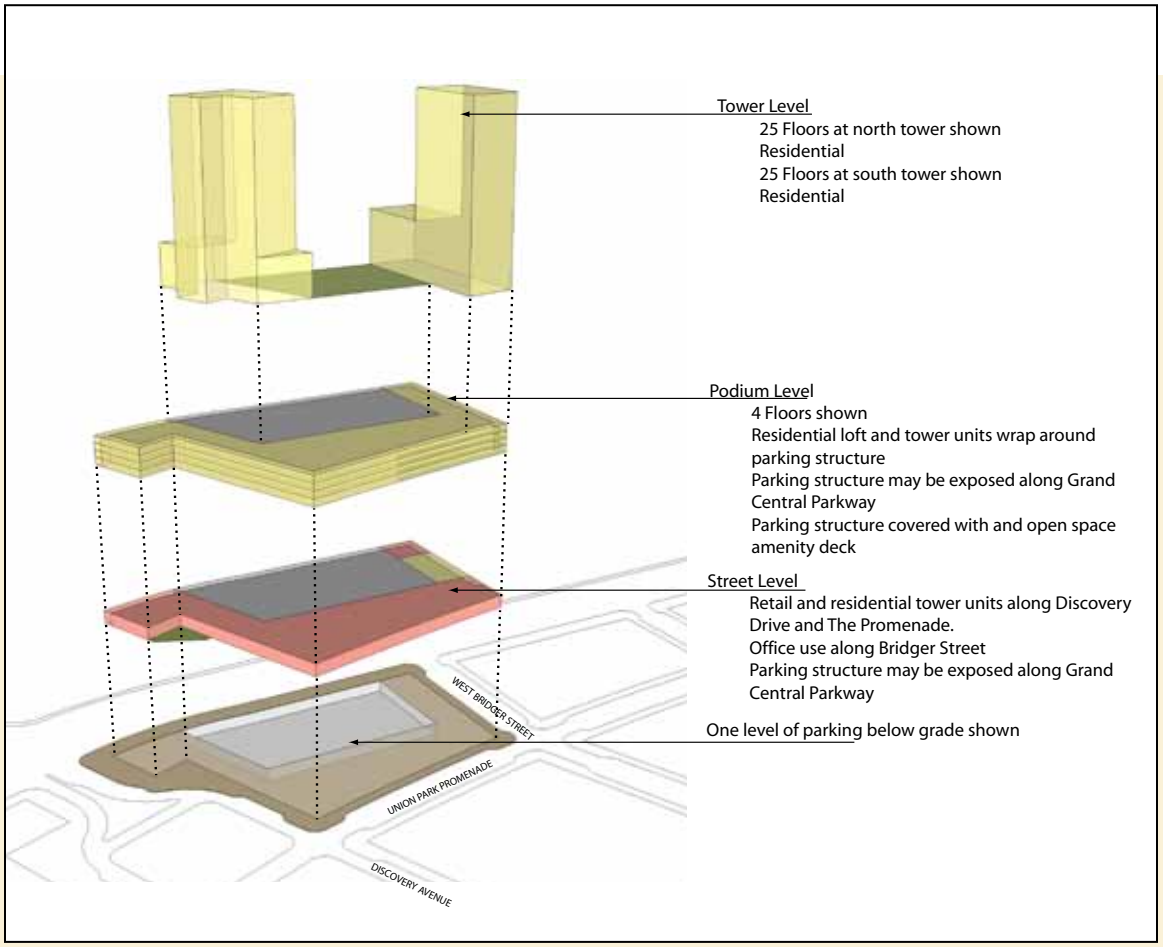
Lower tower height is limited to 150'. There is no maximum tower height for T1 and T2.





PARCEL C

- ACTIVE RETAIL FRONTAGE
- CORNER FOCUS
- BUILD-TO LINE
- ALLOWABLE SETBACK
- BUILDING LIMIT ABOVE
- PREFERRED TOWER LOCATION
- LOWER TOWER UP TO 150' ABOVE THE GROUND
- GROUND LEVEL OPEN SPACE
- ROOF DECK OPEN SPACE
- ALLOWABLE PARKING STRUCTURE EXPOSURE
- ALLOWABLE PARKING OR SERVICE ACCESS
- SERVICE ACCESS
- BUILDING LOBBY ENTRANCE
- TOWER VISUALLY EXPRESSED TO THE GROUND



NOTE: These plan and perspective views illustrate a typical program. The actual program may differ in some respects. All proposed building envelopes are subject to review and approval by the Design Review Committee.

D – Grand Central Block (North of C)

OBJECTIVE:

- ***This parcel fronts on Grand Central Parkway and The Promenade Place, as well as two east-west neighborhood streets. Its primary role is to be a residential parcel as part of the neighborhood, as well as part of Promenade Place's street front retail frontage.***

Program Shown

Residential	328 units
Retail	11,960 SF
Parking	791 spaces

NOTE:
The number of units, square footage and parking spaces planned for each block are generalizations.

The actual numbers shall be approved by City Council on a case-by-case basis.

D.1 Pedestrian Circulation

The major pedestrian movement is along Promenade Place, with minor movement along Carson and Bridger Avenues. No pedestrian walkways are required on the interior of the parcel.

D.2 Active Frontages

Active street frontages shall be developed along The Promenade Place, potentially wrapping around the corners on Bridger and Carson Avenues. Second level retail or restaurant space may be developed on the corners of the site.

D.3 Tower Locations

Two towers shall only be located on the north and south sides of the site. Towers T1 is not required to be set back; it should be brought to the sidewalk level.

D.4 Build-To Lines and Setbacks

A setback zone is allowed facing Promenade Place, along Grand Central Parkway and wrapping around to Carson and Bridger Avenues. The majority of the length of the street walls shall be built to the back of sidewalk along Promenade Place. At the base of the building the allowable setback shall not exceed 10'-0", and 80% of the face of the building shall be placed on the build-to line at the back of he sidewalk.

D.5 Parking Access

Parking access shall only be brought in from Grand Central Parkway and Carson Avenue. Parking shall be in a podium. Service access shall be brought in from no more than 2 different locations.

D.6 Concealed and Exposed Parking

The parking structure shall only be exposed on a portion of Grand Central Parkway, wrapping around to Carson Avenue. On the remaining frontages, parking shall be wrapped with active uses and residential units. Parking shall not be exposed directly under a tower.

D.7 Open Space and Amenities

An open space amenity deck should be developed on the roof of the parking structure.

D.8 Base of Towers

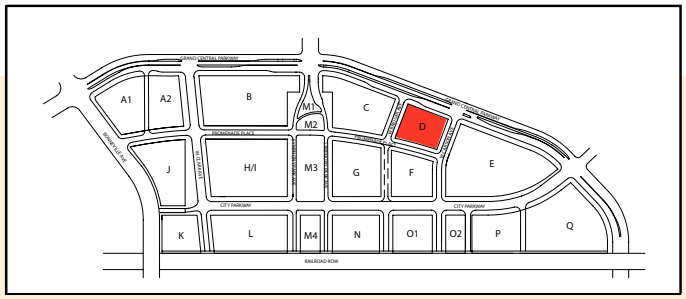
The tower will have its base beginning at the ground level on the West Carson Avenue frontage.

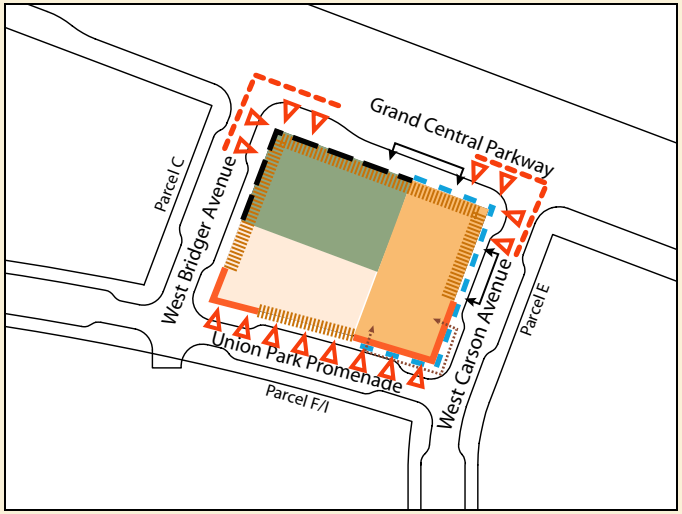
D.9 Axes and Views

The tower shall be positioned so that sites to the east have views to the west.

D.10 Tower Height

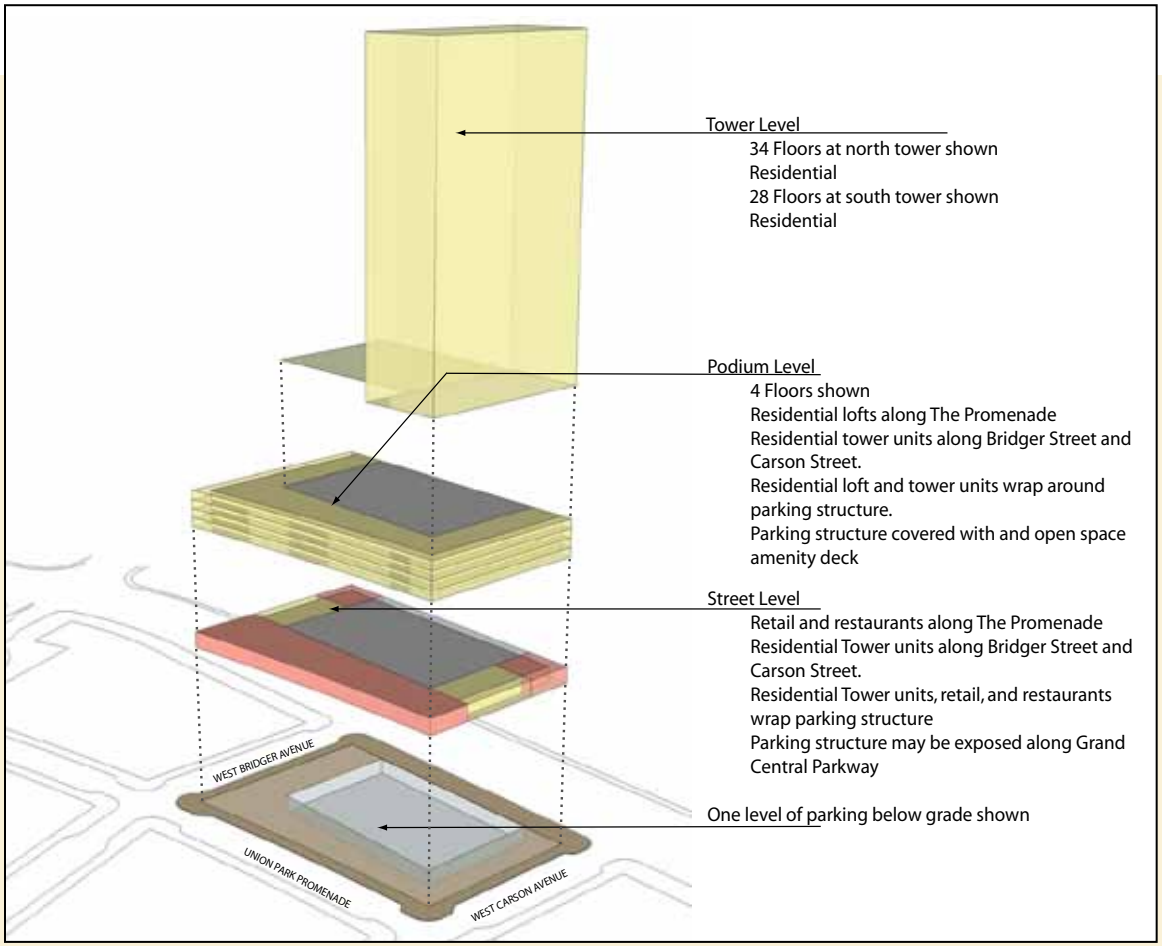
There is no maximum height for Tower T1.





PARCEL D

- ACTIVE RETAIL FRONTAGE
- CORNER FOCUS
- BUILD-TO LINE
- ALLOWABLE SETBACK
- BUILDING LIMIT ABOVE
- PREFERRED TOWER LOCATION
- LOWER TOWER UP TO 150' ABOVE THE GROUND
- GROUND LEVEL OPEN SPACE
- ROOF DECK OPEN SPACE
- ALLOWABLE PARKING STRUCTURE EXPOSURE
- ALLOWABLE PARKING OR SERVICE ACCESS
- SERVICE ACCESS
- BUILDING LOBBY ENTRANCE



NOTE: These plan and perspective views illustrate a typical program. The actual program may differ in some respects. All proposed building envelopes are subject to review and approval by the Design Review Committee.

E - City Parkway

OBJECTIVE:

- *This parcel is a key Gateway parcel, part of the introduction to Symphony Park from City Parkway, across Grand Central Avenue. An iconic high rise office tower is expected on this parcel, with lower, perhaps multi-level retail and an internal parking structure podium wrapped by retail space facing onto a mid-block pedestrian promenade.*
- *The Promenade Place as a pedestrian and visual access and connection to Parcel Q and to Promenade Place continued to the south is a key linkage from Fremont Street and the Gateway entertainment uses to other parts of Symphony Park.*

Program Shown

Office	500,000 SF
Retail	152,192 SF
Parking	2000 spacesv

NOTE:
The number of units, square footage and parking spaces planned for each block are generalizations.

The actual numbers shall be approved by City Council on a case-by-case basis.

E.1 Pedestrian Circulation

The major pedestrian movement is along the extension of Promenade Place, which will be an open mid-block plaza element through the parcel to City Parkway. There will be some pedestrian activity along City Parkway.

E.2 Promenade Place Through the Block

The Promenade Place through the block should be open air but if covered shall be open to the pedestrian traffic at each end, shall be light, airy and street like. The Promenade Place through the block may be designed slightly differently then the rest of the Promenade Place but maintain basic tree planting and material character.

E.3 Active Frontages

Active street frontages should be developed along Promenade Place, potentially wrapping around the corner on Carson Avenue. Second level retail or restaurant space may be developed on the corners of the site.

E.4 Tower Location

An office tower may be located on the north end of the site. It should relate directly to the open space on the other side of City Parkway on Parcel Q. The tower should rise directly from the sidewalk level.

E.5 Build-To Lines and Setbacks

The faces of buildings should extend the visual line of the faces of buildings along Promenade Place. Setback zones are allowed facing Promenade Place and on Grand Central Parkway. The majority of the length of the street walls shall be built to the back of sidewalk. Promenade Place presents a special opportunity to create retail and restaurant exposure to this street-width plaza. The low retail/restaurant pavilion across Promenade Place should optimize use of the east side of Promenade Place open space. At the base of the building the allowable setback shall not exceed 10'-0", and 80% of the face of the building shall be placed on the build-to line at the back of the sidewalk.

E.6 Parking Access

Parking access will be from Grand Central Parkway and Carson Avenue. Parking will be in a podium south of the office building.

E.7 Concealed and Exposed Parking

The parking structure shall not be exposed except to Grand Central Parkway and to Carson Avenue. On other frontages the parking structure shall be wrapped with active uses.

E.8 Open Space and Amenities

An open space amenity deck or other shading and screening devises should be developed on a portion of the roof of the parking structure.

E.9 Base of Tower

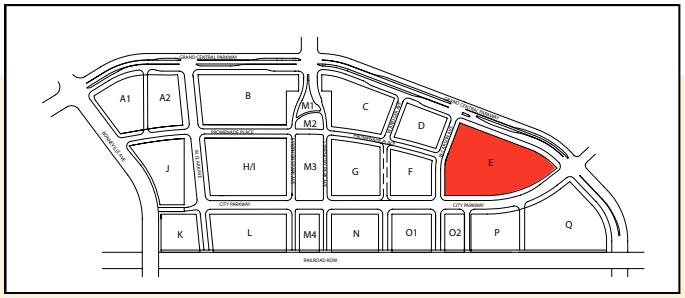
The tower will have its base beginning at the ground level on City Parkway at Grand Central Parkway.

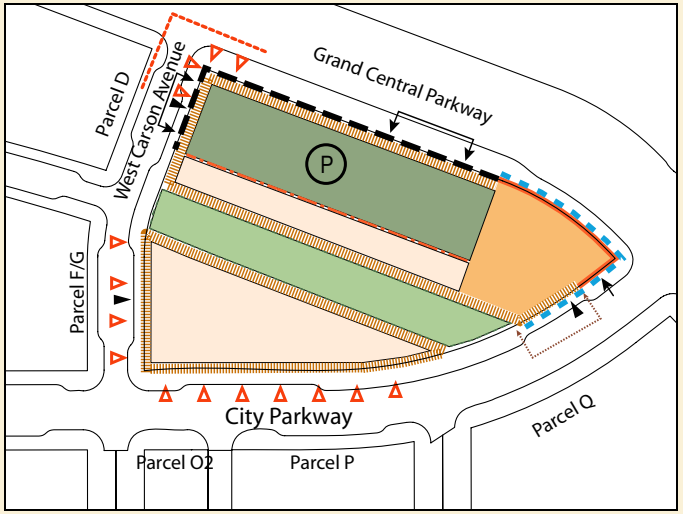
E.10 Axes and Views

The view through the site along Promenade Place shall not be obstructed. The tower shall be a compact form so as to minimize the obstructions to views from the site and to other buildings on the site.

E.11 Tower Height

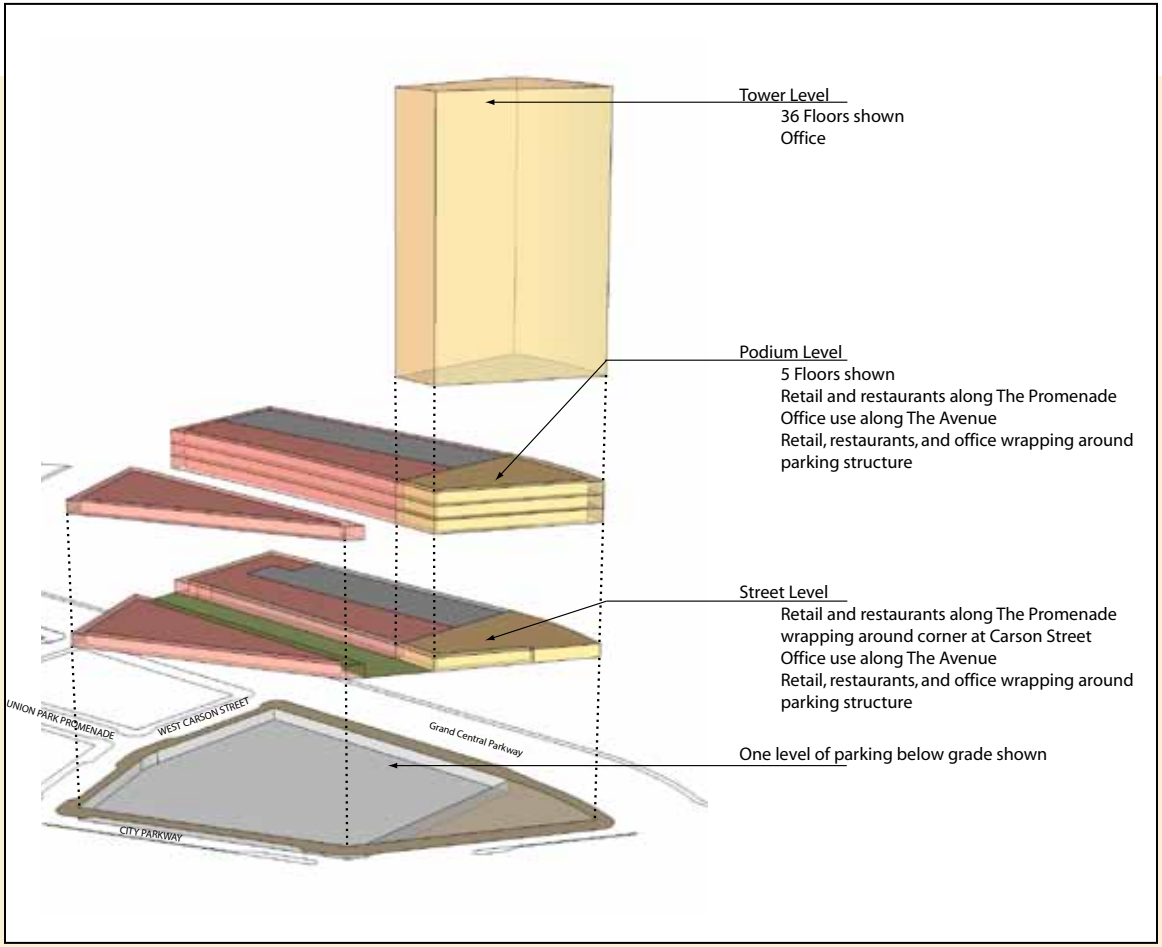
There is no maximum height for the Tower T1.





PARCEL E

- ACTIVE RETAIL FRONTAGE
- CORNER FOCUS
- BUILD-TO LINE
- ALLOWABLE SETBACK
- BUILDING LIMIT ABOVE
- PREFERRED TOWER LOCATION
- LOWER TOWER UP TO 150' ABOVE THE GROUND
- GROUND LEVEL OPEN SPACE
- ROOF DECK OPEN SPACE
- ALLOWABLE PARKING STRUCTURE EXPOSURE
- ALLOWABLE PARKING OR SERVICE ACCESS
- SERVICE ACCESS
- BUILDING LOBBY ENTRANCE
- TOWER VISUALLY EXPRESSED TO THE GROUND



NOTE: These plan and perspective views illustrate a typical program. The actual program may differ in some respects. All proposed building envelopes are subject to review and approval by the Design Review Committee.

F/G - Middle Neighborhood Block

OBJECTIVE:

- ***This parcel is an internal residential neighborhood parcel with active retail edges along City Parkway and The Promenade Place. The unit types in this parcel are town house types combined with a residential tower, in contrast to the higher residential towers along Grand Central Parkway and City Parkway.***

Program Shown

Residential	280 units
Retail	41,470 SF
Hotel	250 rooms
Parking	898 spaces

NOTE:
The number of units, square footage and parking spaces planned for each block are generalizations.

The actual numbers shall be approved by City Council on a case-by-case basis.

F/G.1 Pedestrian Circulation

The major pedestrian movement is along Promenade Place and City Parkway. A walkway across the Union Commons park in the interior of the parcel shall connect Promenade Place and City Parkway. This walkway shall have enough width and open configuration to allow and encourage unimpeded pedestrian movement across the block between Promenade Place and City Parkway. Other pedestrian walkways to the interior of the block may be created from the surrounding streets.

F/G.2 Active Frontages

Active street frontages shall be developed along Promenade Place and City Parkway. Second level retail or restaurant space may be developed on the corners of the site. Retail frontage shall be developed along City Parkway.

F/G.3 Tower Locations

Residential towers shall be located on the north end and south ends of the site. The towers shall establish their bases at the podium level. They are not required to be set back.

