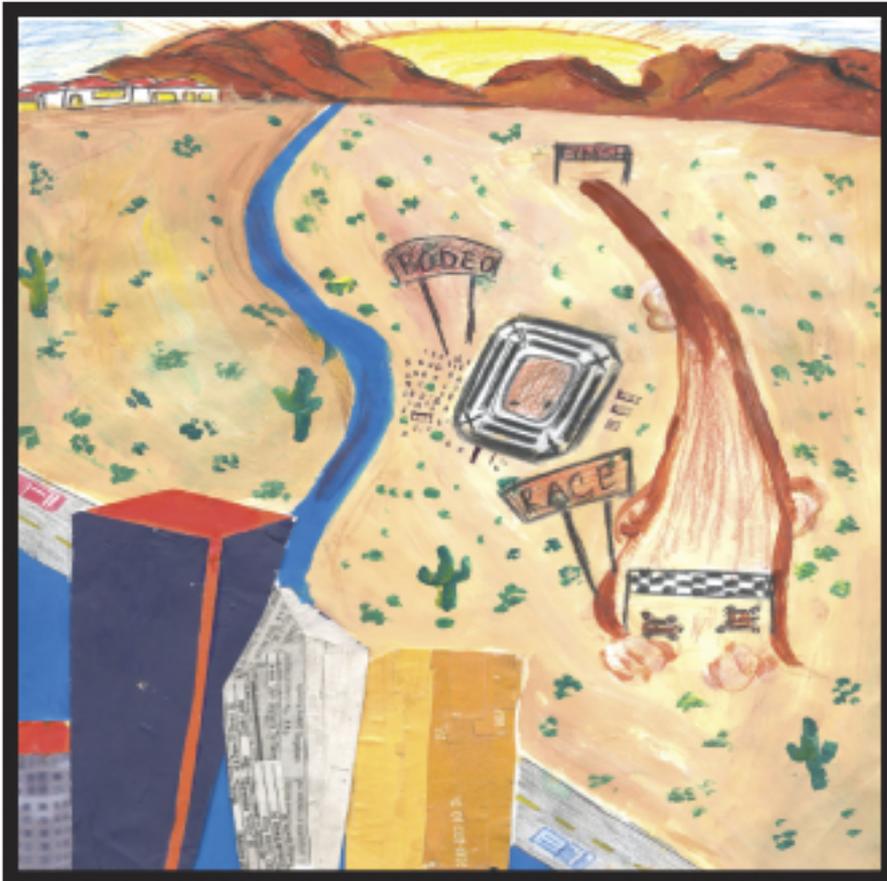




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The painting was created by Ms. Davie's Art Class at Laughlin High School in March 2007
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Adopted May 16, 2007
Amended September 5, 2007
Land Use Plan

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C HAPTER ONE

S TATE LAW

The Nevada Revised Statutes (NRS) requires that all counties in Nevada, including Clark County, prepare a master plan “for the physical development of the city, county or region” (NRS §278.150). In order to fulfill this law, the [Clark County Comprehensive Plan](#) was adopted in December 1983. This plan assists in the physical development of the County and includes a variety of subject matter ranging from community design to transportation. The plan also established a policy for the creation of separate planning areas for unincorporated towns having Town Advisory Boards (TAB’s). Laughlin is one of these unincorporated towns. Although they function as separate towns, they are combined into one planning area having a single land use plan. This document is the land use plan for the Laughlin planning area and consists of goals, policies and maps, identifying general development patterns. This document is also in compliance with NRS §278.160 (1) (f) and fulfills the land use plan segment of the comprehensive plan.

B ACKGROUND

The Laughlin planning area includes all of the unincorporated Town of Laughlin and covers approximately 80 square miles at the southern tip of Nevada in Clark County. The Town’s borders are adjacent to San Bernardino County, California and Mohave County, Arizona; locally referred to as the Tri-State area/region. The area was annexed in 1867 from the Arizona Territory by the State of Nevada as a part of Lincoln County. The striking geology of the area was created through volcanic activity many eons ago. The height of the jagged peaks is contrasted by the depth of the mighty Colorado River. This life-giving and sometimes treacherous river marks the border between Arizona and Nevada.

