

CLARK COUNTY LAND USE POLICY GUIDE

Enterprise Residential Policy Review

Prepared for the
Community Planning Working Group

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ANALYSIS PROCESS

July 2014 ff

Clark County Comprehensive Planning Staff prepares a draft of the proposed policies for Enterprise. This process includes:



- Organize policies by section
- Sort for:
 - **ADD** to the Comprehensive Plan
 - **DELETE** duplicates of Comp Plan, same plan, other plan, Code
 - **MOVE** to Land Use Policies.
 - **REFER** to other Agencies and/or further review

Action Column codes:

- CP = Comprehensive Plan
- PFS = Public Facilities and Services Element
- Trans = Transportation Element
- CLU = Connecting Land Use
- LUE = Land Use Element
- GM = Growth Management
- MU = Mixed Use
- AE = Airport Environs
- Comm Des = Community Design
- Ent = Enterprise
- SV = Spring Valley
- SM = Sunrise Manor
- WP = Winchester Paradise
- LLR = Large Lot Residential
- SFR = Single Family Residential
- MFR = Multiple Family Residential

- Review this document with the Working Group
- Prepare and review sorted policy document lists with the Working Group

Section	Policy	Action
<p>Large Lot Residential</p>	<p>Policy 3.1 Preserve existing RNPs by encouraging vacant lots within each RNP to develop at a density of no more than two dwellings units per acre.</p> <p>Policy 3.2 In order to help preserve a rural lifestyle and promote a cohesive community, gated subdivisions are discouraged within RNP areas.</p> <p>Policy 3.3 Encourage new residential developments adjacent to existing RNP areas to transition at appropriate densities (Residential Low or with lot sizes of 10,000 square feet or greater) and be of similar height. Significantly smaller lot sizes should be located beyond any appropriate transition areas.</p> <p>Policy 3.4 When any type of commercial development or residential development above two dwelling units per acre is proposed adjacent to RNP areas, the project should be designed to reduce impacts from: noise caused by incompatible uses, lighting, and signs that detract from and are not consistent with the existing rural atmosphere.</p> <p>Policy 3.5 Encourage specific buffering in accordance with the Unified Development Code (Title 30), between existing RNP areas and higher density residential or commercial designations. Buffering should take place on the parcel with the higher density residential or commercial designations.</p> <p>Policy 3.6 Encourage retention of natural drainage systems and desert washes within the RNP areas to prevent flood hazards and to preserve the desert rural atmosphere.</p> <p>Policy 3.7 When property is subdivided for residential purposes, the end parcels located at major intersections should be a part of the residential subdivision and be required to receive their access from within the subdivision. Corner parcels having a residential land use designation and which are located at major intersections, should not have access to collector or arterial streets. These parcels are designated for residential use and commercial uses are inappropriate</p>	<p>Duplicate of Ent 2.1</p> <p>Duplicate of SV Large Lot Residential #12</p> <p>Duplicate of SV Large Lot Residential #7 & 8</p> <p>Duplicate of Title 30</p> <p>Duplicate of Title 30</p> <p>Duplicate of SV Large Lot Residential #5</p> <p>Duplicate of SV Large Lot Residential #5</p>