F/G.4 Build-To Lines and Setbacks

Buildings shall be built on the build-to line along Promenade Place to maintain a strong definition of this street space. Buildings may be setback within the setback zone along City Parkway. The majority of the length of the street walls shall be built to the back of sidewalk along this street. At the base of the building the allowable setback shall not exceed 10'-0" and 80% of the face of the building shall be placed on the build-to line at the back of he sidewalk.

F/G.5 Parking Access

Parking access shall only be brought in from City Parkway in the vicinity of West Bridger Avenue. Parking is underground on this parcel.

F/G.6 Exposed Parking

Parking structures shall not be exposed on this parcel.

F/G.7 Open Space and Amenities

Ground level open space shall be developed as a private park, identified as Union Commons. This park is for the use of the surrounding neighborhood and visitors, as well as residents of Block F/G. The park may be gated for resident use even though it will be a public visual amenity. Design and final size should be a function of the final architectural design of adjacent buildings.

F/G.8 Bases of Towers

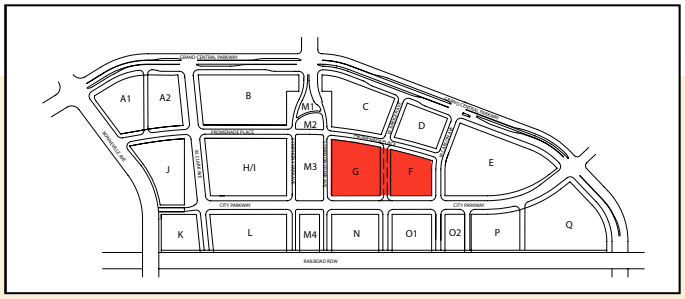
The north tower shall have its base beginning at the podium level on the Carson Avenue frontage. The south tower (T1) shall begin on a podium in a position fronting Symphony Park.

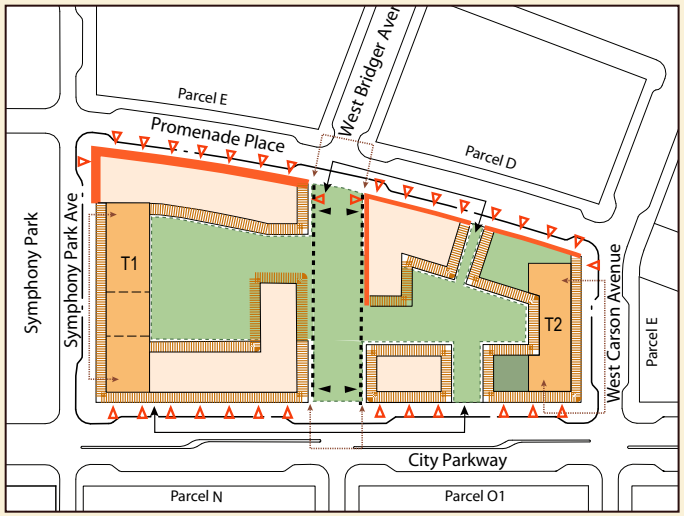
F/G.9 Axes and Views

A view and access across the parcel between Promenade Place and City Parkway shall be kept open to visual and walking access.

F/G.10 Tower Height

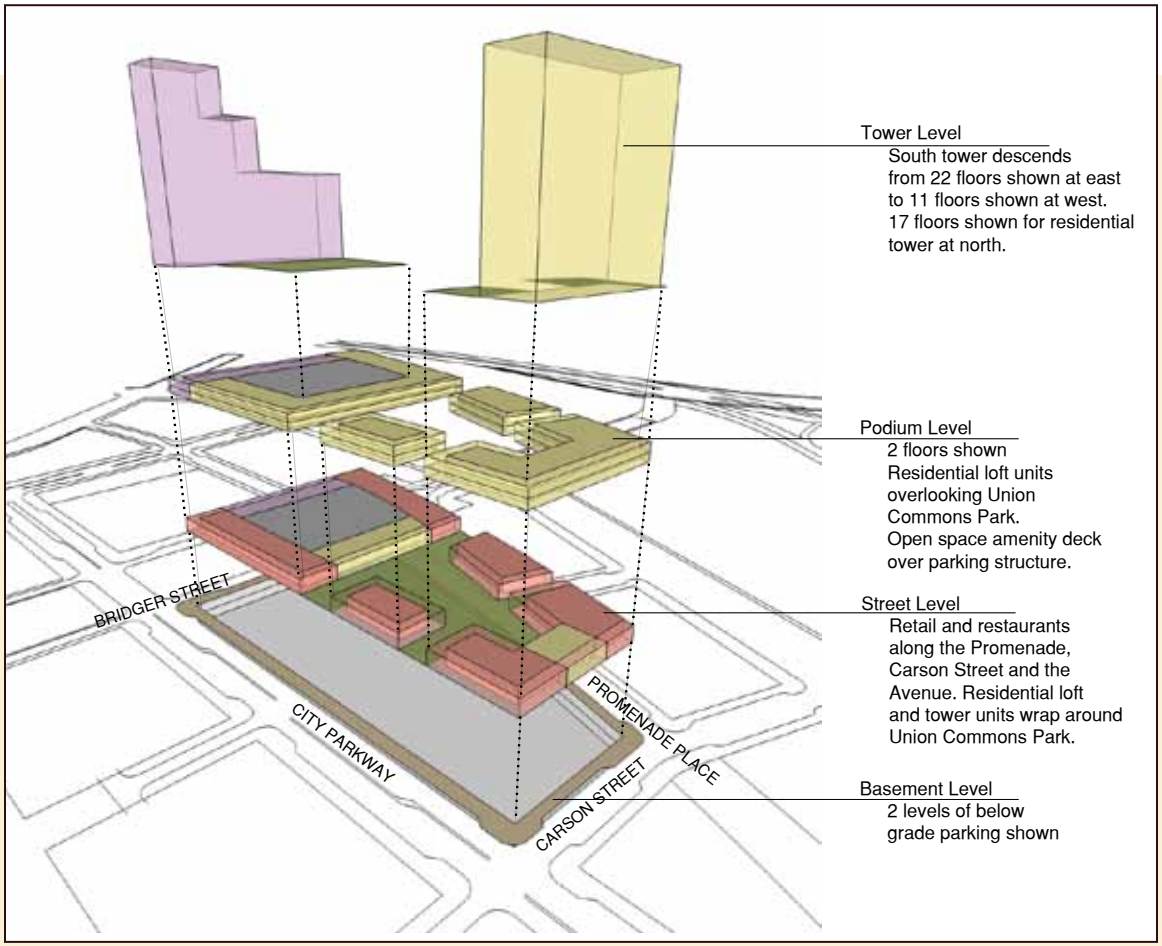
There is no maximum height for T1 or T2.





PARCEL F/G

- ACTIVE RETAIL FRONTAGE
- CORNER FOCUS
- BUILD-TO LINE
- ALLOWABLE SETBACK
- BUILDING LIMIT ABOVE
- PREFERRED TOWER LOCATION
- LOWER TOWER UP TO 150' ABOVE THE GROUND
- GROUND LEVEL / ROOF DECK OPEN SPACE
- ALLOWABLE PARKING STRUCTURE EXPOSURE
- ALLOWABLE PARKING OR SERVICE ACCESS
- SERVICE ACCESS
- BUILDING LOBBY ENTRANCE
- TOWER VISUALLY EXPRESSED TO THE GROUND



NOTE: These plan and perspective views illustrate a typical program. The actual program may differ in some respects. All proposed building envelopes are subject to review and approval by the Design Review Committee.

H/I – Performing Arts Center

OBJECTIVE:

- ***This is the Performing Arts Center parcel, facing onto Symphony Park and the Civic Axis. The west side of the parcel will have retail and restaurant uses facing onto Promenade Place. The back of the parcel shall contain service and office space.***

Program Shown

Performing Arts Center	586,000
Office	13,000 SF

NOTE:
The number of units, square footage and parking spaces planned for each block are generalizations.

The actual numbers shall be approved by City Council on a case-by-case basis.

H/I.1 Pedestrian Circulation

The major pedestrian movement and the building's main access shall be from the Symphony Park (north) side of the site. No other pedestrian circulation is required internal to this site, except in the building.

H/I.2 Active Frontages

Promenade Place side of the site shall have active retail or restaurant uses facing Promenade Place.

H/I.3 Build-To Lines and Setbacks

A build-to line shall be established along Symphony Park (front entrance) side of the site to maintain a strong definition of this street space. Setback zones are allowed on City Parkway and on Promenade Place. The majority of the length of the street walls shall be built to the back of the sidewalk along this street. The building may extend beyond the back-of-sidewalk line (over the sidewalk) at upper levels, but not at the sidewalk level. The sidewalk level on Symphony Park Avenue is to be kept open as a pre-and-post-function outdoor circulation space. At the base of the building the allowable setback shall not exceed 10'-0" and 80% of the face of the building shall be placed on the build-to line at the back of the sidewalk.

H/I.4 Parking and Delivery Access

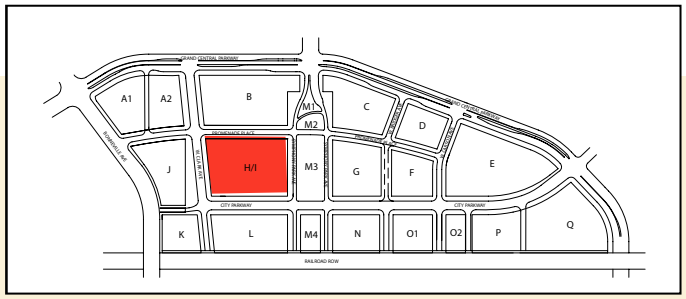
Parking access to the West Clark Avenue side of Parcel H/I is shall be brought in from Promenade Place and/or City Parkway. Delivery access for the Performing Arts Center is to be brought in from Promenade Place and City Parkway. Truck docks are to be placed along this access between the two streets, sufficient for heavy truck access.

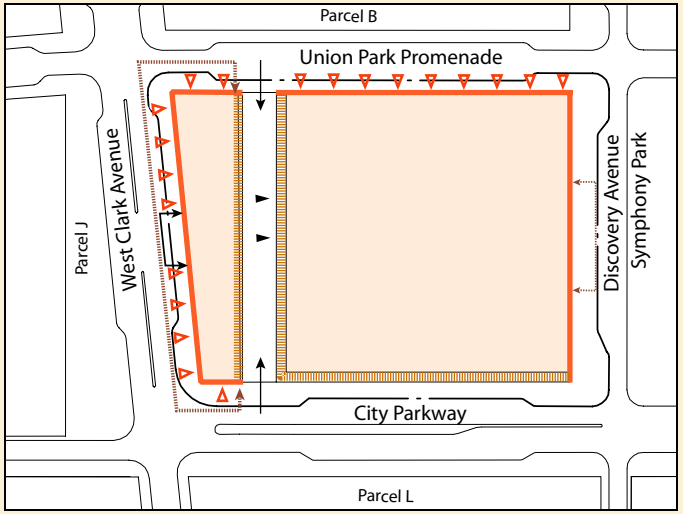
H/I.5 Open Space and Amenities

The open space of the site shall be focused on the sidewalk in front of the main entrance to the Performing Arts Center, facing Symphony Park.

H/I.6 Axes and Views

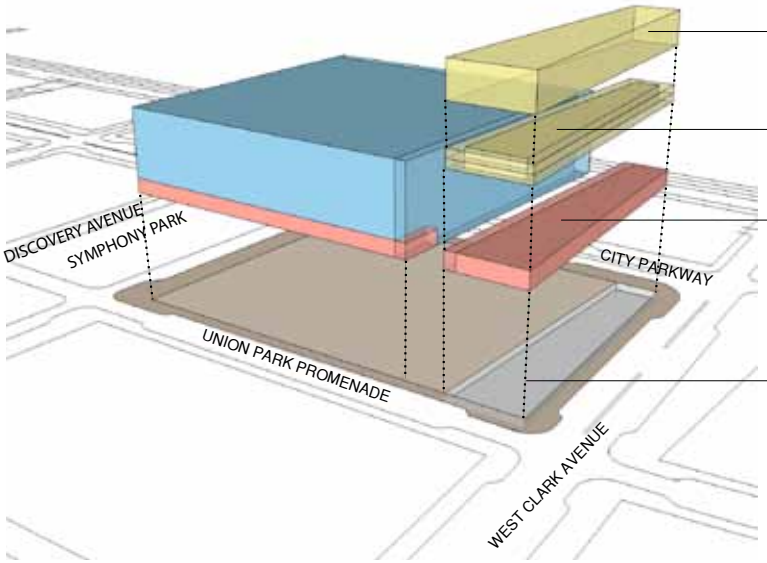
The view of the front of the Performing Arts Center from the Civic Axis should be maximized.





PARCEL H/I

- ACTIVE RETAIL FRONTAGE
- CORNER FOCUS
- BUILD-TO LINE
- ALLOWABLE SETBACK
- BUILDING LIMIT ABOVE
- PREFERRED TOWER LOCATION
- LOWER TOWER UP TO 150' ABOVE THE GROUND
- GROUND LEVEL OPEN SPACE
- ROOF DECK OPEN SPACE
- ALLOWABLE PARKING STRUCTURE EXPOSURE
- ALLOWABLE PARKING OR SERVICE ACCESS
- SERVICE ACCESS
- BUILDING LOBBY ENTRANCE
- TOWER VISUALLY EXPRESSED TO THE GROUND



Tower Level
Additional office / rehearsal space if desired.

Street Level
Related office / rehearsal space about street level.

Street Level
4 Floors shown
Smith Center for the Performing Arts fronting Discovery Avenue lined with retail, restaurants, and office along Union Park Promenade and West Clark Avenue

Below Grade Parking
Parking for office space should be considered if offices exceeds two floors.

NOTE: These plan and perspective views illustrate a typical program. The actual program may differ in some respects. All proposed building envelopes are subject to review and approval by the Design Review Committee.

J – West Clark Avenue South Side

OBJECTIVE:

- ***This is a hotel and office site fronting on West Clark Avenue, just east of the Lou Ruvo Alzheimer's' Center. It also has a frontage on the section of Promenade Place which is not required to be an active frontage.***

Program Shown

Office/Medical	166,000 SF
Hotel	500 rooms
Parking	1185 spaces

NOTE:
The number of units, square footage and parking spaces planned for each block are generalizations.

The actual numbers shall be approved by City Council on a case-by-case basis.

J.1 Pedestrian Circulation
The major pedestrian movement is along West Clark Avenue. No pedestrian walkways are required on the interior of the parcel.

J.2 Active Frontages
There shall be active frontages along West Bridger Avenue, wrapping around the corner on Promenade Place. Second level retail or restaurant space may be developed on the corners of the site.

J.3 Tower Locations
Two towers shall be located on the block—on the east and west sides of the site. The west (hotel) tower from its hotel base and the east (office) towers shall establish their bases at the podium level.

J.4 Build-To Lines and Setbacks
Setback zones are allowed facing Promenade Place and West Clark Avenue. The majority of the length of the street walls shall be built to the back of sidewalk At the base of the building the allowable setback shall not exceed 10'-0", and 80% of the face of the building shall be placed on the build-to line at the back of he sidewalk

J.5 Parking Access
Parking access shall only be brought in from Promenade Place, at the mid-parcel from West Clark Avenue and from an extension of City Parkway on the east side of the block Parking shall be in a podium under the east tower and east of the tower.

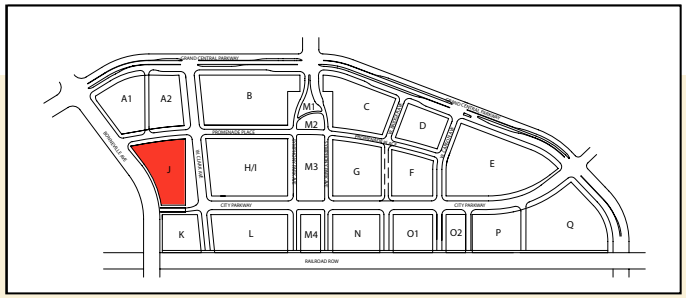
J.6 Concealed and Exposed Parking
The parking structure shall only be exposed on a portion of Bonneville Street east of the tower. On other frontages, the parking shall be wrapped with hotel uses and active uses.

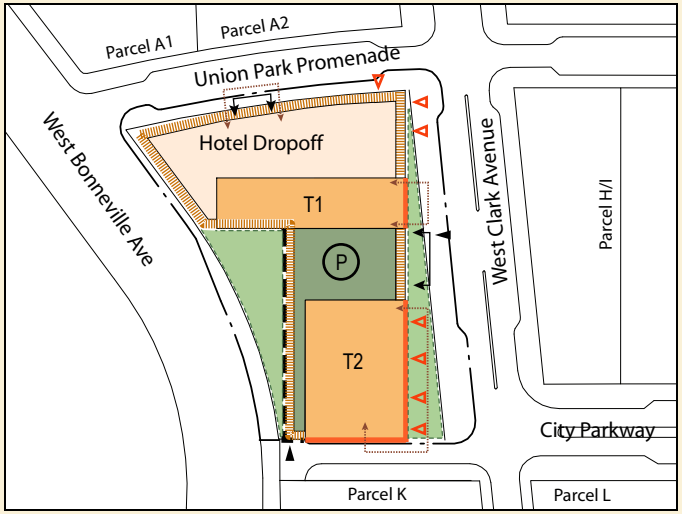
J.7 Open Space and Amenities
The building setback on West Clark Avenue shall create a linear open space which widens as it approaches Parcel K at City Parkway. This shall be a landscaped sidewalk/plaza for the hotel and the office tower and act as the central amenity space for this medical/office district (See Streetscape Section) An open space amenity deck or other shading and screening devises should be developed on the roof of the parking structure.

J.8 Base of Towers
The east (office) tower shall have its base beginning at the podium level on West Clark Avenue. The west tower shall have a base beginning at the podium level.

J.9 Axes and Views
The two towers shall be positioned so that sites to the north have views to the south between them, and so that the towers have views past each other.

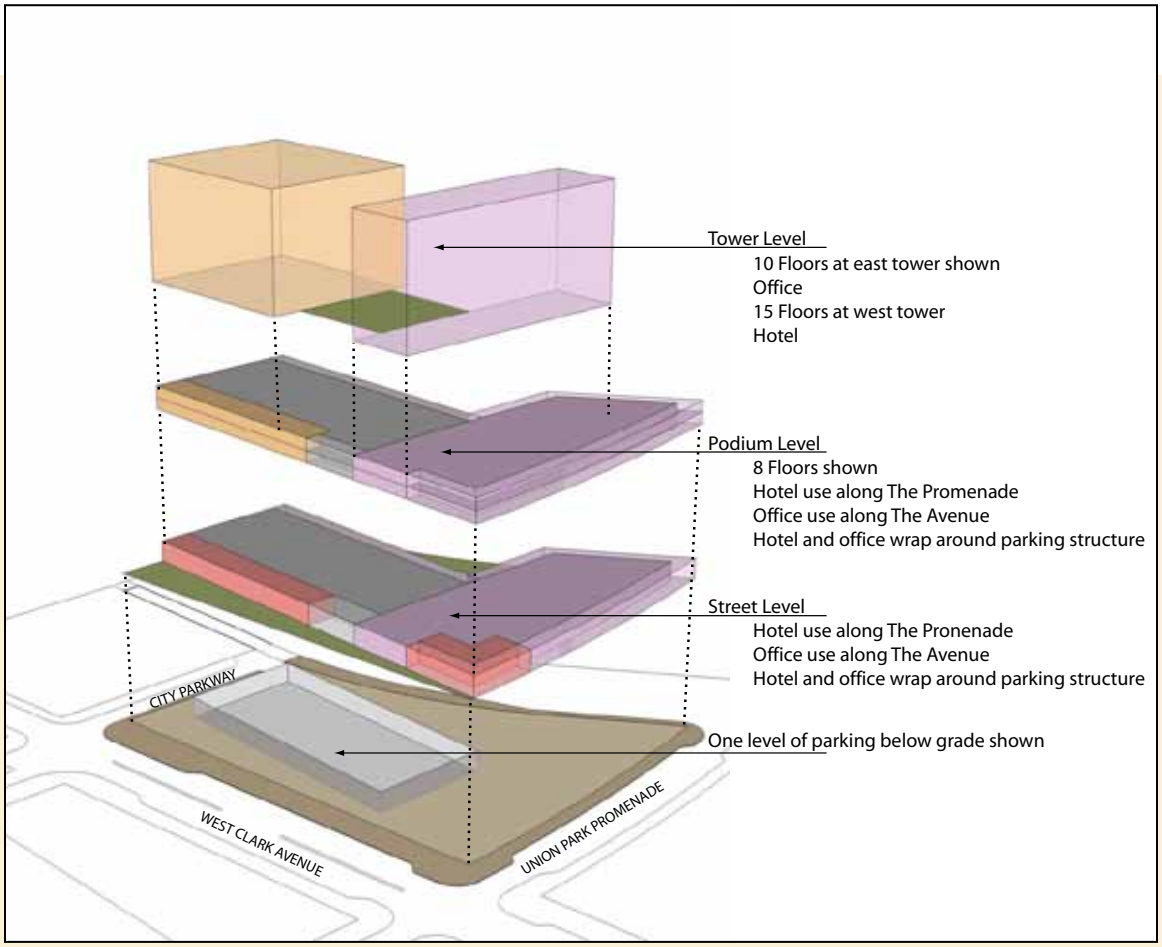
J.10 Tower Height
There are no maximum heights for Tower T1 or T2.





PARCEL J

- ACTIVE RETAIL FRONTAGE
- CORNER FOCUS
- BUILD-TO LINE
- ALLOWABLE SETBACK
- BUILDING LIMIT ABOVE
- PREFERRED TOWER LOCATION
- LOWER TOWER UP TO 150' ABOVE THE GROUND
- GROUND LEVEL OPEN SPACE
- ROOF DECK OPEN SPACE
- ALLOWABLE PARKING STRUCTURE EXPOSURE
- ALLOWABLE PARKING OR SERVICE ACCESS
- SERVICE ACCESS
- BUILDING LOBBY ENTRANCE
- TOWER VISUALLY EXPRESSED TO THE GROUND



NOTE: These plan and perspective views illustrate a typical program. The actual program may differ in some respects. All proposed building envelopes are subject to review and approval by the Design Review Committee.

K - Southeast Corner Block

OBJECTIVE:

- ***This parcel is at the SE corner of West Clark Avenue and City Parkway, and plays a role in terminating the axes of both of these streets. It is primarily an office parcel. Passing immediately in front of this parcel is the access to the pedestrian bridge across Bonneville Street to the Clark County Government Center.***

Program Shown

Office	175,940SF
Parking	1080 spaces

NOTE:
The number of units, square footage and parking spaces planned for each block are generalizations.

The actual numbers shall be approved by City Council on a case-by-case basis.

K.1 Pedestrian Circulation

The major pedestrian movement is along the extension of City Parkway, which will be an open plaza element through the parcel, continuing on to a possible pedestrian bridge to the Clark County Government Center. Other pedestrian activity shall be focused at the northwest corner of the site.