In 1979, Clark County Ordinances 490 and 667 created the Town of Laughlin, its boundaries, and the Laughlin TAB. Laughlin was unique in that it had the “last vestige of private land available for development on the Colorado River from Hoover Dam to the Mexican Border,” according to the 1980 Laughlin Land Use and Development Guide. In the late 1980s, the town experienced a growth and development boom. Clark County government managed the construction of most of the public facilities, extended and localized services, and planned its development. In most cases, facilities were built in

time to meet the growing need or just before. Development was going at such a fast pace that a moratorium had to be placed on further growth until greatly expanded, state-of-the-art water and wastewater treatment plants could be built.

Due to rapid growth, Clark County placed a full-time town manager in Laughlin in 1988 making it the only town in the County with full-time staffing at the time. Within a ten-year period, the town was basically built. By 1996, two fire stations, the regional government center including a justice court, police substation and holding facility, a mass transit route, a community park, a visitor's center, elementary and junior/senior high schools, post office, library, two social services buildings, major flood control structures, water and sewage treatment plants and all the major roads had been completed. The first twenty years represented Laughlin's childhood and the high priorities were the basic services.

Presently, the town must be able to offer housing for those who work in Laughlin. Money earned in Laughlin should be spent primarily in Laughlin, not continually taken out of state. Yet, the residency trend that began decades ago has continued: most of the 11,000+ workers in the gaming industry today still live in Arizona. Why would they drive the distance to and from their places of employment daily and pay Arizona state income tax when Nevada has no income tax? The answer, of course, is: insufficient housing for them in Laughlin.

Will another growth boom change the character of the Laughlin community? Yes, but one must remember the original intent for Laughlin: to be a growing, successful and well planned gaming community. The fact that growth stagnated for about a decade was a detriment to the community and its citizens. But, local government, and community stakeholders worked together to carefully plan and prepare a future for Laughlin - one that would continue to grow and be healthy. The standstill time has been used to wisely plan what the town may be in 5, 10, 15 and 20 years. Since 1995, the Laughlin Bay Lagoon was dredged preparing for development, an almost four million dollar aquatic center was built, the 1130 zone water reservoir was added, Hiko Springs wash flood problems were addressed through a detention basin and channel system, social service agencies were established and more roads and highways improved. Partnerships with other agencies of government to obtain 32 million dollars for development of the "North Reach Riverwalk", the Bureau of Land Management (BLM) land sale and establishment of the Colorado River Commission of Nevada (CRC) Laughlin Land Subcommittee, have also gone a long way in affording the opportunity to climb out of the economic doldrums.

Laughlin in 1980

The 1980 Laughlin Land Use and Development Guide afforded a historical portrait of the town that existed during that time. Many of its statistics are from 1979. The population was 93 with approximately 51 more property owners as part-time or vacation-only residents. There were 65 dwelling units (28 Mobile Homes/Travel Trailers, 32 Condominiums and 5 Single Family Dwellings). From the beginning it was an attractive retirement community. The median age was 48 compared to today's median age of 46.

Laughlin did not supply a sufficient labor pool for the two major industries - gaming (three casinos) and power generation at Mohave Generating Station, so residents of Arizona supplied the labor force. There was one full-time police officer, children attended school in Bullhead City, Arizona; a full-time fire chief supervised a volunteer fire squad that also provided emergency medical service. The Laughlin-Bullhead City Bridge did not exist so people drove across Davis Dam or used water taxis to cross the river between the two communities. Major roads like Needles Highway and SR 163 were two-lane, winding roads through the mountains. With the exception of Casino Drive, the remaining roads in town were unpaved. Wastewater disposal was the responsibility of individual businesses and residential developers. The now abandoned "Sportsman's Park" near Davis Dam offered camping amenities (up to 100 spaces). Power was supplied from Needles, California, and the 113 telephone connections were provided by Central Telephone Company. No public transit routes or water treatment facilities existed. The 1980 Land Use and Development stated: *"Development of an aesthetically pleasing community, based upon community standards related to solid land use planning principles, is the ultimate purpose of this report. Development pressures in and around the Laughlin vicinity have become increasingly intense, creating a volatile and unpredictable growth situation. The limited existence of privately owned developable lands further complicates the situation."* As a result, its purpose was to provide the community with a comprehensive land use and development strategy.

