

CLARK COUNTY LAND USE POLICY GUIDE

Laughlin Residential Policy Review

Prepared for the
Community Planning Working Group

By
CLARK COUNTY DEPARTMENT OF COMPREHENSIVE PLANNING
PO BOX 551741
LAS VEGAS NV 89155-1741
PHONE: (702) 455-4314 FAX: (702) 455-3271
<http://www.ClarkCountyNV.gov>
Email: gtb@ClarkCountyNV.gov

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ANALYSIS PROCESS

July 2014 ff

Clark County Comprehensive Planning Staff prepares a draft of the proposed policies for Laughlin. 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>Single Family Residential</p>	<p>Policy 3.1 Discourage residential development adjacent to industrial or hazardous uses. Examples include wastewater treatment facilities, power plants, landfills, mainline railways and other similar uses. In the event that a residential development is approved adjacent to an industrial or hazardous use, a separate disclosure statement should be issued to residents/home buyers.</p> <p>Policy 3.2 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 located at major intersections, having a residential land use designation, should not have access to collector or arterial streets. These parcels are designated for residential use, therefore commercial uses are deemed as inappropriate.</p> <p>Policy 3.3 Encourage specific buffering in accordance with the Unified Development Code (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 if the project does not conform to the land use plan.</p> <p>Policy 3.4 Any low density single family projects developed within commercial or higher density residential areas should be responsible for providing any required or desired buffers from adjoining higher density/intensity projects.</p> <p>Policy 3.5 Commercial development adjacent to single family neighborhoods should provide access points on arterial and/or collectors and not on local neighborhood streets.</p> <p>Policy 3.6 When any type of commercial development or higher density residential development is proposed adjacent to single family residential areas, prevent nuisances caused by incompatible uses, noise, lighting, and signs that detract from and are not consistent with the existing residential development.</p>	<p>Duplicate of SV p 7 SFR #2</p> <p>Duplicate of SV p 7 SFR #3</p> <p>Duplicate of SV p 7 SFR #4</p> <p>Combine with SV p 7 SFR #5</p> <p>Combine with SV p 8 SFR #9</p> <p>Move to Land Use Policy Document</p>

Section	Policy	Action
<p>Single Family Residential</p>	<p>Policy 3.7 Promote projects that provide varied neighborhood design and/or innovative architecture. For example, projects should include a combination of the following: varied setbacks from residences to curb, reduced visual dominance of garages from the street, varied rooflines, varied color shades within the overall color schemes and/or varied architectural elements.</p> <p>Policy 3.8 Encourage pedestrian oriented front-yard setbacks such that the garage is not the dominant feature. Minimum and maximum setbacks should be encouraged to establish and reflect the desired character of an area and ensure that residences face streets and sidewalks.</p> <p>Policy 3.9 Encourage residential garages to be positioned to reduce their visual impact on the streets. 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:</p> <ul style="list-style-type: none"> a.) in the rear accessed by drive aisles, b.) in the rear accessed by a side drive, c.) or to the side recessed behind the front façade. <p>Policy 3.10 Encourage articulated facades to provide visual interest to pedestrians. Building entries and windows should face the street. Front porches, bays and balconies are highly encouraged.</p> <p>Policy 3.11 Exterior building walls should never be unarticulated (blank) having a lack of fenestration and an unbroken continuous series of garage doors when adjacent to any street.</p> <p>Policy 3.12 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).</p>	<p>Duplicate of SV p 8 SFR #7</p> <p>Duplicate of SV p 8 SFR #11</p> <p>Combine with SV p 9 SFR #12</p> <p>Duplicate of SV p 9 SFR #13</p> <p>Move to Land Use Policy Document</p> <p>Combine with Ent p 9 SFR #4.9</p>