K.2 Active Frontages

No active frontages are required on this site. Any active uses on this parcel should be at the northwest corner of the site, relating to City Parkway.

K.3 Tower Location

An office tower should be located on the west side of the site. It should rise directly from the parking podium.

K.4 Build-To Lines and Setbacks

The majority of the length of the street wall along City Parkway should be built to the back of sidewalk to frame the views down City Parkway. At the base of the building the allowable setback shall not exceed 10'-0", and 80% of the face of the building shall be placed on the build-to line at the back of he sidewalk.

K.5 Parking Access

Parking access will be from an extension of City Parkway, at the south end of the site or from the extension of West Clark Avenue. Parking will be in a podium east of the office building.

K.6 Concealed and Exposed Parking

The parking structure may be exposed to Bonneville Street, the railroad r.o.w. and a portion of the north edge of the site. Elsewhere, the parking structure shall be wrapped with office or other active uses.

K.7 Open Space and Amenities

A sidewalk-level landscaped plaza should be developed on the northwest corner of the site at sidewalk level. An open space amenity deck or other shading and screening devises should be developed on the roof of the parking structure.

K.8 Base of Tower

The tower will have its base beginning at the ground level on City Parkway.

K.9 Axes and Views

A view of the tower from the south side of West Clark Avenue will be framed by other development along West Clark Avenue, including a setback of the street wall on Parcel J. The tower design should respond to this view at the end of the street.

K.10 Tower Height

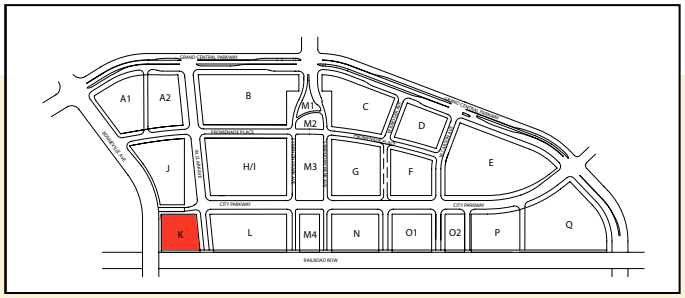
There is no maximum height for T1.

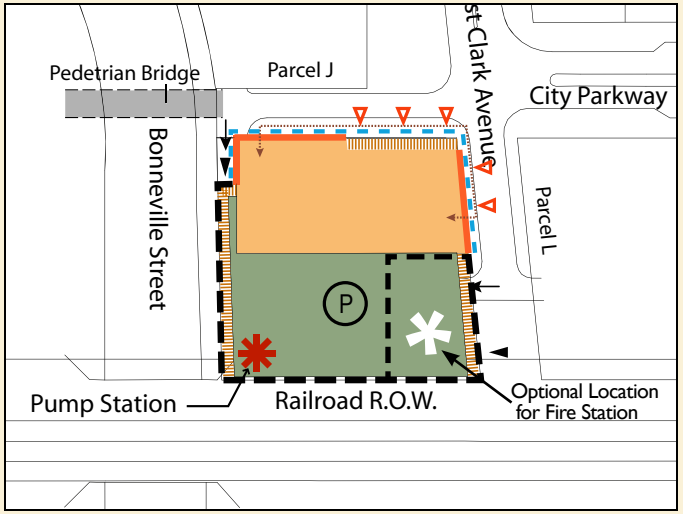
K.11 Pumping Station and Service Access

A pumping station and service access shall be provided on the southeast corner of the parcel.

K.12 Railroad Edge

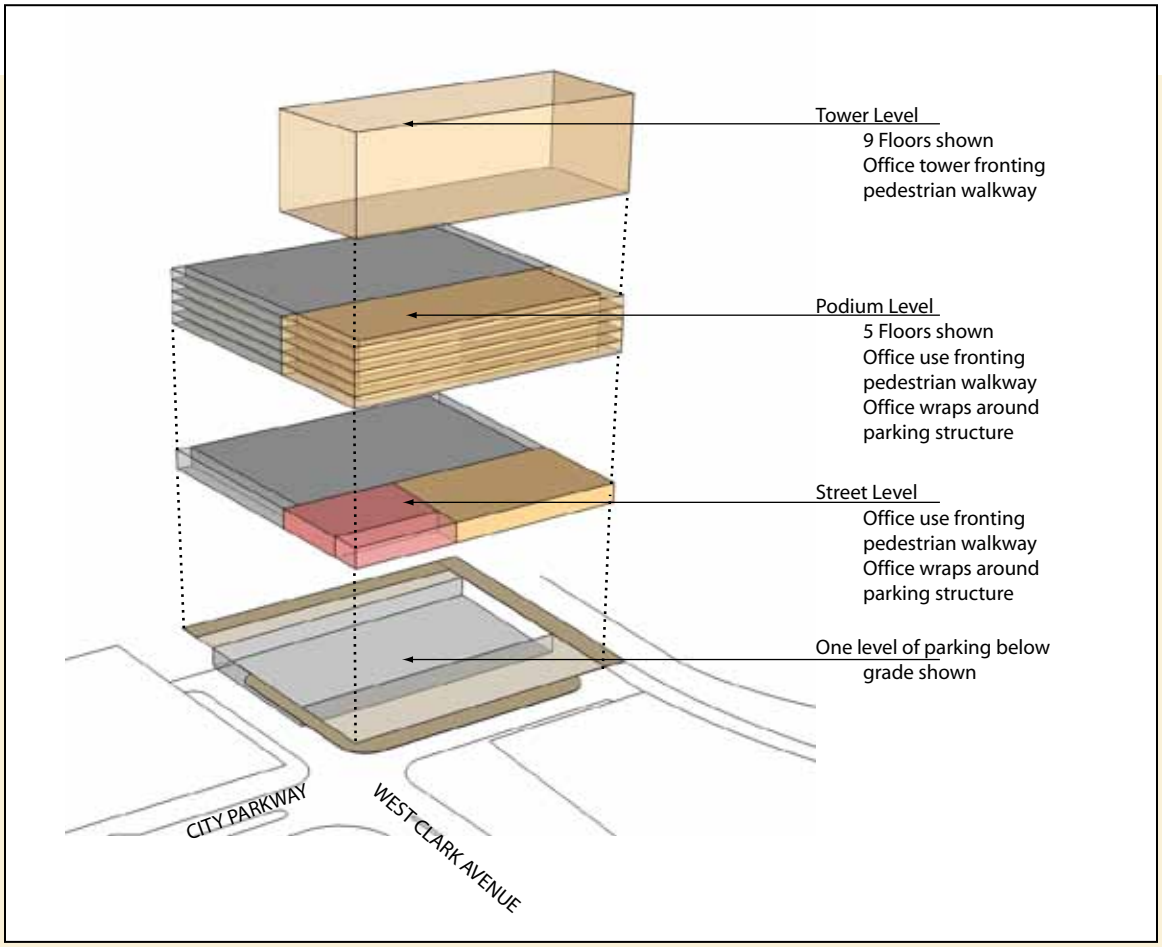
See civil engineering drawings for railroad edge treatment.





PARCEL K

- ACTIVE RETAIL FRONTAGE
- CORNER FOCUS
- BUILD-TO LINE
- ALLOWABLE SETBACK
- BUILDING LIMIT ABOVE
- PREFERRED TOWER LOCATION
- LOWER TOWER UP TO 150' ABOVE THE GROUND
- GROUND LEVEL OPEN SPACE
- ROOF DECK OPEN SPACE
- ALLOWABLE PARKING STRUCTURE EXPOSURE
- ALLOWABLE PARKING OR SERVICE ACCESS
- SERVICE ACCESS
- BUILDING LOBBY ENTRANCE
- TOWER VISUALLY EXPRESSED TO THE GROUND



NOTE: These plan and perspective views illustrate a typical program. The actual program may differ in some respects. All proposed building envelopes are subject to review and approval by the Design Review Committee.

L – South Site Civic Access

OBJECTIVE:

- ***This is primarily a residential parcel facing City Parkway on the west, the railroad r.o.w. on the east, and the park transition over the rail tracks on the north (Parcel M). Retail and restaurant uses face onto City Parkway at sidewalk level.***

Program Shown

Residential	479 units
Retail	20,863 SF
Parking	1624 spaces

NOTE:
The number of units, square footage and parking spaces planned for each block are generalizations.

The actual numbers shall be approved by City Council on a case-by-case basis.

L.1 Pedestrian Circulation
The major pedestrian movement is along City Parkway. No pedestrian walkways are required on the interior of the parcel.

L.2 Active Frontages
Active street frontages should be developed along City Parkway, potentially wrapping around the corner on West Clark and Symphony Park Avenues. Second level retail or restaurant space may be developed on the corners of the site.

L.3 Tower Locations
Two towers can be located on the north and south portions of the site. The southern and northern towers shall establish their bases at the sidewalk level. The towers are not required to be setback, but may be set back within the setback zone.

L.4 Build-To Lines and Setbacks
Setback zones are allowed facing Promenade Place and Wellness Way and Discovery Drive. The majority of the length of the street walls should be built to the back of sidewalk. At the base of the building the allowable setback shall not exceed 10'-0", and 80% of the face of the building shall be placed on the build-to line at the back of the sidewalk

L.5 Parking Access
Parking access can be brought in from West Clark Avenue and Symphony Park Avenue. Parking shall be in a podium under and between the office buildings.

L.6 Concealed and Exposed Parking
The parking structure may be exposed on a portion of railroad R.O.W. On the City Parkway frontage, parking shall be wrapped with active uses and residential units.

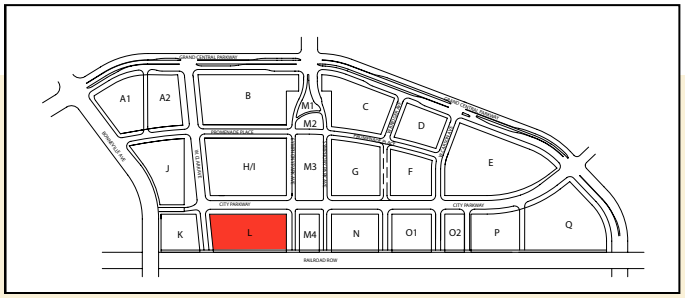
L.7 Open Space and Amenities
An open space amenity deck shall be developed on the roof of the parking structure.

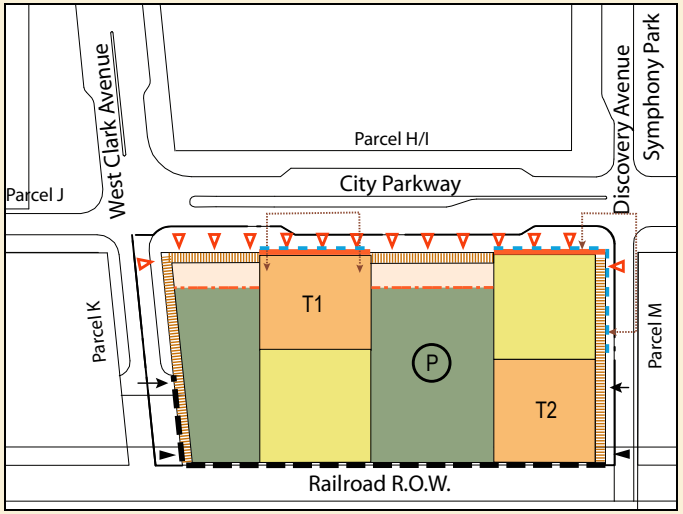
L.8 Base of Towers
The northern and southern towers will have their bases beginning at ground level.

L.9 Axes and Views
The two towers shall be positioned so that sites to the east have views to the west between them, and so that the towers have views past each other.

L.10 Tower Heights
There is no maximum height for towers T1 and T2. There is a 150' maximum height for the lower towers.

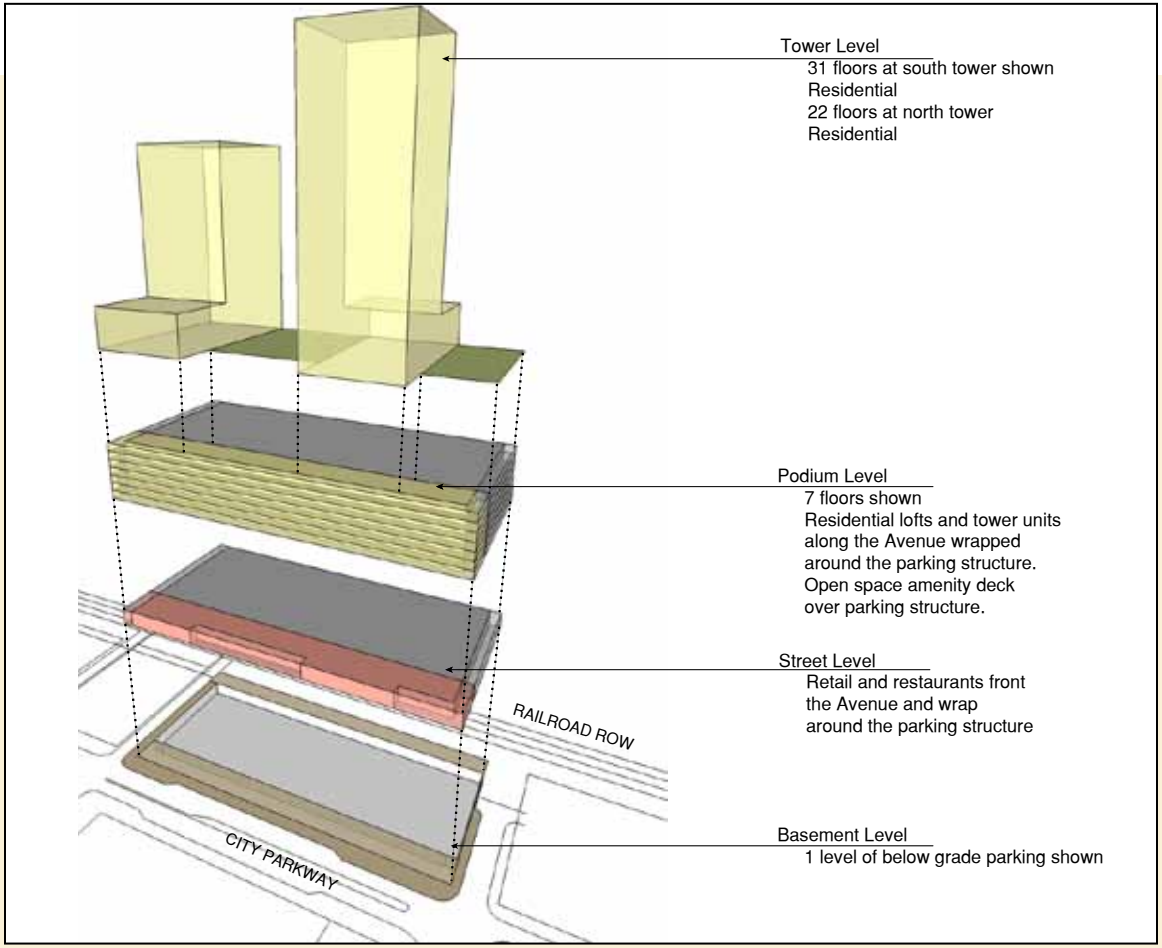
L.11 Railroad Edge
See civil engineering drawings for railroad edge treatment





PARCEL L

- ACTIVE RETAIL FRONTAGE
- CORNER FOCUS
- BUILD-TO LINE
- ALLOWABLE SETBACK
- BUILDING LIMIT ABOVE
- PREFERRED TOWER LOCATION
- LOWER TOWER UP TO 150' ABOVE THE GROUND
- GROUND LEVEL OPEN SPACE
- ROOF DECK OPEN SPACE
- ALLOWABLE PARKING STRUCTURE EXPOSURE
- ALLOWABLE PARKING OR SERVICE ACCESS
- SERVICE ACCESS
- BUILDING LOBBY ENTRANCE



NOTE: These plan and perspective views illustrate a typical program. The actual program may differ in some respects. All proposed building envelopes are subject to review and approval by the Design Review Committee.

M4 – Civic Access Block

OBJECTIVE:

- ***This parcel has no active uses at this time. It is a pedestrian open space, linear park and transitional space up to the railroad tracks between the Performing Arts Center and proposed City Hall. The park space is built over structured parking with entrances from City Parkway and Symphony Park Avenue. The parcel is one of four M parcels, which, taken together make up the entire Symphony Park Civic Axis open space through the middle of the site. This is a possible site for a modest public use consistent with the site size and civic nature.***

Program Shown

Parking 300 spaces

NOTE:
The number of units, square footage and parking spaces planned for each block are generalizations.

The actual numbers shall be approved by City Council on a case-by-case basis.

M.1 Pedestrian Circulation

The major pedestrian movements shall be along City Parkway, and up from City Avenue across the railroad r.o.w. to the proposed City Hall site. Pedestrian movement up to and across the tracks will be facilitated by steps, and potentially escalators or elevators as required by ADA regulations.

M.2 Parking Access

Parking access shall be from City Parkway along each side of the parcel, into the parking structure which will be under the linear park bridge connection on the west side of the railroad r.o.w.

M.3 Concealed and Exposed Parking

The parking structure shall only be exposed to the railroad r.o.w. On other frontages, the parking shall be wrapped with open space, stairs, walkways and landscape areas.

M.4 Open Space and Amenities

The parcel is the extension of the civic axis that connects Discovery Drive and Symphony Park through City Hall to the Federal Courts on Lewis Street

M.5 Axes and Views

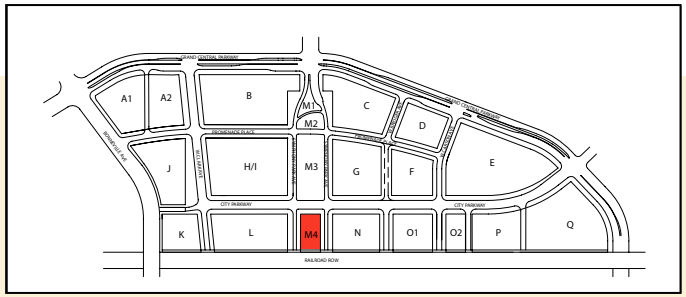
The view along the civic axis will be facilitated by a gradual step up in the open space levels so that views up and down along the crossing are unobstructed. An example is the view of the proposed City Hall across the tracks from Symphony Park

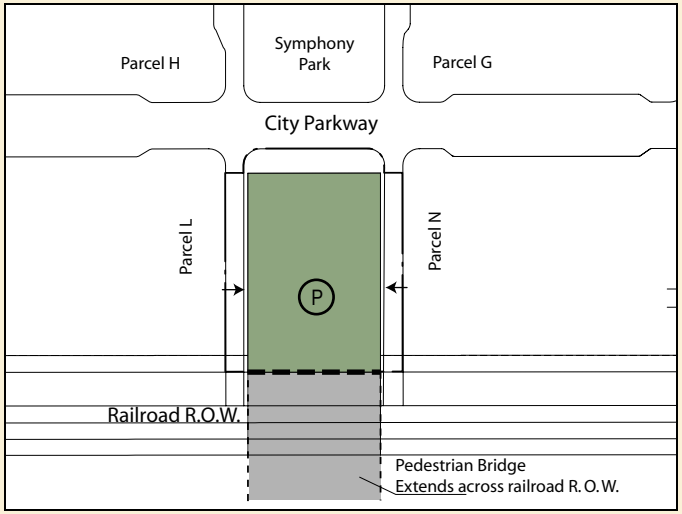
M.6 Standards for Future Uses

At such time as future uses may be contemplated for this site, setbacks, heights, aces and views, circulation and pedestrian circulation will be established for this site.

M.7 Railroad Edge

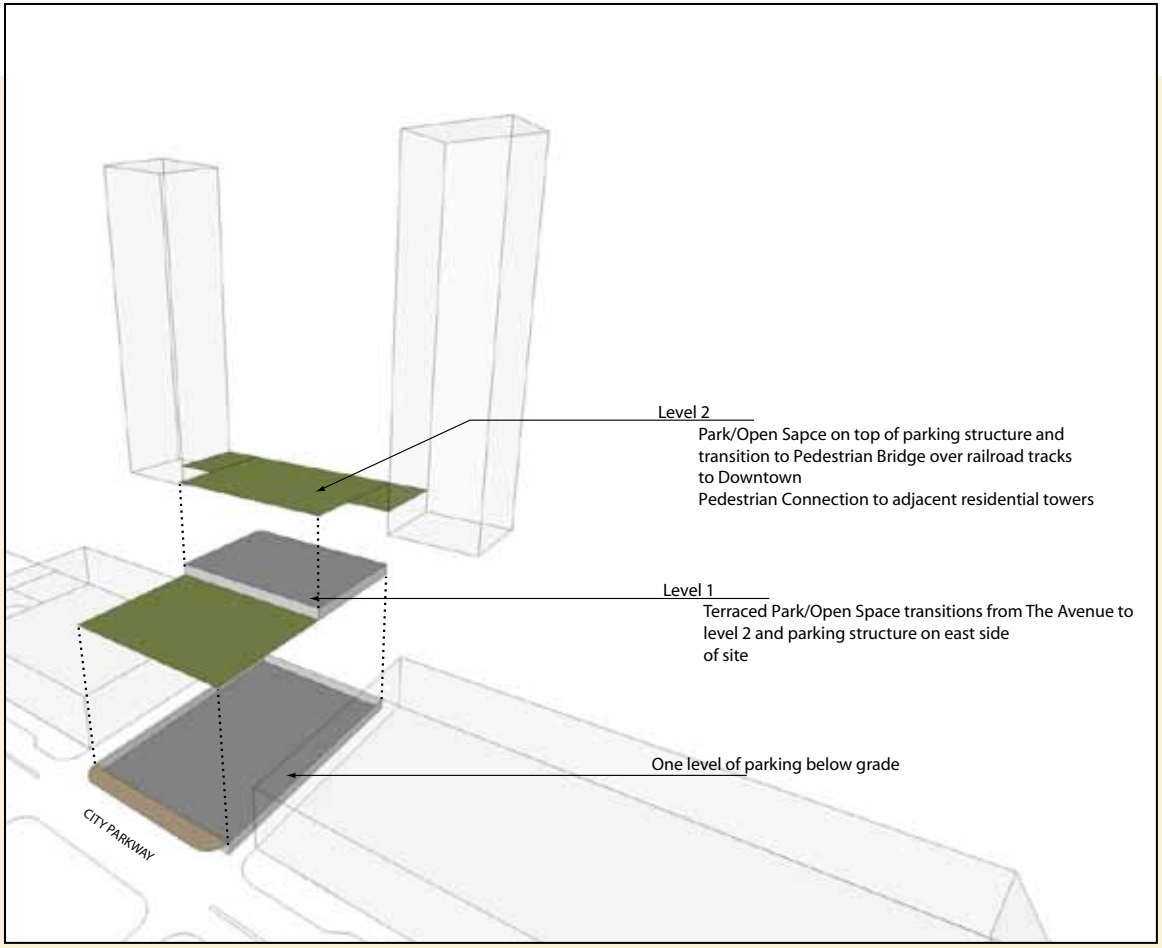
See civil engineering drawings for railroad edge treatment





PARCEL M4

- ACTIVE RETAIL FRONTAGE
- CORNER FOCUS
- BUILD-TO LINE
- ALLOWABLE SETBACK
- BUILDING LIMIT ABOVE
- PREFERRED TOWER LOCATION
- LOWER TOWER UP TO 150' ABOVE THE GROUND
- GROUND LEVEL OPEN SPACE
- ROOF DECK OPEN SPACE
- ALLOWABLE PARKING STRUCTURE EXPOSURE
- ALLOWABLE PARKING OR SERVICE ACCESS
- SERVICE ACCESS
- BUILDING LOBBY ENTRANCE



NOTE: These plan and perspective views illustrate a typical program. The actual program may differ in some respects. All proposed building envelopes are subject to review and approval by the Design Review Committee.