Since 1980

Very early, privately held, developable land became an issue and a need. Although the Colorado River Commission (CRC) would obtain 15,000 acres from the federal government, 9,000 of those acres are remote from town services, utilities and other basic infrastructure. Recent legislative action has placed those 9,000 acres under Clark County ownership. Because this land is not adjacent to existing services, it will require special development considerations. Fortunately, these County lands have the advantage of offering development incentives unique to other developable land in Laughlin and in Clark County.

The most recent Land Use Guide (1993) recommended obtaining the BLM lands in Section 16, Township 32 South, and Range 66 East. The surrounding sections are also on the BLM Disposal List (all totaling approximately 2000 acres). Several disposal parcels were sold at a Laughlin BLM Land Auction in 2005. The BLM disposal lands are closer in proximity to other development and infrastructure than the County lands. The goal of the BLM and County land use planning prescribed in this document will make more land available subsequent land sales and for development in Laughlin.

In the mid 1990s, growth slowed considerably in town but people continued to move in from places as far away as Canada and as near as southern California to the surrounding areas. The attraction of this area has continued and, in fact, increased as congestion, devastating fires and mudslides, harsh winters and high costs have overtaken the larger cities of this state and other parts of the nation. At about the same time, Indian gaming began to greatly expand so the local gaming industry had to "re-invent" itself by coming

together to offer special events on a large scale to counteract the impacts. There were many “nay-sayers” who predicted Laughlin’s doom but to their surprise, Laughlin weathered the worst and continues to be the area’s major employer. Local groups, including local government have also formed partnerships with other agencies and each other to master-plan and come up with workable strategies for the town’s future.

Laughlin Today

Such strategies will affect both growth and the future economy of the local area. Laughlin is and will continue to be the main attraction and employment center for this area’s visitor and residential populations in the area. Essential to Laughlin’s goals is a strategy for land development - without it, the town can not reasonably expect to get the types of commercial and retail services and other types of employers seen in great numbers across the Colorado River in Arizona nor can the town expect to remain viable indefinitely without it. Without question, it has already been proven; Laughlin and Clark County are capable of handling rapid growth on a sustained basis.

P **URPOSE OF THE PLAN**

The Laughlin Land Use Plan provides a guide for decisions by the Laughlin TAB, Planning Commission (PC), and Board of County Commissioners (BCC) concerning growth and development. While it is to be used by policy makers to guide their decisions, it also serves as a reference for the private sector in making informed decisions. This plan contains a series of goals and policies used to define development standards, guide public investment, as well as public and private decision making.

P **LANNING PROCESS**

The planning process for the creation of a land use plan consists of four important steps. These steps are: formulation of Community Goals and Policies, development of a Draft Plan, adoption of the Plan, and on-going monitoring and evaluation of the Adopted Plan. There is a strong emphasis on public involvement throughout the planning process.

Formulation of Goals and Policies

During the formulation of the goals and policies, two open house style workshops were held for all Laughlin property owners, residents, developers and other interested citizens. These open houses gave area residents and property owners a chance to provide input on the issues, opportunities and goals related to the update of the Laughlin Land Use Plan. Comments received at the open houses were summarized and presented to the Laughlin

TAB for further identification of issues, opportunities and goals. The results were also presented to the PC and the BCC for their review and comment.

Development of a Draft Plan

Based on the information generated at the open houses, County staff prepared a concept plan. This concept plan was reviewed by a Planning Advisory Group (PAG) consisting of area residents, service providers and representatives of the development community. The purpose of the PAG was to evaluate and refine the concept plan map, issues, opportunities and the goals and policies.

Next, meetings with the service providers (Technical Advisory Group or TAG) were conducted to discuss the identified issues, opportunities, goals and policies of the draft plan. The second Open House was held July 8, 2006 for property owners and interested citizens to review and provide additional input on the draft and adoption of the Plan. Approximately 100 people were in attendance. The results of the Open House were presented to the Laughlin TAB, PC and BCC and a final draft plan was completed.