Section	Policy	Action
<p>Large Lot Residential</p>	<p>Policy 3.8 Encourage the coordinated integration of RNP areas to existing and proposed equestrian and multiple use trail systems, open space, and parks. Functional connectivity and accessibility should be a paramount design component within the site design of each development.</p> <p>Policy 3.9 Commercial development adjacent to RNP's should provide access points on arterial and/or collectors and not on local neighborhood streets.</p> <p>Policy 3.10 Encourage new large lot homes to access county roads classified as local residential. New single family residences should avoid direct access or fronting onto collector or arterial streets. If access to a collector or arterial street is unavoidable, the driveway design should prevent vehicles from backing into traffic.</p> <p>Policy 3.11 Encourage street layouts that service local neighborhoods and promote neighborhood integrity. Encourage a road design to include local neighborhood streets that service only local traffic and promote neighborhood integrity. Non-residential uses within RNP areas should mitigate the effects of increased vehicular traffic.</p> <p>Policy 3.12 Encourage the preservation of the rural character of the RNP areas by implementing the provision contained within the <u>Minimum Road Design Standards for Non-Urban Roadways</u> handbook, as adopted by Clark County in January 2001 and is available from Clark County Development Services Department. The adopted standards address issues such as design, right-of-way width, drainage, lighting, pedestrian/equestrian trails and road surfaces for local streets within RNP areas.</p> <p>Policy 3.13 Non-residential uses in the RNP-1 overlay should be compatible in style, bulk, height and scale.</p>	<p>Duplicate of CP p17 Rec OS/Trails #5</p> <p>Duplicate of SV Large Lot Residential #13</p> <p>Duplicate of SV Large Lot Residential #3</p> <p>Add to CP p23 Trans/OT/DTS</p> <p>Duplicate of SV Large Lot Residential #4</p> <p>Duplicate of Title 30</p>

Section	Policy	Action
Single Family Residential	<p>Policy 4.1 In the event that a residential development is approved adjacent to an industrial or hazardous use, a separate disclosure statement should be provided to each home buyer.</p> <p>Policy 4.2 When property is subdivided for residential purposes, the end parcels located at major intersections should be a part of the residential subdivision and be required to receive their access from within the subdivision. Corner parcels having a residential land use designation which are located at major intersections, should not have vehicular access to collector or arterial streets. These parcels are designated for residential use and commercial uses are inappropriate.</p> <p>Policy 4.3 Encourage specific buffering in accordance with Title 30, between existing single family areas and higher density residential and commercial designations. Buffering should take place on the parcel with the higher density residential or commercial designations.</p> <p>Policy 4.4 Any non-conforming low density single family projects developed within areas planned for commercial or higher density residential uses should be responsible for providing any required or desired buffers from adjoining higher density/intensity projects.</p> <p>Policy 4.5 When any type of commercial development or higher density residential development is proposed adjacent to single family residential areas, it should prevent nuisances caused by incompatible uses, noise, lighting, and signs that detract from and are not consistent with the existing residential development.</p> <p>Policy 4.6 Encourage pedestrian oriented front-yard setbacks such that the garage is not the dominant feature. Residential garages should be positioned to reduce their visual impact on the streets without sacrificing parking. This will allow the visually interesting features of the house to dominate the streetscape. At a minimum, encourage the garage to be located behind the front façade of the residential building. In single-family areas, garages may be sited in several ways: a.) in the rear accessed by a side drive or alley, b.) or to the side recessed behind the front façade.</p>	<p>Duplicate of Title 30</p> <p>Duplicate of SV SFR 3 & LLR 15</p> <p>Duplicate of Title 30</p> <p>Delete or reword (possible conflict with Title 30)</p> <p>Duplicate of SV SFR 6</p> <p>Duplicate of SV SFR 12</p>

Section	Policy	Action
Single Family Residential	Policy 4.7 Encourage exterior building walls to be articulated facades to provide visual interest to pedestrians. Building entries and windows should face the street. Front porches, bay windows and balconies are highly encouraged.	Duplicate of SV SFR 13
	Policy 4.8 Encourage a variety of building design and architectural alternatives to be used in new single family developments. Varied elevations, roof forms and colors, building and garage setbacks and three-dimensional details between surface planes are several approaches that can be incorporated to enrich the residential environment.	Duplicate of SV SFR 19
	Policy 4.9 Attached single family housing including town-homes may be arranged in clusters or enclaves around courtyards, providing residential courts and other opportunities for increased usable open space and recreation facilities without compromising densities. (Appropriate buffers, setbacks, parking, landscaping and other regulated on-site and off-site development issues should be included in single family developments.)	Move to Land Use Policy Document.
	Policy 4.10 Strongly encourage useable recreational open space/areas within single family developments to be located away from arterial and collector streets. Open space should be centrally located and when possible be surrounded by local streets with homes that front the open space.	Move to Land Use Policy Document.
	Policy 4.11 In order to provide safety and comfort to pedestrians, detached or meandering sidewalks should be used, especially along collector and arterial streets.	Duplicate of CP p23 Trans/OT/AS 2
	Policy 4.12 Single family residential lots should not have vehicular access/curb cuts onto arterial and collector streets.	Duplicate of CP p23 Trans/OT/DTS 6
	Policy 4.13 Encourage the development of attached single family homes to be used as a buffer between more intense uses and single family developments.	Move to Land Use Policy Document.