N - North Side Civic Access

OBJECTIVE:

- ***A residential parcel similar to Parcel L, on the north side of the Parcel M adjacent to the tracks.***

Program Shown

Residential	578 units
Retail	12,482 SF
Parking	966 spaces

NOTE:
The number of units, square footage and parking spaces planned for each block are generalizations.

The actual numbers shall be approved by City Council on a case-by-case basis.

N.1 Pedestrian Circulation

The major pedestrian movements are along City Parkway and across Parcel M. No pedestrian walkways are required in Parcel N.

N.2 Active Frontages

An active street frontage shall be developed along City Parkway, wrapping around the corners into the parking access streets on either side of the parcel.

N.3 Tower Locations

Two towers can be located on the north and south sides of the site. The southern and northern towers are not required to set back, but shall establish their bases at the podium level.

N.4 Build-To Lines and Setbacks

Setback zones are allowed facing City Parkway and the parking access streets. At the base of the building the allowable setback shall not exceed 10'-0", and 80% of the face of the building shall be placed on the build-to line at the back of he sidewalk.

N.5 Parking Access

Parking access will be from the parking access streets to the north and south of the parcel. Parking shall be in a podium adjacent to the railway tracks.

N.6 Concealed and Exposed Parking

The parking structure may be exposed to the railway tracks. On other frontages, the parking shall be wrapped with active uses and residential units.

N.7 Open Space and Amenities

An open space amenity deck shall be developed on the roof of the parking structure.

N.8 Base of Towers

The south tower shall have its base beginning at the podium on City Parkway and the parking access street frontages. The north tower shall have its base beginnings at street level.

N.9 Axes and Views

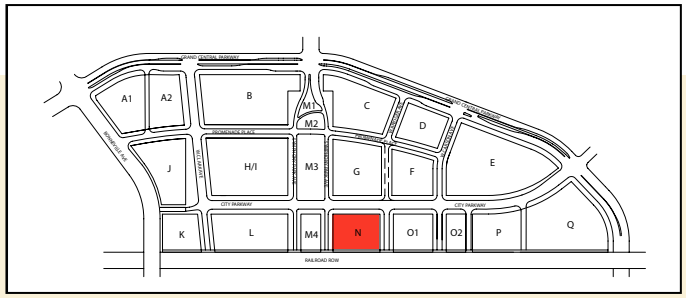
The two towers shall be positioned so that views are maintained across the site between them, and so that the towers have views past each other.

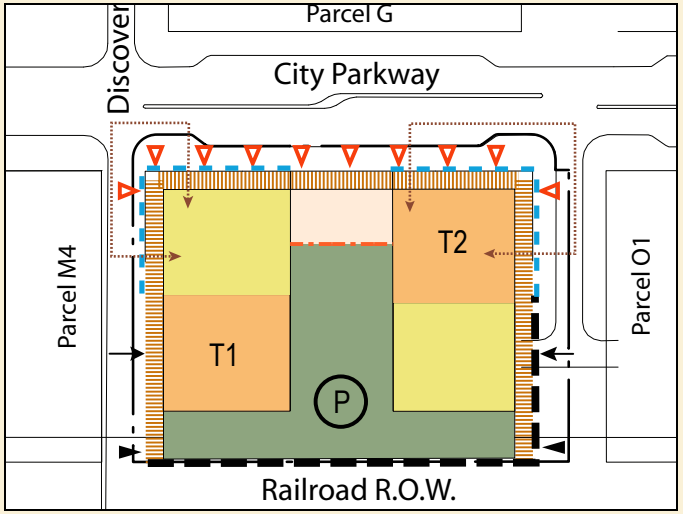
N.10 Tower Heights

There is no maximum height for towers T1 and T2. There is a 150' maximum height for the lower towers.

N.11 Railroad Edge

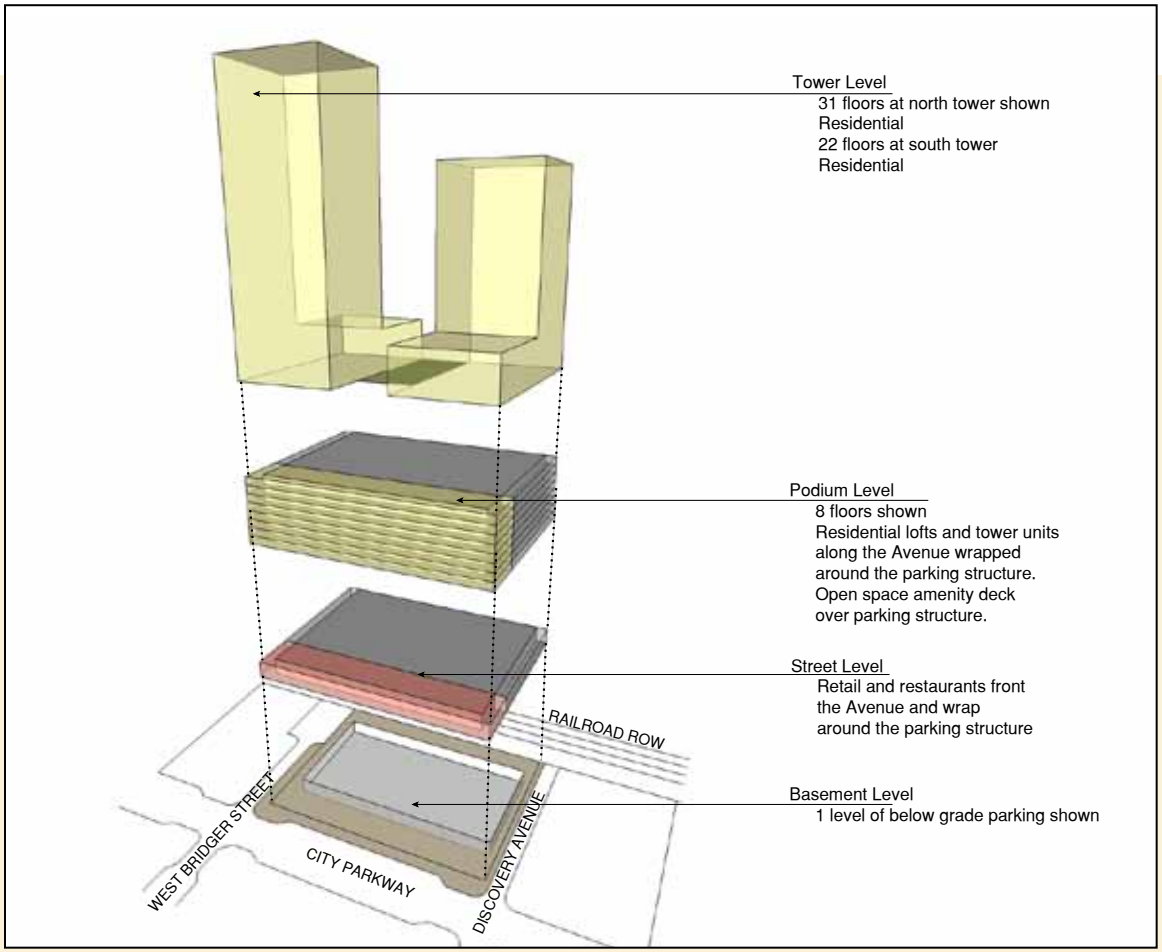
See civil engineering drawings for railroad edge treatment.





PARCEL N

- ACTIVE RETAIL FRONTAGE
- CORNER FOCUS
- BUILD-TO LINE
- ALLOWABLE SETBACK
- BUILDING LIMIT ABOVE
- PREFERRED TOWER LOCATION
- LOWER TOWER UP TO 150' ABOVE THE GROUND
- GROUND LEVEL OPEN SPACE
- ROOF DECK OPEN SPACE
- ALLOWABLE PARKING STRUCTURE EXPOSURE
- ALLOWABLE PARKING OR SERVICE ACCESS
- SERVICE ACCESS
- BUILDING LOBBY ENTRANCE
- TOWER VISUALLY EXPRESSED TO THE GROUND



NOTE: These plan and perspective views illustrate a typical program. The actual program may differ in some respects. All proposed building envelopes are subject to review and approval by the Design Review Committee.

O1 – Middle Avenue Block

OBJECTIVE:

- ***A residential parcel on City Parkway, similar to Parcels L and N in terms of uses and relationship to City Parkway.***

Program Shown

Residential	406 units
Retail	26,882 SF
Parking	747 spaces

NOTE:
The number of units, square footage and parking spaces planned for each block are generalizations.

The actual numbers shall be approved by City Council on a case-by-case basis.

O1.1 Pedestrian Circulation

The major pedestrian movement is along City Parkway. No public pedestrian walkways are required within the parcel.

O1.2 Active Frontages

Active street frontages shall be developed along City Parkway, wrapping around the corners into the parking access streets. A grocery store may be developed along City Parkway.

O1.3 Tower Locations

Two towers shall be located on the north and south sides of the site. The southern tower may be set back from the south side of the site; however it shall establish its base at the podium along City Parkway. The northern tower is not required to set back. It shall establish its base at the podium along City Parkway and the parking access street.

O1.4 Build-To Lines and Setbacks

Setback zones are allowed on all sides of the parcel, along City Parkway and the parking access streets. At the base of the building the allowable setback shall not exceed 10'-0", and 80% of the face of the building shall be placed on the build-to line at the back of he sidewalk.

O1.5 Parking Access

Parking access will be from the parking access streets to the north and south of the parcel. These are the extensions of West Bridger Avenue and West Carson Avenue. Parking is in a podium adjacent to the railway tracks.

O1.6 Concealed and Exposed Parking

The parking structure may be exposed to the railway tracks. On other frontages the parking structure shall be wrapped with active uses and residential units.

O1.7 Concealing Parking Structure

The parking structure shall be wrapped on the City Parkway frontage with active uses at the street level and residential units above.

O1.8 Open Space and Amenities

An open space amenity deck shall be developed on the roof of the parking structure.

O1.9 Base of Towers

The tower will have their bases beginning at the podium level on City Parkway.

O1.10 Axes and Views

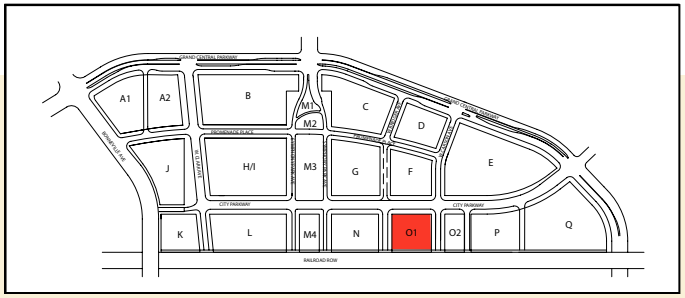
The tower shall be positioned on the east side of the site.

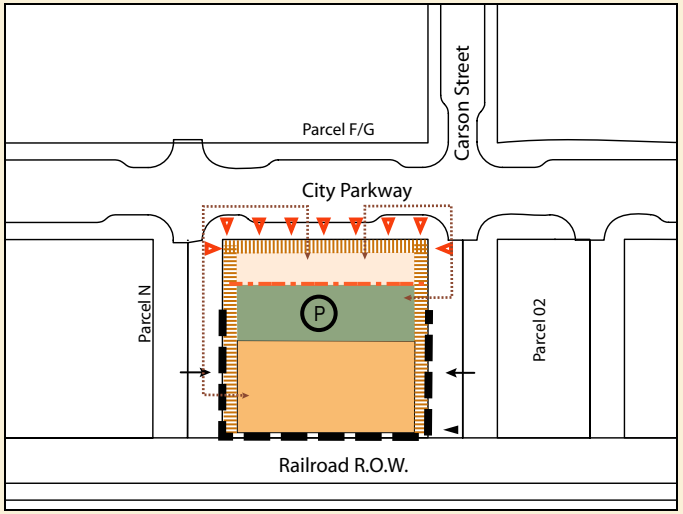
O1.11 Tower Height

There is no maximum height for Tower T1.

O1.12 Railroad Edge

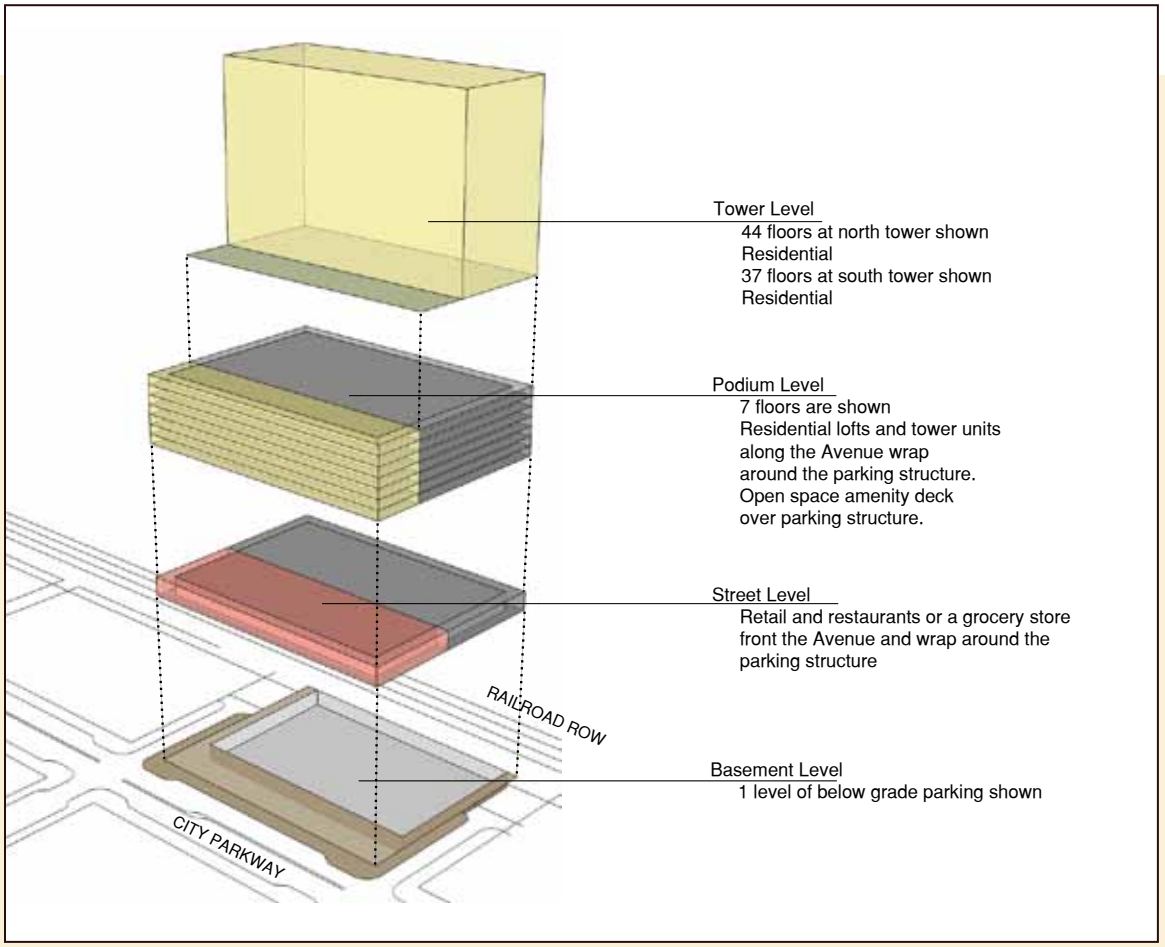
See civil engineering drawings for railroad edge treatment.





PARCEL O1

- ACTIVE RETAIL FRONTAGE
- CORNER FOCUS
- BUILD-TO LINE
- ALLOWABLE SETBACK
- BUILDING LIMIT ABOVE
- PREFERRED TOWER LOCATION
- LOWER TOWER UP TO 150' ABOVE THE GROUND
- GROUND LEVEL OPEN SPACE
- ROOF DECK OPEN SPACE
- ALLOWABLE PARKING STRUCTURE EXPOSURE
- ALLOWABLE PARKING OR SERVICE ACCESS
- SERVICE ACCESS
- BUILDING LOBBY ENTRANCE
- TOWER VISUALLY EXPRESSED TO THE GROUND



NOTE: These plan and perspective views illustrate a typical program. The actual program may differ in some respects. All proposed building envelopes are subject to review and approval by the Design Review Committee.

O2 – South of Gateway Block

OBJECTIVE:

- *A residential, retail and entertainment parcel facing City Parkway.*

Program Shown

Residential	243 units
Retail/Entertainment	4,068 SF
Parking	472 spaces

NOTE:
The number of units, square footage and parking spaces planned for each block are generalizations.

The actual numbers shall be approved by City Council on a case-by-case basis.

O2.1 Pedestrian Circulation

The major pedestrian movement is along City Parkway. No pedestrian walkways internal to the parcel are required.

O2.2 Active Frontages

Active street frontages shall be developed along City Parkway, wrapping around the corners into the parking access streets.

O2.3 Tower Location

The tower is to be located on the front (street side) of the parcel. It will be architecturally expressed as a building that originates at the sidewalk level rather than at the podium.

O2.4 Lobby Location

The lobby location shall be at or near the southwest corner of the parcel.

O2.5 Build-To Lines and Setbacks

A setback zone is allowed along the parking access on the north side of the parcel. Build-to lines are important to maintain on the City Parkway and south side of the parcel. At the base of the building the allowable setback shall not exceed 10'-0", and 80% of the face of the building shall be placed on the build-to line at the back of he sidewalk.

O2.6 Parking Access

Parking access will be from the parking access streets to the south of the parcel. Parking is in a podium under the building and adjacent to the railway tracks.

O2.7 Concealed and Exposed Parking

The parking structure shall only be exposed to the railway tracks and the rear portion of the parking accesses. The parking structure shall be wrapped with active uses along the City Parkway frontage. The retail on City Parkway may be two or more stories in height.

O2.8 Open Space and Amenities

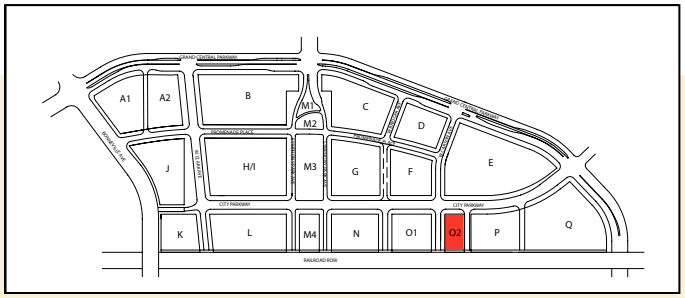
No open space is required interior to this parcel.

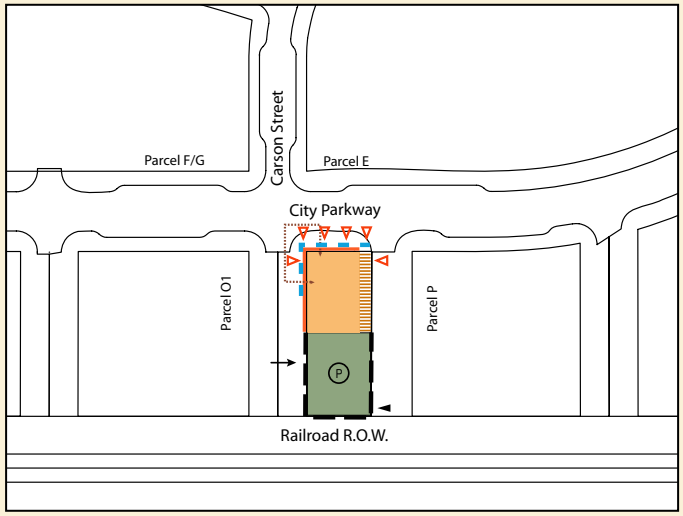
O2.9 Tower Height

There is no maximum height for Tower T1.

O2.10 Railroad Edge

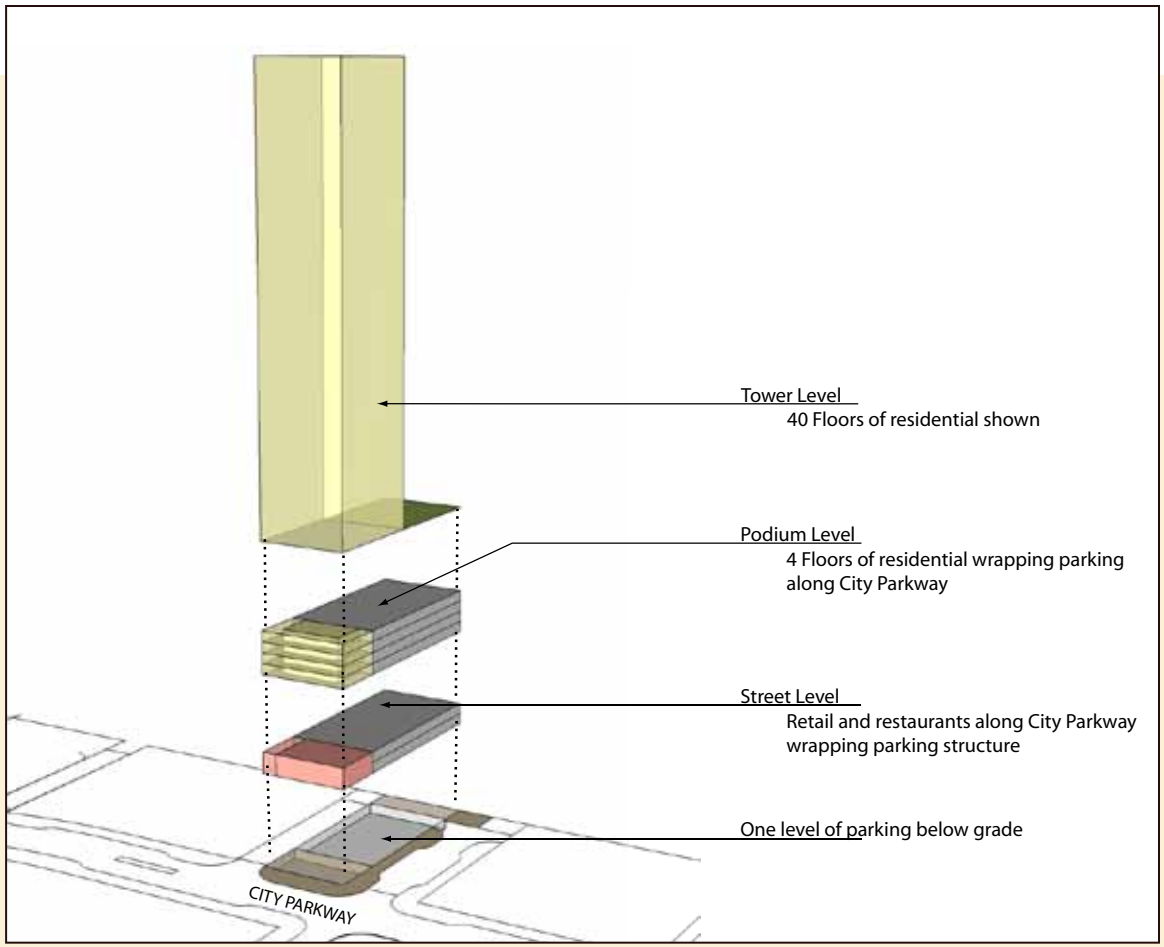
See civil engineering drawings for railroad edge treatment.