Adoption

During the adoption step, the draft plan was presented through the traditional public hearing process for final refinements. The public hearing process consisted of a review and recommendation by the Laughlin TAB on February 27, 2007. The Laughlin TAB meeting was televised, so the viewing audience was also able to see the presentation and invited to provide input, in addition to those in attendance at the TAB meeting. The Comprehensive Plan Steering Committee also reviewed the draft plan and provided a recommendation of approval on April 9, 2007. The plan was then presented to the PC on May 1, 2007 and then to the BCC on May 16, 2007 for adoption.

On-going Evaluation and Monitoring

The final step is the on-going evaluation and monitoring of the plan by county staff with input from the Laughlin TAB, PC and BCC.

NOTES:

C HAPTER TWO

E XISTING CONDITIONS

An Existing Conditions Report was prepared to provide information on the current status of the natural and built environment, public facilities and population. This information was used to determine the development potential and constraints within Laughlin. It also constitutes a rational process in the identification of issues and development opportunities for the community. A summary of the material covered in the report is included within this introduction.

Individual sections reflect how each topic influences the possible density/intensity of land uses within the community. Information within this report was collected during January through March of 2006, and where possible, updated from July 2006 through March 2007. Individually, each known topic may not significantly limit community development. However, when combined with other factors, critical areas of opportunity or concern may appear.

The natural conditions existing in Laughlin present few constraints that cannot be mitigated through engineering. These constraints include the severe slope areas in and along flood plains and the Colorado River on the eastern edge of the planning area. These areas will probably have additional requirements and regulations for development in order for a project to be constructed. Additionally, critical habitat has been identified in some areas, including the “North Reach” and the Laughlin Lagoon. Although formal environmental assessments have not been performed along the entire riverfront, Clark County land river frontage is deemed to be environmentally sensitive and general development is not anticipated along the Colorado River front shoreline on these lands. Any request for development along the County land shoreline will be considered unique and, as such, if allowed needs to mitigate and support the environment.

As in any community, the provision of services in Laughlin plays an important role in the intensity and density of development. Of all the public services, the present allocation of potable water available to Laughlin presents the most direct constraint to development.

Clark County is divided into six Community Districts (see Appendix A for map) in order to establish alternative development standards particularly suited for different geographic areas. Laughlin is within Community Districts One, Two, Three and Six. District One is defined as a “regional economic base and employment center” and District Two is defined as “the urban growth area.” These District designations indicate that there are

sufficient services for development. District Three indicates a shortage of available services for immediate development and District Six is an open space and conservation district.

Of the 80 square miles which makes up the Laughlin Planning area only 8,271 acres are available for development. The balance of lands which make up the Laughlin area are publicly held and can not be used for development purposes at this point in time. Within Laughlin, 18% of the land that is able to be developed has been developed. Of that, 11% is developed as single family detached dwellings. Vacant developable lands exist throughout the planning area and can be classified as newly developing areas. There are also opportunities for community revitalization and redevelopment. Located within the developing community area of Laughlin is the Mohave Generating Station (approximately 2,500 acres) that ceased operations on December 31, 2005. Should this facility not be reopened, it is recommended major changes in land use should occur on the project site.

Based upon Department of Comprehensive Planning July 1, 2006 demographics data, the population of Laughlin was estimated at 8,629, accounting for less than 0.5% of the total population of Clark County.

Demographics

Most of the population information was created from [demographics](#) compiled in the Department of Comprehensive Planning.