Section	Policy	Action
<p>Multiple Family Residential</p>	<p>Policy 5.1 Encourage Mansion Homes, Lofts, Row Housing and other innovative multi-family designs as alternatives to apartments.</p> <p>Policy 5.2 Encourage multi-family projects to locate common areas, circulation paths, and building entry porches where they are most visible from the street and from home interiors.</p> <p>Policy 5.3 When constructed on corners of intersections, orient multi-family structures so the front of the building faces both streets or is architecturally detailed with a façade.</p> <p>Policy 5.4 Organize long block faces (330 feet or greater) to provide a mid-block pedestrian green connection that allows access from the street to the drive aisles and parking areas. Encourage the separation of parking areas, garages, and/or covered parking into courts to avoid creating long corridors of parking areas while also considering pedestrian needs.</p> <p>Policy 5.5 Ensure that multiple family developments are compatible with adjoining land uses and densities through site planning and building design. Appropriate buffers, setbacks, xeriscape landscaping, building height and materials, lighting, signage, on-site and off-site circulation should be incorporated into multiple family developments.</p> <p>Policy 5.6 In order to minimize impacts on necessary public services and facilities, encourage multiple family developments to be located adjacent to a mix of other land uses including commercial, office, educational, institutional, recreational and other appropriate urban uses.</p> <p>Policy 5.7 Encourage design alternatives and spatial distribution rather than the massing of buildings (massing refers to the bulk of a building.) Design alternatives for massing include buildings being oriented in a variety of directions, having varied elevations, roof forms, and surface planes.</p>	<p>Add to CP p 8 Housing</p> <p>Move to Land Use Policy Document(s)</p> <p>Move to Land Use Policy Document</p> <p>Duplicate of SM 5.14 Like T30</p> <p>Duplicate of SM 5.3 SV MFR 3 “Like T30 Provisions”</p> <p>Duplicate of SM 5.5 SV MFR 5</p> <p>Duplicate of SM 5.10 SV MFR 10</p>

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<p>Multiple Family Residential</p>	<p>Policy 5.8 Building heights should vary within a multiple family development with lower buildings adjacent to peripheral single family residential uses in order to reduce the perceived mass of buildings.</p> <p>Policy 5.9 All signage should be integrated and compatible with building styles both on-site and with surrounding development. Additionally, illuminated signs should be oriented away from residential uses.</p> <p>Policy 5.10 Encourage multiple family developments to locate where transit is scheduled (or may become available) along with pedestrian and road networks that can accommodate higher residential densities.</p> <p>Policy 5.11 Encourage recreation areas within multiple family developments to be located away from arterial and collector streets.</p> <p>Policy 5.12 Encourage multiple family developments located adjacent to arterial or collector streets to incorporate local supporting commercial development designed to be functionally and visually integrated within the project with the use of paths and pedestrian bridges.</p> <p>Policy 5.13 Encourage open space to be centrally located and, when possible, have residential units fronting functionally accessible open spaces.</p> <p>Policy 5.14 All multi-family projects should provide several amenities such as usable open space, swimming pools, bar-b-que pits and community centers.</p>	<p>Duplicate of SM 5.10 Ent 6.4 & 6.6</p> <p>Duplicate of SM 2.13 & 5.11 SV MFR 11</p> <p>Duplicate of SM 5.1 SV MFR 1</p> <p>Duplicate of SM 5.13 SV MFR 13</p> <p>Duplicate of SM 5.2 SV MFR 2</p> <p>Move to Land Use Policy Document</p> <p>Move to Land Use Policy Document</p>