PARCEL O2

- ACTIVE RETAIL FRONTAGE
- CORNER FOCUS
- BUILD-TO LINE
- ALLOWABLE SETBACK
- BUILDING LIMIT ABOVE
- PREFERRED TOWER LOCATION
- LOWER TOWER UP TO 150' ABOVE THE GROUND
- GROUND LEVEL OPEN SPACE
- ROOF DECK OPEN SPACE
- ALLOWABLE PARKING STRUCTURE EXPOSURE
- ALLOWABLE PARKING OR SERVICE ACCESS
- SERVICE ACCESS
- BUILDING LOBBY ENTRANCE
- TOWER VISUALLY EXPRESSED TO THE GROUND



NOTE: These plan and perspective views illustrate a typical program. The actual program may differ in some respects. All proposed building envelopes are subject to review and approval by the Design Review Committee.

P – Gateway Block-South

OBJECTIVE:

- *An entertainment/commercial and parking parcel facing City Parkway.*

Program Shown

Retail	15,996
Parking	986 spaces

NOTE:
The number of units, square footage and parking spaces planned for each block are generalizations.

The actual numbers shall be approved by City Council on a case-by-case basis.

P.1 Pedestrian Circulation

The major pedestrian movement is along City Parkway. No pedestrian walkways internal to the parcel are required.

P.2 Active Frontages

Active street frontages shall be developed along City Parkway, wrapping around the corners into the parking access streets.

P.3 Tower Location

No tower is required on this parcel.

P.4 Build-To Lines and Setbacks

Setback zones are allowed along City Parkway and the parking access streets. At the base of the building the allowable setback shall not exceed 10'-0", and 80% of the face of the building shall be placed on the build-to line at the back of he sidewalk

P.5 Parking Access

Parking access will be from the parking access streets to the north and south of the parcel. Parking is in a podium adjacent to the railway tracks.

P.6 Concealed and Exposed Parking

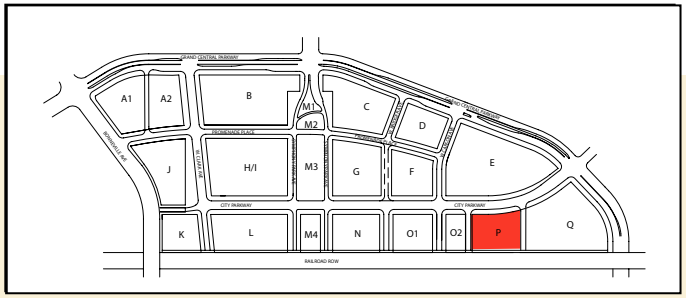
The parking structure shall only be exposed to the railway tracks. The parking structure shall be wrapped with active uses along the City Parkway frontage. The retail may be two or more stories in height

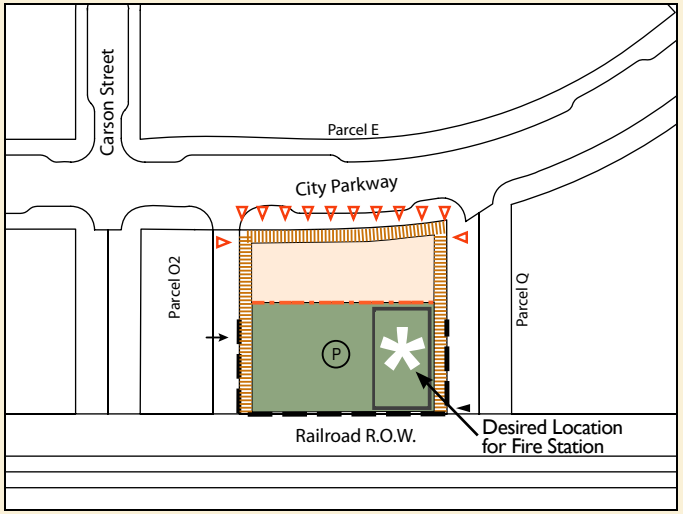
P.7 Open Space and Amenities

There are no open space requirements.

P.8 Railroad Edge

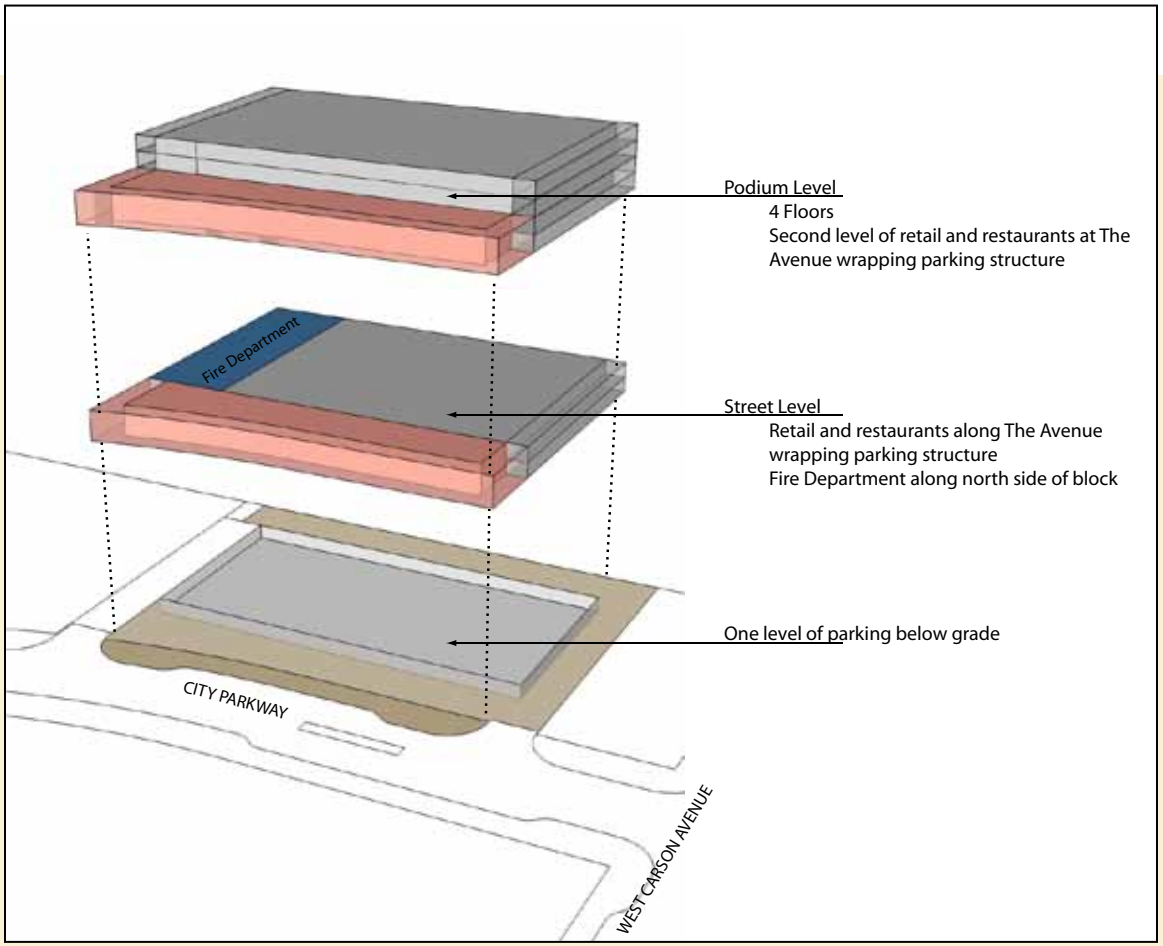
See civil engineering drawings for railroad edge treatment





PARCEL P

- ACTIVE RETAIL FRONTAGE
- CORNER FOCUS
- BUILD-TO LINE
- ALLOWABLE SETBACK
- BUILDING LIMIT ABOVE
- PREFERRED TOWER LOCATION
- LOWER TOWER UP TO 150' ABOVE THE GROUND
- GROUND LEVEL OPEN SPACE
- ROOF DECK OPEN SPACE
- ALLOWABLE PARKING STRUCTURE EXPOSURE
- ALLOWABLE PARKING OR SERVICE ACCESS
- SERVICE ACCESS
- BUILDING LOBBY ENTRANCE
- TOWER VISUALLY EXPRESSED TO THE GROUND



NOTE: These plan and perspective views illustrate a typical program. The actual program may differ in some respects. All proposed building envelopes are subject to review and approval by the Design Review Committee.

Q – Gateway Block-North

OBJECTIVE:

- ***This is a key Gateway parcel greeting arrivals from City Parkway. Along with Parcel E, this parcel will feature an iconic tower forming part of a gateway off City Parkway. A major element of this site is the large hotel tower envisioned for the west side of the site. Another major feature is the auto court that enters the site from City Parkway and provides the drop off and turnaround needed for the hotel and casino.***

Program Shown

Hotel	1000 rooms
Parking	1170 spaces

NOTE:
The number of units, square footage and parking spaces planned for each block are generalizations.

The actual numbers shall be approved by City Council on a case-by-case basis.

Q.1 Pedestrian Circulation

The major pedestrian movement is along City Parkway. A pedestrian bridge through the parcel will bridge across the railway line to connect the site to Fremont Street and the entertainment district on the other side of the tracks. The pedestrian connection to Fremont Street at the pedestrian bridge level shall be very direct and open to the public through the site, not internalized to a hotel or casino.

Q.2 Active Frontages

Active street frontages should be developed along City Parkway and the pedestrian bridge.

Q.3 Tower Location

The hotel tower will be located at the north end of the site. It shall relate directly to the auto court, and form the gateway to the site together with the office tower on Parcel E. Tower T1 should rise from the podium level rather than off the parking and retail podium.

Q.4 Build-To Lines and Setbacks

Setback zones are allowed on all sides of the parcel. At the base of the building the allowable setback shall not exceed 10'-0", and 80% of the face of the building shall be placed on the build-to line at the back of he sidewalk.

Q.5 Parking Access

Parking access will be from the parking access street to the south of the parcel and can also come in through the auto drive. Parking is in a podium to the north of the site, to the west of the hotel tower.

Q.6 Concealed and Exposed Parking

The parking structure shall only be exposed to the railway tracks. The parking structure elsewhere on the parcel shall be wrapped with hotel lobby, function areas and active uses.

Q.7 Open Space and Amenities

The auto court with its central median can be developed as an open space amenity. An elevated pedestrian bridge shall connect the auto court via a pedestrian bridge to development on the other side of the railway tracks.

Q.8 Base of Tower

The hotel tower should establish its base at the parking podium off the auto court, City Parkway and Grand Central Parkway.

Q.9 Axes and Views

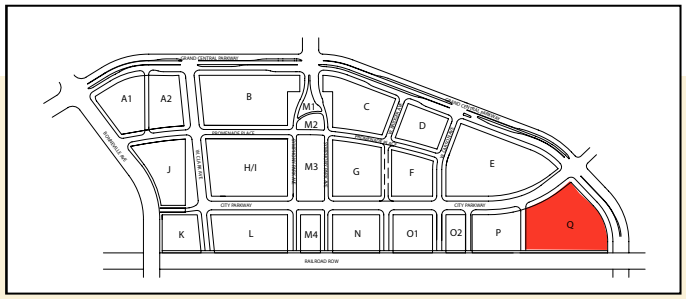
Physical and visual access should be maintained along the pedestrian bridge spanning across the railway tracks.

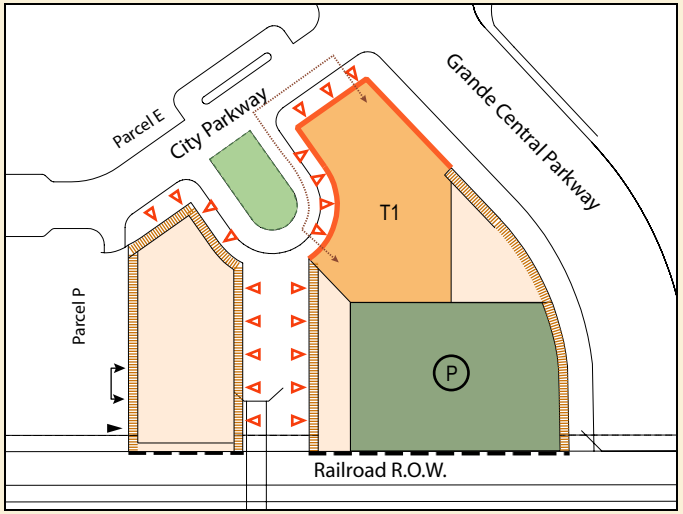
Q.10 Tower Height

There is no maximum height for Tower T1.

Q.11 Railroad Edge

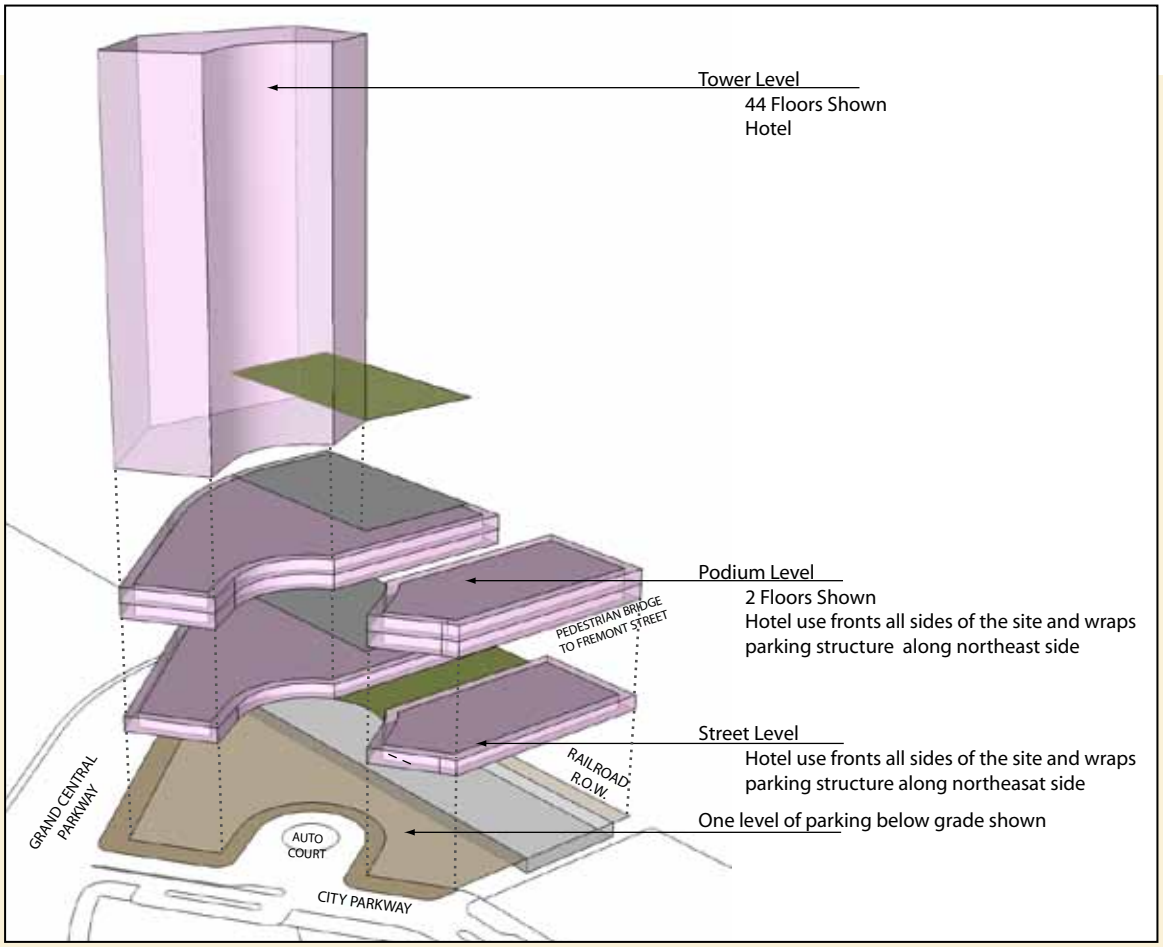
See civil engineering drawings for railroad edge treatment.





PARCEL Q

- ACTIVE RETAIL FRONTAGE
- CORNER FOCUS
- BUILD-TO LINE
- ALLOWABLE SETBACK
- BUILDING LIMIT ABOVE
- PREFERRED TOWER LOCATION
- LOWER TOWER UP TO 150' ABOVE THE GROUND
- GROUND LEVEL OPEN SPACE
- ROOF DECK OPEN SPACE
- ALLOWABLE PARKING STRUCTURE EXPOSURE
- ALLOWABLE PARKING OR SERVICE ACCESS
- SERVICE ACCESS
- BUILDING LOBBY ENTRANCE
- TOWER VISUALLY EXPRESSED TO THE GROUND



NOTE: These plan and perspective views illustrate a typical program. The actual program may differ in some respects. All proposed building envelopes are subject to review and approval by the Design Review Committee.

DESIGN REVIEW

To ensure that each project in Symphony Park complies with the Design Standards, each project in Symphony Park will be reviewed with respect to its urban design, architectural and landscape design qualities, as measured by the Design Standards. A related goal is that each developer be directed toward the most beneficial planning and design approaches so that projects can proceed without undue delays.

The objectives of the Design Review process are:

- To provide an equitable, orderly application of the Design Standards for all projects.
- To implement the goals and requirements of the Master Plan,
- To insure compliance with the Design Standards and the Master Plan, especially in regard to:
- Establishment of a high quality urban planned community
- Provision of the overall density, mix of uses, heights and building types as contemplated by the Master Plan and Design Standards.
- To protect the City's capital investment in infrastructure.
- To enhance the value of all property in Symphony Park by maintaining a high level of architectural design.
- To provide timely, fair and firm design direction for each project, and to resolve differences in design approach between the developer, Newland Communities and the City of Las Vegas.

Design Review Committee

To review and evaluate each proposal and protect these values, the Symphony Park Design Review Committee (UP-DRC) is hereby created. The UP-DRC shall consist of five members, with two members to be appointed by Newland Communities, and one representative each from the Office of Business Development, the Planning and Development Department, and the Public Works Department. The UP-DRC may retain consultants as necessary to review plans for conformance to the design guidelines. The UP-DRC shall have the authority to adopt rules and regulations concerning its administrative procedures.

The design review process shall consist of the procedures listed below (please see expanded Design Review submittal requirements from DRC):

1. Block Plan Review. The applicant will provide the UP-DRC with a submittal including conceptual plans of the first phases and subsequent block buildout for the block in question. Application for the review shall be made to the Office of Business Development, serving as support staff to the UP-DRC, and shall include the following information:

- Site plan, including the location of all buildings;
- Parking and access;
- Pedestrian access and open space;
- Conceptual elevations;
- Computer-generated 3-D massing model (to enable the project to be seen from all sides and in context to the overall Symphony Park development);
- Building program;
- LEED Checklist (preliminary).

The UP-DRC shall have 30 working days from the date of submittal to make a recommendation on the submitted plans. The UP-DRC may make a recommendation of approval, approval with conditions, or denial. Upon making a recommendation, the UP-DRC shall provide the applicant with written notice of the decision; recommendations for denial shall include the basis for the denial. Failure to make a recommendation within 30 working days by the committee shall constitute a recommendation of approval.

2. Design Development Review. Upon approval of the initial block plan, the applicant shall prepare design development drawings for review by the UP-DRC. Application for the review shall be made to the Office of Business Development, serving as support staff to the UP-DRC, and shall include the following information:

- Site plan, showing all driveways and access points;
- Grading plan;
- Floor plans;
- Elevations, showing key façade details;
- Landscape and streetscape plans;
- Materials, finishes and colors;
- Site signage;
- Refined computer-generated 3-D massing model;
- Solar shading diagram;
- LEED Checklist (with explanation).

The UP-DRC shall have 30 working days from the date of submittal to make a recommendation regarding the submitted application. Utilizing a development standards checklist, the UP-DRC may make a recommendation of approval, approval with conditions, or denial. Upon making a recommendation, the UP-DRC shall provide the applicant with written notice of the decision; recommendations for denial shall include the basis for the denial. Failure to make a recommendation within 30 working days by the committee shall constitute a recommendation of approval.

3. Site Development Plan Review. Upon approval of the Design Development Review application, the applicant shall submit a Site Development Plan Review application and any other required applications to the Planning and Development Department for review by the City of Las Vegas in accordance with the requirements of Title 19.18 of the Las Vegas Municipal Code. Applications will not be accepted unless accompanied by a letter with a recommendation for approval from the UP-DRC.

4. Construction Document Review. After receiving approval of the Site Development Plan Review application and any other required applications, the application shall submit construction documents for review by the UP-DRC. The construction documents shall be submitted to the Office of Business Development, serving as staff support for the UP-DRC, and shall be submitted prior to or concurrently with an application for a building permit. The UP-DRC shall have 30 working days from the date of submittal to make a recommendation regarding the submitted documents. The review by the UP-DRC shall be limited to the conditions of approval placed upon the project by the City of Las Vegas; any amendment to the approved plans shall be in accordance with the requirements listed in Title 19.18 of the Las Vegas Municipal Code. Upon making a recommendation, the UP-DRC shall provide the applicant with written notice of the decision; recommendations for denial shall include the basis for the denial. Failure to make a recommendation within 30 working days by the committee shall constitute a recommendation of approval. Building permits shall not be

issued until the applicant provides a letter of recommendation for approval from the UP-DRC. (See page 14 for LEED requirements of this approval step.)

Review of Construction

The UP-DRC may review construction documents to ensure that approved developments are constructed in accordance with approved plans and drawings. Consultants may be retained by the UP-DRC to assist with construction document review.

Approval of Subsequent Phases

All building developments within any Block shall be developed as established in the Block Plans and related documents, except as changes may be mutually agreed upon in writing by the Design Review Committee. Newland Communities may submit different plans for Building Developments within such Block so long as such plans are in compliance with the Master Plan and other relevant terms and conditions.