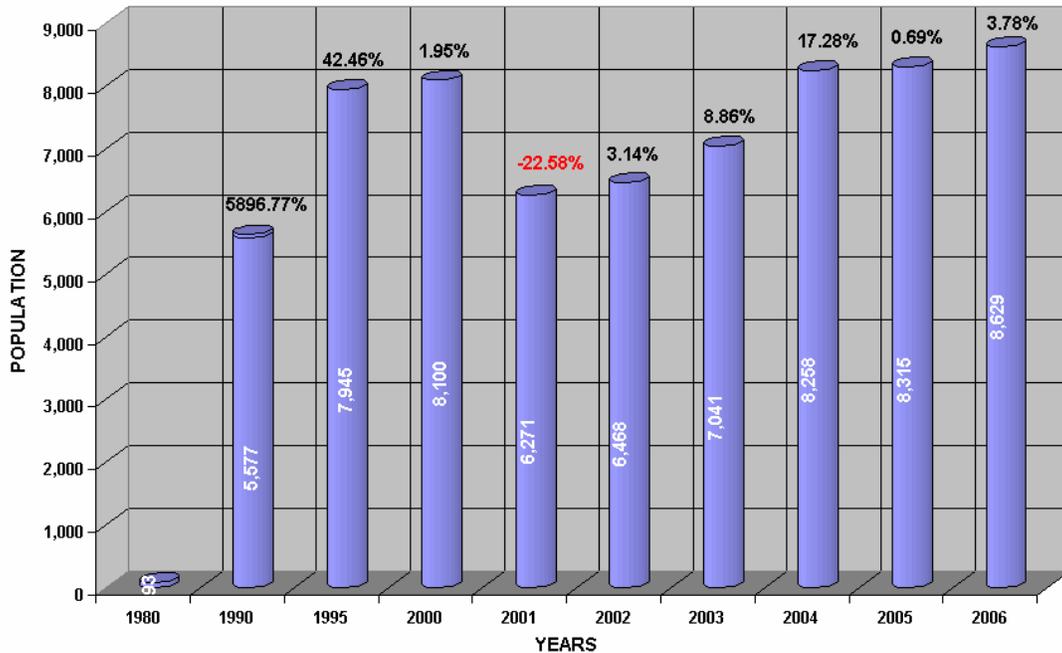
Population Age in Year 2000

Approximately 40% of the Laughlin population is over the age of 54, which is double the national average.

Annual Population Growth Rates 1980-2006

Figure 1 below reflects the population change and the per year growth rate for Laughlin from 1980 to 2006. In 1980, the Census showed Laughlin's population was 93. Currently, the Clark County Department of Comprehensive Planning estimates that 8,629 people live in Laughlin. This represents an increase of 8,536 persons or 9178.49% over 26 years for Laughlin.

Figure 1: Laughlin Annual Population and Growth Rates 1980 - 2006



Housing

There were 3,707 occupied housing units giving Laughlin a density of 2.24 people per unit of housing as of July 2005. Of these, there were 188 vacant housing units having an overall vacancy rate of less than 5%. Of the 3,895 housing units in Laughlin only 1,650 of them (42%) are single family units while 2,245 (58%) are multi-family units. The vacant units are almost evenly split between both housing types.

July 2006 data estimates show, there were 3,847 occupied housing units in Laughlin with an increase of 140 units or a 3.7% increase from the previous year. The estimates also show the housing mixture was 1,602 (30.75%) single family units and 2,245 (69.25%) multi-family units. The trend to a more multi-family unit community continues and is encouraged.

Housing Mix

There are several housing types tracked in Clark County. These include:

- Single Family Detached
- 2, 3, and 4 Plexes
- Mobile Homes
- Apartments
- Town Homes
- Condominiums

Laughlin has the tracked categories mentioned above except 2, 3, and 4 Plexes. Figure 2 contrasts the housing mix for Laughlin as compared to the remaining unincorporated

outlying areas in Clark County and the Las Vegas Valley Urban Area (LVVUA) as a whole.

Apartments and condominiums comprise 58.36% of all housing units as compared to approximately 30.37% for the LVVUA. Also, town homes are 10.89% of the housing mix in Laughlin compared to 4.5% in LVVUA. On the other end of the spectrum, single family detached dwelling units are significantly lower at 30.7% compared to 58.89% in the LVVUA.

