

CLARK COUNTY LAND USE POLICY GUIDE

Whitney Residential Policy Review

Prepared for the
Community Planning Working Group

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ANALYSIS PROCESS

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Clark County Comprehensive Planning Staff prepares a draft of the proposed policies for Whitney. 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 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 3.2 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 3.3 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 3.4 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 SV p 6 LLR #15 & p 7 SFR #3</p> <p>Duplicate of SV p 7 SFR #4</p> <p>Duplicate of SV p 8 SFR #6</p> <p>Combine with SV p 9 SFR #12</p>

Section	Policy	Action
Single Family Residential	Policy 3.5 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.	Combine with SV p 9 SFR #13
	Policy 3.6 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 Ent SFR #4.8
	Policy 3.7 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.)	Duplicate of Ent SFR #4.9
	Policy 3.8 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.	Duplicate of Ent SFR #4.10
	Policy 3.9 In order to provide safety and comfort to pedestrians, detached or meandering sidewalks should be used, especially along collector and arterial streets.	Duplicate of SV p 8 SFR #10
	Policy 3.10 Single family residential lots should not have vehicular access/curb cuts onto arterial and collector streets.	Duplicate of SV p 8 SFR #9
	Policy 3.11 Encourage the development of attached single family homes to be used as a buffer between more intense uses and detached single family developments.	Combine with SV p 8 SFR #10 & p 7 SFR #5

Section	Policy	Action
<p>Multiple Family Residential</p>	<p>Policy 4.1 Encourage mansion homes, lofts, row housing and other innovative multi-family designs.</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 local streets 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 or is architecturally detailed with a façade.</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. 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 4.5 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 4.6 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>Duplicate of Ent MFR #5.1 Laughlin MFR #4.1 WP MFR #5.1</p> <p>Combine with SV p 11 MFR #6</p> <p>Duplicate (see Large Lot Residential Policy 15 above)</p> <p>Duplicate of Ent MFR #5.4 and WP MFR #5.4</p> <p>Duplicate of WP MFR #5.5</p> <p>Duplicate of SV p 12 MFR #10 and WP MFR #5.6</p>

Section	Policy	Action
Multiple Family Residential	<p>Policy 4.7 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 4.8 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 4.9 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 4.10 Encourage recreation areas within multiple family developments to be located away from arterial and collector streets.</p> <p>Policy 4.11 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 4.12 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 WP MFR #5.7</p> <p>Duplicate of SV p 12 MFR #11 and WP MFR #5.8</p> <p>Duplicate of WP MFR #5.9</p> <p>Duplicate of WP MFR #5.10</p> <p>Combine with SV p 11 MFR #4 and Duplicate of WP MFR #5.11</p> <p>Duplicate of WP MFR #5.13</p>