Waivers to the Design Standards

Waivers to the Symphony Park Design Standards contained herein may be granted by the City Council upon a recommendation from the SP-DRC with clear and convincing evidence for demonstrated economic hardship or to further the City's redevelopment efforts. The SP-DRC is hereby authorized to approve minor deviations (as defined in the Glossary) from required standards, subject to a majority vote of the Committee.

Sign Waivers: The SP-DRC is hereby authorized to approve waivers from the standards contained in Subsection 3.16, other than prohibitions contained in Paragraph 3.16.5, if the applicant establishes that a waiver is warranted based upon the conditions specific to the parcel and the SP-DRC determines the waiver will not compromise the design objectives of the sign standards and will further the City's redevelopment efforts

Amendments to the Design Standards

The UP-DRC may recommend amendments to these development standards, as warranted to address deficiencies or changes in development patterns. Changes to these standards shall be processed in the form of a Text Amendment, in accordance with the requirements of Title 19.18 of the Las Vegas Municipal Code.

PERMITTED USES—PARKWAY CENTER DEVELOPMENT STANDARDS

PERMITTED LAND USES:

Commercial Office, Class A, including without limitation:

- Professional and General
- High-Technology
- Service
- Research and Development
- Major or Minor Medical

Flexible Office/Work Space, Class B, including without limitation:

- Internet and high-technology incubators
- Computer server farms
- Internet backbone facilities
- Light assembly and fabrication

Government/Public Office, including without limitation:

- United States
- State of Nevada
- Regional Bodies and related
- Clark County
- City of Las Vegas
- United States Post Office

Commercial/Retail, including without limitation:

- General Retail
- Restaurant/Delicatessen/Coffee Shop/Bakery Banquet Facility/ Catering Service
- Health Club
- Bank/Credit Union/Savings and Loan/Trust
- Children's Day Care (fewer than 12 children)
- Convenience Retail
- Offices with frequent public access requirements
- Trade Center/Wholesale and Retail Showrooms
- Exhibition Space
- Transportation Services, including without limitation: Transportation Center, helipad, heliport, monorail, gasoline facilities
- Parking Facilities, including multi-level parking structures
- Entertainment/Retail
- Tavern, Supperclub, restaurant service bars, Social Event with Alcoholic Beverage Sales and beer/wine uses subject to special use permit
- Convention/Conferencing Facilities/ Temporary Exhibitions
- Non-Profit/Institutional, including:
- Museums,Performing arts centers, Musical Theaters

Residential

- High Density Residential, market rate, including without limitation:
- Townhouses, flats, lofts, live-work units
- Mid-Rise Housing
- Courtyard/streetwall apartments or condominiums
- Loft-style apartments or condominiums
- High-Rise Housing apartments or condominiums

Hotels

- Non-Gaming Hotels
- Casino/Hotels, and non-restricted Gaming but only within the Gaming Enterprise Overlay District, as amended
- Existing Interim Billboard Signs, to be removed or incorporated with adjacent development

Private Sidewalks: See "Outdoor Dining Standards—Private Sidewalk Areas" on page 134.

Communication Devises: Devices: Wireless Communication Facility, Stealth Design – building mounted only, subject to conditional use approval

PROHIBITED LAND USES:

- Trailer Parks and RV Camps
- Transient Sales Lots
- Rental Storage Businesses, with outdoor storage
- Contractors Plant, Shop and Storage Yard
- Construction materials and Supply Yard
- Auto Repair Garage
- Asphalt and Concrete Batch Plants
- Environmentally Hazardous Materials
- Salvage or Reclamation Yards
- Landfill
- Outside storage
- Trucking Company
- Heavy Manufacturing
- Towing and Impound Yards
- Cold Storage Plants
- Wholesale Distribution Centers
- Sexually Oriented Businesses
- Any other use that would otherwise be permitted as-of-right in Manufacturing (M) or Commercial Manufacturing (CM) zoning districts

APPENDICES

Using this Appendix in Conjunction with the Schematic Streetscape Design Package

The following references are keyed to streetscape elements identified in Section 2 of this document and the Schematic Streetscape Design package. The cover of Schematic Streetscape Design package is illustrated to the right.

The Schematic Streetscape Design package states that the Block developer is responsible for the implementation of all streetscape design shown from back of curb to build-to line, except the Centennial streetlights which may be built by the City of Las Vegas during the public street construction.

The schematic streetscape design has been completed for all streetscapes within the sixty-one acre Symphony Park. Schematic design has been completed in order to accomplish the following objectives:

A. Uphold the overall vision established by Newland Communities and the City of Las Vegas to develop a sustainable urban community;

B. Establish a unified and continuous streetscape layout, regardless of project phasing by individual developers;

C. Establish a consistent level of quality throughout the development;

D. Establish a consistent application of streetscape components and furnishings.

Refer to the Schematic Streetscape Design Package for further information.

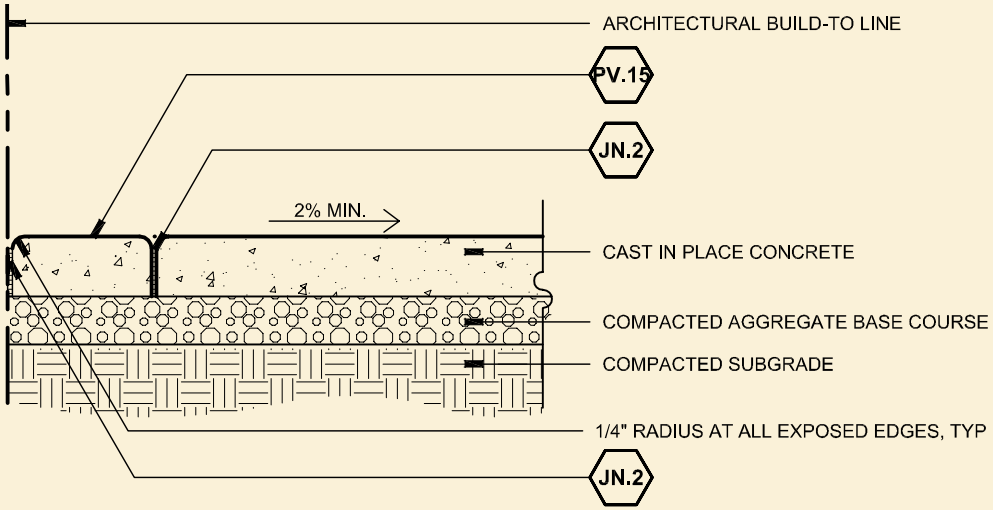
Schematic design includes a number of fixed streetscape design elements that are required by all developers. These items are outlined within this appendix and labeled as "FIXED DESIGN DECISIONS." This schematic design document also includes flexible opportunities for design input that is expected of all developers. These items are outlined within this appendix and labeled as "FLEXIBLE DESIGN OPPORTUNITIES."

Below are the keynotes from the Schematic Streetscape Design package. This appendix follows the same organizational structure as these Keynotes.

SITE DETAIL KEYNOTES:

EX	**EXISTING CONDITIONS**	**LOCATION**
EX.1	Utility or Other Structure	N/A
EX.2	Traffic Signal	N/A
EX.3	Curb and Gutter	N/A
EX.4	Asphalt Paving	N/A
PV	**PAVEMENTS, CURBS AND RAMPS**	
PV.1	Cast In Place Concrete at Pedestrian Area	DESIGN STANDARDS PAGE 109
PV.2	Cast In Place Concrete at Private Vehicular Area	SEE CIVIL DOCUMENTS
PV.3	Concrete Unit Paver at Pedestrian Area	DESIGN STANDARDS PAGE 110
PV.4	Concrete Unit Paver at Private Vehicular Area	SEE CIVIL DOCUMENTS
PV.5	Stone Paver at Pedestrian Area	DESIGN STANDARDS PAGE 111
PV.6	Not Used	N/A
PV.7	Not Used	N/A
PV.8	Potential Arch.Treatment at Public Intersection	SUBJECT TO FUTURE CITY DECISION
PV.9	Not Used	N/A
PV.10	Not Used	N/A
PV.11	Split Curb	SEE CIVIL DOCUMENTS
PV.12	Gutter Pan	SEE CIVIL DOCUMENTS
PV.13	Potential Driveway/Curb Cut	SEE CIVIL DOCUMENTS
PV.14	12" Concrete Access Strip	ILLUSTRATED IN DETAIL PL.1
PV.15	24" Concrete Buffer Strip	ILLUSTRATED IN DETAIL PL.1
PV.16	Accessible Ramp A	SEE CIVIL DOCUMENTS
PV.17	Accessible Ramp B	SEE RTC DOCUMENTS
PV.18	Special Asphalt Paving at Vehicular Area	SUBJECT TO FUTURE CITY DECISION
PV.19	Stone Mulch	DESIGN STANDARDS PAGE 114
PV.20	Tree Gate A	DESIGN STANDARDS PAGE 114
PV.21	Tree Gate B	DESIGN STANDARDS PAGE 115
JN	**JOINTING**	
JN.1	Sawn Control Joint	DESIGN STANDARDS PAGE 115
JN.2	Expansion Joint	DESIGN STANDARDS PAGE 116
SW	**SITE WALLS/ EMBANKMENTS**	
SW.1	Cast-In-Place Concrete Seat Wall	DESIGN STANDARDS PAGE 116
SF	**SITE FURNITURE**	
SF.1	Project Bench	DESIGN STANDARDS PAGE 117
SF.2	Not Used	N/A
SF.3	Not Used	N/A
SF.4	Movable Tables and Chairs	DESIGN STANDARDS PAGE 118
SF.5	Not Used	N/A
SF.6	Not Used	N/A
SF.7	Trash Receptacle	DESIGN STANDARDS PAGE 118
SF.8	Drinking Fountain	DESIGN STANDARDS PAGE 119
SF.9	Bicycle Rack	DESIGN STANDARDS PAGE 119
SF.10	Newspaper Box	DESIGN STANDARDS PAGE 119
SF.11	Planter Pot A	DESIGN STANDARDS PAGE 120
SF.12	Planter Pot B	DESIGN STANDARDS PAGE 120
SF.13	Bollard	DESIGN STANDARDS PAGE 121
SL	**SITE LIGHTING**	
SL.1	Promenade Light	REFER TO SHEET L3-03
SL.2	Up Light	DESIGN STANDARDS PAGE 121
SL.3	Pedestrian Light	REFER TO SHEET L3-04
SL.4	Down Light	DESIGN STANDARDS PAGE 122
SL.5	Street Light	N/A
SL.6	Street Light - Phase 2 - Proposed Location	N/A
PL	**PLANTING AND LANDSCAPE**	
PL.1	Street Tree In Landscape Panel	DESIGN STANDARDS PAGE 123
PL.2	Street Tree In Hardscape	DESIGN STANDARDS PAGE 124
PL.3	Street Tree In Tree Grate	DESIGN STANDARDS PAGE 125
PL.4	Palm In Landscape	DESIGN STANDARDS PAGE 126
PL.5	Palm In 4'x4' Tree Grate	DESIGN STANDARDS PAGE 126
PL.6	Groundcover Planting	SEE SHEET L2-01 AND L2-02
PL.7	Landscape Panel Planting	SEE SHEET L2-01
PL.8	Tree Trench	DESIGN STANDARDS PL.1 PAGE 123
PL.9	Palm In 6'x4' Tree Grate	DESIGN STANDARDS PAGE 127
BF	**BARRIERS AND FENCING**	
BF.1	Green Screen	DESIGN STANDARDS PAGE 128
BF.2	Landscape Panel Barrier A	DESIGN STANDARDS PAGE 128
BF.3	Landscape Panel Barrier B	DESIGN STANDARDS PAGE 129
MS	**MISCELLANEOUS ELEMENTS**	
MS.1	Bus Stop - Seating Zone/Shelter	DESIGN STANDARDS PAGE 129
MS.2	Future BRT Station	N/A - WORK BY OTHERS
MS.3	Shade Structure	REFER TO AR.1 ON PAGE 130
MS.4	Possible Wind Turbine Zone	DESIGN STANDARDS PAGE 130
MS.5	Union Park Project Signage Zone	N/A - WORK BY OTHERS
AR	**OPPORTUNITIES FOR ART**	
AR.1	Art Opportunity at Shade Structure	DESIGN STANDARDS PAGE 130
AR.2	Art Opportunity at Bus Stop	DESIGN STANDARDS PAGE 130
AR.3	Art Opportunity in Pavement Design	DESIGN STANDARDS PAGE 131
AR.4	Art Opportunity with Sculptural Element	DESIGN STANDARDS PAGE 131
AR.5	Art Opportunity with Supplemental Seating	DESIGN STANDARDS PAGE 131

PV.1 Cast-in-Place Concrete at Pedestrian Area



INTENT

Maintain a consistent paving system across the 61 acre site that minimizes heat gain and artfully expresses the Las Vegas desert context.

Fixed Design Decisions

COLOR: 1% +/- Solomon 306 Canvas (test pour dependent)

FINISH: Expose sands and fine aggregates with a light concrete retarder applied to the concrete immediately after it is poured. This treatment will result in a slightly rough, sand-textured feel to the concrete (test pour dependent).

Flexible Design Opportunities

Slight variations in the sand/aggregate exposure, analogous to the natural patterns of the desert, recall water and wind erosion. Refer to AR.3 - Art Opportunity in Pavement Design for more information. All designs and layouts to be approved by Symphony Park Design Review Committee.

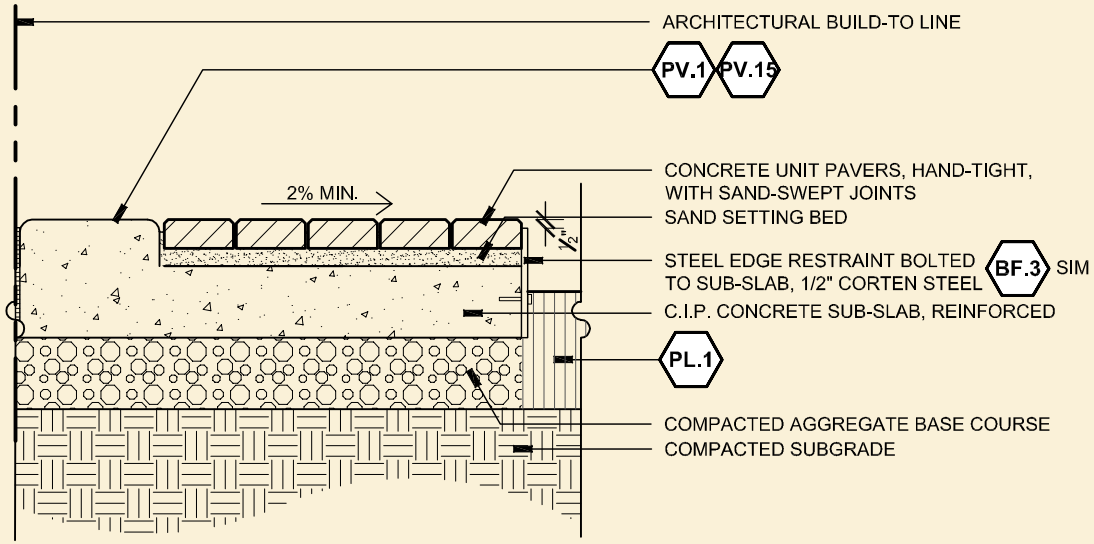
Minimum Concrete Performance Criteria:

STRENGTH @ 28 DAYS:	4500 PSI
WATER/CEMENT RATIO:	.45-.65
CEMENT:	5.2 sacs / CY
CEMENT TYPE:	V
FLY ASH:	20% x 1.2
AGGREGATE SIZE:	3/8-3/4
AIR CONTENT:	5-7%
SLUMP:	1-4" Maximum
AD MIXTURES:	Pozzolith 322N, Buckeye cellulose fiber

PV.2 Cast-in-Place Concrete at Private Vehicular Area

See Civil Documents

PV.3 Concrete Unit Paver at Pedestrian Area



INTENT

Maintain a consistent concrete unit paving system across the 61 acre site that provides a tactile quality, mitigates storm water runoff rates, reduces glare, minimizes heat gain and complements the concrete and stone paving.

Fixed Design Decisions

MANUFACTURER: Hanover Architectural Products
MODEL: Prest Concrete Paver—11 3/4" x 11 3/4" —2 1/2" Thick
FINISH: Tudor
COLOR: Cream, Limestone Grey, Brown, Antietam, or Matrix #1119

Flexible Design Opportunities

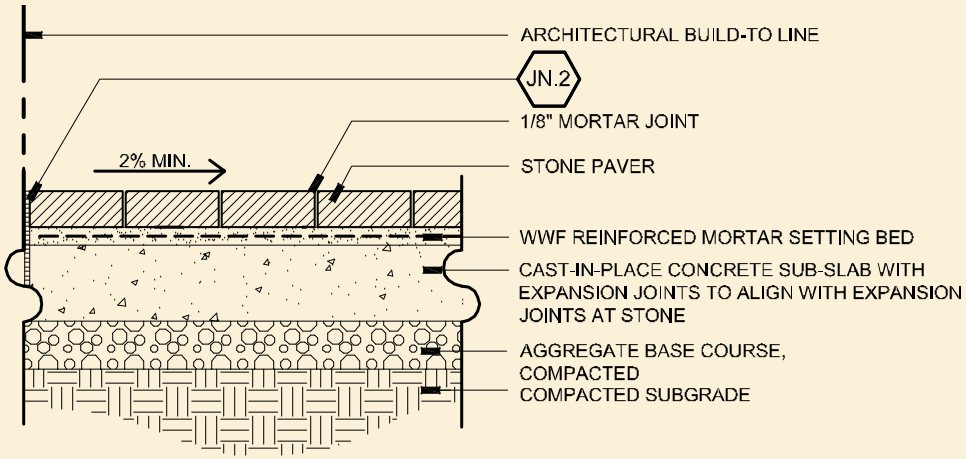
Choose from the colors listed above. Paver layout pattern to be determined by project design teams.

PV.4 Concrete Unit Paver at Private Vehicular Area

MODEL: Prest Concrete Paver—17 5/8" x 17 5/8"— 4" Thick

All other properties are the same as PV.3—Concrete Unit Paver at Pedestrian Area

PV.5 Stone Paver at Pedestrian Area



INTENT

Maintain a consistent stone paving system along the Promenade that provides a tactile quality, mitigates storm water runoff rates, reduces glare, minimizes heat gain, complements the concrete and concrete unit pavers and artfully expresses the Las Vegas desert context

Fixed Design Decisions

PRODUCT: 4" Square Paver, 1 1/2"–1 3/4" Thick

STONE: Quartzite Canyon Gold. Also known as Beijing Gold Quartzite.

COLOR: Sorted color range into three distinct colors, as defined in Newland's mock-up board.

FINISH: Natural Cleft

EDGES: Sawn, Top Edge Eased

SEALENT: None Allowed

LAYOUT: See Next Page

Flexible Design Opportunities

A consistent stone paving system along the entire length of the Promenade is critical to the success of this street. Comparable alternatives that meet performance criteria and color range are subject to approval by the Symphony Park Design Review Committee.

ASTM Stone Performance Criteria:

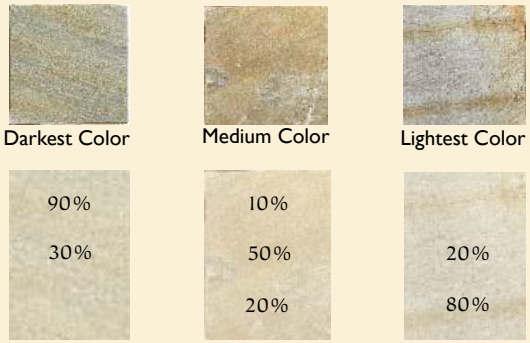
MINIMUM COMPRESSIVE STRENGTH:	8,000 psi
MAXIMUM ACCEPTABLE ABSORPTION:	1.00%
MINIMUM DENSITY:	160 lbs. lb/cu ft
MINIMUM FLEXURAL STRENGTH:	9,000 psi
COEFFICIENT OF FRICTION:	0.8 to 1.0
MINIMUM ABRASION RESISTANCE:	1.0

PV.5 Stone Paver at Pedestrian Area, Continued

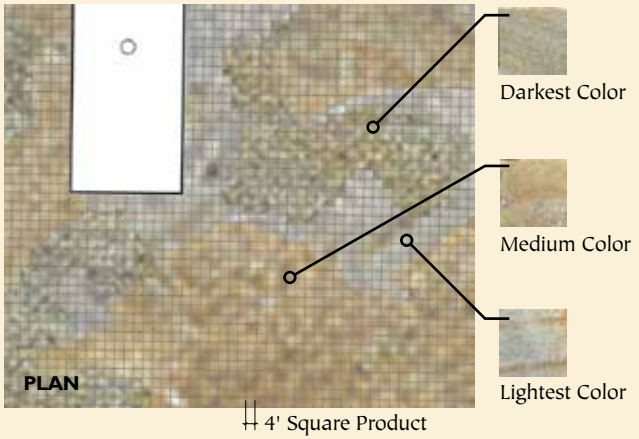
Promenade and Stone Paving Concept:

Materials, colors and patterns create a stylized desert expression. Erosion and repetition establish the primary influences. Gradual tonal transitions take place across the sidewalk floor, reflecting the subtleties and nuance of the desert. This plan shows how the stone paving pattern is applied to a generic block of the Promenade. Zones A, B and C are laid out across all blocks of the Promenade. Transitions between Zones A, B and C should be blended and soft. Refer to Newland's mock-up board for more detail.

Stone Sample:



Detail of Paving Pattern:



Las Vegas
Desert Character
Images

PV.6 Not Used

PV.7 Not Used

PV.8 Potential Architectural Treatment at Public Intersection

Subject to future City decision

PV.9 Not Used

PV.10 Not Used

PV.11 Spill Curb

See Civil Documents

PV.12 Gutter Pan

See Civil Documents

PV.13 Potential Driveway/Curb Cut

See Civil Documents

PV.14 12" Concrete Access Strip

Illustrated in detail PL1 - Street Tree in Landscape Panel

PV.15 24" Concrete Buffer Strip

Illustrated in detail PL1 - Street Tree in Landscape Panel

PV.16 Accessible Ramp A

See Civil Documents
For all pedestrian-accessible ramps internal to the project

PV.17 Accessible Ramp B

See RTC Documents
For pedestrian-accessible ramps adjacent to Grand Central Parkway only

PV.18 Special Asphalt Paving Vehicular Area

Subject to future City decision

PV.19 Stone Mulch

INTENT

Utilize local materials to reflect regional identity, prevent erosion and mitigate moisture loss.

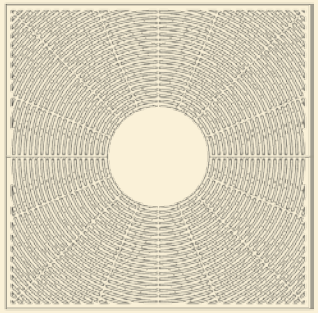
Fixed Design Decisions

PRODUCT 1: 3/8" Washed Rounded Gravel **COLOR:** Birds eye Brown
PRODUCT 2: Decomposed Granite, Stabilized

Flexible Design Opportunities

Placement of these two products to be determined by project design teams.