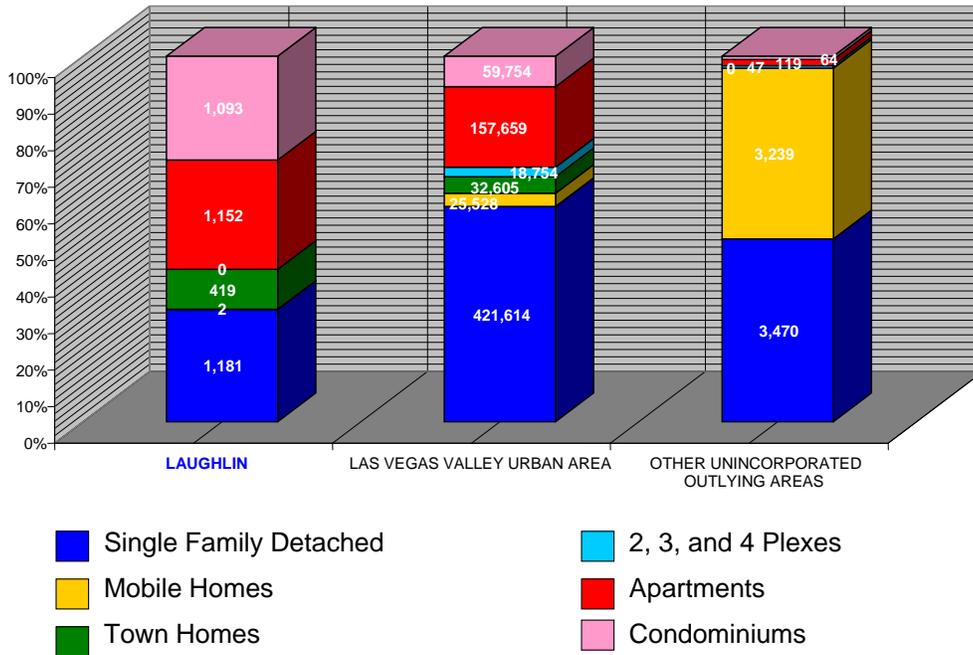
Although Laughlin is considered an outlying area, the housing mixture in Laughlin is very urbanized compared to other areas in Clark County. The other outlying areas (excluding Laughlin and Mesquite) are composed of up to 96.69% single family detached and mobile homes compared to the 30.75% in this community.

Population Density

Two significant factors that influence the density of population are the size of residential lots and the distribution of multifamily residences. In areas where there are smaller lots and a large number of multifamily residences, the population density is higher than areas where there are larger lots and fewer multifamily residences.

Based upon the 2005 population estimates, Laughlin has a majority of the population density located in the northeastern portion of the plan with a density of up to 1,999 people per square mile. A peak density of up to 4,000 to 5,999 people is in Section 28 encompassing the intersection of Needles Highway and Casino Drive. The second densest section is Section 21 with a density of 2,000 to 3,999 people located on both sides of Needles Highway between Bruce Woodbury Drive and Section 28.

Figure 2: 2006 Housing Unit Mix



Additional information on population demographics and housing for Clark County are available in the Population Element of the [Clark County Comprehensive Plan](#) and from the Department of Comprehensive Planning.

Natural Environment

Habitat Conservation

Many federal and state agencies follow environmental laws and policies. In 1995, Clark County moved forward with the development of a [Multiple Species Habitat Conservation Plan](#) (MSHCP). Clark County, as Plan Administrator and on behalf of our fellow permittees the cities of Las Vegas, Henderson, North Las Vegas, Boulder City, Mesquite and the Nevada Department of Transportation (NDOT), is responsible for compliance with the federal Endangered Species Act, compliance with a Section 10(a)(1)(B) incidental take permit (ITP), and for implementing the MSHCP. The MSHCP's 10(a)(1)(B) ITP covers all non-Federal (private, municipal, State), lands within Clark County and NDOT activities within Clark, Nye and Esmeralda Counties south of the 38th parallel and below 5,000 feet in elevation.

The ITP requires a mitigation fee. The Clark County MSHCP provides conservation for 78 species of plants and animals, including the desert tortoise and their habitats. The regulations for this mitigation are established in the Unified Development Code (Title 30, Sections 30.32 and 30.80). This fee is used to implement the MSHCP.

In 1994, the U.S. Fish and Wildlife Service designated almost the entire lower Colorado River as critical habitat for several endangered species of fish. Following that action, the states of Nevada, California and Arizona and their respective water, power and wildlife resource agencies met to discuss how to address impacts to the Colorado River resources. Agencies of the U.S. Department of Interior, including the Bureau of Reclamation, Bureau of Land Management (BLM), and Bureau of Indian Affairs, as well as representatives of Colorado River Native American tribes and wildlife conservation groups were asked to become participants, making this effort as broad-based as possible. The program that emerged from those discussions, under the direction of the State of Nevada, CRC, became known as the Lower Colorado River Multi-Species Conservation Program (LCRMSCP). In April 2005, an ITP for the LCRMSCP was issued.

