

CLARK COUNTY LAND USE POLICY GUIDE

Winchester Paradise 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 Winchester and Paradise. 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 Encourage specific buffering in accordance with 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 3.5 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 3.6 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>Policy 3.7 Commercial development adjacent to RNP's should provide access points on arterial and/or collectors and not on local neighborhood streets.</p>	<p>Add to CP p 10 LUE /GM/Com Des #5</p> <p>Duplicate of SV p 6 LLR 12</p> <p>Combine with SV p 5 LLR 5</p> <p>Combine with SV p 7 SFR 4</p> <p>Duplicate of SV p 5 LLR 5</p> <p>Duplicate of SV p 6 LLR 15</p> <p>Duplicate of SV p 6 LLR 13</p>

Section	Policy	Action
<p>Large Lot Residential</p>	<p>Policy 3.8 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 3.9 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 3.10 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 Public Works 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>Duplicate of SV p 5 LLR 3</p> <p>Duplicate of Ent LLR 3.11</p> <p>Duplicate of SV p 5 LLR 4</p>

Section	Policy	Action
Single Family Residential	<p>Policy 4.1 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 4.2 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 4.3 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 4.4 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>Policy 4.5 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.</p>	<p>Combine with SV p 6 LLR 10 and p 7 SFR 3</p> <p>Duplicate of SV p 6 LLR 10 and p 7 SFR 4</p> <p>Duplicate of SV p 8 SFR 6</p> <p>Combine with SV P 8 SFR 11, p 9 SFR 12 & p 10 SFR 18</p> <p>Duplicate of SV p 9 SFR 13</p>

Section	Policy	Action
Single Family Residential	<p>Policy 4.6 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.</p> <p>Policy 4.7 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.)</p> <p>Policy 4.8 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.</p> <p>Policy 4.9 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 4.10 Single family residential lots should not have vehicular access/curb cuts onto arterial and collector streets.</p> <p>Policy 4.11 Encourage the development of attached single family homes to be used as a buffer between more intense uses and detached single family developments.</p>	<p>Duplicate of SV p 10 SFR 19</p> <p>Combine with SV p 8 SFR 8</p> <p>Duplicate of SV p 10 SFR 20, p 12 MFR 13 and p 33 MU 10</p> <p>Duplicate of SV p 8 SFR 10</p> <p>Duplicate of SV p 8 SFR 9</p> <p>Combine with SV p 10 SFR 22</p>

Section	Policy	Action
<p>Multiple Family Residential</p>	<p>Policy 5.1 Encourage mansion homes, lofts, row housing and other innovative multi-family designs.</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 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 5.6 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>Policy 5.7 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>Duplicate of Ent MFR 5.1 et al.</p> <p>Move to Land Use Policy Document</p> <p>Move to Land Use Policy Document</p> <p>Combine with SV p 12 MFR 8</p> <p>Move to Land Use Policy Document</p> <p>Duplicate of SV p 12 MFR 10</p> <p>Move to Land Use Policy Document</p>

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<p>Multiple Family Residential</p>	<p>Policy 5.8 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 5.9 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 5.10 Encourage recreation areas within multiple family developments to be located away from arterial and collector streets.</p> <p>Policy 5.11 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 5.12 Encourage open space to be centrally located and, when possible, have residential units fronting functionally accessible open spaces.</p> <p>Policy 5.13 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 SV p 12 MFR 11</p> <p>Combine with SV p 11 MFR 1</p> <p>Duplicate of SV p 12 MFR 13</p> <p>Duplicate of SV p 11 MFR 2</p> <p>Add to CP p 9 LUE/GM</p> <p>Duplicate of Ent MFR 5.14</p>