PV.20 Tree Gate A



INTENT

Maintain consistent contemporary tree grate across the 61 acre site with removable growth rings to allow for healthy trunk growth. Allow for uninterrupted ADA rated pedestrian traffic.

Fixed Design Decisions

MANUFACTURER: Fair Weather
MODEL: SP Series—4' square and 4' x 6'
FINISH: Raw Carbon Steel (not painted)

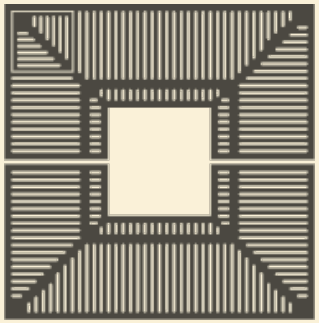
Flexible Design Opportunities

There are no flexible design opportunities with the tree grates.

Notes

All tree grates to be 4' square. Orient grate "joint" perpendicular to curb. All tree grates for palms on the Promenade to be custom 4' x 6' grates. Please refer to the notes above for proper tree grate sizes.

PV.21 Tree Gate B



INTENT

Highlight and distinguish Symphony Park by using a unique tree grate adjacent to and opposite the park (on Discovery Street and City Parkway).

Fixed Design Decisions

MANUFACTURER: Ironsmith Design
MODEL: A.D.A.
SIZE: 4' square
FINISH: Raw Carbon Steel (not painted)

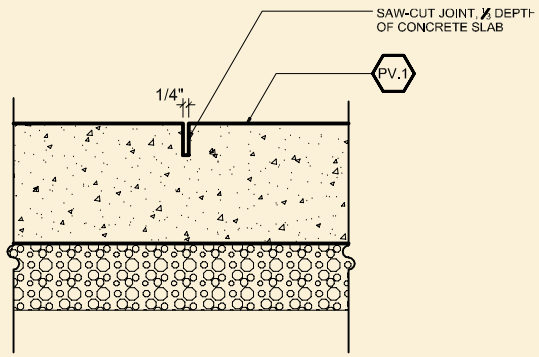
Flexible Design Opportunities

There are no flexible design opportunities with the tree grates.

Notes

Use this tree grate on all Symphony Park Avenue trees (deciduous and palm) associated with, adjacent to and opposite the central park. The street trees opposite the central park on City Parkway should also use this grate. Refer to the Schematic Design package. All tree grates for deciduous trees to be 4' square. Orient grate "joint" perpendicular to curb. Please refer to the notes above for proper tree grate sizes."

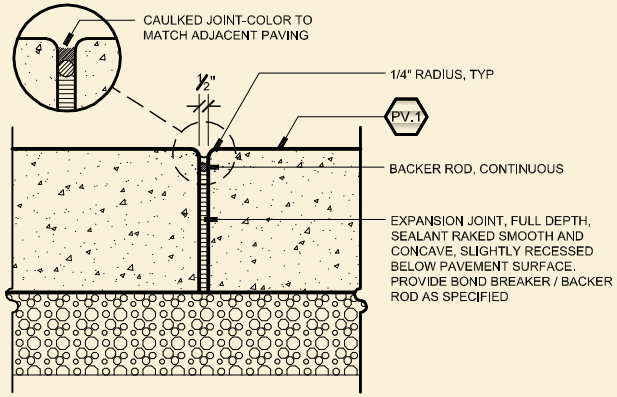
JN.1 Sawn Control Joint



INTENT

Maintain sharp, consistent control joints across the 61 acre site.

JN.2 Expansion Joint

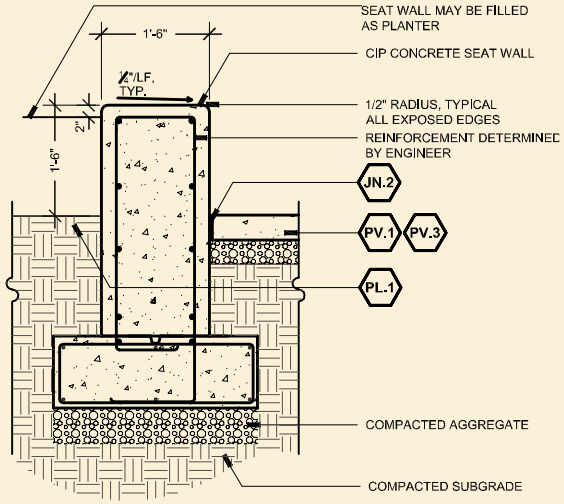


INTENT

Maintain consistent, effective and durable expansion joints across the 61 acre site.

Match caulked joint color to cast in place concrete paving.

SW.1 Cast-In-Place Concrete Seat Wall



INTENT

Maintain generally consistent proportions and detail for site walls across the 61 acre site while providing an opportunity for art

Fixed Design Decisions

Size: 1'-6" Wide by 1'-6" Tall

Flexible Design Opportunities

Wall finish and color to be to be determined by project design teams.
All designs and layouts to be approved by Symphony Park Design Review Committee.

Notes

Align control/expansion joints of wall to control/expansion joints of paving.

Walls at Symphony Park Avenue entrance (Parcels B and C) to be integrated with raised planting beds.

SF.1 Project Bench

INTENT

Utilize a village standard across the 61 acre site to promote a district quality. Alternative seating options are outlined in AR.5—Art Opportunity with Supplemental Seating.

Fixed Design Decisions

MANUFACTURER: Landscape Forms

MODEL: Arcata–Backed and Arcata–Backless

COLORS: Polysite Seat–Driftwood

Steel–Galvanized if possible

Steel alternative–Powder Coat Silver

Flexible Design Opportunities

Layout of benches to be to be determined by project design teams.

Note

Provide footing per manufacturer's recommendations.

SF.2 Not Used

SF.3 Not Used

SF.4 Movable Tables and Chairs

INTENT

Foster diversity among movable tables and chairs that meet product objectives. Allow for movable furnishings to complement the adjacent tenant or land use.

Fixed Design Decisions

PRODUCT OBJECTIVES: Non-plastic furnishings that are cool to the touch

Heavy products that will deter vandalism and theft

Non-fixed furniture to allow for tenant and pedestrian movement

Contemporary in appearance.

Flexible Design Opportunities

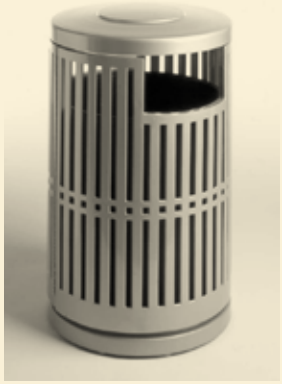
All product selection and layout to be to be determined by project design teams.

All designs and layouts to be approved by Symphony Park Design Review Committee.

SF.5 Not Used

SF.6 Not Used

SF.7 Trash Receptacle



INTENT

Utilize a village standard across the 61 acre site to promote a district quality.

Fixed Design Decisions

MANUFACTURER: Landscape Forms

MODEL: Chase Park

COLORS: Steel–Galvanized if possible

Steel alternative–Powdercoat Silver

Flexible Design Opportunities

Layout of trash receptacles to be to be determined by project design teams.

SF.8 Drinking Fountain

INTENT

Utilize a village standard across the 61 acre site to promote a district quality.

Fixed Design Decisions

MANUFACTURER: DAE
MODEL: Oscar Doll

Flexible Design Opportunities

Layout of drinking fountain to be to be determined by project design teams.

SF.9 Bicycle Rack

INTENT

Utilize a consistent, artful bike rack across the 61 acre site.

Fixed Design Decisions

MANUFACTURER: Landscape Forms
MODEL: Bola
COLOR: Galvanized if possible
Alternative–Stainless Steel

Flexible Design Opportunities

Layout of bike racks to be to be determined by project design teams.

SF.10 Newspaper Box

INTENT

Consolidate and corral newspaper boxes.

Note

Product to be determined by Symphony Park Community Association.

Use of news paper boxes is subject to implementation by the Symphony Park Community Association.

SF.11 Planter Pot A

INTENT

Utilize consistent, artful planter pots across the 61 acre site.

Fixed Design Decisions

MANUFACTURER: Kornegay Design
MODEL: Dune Series
COLOR: Natural Concrete

Flexible Design Opportunities

Layout and size of Dune Series planter pots to be to be determined by project design teams. 75% of project planter pots should be selected from the Dune Series.

Note

All planter pots must be drip irrigated and accommodate a drainage system that drains into an adjacent landscape panel. Organize planter pots in small groupings to accentuate garden qualities.

SF.12 Planter Pot B

INTENT

Utilize consistent, artful planter pots across the 61 acre site.

Fixed Design Decisions

MANUFACTURER: Charles Swanson
MODEL: Living Earth Series—"Ceres" and "Lura"
COLOR: All colors acceptable

Flexible Design Opportunities

Layout and color of Living Earth Series planter pots to be to be determined by project design teams. 25% of project planter pots should be selected from the Living Earth Series.

Note

All planter pots must be drip irrigated and accommodate a drainage system that drains into an adjacent landscape panel. Utilize planter pots as sculptural elements, composed in groupings and patterns.

SF.13 Bollard

INTENT

Utilize sculptural bollards to distinguish pedestrian from vehicular zones.

Fixed Design Decisions

MANUFACTURER: Furnitubes
MODEL: Millennium
COLOR: Stainless Steel

Flexible Design Opportunities

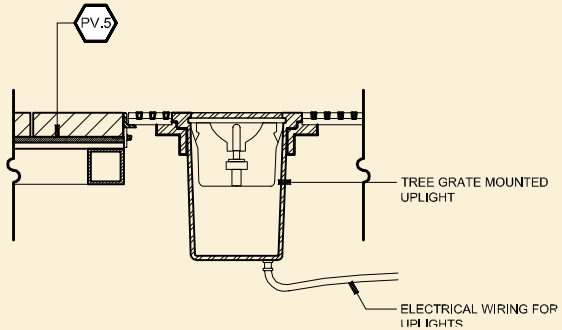
Layout of bollards to be to be determined by project design teams.

SL.1 Promenade Light

Note

Refer to sheet L3-04 of the Schematic Streetscape Design package.

SL.2 Uplight



INTENT

Maintain a consistent lighting product that illuminates the trees along the Promenade.

Fixed Design Decisions

MANUFACTURER: Kim Lighting
MODEL: LED Lightvault

Fixed Design Opportunities

There are no flexible design opportunities with the uplight.

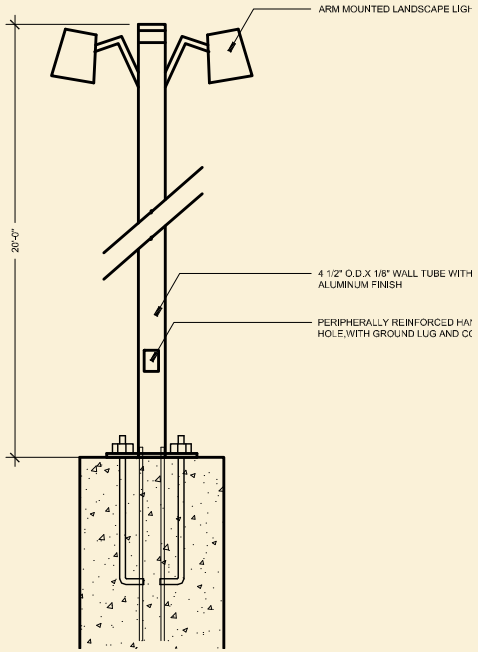
Note

Four up lights are placed 2'-6" from all deciduous street trees on the Promenade.

SL.3 Pedestrian Light

Note
Refer to sheet L3-03 of the Schematic Streetscape Design package

SL.4 Down Light



INTENT
Maintain a consistent lighting product that subtly illuminates the dramatic ground cover planting along Grand Central Parkway.

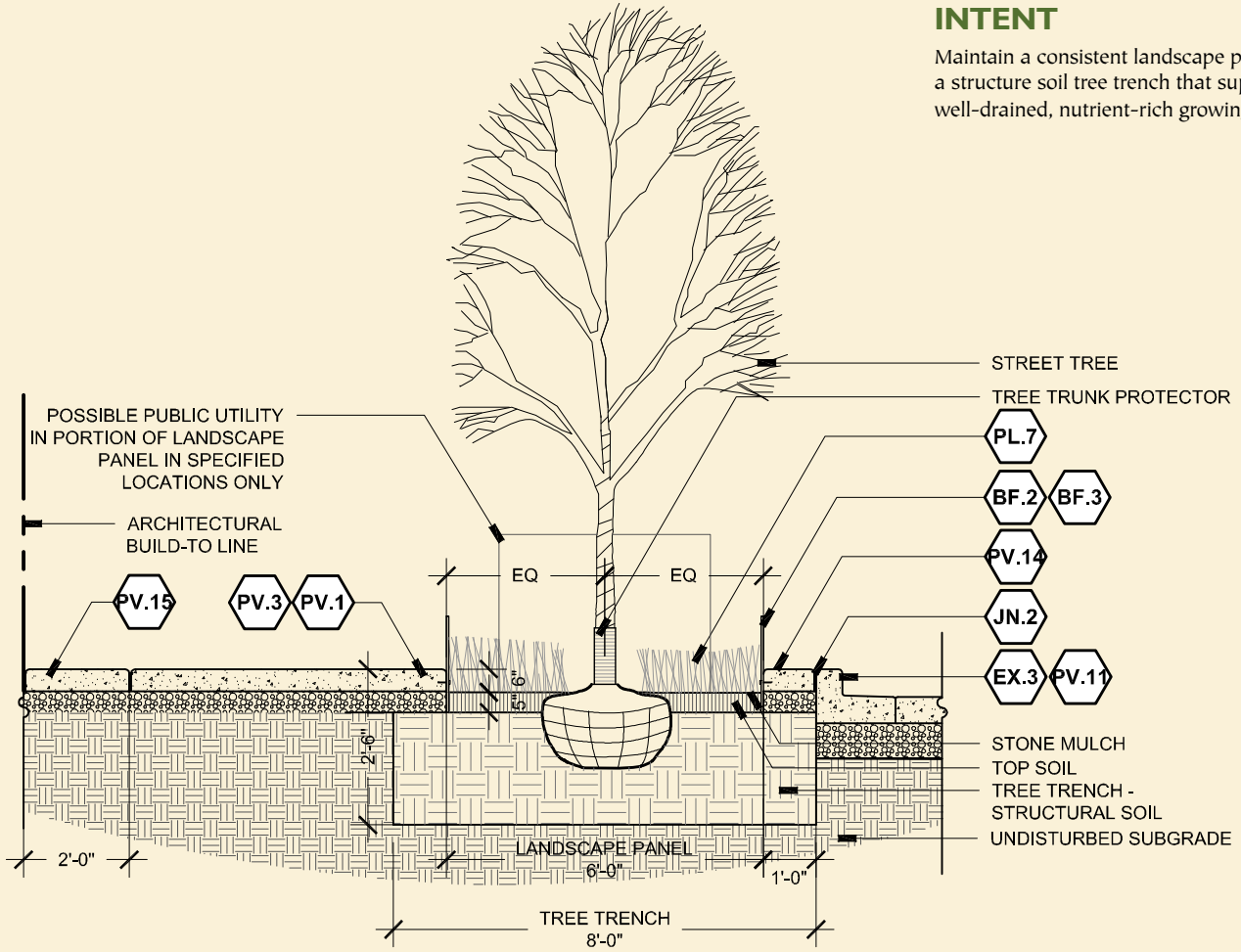
Fixed Design Decisions
MANUFACTURER: Kim Lighting
MODEL: Choose an arm mounted KIM landscape light. Consider LED luminaires.

Flexible Design Opportunities
Refer to the Schematic Streetscape Design package for lighting layout.

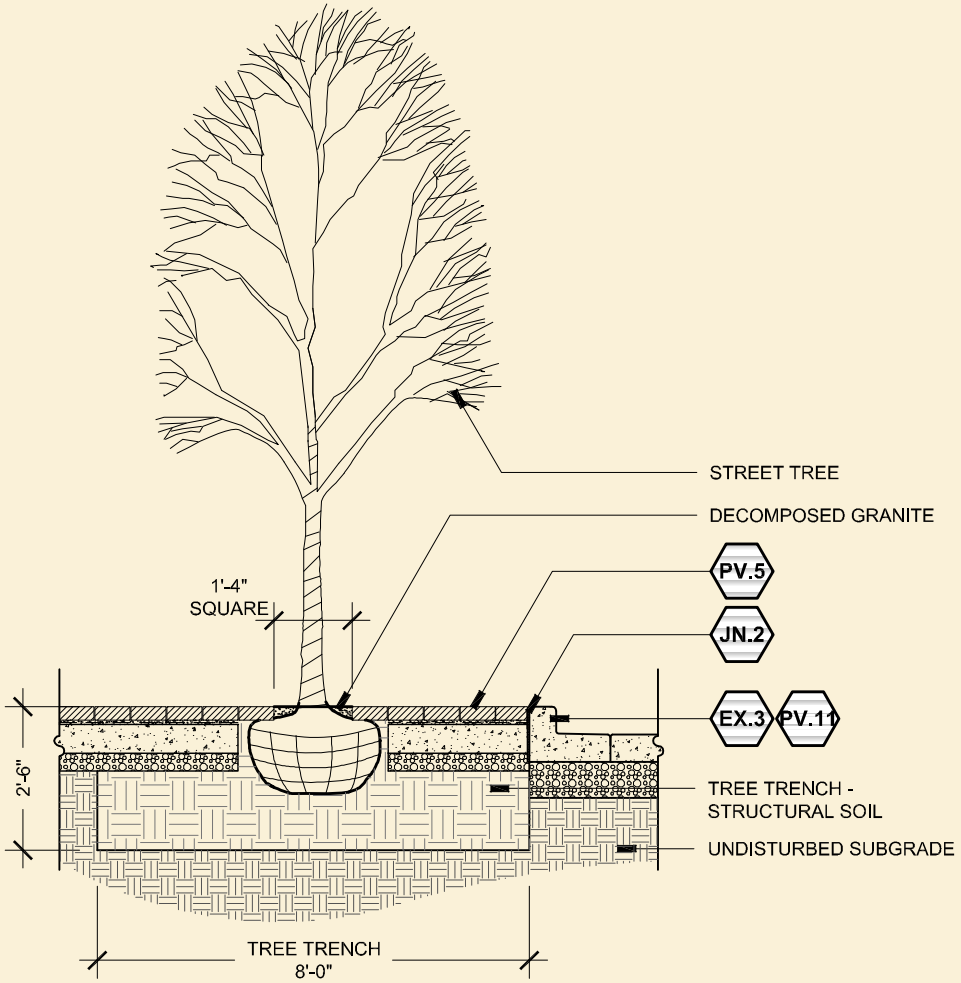
PL.1 Street Tree in Landscape Panel

INTENT

Maintain a consistent landscape panel/tree trench treatment across the 61 acre site. Utilize a structure soil tree trench that supports pavement compaction while allowing for aerated, well-drained, nutrient-rich growing medium.



PL.2 Street Tree in Hardscape

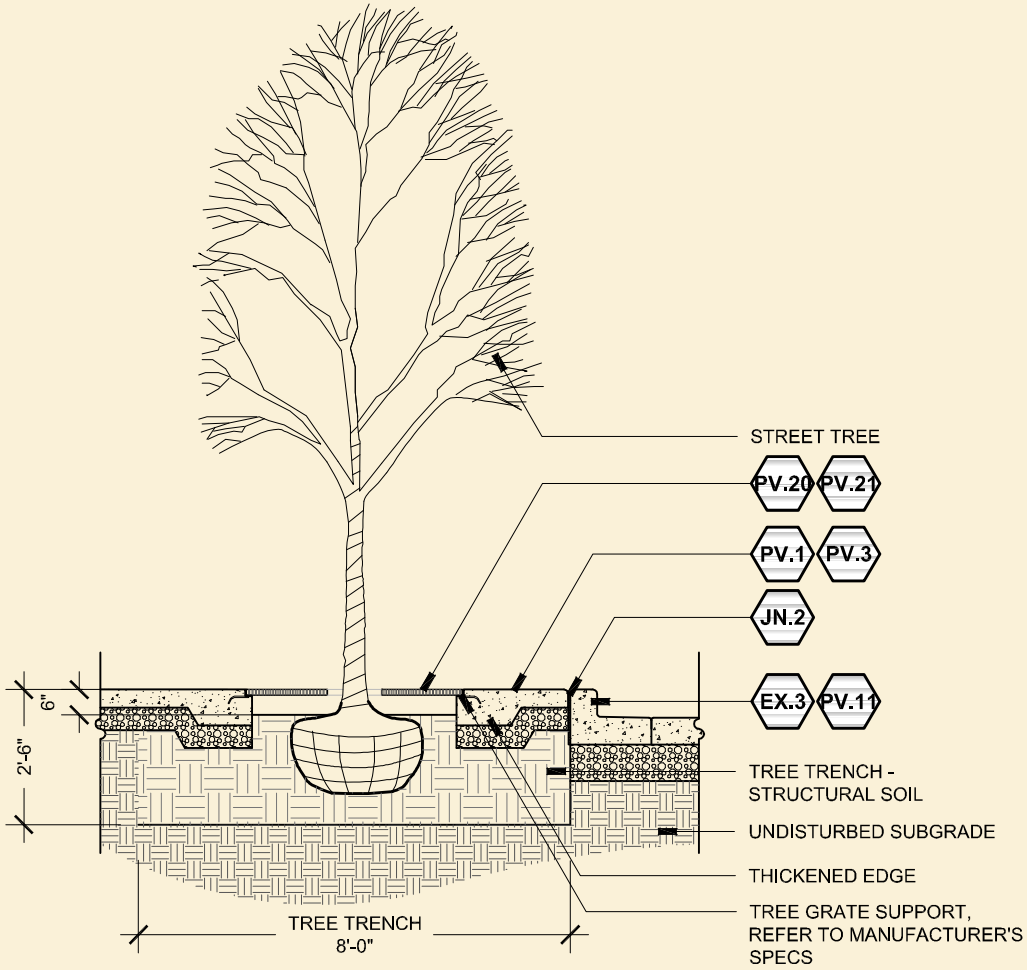


INTENT

Maintain a consistent hardscape/tree trench treatment along the entire Streetscape. Utilize a structure soil tree trench that supports pavement compaction while allowing for aerated, well-drained, nutrient-rich growing medium.