Specific to Laughlin, there are multiple conservation, study, and management areas in the overall township. Within this planning area, limited concerns have been identified during development processes; with most of the habitat issues occurring adjacent to the Colorado River.

Two (2) issues need to be considered for the Laughlin Land Use Plan and for the development of lands in the southern part of the town. These issues are:

- 1) The issue of location and preservation of lands designated as Intensively Managed Areas (IMA) in the MSHCP focuses on illustrating the locations of these lands on land use maps and for planning to preserve these areas because they are either directly, or indirectly, related to requirements set forth in Clark County's incidental take permit. The southern boundary of the Piute Eldorado Area of Critical Environmental Concern is near the Laughlin Township. The Lake Mead National Recreation Area (LMNRA) is adjacent to the future planning area for the BLM disposal lands and developing Laughlin Regional Park and Golf Course Preserve. Careful planning should be exercised to promote compatible development adjacent to these recreation area borders.
- 2) Issue 2 is a reminder of the implications for the development of additional disposal areas within the ITP acreage cap, totaling 145,000 acres.

University of Nevada, Reno, served as Science Advisor to the MSHCP. An analysis performed of known species occurrences in Laughlin identified the presence of five species of interest to the MSHCP program including the Desert Tortoise (*Gopherus agassizii*), Southwest Willow Flycatcher (*Empidonax traillii*) bird, Chalk Liveforever (*Dudleya pulverulenta*) plant, and two fish being the Bonytail Chub (*Gila elegans*) and the Razorback Sucker (*Xyrauchen texanus*). The Science Advisor has indicated that these occurrences were not of great cause for concern.

Additional information about the natural environment can be found in the [Clark County Multiple Species Habitat Conservation Plan](#); Conservation Element of the [Clark County Comprehensive Plan](#); and the [Lower Colorado River Multi-Species Conservation Program](#) (LCRMSCP); University of Nevada, Reno; Clark County Geographic Information System Managers Office (GISMO); and the Colorado River Commission of Nevada (CRC) located at <http://crc.nv.gov/index.asp>

Surface Hydrology

Floods are natural events that may become a problem when urban development competes with natural tributaries for use of the floodplain. The weather and topography of this area contribute to the creation of 100-year floodplains that are capable of causing death, personal injury, and/or property damage. There are several floodplains located within the Laughlin planning area (see Map 1). To reduce flood hazards, the Federal Emergency Management Agency (FEMA) requires developments located in the 100-year floodplain to be protected by physical structures and insurance.

The physical structures that are used to control flood hazards are drainage facilities. Drainage facilities are man made structures and include detention basins and conveyance systems. These facilities allow for land to be developed in and around flood zones. Flood control facilities will be outlined in the Flood Control section under Service Factors.

The Clark County Department of Development Services (CCDS) reviews design plans and proposed on-site facilities to ensure conformance with the FEMA and the Clark County Regional Flood Control Master Plan. Interested parties should contact CCDS to determine where flood protection and insurance is needed.

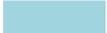
Additional information on surface hydrology can be found in the Clark County Regional Flood Control Master Plan; Conservation Element of the [Clark County Comprehensive Plan](#); and Clark County GISMO.