Section	Policy	Action
Single Family Residential	<p>Policy 3.13 Encourage the varying or articulation of block wall faces along streets, especially collectors and arterials, to avoid a monotonous continuous line. Block walls must meet Clark County code regulations for sight zone visibility.</p> <p>Policy 3.14 Encourage a variety of building design alternatives to be used in new single family developments. Varied elevations, color schemes, roof forms, building and garage setbacks and three-dimensional details between surface planes are several approaches that can be incorporated to enrich the residential environment.</p> <p>Policy 3.15 Strongly encourage useable recreational open space/areas within single family developments to be located away from arterial and collector streets.</p> <p>Policy 3.16 In order to provide safety and comfort to pedestrians, detached or meandering sidewalks should be used, especially along collector and arterial streets.</p> <p>Policy 3.17 Encourage single family developments to incorporate pedestrian and bicycle circulation systems that connect to schools, commercial and recreational areas. Additionally, single family developments should connect with existing and planned transit routes, trail systems, parks, and open spaces.</p> <p>Policy 3.18 Single family residential lots should not have vehicular access/curb cuts onto arterial and collector streets.</p> <p>Policy 3.19 Encourage building designs that de-emphasize garage façades without sacrificing parking. This may be accomplished by garages having access off a private common street, usually located at the rear of the lot or by having a greater setback to the garage than the main building. Other innovative building designs may be employed.</p> <p>Policy 3.20 Open space should be centrally located and when possible be surrounded by streets with homes that front the open space.</p> <p>Policy 3.21 There should be a variation of lot sizes, floor-plans and housing types in residential developments of more than ten acres.</p>	<p>Combine with SV p 9 SFR #17</p> <p>Combine with SV p 10 SFR #19</p> <p>Combine with Ent p 9 SFR #4.10</p> <p>Combine with SV p 8 SFR #10</p> <p>Duplicate of SV p 9 SFR #14</p> <p>Duplicate of SV p SFR #9</p> <p>Duplicate of SV p 10 SFR #18</p> <p>Move to Land Use Policy Document</p> <p>Combine with SV p 8 SFR #8</p>

Section	Policy	Action
<p>Multiple Family Residential</p>	<p>Policy 4.1 Encourage Mansion Homes, Lofts, and Row Housing as multi-family alternatives to apartments.</p> <p>Policy 4.2 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 4.3 When constructed on corners of intersections, orient multi-family structures so the front of the building faces both streets.</p> <p>Policy 4.4 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.</p> <p>Policy 4.5 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 4.6 When a non-multiple family development or use is proposed in an area designated for multiple family development on the Land Use Plan Map, required buffering should occur on the non-conforming parcel.</p> <p>Policy 4.7 In order to minimize impacts on surrounding single family neighborhoods and necessary public services and facilities, encourage multiple family developments to be dispersed or combined with other uses as reflected in the Mixed Use Overlay District.</p> <p>Policy 4.8 Encourage the layout and design of multiple family buildings to be oriented in varying directions relative to each other, to avoid the monotony of a linear pattern.</p>	<p>Combine with Ent p 11 MFR #5.1</p> <p>Move to Land Use Policy Document</p> <p>Combine with Lauglin p 6 MFR #4.2 (above)</p> <p>Combine with Ent p 13 MFR #5.4</p> <p>Duplicate of SV p 11 MFR #3</p> <p>Combine with SV p 11 MFR #4</p> <p>Combine with Policy 4.5 above</p> <p>Duplicate of SV p 12 MFR #9</p>

Section	Policy	Action
Multiple Family Residential	Policy 4.9 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 varied elevations, roof forms, and surface planes.	Combine with SV p 12 MFR #9
	Policy 4.10 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.	Duplicate of Ent p 13 SFR #5.8
	Policy 4.11 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	Duplicate of SV p 12 MFR #11
	Policy 4.12 Encourage multiple family developments to incorporate pedestrian and bicycle circulation systems that connect to schools and recreation areas. Multiple family developments should also connect with existing and planned trail systems, parks, and open space.	Duplicate of SV p 11 MFR #6
	Policy 4.13 Encourage the separation of parking areas, garages, and/or covered parking into courts to avoid creating long corridors of parking areas.	Duplicate of SV p 12 MFR #8
	Policy 4.14 Encourage multiple family developments to locate where transit is available (or may become available) along with pedestrian and road networks that can accommodate higher residential densities.	Add to CP LUE/GM/TOD
Policy 4.15 Encourage the placement of bus turnouts, bus shelters and other fixtures and amenities in accordance with Regional Transportation Commission (RTC) standards.	Duplicate of CP Trans/OT/CLU #5	

Section	Policy	Action
<p>Multiple Family Residential</p>	<p>Policy 4.16 Encourage recreation areas within multiple family developments to be located away from arterial and collector streets.</p> <p>Policy 4.17 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.</p> <p>Policy 4.18 Encourage open space to be centrally located and, when possible, be surrounded by one-way or two-way streets with homes that front the open space.</p> <p>Policy 4.19 Encourage the variation of lots size and housing in residential developments of more than ten acres.</p> <p>Policy 4.20 All multi-family projects should provide several amenities such as usable open space, boat and Recreational Vehicle storage, swimming pools, bar-b-que pits and community centers.</p> <p>Policy 4.21 All multi-family developments should meet and review any project with the Fire Department Suppression Division and the Prevention Division at time of building permit submittal.</p>	<p>Combine with SV p 12 MFR #13 into CP p 16 OR #2</p> <p>Duplicate of SV p 11</p> <p>Combine with Lauglin Policy 3.20</p> <p>Combine with SV p 8 SFR #8 (also see Policy 3.21 above)</p> <p>Duplicate of Ent p 14 MFR #5.14</p> <p>Delete – Code procedural requirement</p>