Street tree in hardscape character image

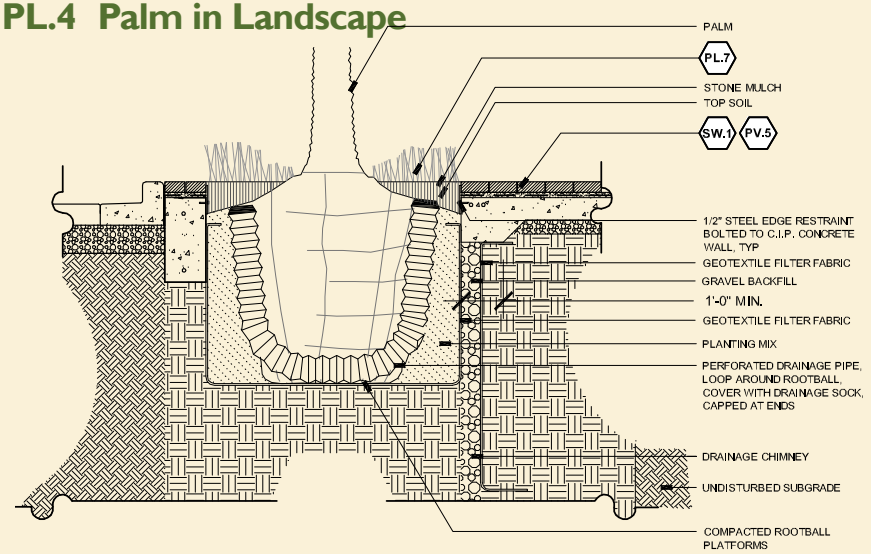
PL.3 Street Tree in Tree Grate



INTENT

Maintain a consistent tree grate/tree trench treatment across the 61 acre site. Utilize a structure soil tree trench that supports pavement compaction while allowing for aerated, well-drained, nutrient-rich growing medium.

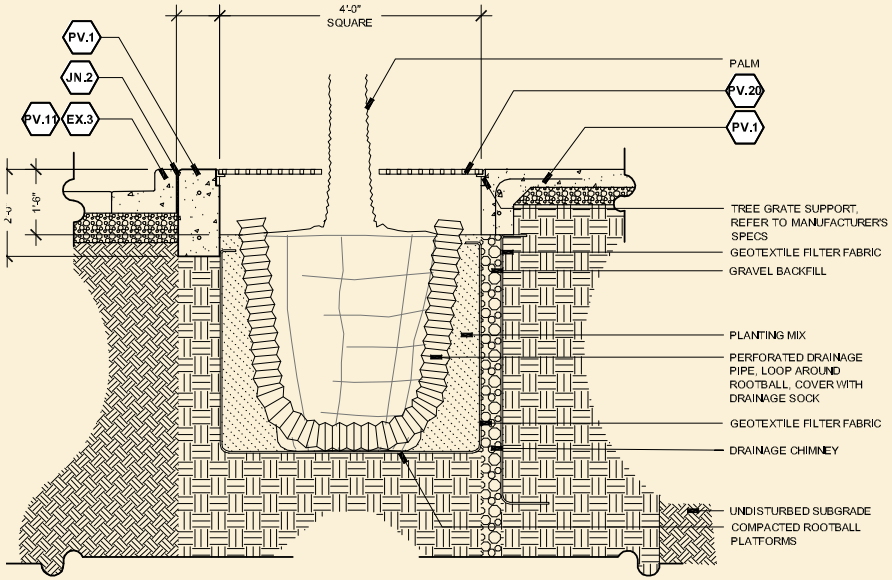
PL.4 Palm in Landscape



INTENT

Maintain a consistent planting treatment throughout the 61 acre site.

PL.5 Palm in Tree Grate



INTENT

Insure palms thrive throughout the 61 acre site. Maintain a walkable surface to the tree trunk

PL.6 Ground Cover Planting

Note
See Sheet L2-01 and L1-02 of the Schematic Streetscape Design package.

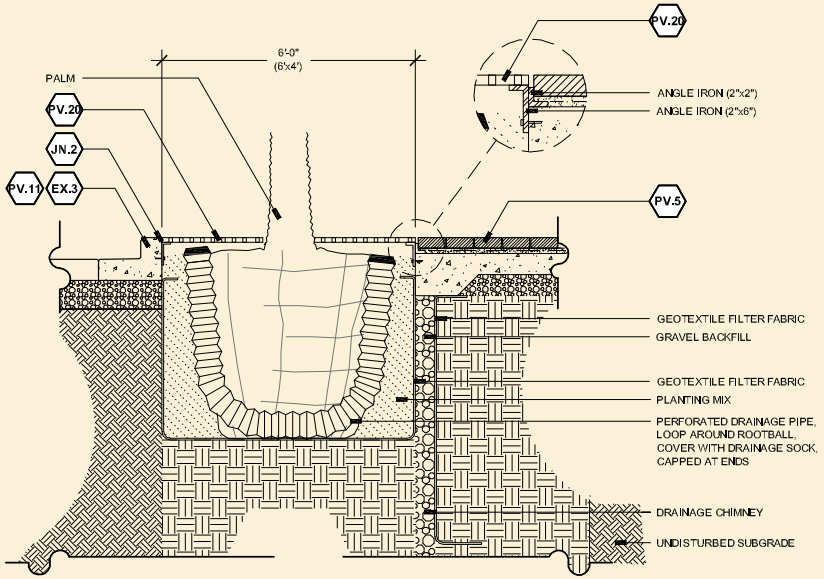
PL.7 Landscape Panel Planting

Note
See Sheet L2-01 of the Schematic Streetscape Design package.

PL.8 Tree Trench

Note
Illustrated in detail PL.1, PL.2, and PL.3.

PL.9 Palm in Tree Grate at Promenade



INTENT
Insure palms thrive throughout the 61 acre site. Maintain a walkable surface to the tree trunk

Note
All tree grates in concrete paving throughout the 61 acres site are 4' x 4' in size excluding those located on the promenade which are 4' x 6'.

BF.1 Green Screen

INTENT

Provide solar protection, wind mitigation, visual screening and garden qualities.

Fixed Design Decisions

MANUFACTURER: Green Screen

Flexible Design Opportunities

Layout of green screens to be determined by project design teams.

Note

Consider using this product line on the south and west sides of seating areas that receive even modest amounts of solar exposure. Refer to page 63 of this document for the conceptual Solar Exposure Analysis. These products should also be used as screening devised throughout the site.

BF.2 Landscape Panel Barrier A

INTENT

Provide visual separation between hardscape and landscape panel. Maintain a consistent, artful landscape panel barrier across most of the 61 acre site.

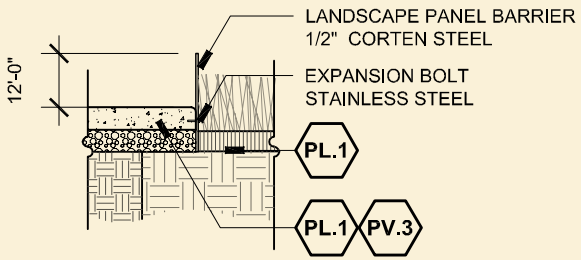
Fixed Design Decisions

MANUFACTURER: Landscape Forms
MODEL: Robert–Santa & Cole
COLOR: Galvanized, if possible
Alternative–Stainless Steel

Flexible Design Opportunities

There are no flexible design opportunities with this element.

BF.3 Landscape Panel Barrier B



INTENT

Provide visual separation between hardscape and landscape panel. Maintain a consistent, artful landscape panel barrier that highlight and distinguishes Symphony Park.

Fixed Design Decisions

PRODUCT: 1/2" corten steel, sealed with eased edges.

DIMENSION: 12" from finished grade

Flexible Design Opportunities

There are no flexible design opportunities with this element.

Notes

Use this barrier on all Symphony Park Avenue landscape panels associated with, adjacent to and opposite the central park. The landscape panels opposite the central park on City Parkway should also use this barrier. Refer to the Schematic Design package.

Allow stormwater to enter landscape panel through 1" x 3" scupper holes every 36" along steel barriers facing architecture.

MS.1 Bus Stop—Seating Zone/Shelter

INTENT

Provide a welcoming and comfortable seating zone or shelter at bus stop.

Fixed Design Decisions

Ensure selected shelter is simple and elegant and has a cover.
Consider perforated metal as a translucent yet durable sun/wind break in potential shelter.
Provide space for transit information in shelter.
Possible advertising subject to UPOA approval.
Provide lighting in shelter at five footcandles (preferably supplied by solar PV panels if sun exposure is adequate).
Provide a minimum of one six-foot bench.

Flexible Design Opportunities

Model selection and layout of seating zone/shelter to be determined by project design teams.

Notes

Refer to AR.2—Art Opportunity at Bus Stop

All designs, layouts and products to be approved by Symphony Park Design Review Committee.

MS.2 Future BRT Station

Work by others

MS.3 Shade Structure

Refer to AR.1 - Art Opportunity at Shade Structure

MS.4 Possible Wind Turbine Zone

INTENT

Possible wind turbines zones are illustrated as potential power sources for streetscape irrigation and lighting. Wind turbines could also act as large vertical sculptural elements marking Symphony Park entrances and identifying this project as a green development

MS.5 Symphony Park Project Signage Zone

INTENT

Provide electrical connection and room for this project signage zone.

AR.1 Art Opportunity at Shade Structure

INTENT

Provide an opportunity for creative expression along the Promenade.

All designs and layouts to be approved by Symphony Park Design Review Committee.

AR.2 Art Opportunity at Bus Stop Seating/Shelter

INTENT

Provide an opportunity for creative expression throughout the site.

All designs and layouts to be approved by Symphony Park Design Review Committee.

AR.3 Art Opportunity in Pavement Design

INTENT

Provide an opportunity for creative expression through the use of subtle variations in the pavement design. Consider subtle water and wind erosion patterns when exposing sand/aggregates in the concrete paving.

All designs and layouts to be approved by Symphony Park Design Review Committee.

AR.4 Art Opportunity with Sculptural Element

INTENT

Provide an opportunity for creative expression throughout the site.

All designs and layouts to be approved by Symphony Park Design Review Committee.

AR.5 Art Opportunity with Supplemental Seating

INTENT

Provide artful follies throughout the site. Offer alternatives to the base project benches (SF.1).

Fixed Design Decisions

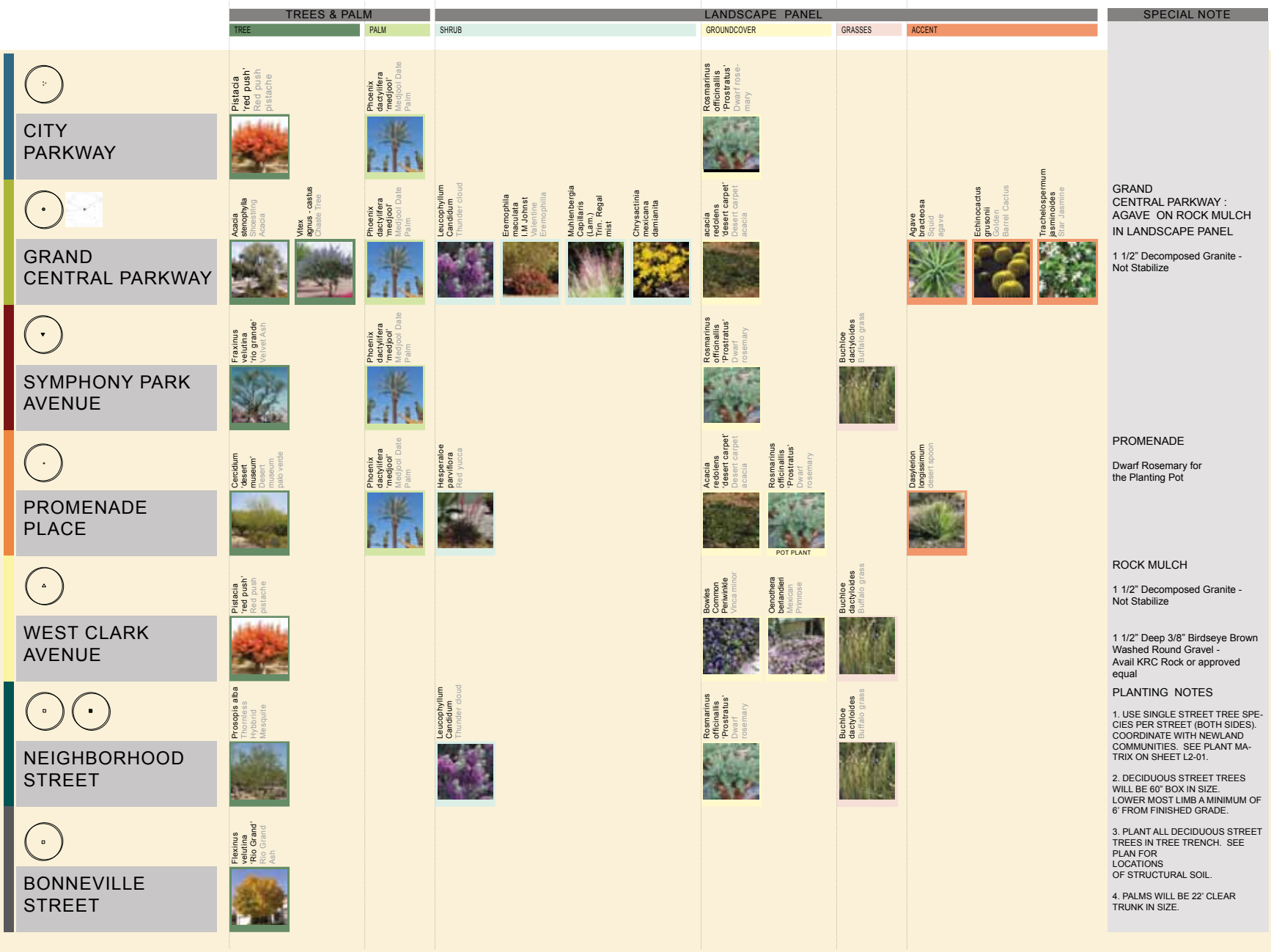
Manufacturer: Escofet

Flexible Design Opportunities

Model selection and layout of supplemental seating to be determined by project design teams.

Note

Consider using artful furnishings adjacent to building lobbies/entrances and around zones identified on the May 15, 2007 Schematic Streetscape Design package. All models to be approved by Symphony Park Design Review Committee.


TREES & PALM
TREE
PALM
LANDSCAPE PANEL
SHRUB
GROUNDCOVER
GRASSES
ACCENT
SPECIAL NOTE
CITY PARKWAY
GRAND CENTRAL PARKWAY
SYMPHONY PARK AVENUE
PROMENADE PLACE
WEST CLARK AVENUE
NEIGHBORHOOD STREET
BONNEVILLE STREET
Pistacia 'red push' Red push pistache
Phoenix dactylifera 'medjool' Medjool Date Palm
Rosmarinus officinalis 'Prostratus' Dwarf rose-mary
Acacia stenophylla Shoestring Acacia
Vitex agnus - castus Chaste Tree
Leucophyllum Candidum Thunder Cloud
Eremophila maculata I.M Johnst Valentine Eremophilla
Muhlenbergia Capillaris (Lam.) Trin. Regal mist
Chrysactinia mexicana damianita
acacia redolens 'desert carpet' Desert carpet acacia
Agave bracteosa Squid agave
Echinocactus grusonii Golden Barrel Cactus
Trachelospermum jasminoides Star Jasmine
Fraxinus velutina 'rio grande' Velvet Ash
Buchloe dactyloides Buffalo grass
Cercidium 'desert museum' Desert museum palo verde
Hesperaloe parviflora Red yucca
Dasylirion longissimum Desert spoon
POT PLANT
Bowles Common Periwinkle Vinca minor
Oenothera berlandieri Mexican Primose
Prosopis alba Thornless Hybrid Mesquite
Flexinus velutina 'Rio Grand' Rio Grand Ash
GRAND CENTRAL PARKWAY : AGAVE ON ROCK MULCH IN LANDSCAPE PANEL
1 1/2" Decomposed Granite - Not Stabilize
PROMENADE
Dwarf Rosemary for the Planting Pot
ROCK MULCH
1 1/2" Deep 3/8" Birdseye Brown Washed Round Gravel - Avail KRC Rock or approved equal
PLANTING NOTES
1. USE SINGLE STREET TREE SPECIES PER STREET (BOTH SIDES). COORDINATE WITH NEWLAND COMMUNITIES. SEE PLANT MATRIX ON SHEET L2-01.
2. DECIDUOUS STREET TREES WILL BE 60" BOX IN SIZE. LOWER MOST LIMB A MINIMUM OF 6' FROM FINISHED GRADE.
3. PLANT ALL DECIDUOUS STREET TREES IN TREE TRENCH. SEE PLAN FOR LOCATIONS OF STRUCTURAL SOIL.
4. PALMS WILL BE 22' CLEAR TRUNK IN SIZE.

The standards of this subsection apply to outdoor dining or seating that occurs or is proposed to occur within private sidewalk areas. For the purposes of this subsection, the term "outdoor dining" and "outdoor dining area" refer to dining within the area of a private sidewalk or similar pedestrian area, unless the context refers otherwise.

1. Objective and Intent The objective of establishing the Outdoor Dining Standards is to promote pedestrian-friendly use of private sidewalks and similar pedestrian areas in connection with providing economic opportunities for ground floor retail. The Outdoor Dining Standards have been developed to ensure that the space used for outdoor dining is consistent with the general design of the public right-of-way and to allow for adequate pedestrian circulation. The Outdoor Dining Standards are also intended to guide applicants with the design of outdoor dining areas, establish or enhance an identifiable sense of place, create a comfortable and interesting pedestrian environment, maintain a continuous and visible pedestrian activity between nodes and building anchors, and provide minimum standards for beautification.

2. Standards Outdoor dining may be permitted to take place within a sidewalk area or similar pedestrian area, but only in accordance with the Outdoor Dining Standards.

A. LOCATION Outdoor dining/seating may occur only as an accessory use to an eating establishment and may be permitted only in the private sidewalk or similar pedestrian area immediately adjacent to the front of the establishment. The dining area may not extend beyond the side property boundaries of the abutting property and shall not be located in a manner that interferes with the building ingress and egress as required by the International Building Code (IBC).

Outdoor dining in a private sidewalk or similar pedestrian area may occupy up to two thirds of the total width of the sidewalk or available pedestrian area. In the case of a sidewalk or similar pedestrian area up to fifteen feet wide, there shall remain a minimum pedestrian clearance of six feet. For sidewalks or similar pedestrian areas with a greater width, the minimum pedestrian clearance is eight feet. This minimum clearance area must occur between any outdoor dining and a continuous line that represents where sidewalk or pedestrian obstructions are located.

Such obstructions include without limitation tree planters, landscape planters, street furniture, streetlight poles, utility poles, fire hydrants, signposts, and permitted news racks.

B. BARRIERS Outdoor dining and outdoor seating areas on private property shall have a railing or other similar barrier to define the area and to prevent encroachment onto adjacent properties or rights of way. Barriers shall be a substantial material such as metal fence or masonry wall (with or without landscape planters integrated into it), not flimsy in appearance or performance. Barriers must be aligned in a straight line or parallel with the face of the building. Barriers are subject to approval by the UP-DRC if known before initial building construction and the Symphony Park Owners Association (UPOA) after initial building construction.

C. SHADE AND WIND PROTECTION Shade covering of areas with an awning or canopy will be addressed on a case-by-case basis by the UP- DRC if known before initial building construction and by the UPOA after initial building construction. Wind protection will also be handled on a case by case basis as with shade covering above, but must be substantial in appearance and performance such as glass or polycarbonate panels.

D. FURNITURE All furnishings within an outdoor dining area shall be movable and made of sturdy, durable and commercial grade material. They shall be designed to complement the design theme of the business. Ordinary plastic lawn chairs and tables and similar furniture are not acceptable.

E. LIGHTING Lighting, when provided, shall be shielded and of low wattage so as to illuminate only the outdoor dining area (ie. a full cutoff fixture) and so as to avoid producing glare that has a negative impact on pedestrian or auto traffic. The design of the light fixtures shall be compatible with the architectural theme of the building and business.

F. MAINTENANCE Outdoor dining areas shall be kept in good state of repair and maintained in a clean, safe and sanitary condition. Any item of furniture or equipment that is broken, rusting, degraded, torn, or tattered shall be removed promptly.

G. MUSIC AND LIVE ENTERTAINMENT Music and Live Entertainment are permitted as an accessory amenity. Any music or entertainment will comply with applicable noise ordinances and standards.

H. ALCOHOLIC BEVERAGE SERVICE Alcoholic beverage service in outdoor seating areas shall conform to LVMC Title 6.

3. Approval Process Outdoor dining and outdoor seating areas on private property require the approval of a Site Development Plan. The approval process shall be listed under Title 19.18.050(F), "Minor Review of Site Development Plans."

Active Uses/Active Street Frontages: Ground floor businesses that serve and engage the public and generate pedestrian traffic through retail and restaurant activity rather than closed spaces such as offices, parking and residential uses.

Arcade: A linear, shaded building setback at the street level which has storefronts along its edge. It is shaded by the building mass above, which usually is located at the build-to line, supported on columns which are located at the build-to line.

Awnings and Canopies: Overhead extensions from the front of a building, over the sidewalk, for the purpose of shading the sidewalk from the sun. They may be fixed or movable, as defined in the guidelines.

Block Face: The street edge of a block bounded by building facades.

Build-to Line: A required location for a building face, usually at the back of sidewalk. The building shall not be set back behind that line except as provided for in this document.

Design Review: The administrative process by which a development proposal's design is evaluated, critiqued and either approved, denied or modified.

High-Albedo: A property of a surface that describes its ability to reflect and reject heat. High albedo surfaces have both a light color (high solar reflectance) and a high emmittance (can reject heat back to the environment).

Infrastructure: The utilities and public services which are typically placed underground. These may have visible elements which appear at street level.

Massing: An element of architectural design which places the spatial volumes of the building in relationship to each other.

Minor Deviation: An adjustment of placement or location, not a wholesale elimination of a Design Standard requirement. This may include changes of +/- 5% from stated quantities, not otherwise required by ordinance. Examples of deviations may include, but are not limited to, driveway or access locations, landscape placement, percentage of glazing, etc. A minor deviation does not include any variation prohibited by LVMC Title 19.18.050(H).

Mixed-Use: Two or more different activities housed in the same building or adjacent to each other. Mixed use often includes residential, office and retail/restaurant in the same building or same block.

Recommended Design Standard: A non-mandatory but important design recommendation, denoted by the words "should" or "is encouraged," as in "the building height should be…."

Required Design Standard: A design requirement which is mandatory, denoted by the word "shall," as in "the building height shall be…."

Right of Way (ROW): The width of a public street or other public way, which is measured from back of curb to back of curb, including the curb, gutter and vehicle travel and parking lanes.

Setback Zone: A width of land usually beginning at the back of sidewalk in which a percentage of the building face can be located instead of at the build-to line.

Site Furnishings: Individual elements which are placed on a site or a public right-of-way as convenience, aesthetic or safety items, such as benches, light fixtures, trash receptacles, bollards and other similar elements.

Solar Orientation: The relationship of a building's facades and massing to the movement and exposure to the sun.

Sustainability: An economic state where the demands placed upon the environment by people and commerce can be met without reducing the capacity of the environment to provide for future generations.

Waiver: A deviation from the standards and guidelines, which the developer may request, and which will be considered by the Design Review Committee.