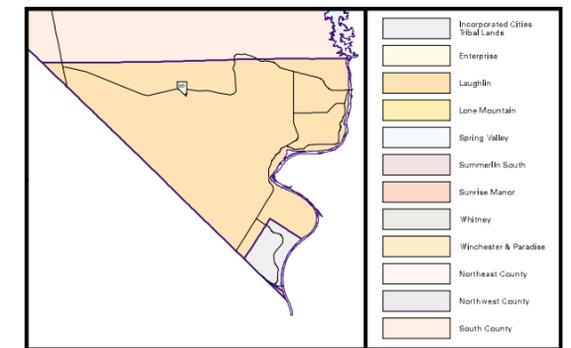
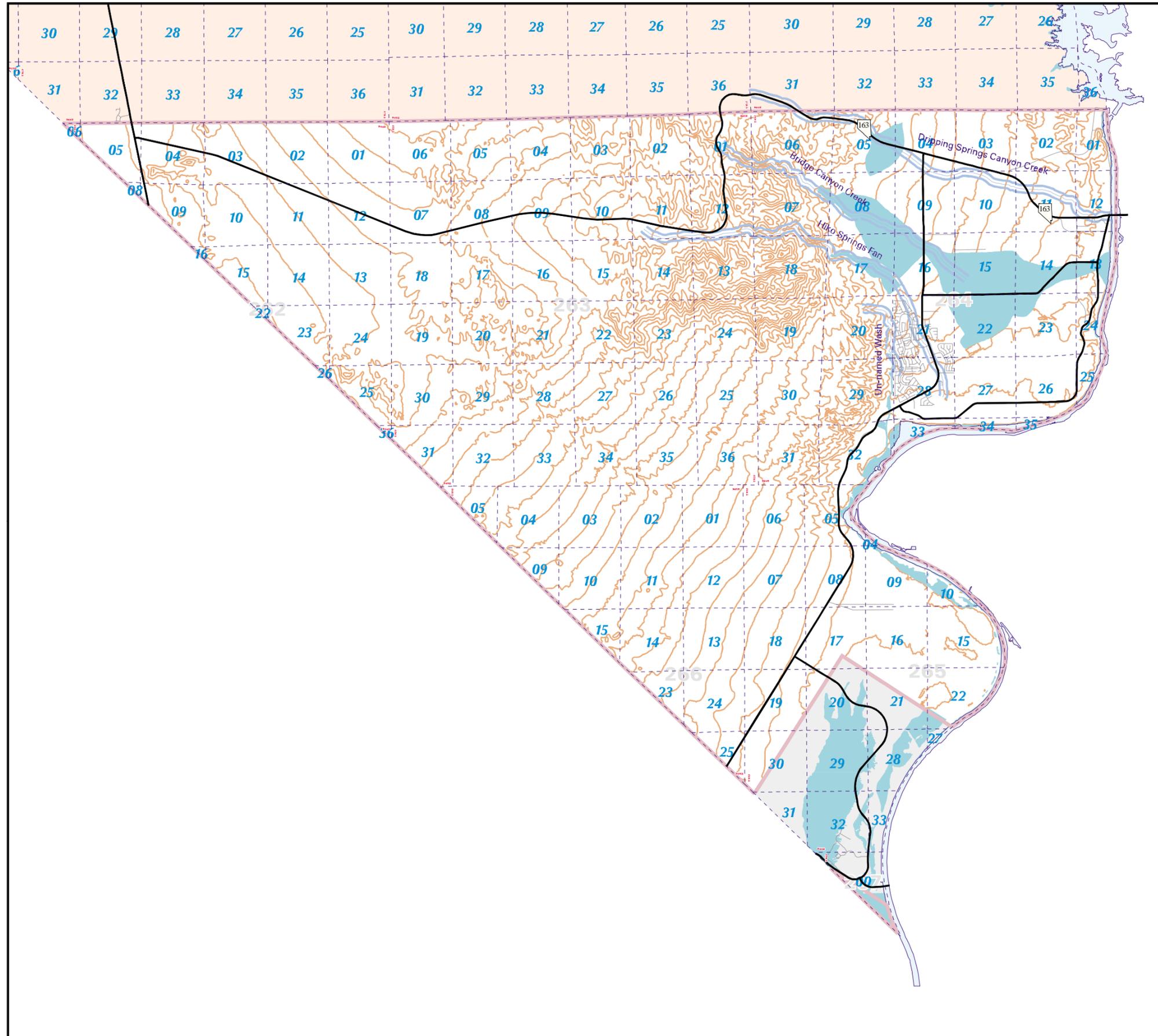
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Comprehensive Planning

Map 1 Flood Hazards

Laughlin Planning Area

-  100 Year Flood Zone
-  Lakes and Rivers
-  Washes
-  100 Foot Contours
-  Incorporated Cities
Tribal Lands
-  Laughlin
Planning Area Boundary



0 4250 8500 12750 17000



SCALE IN FEET

Source: Clark County Central Repository

Plot created on: October 03, 2007

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Flood Control

The Clark County Regional Flood Control District (CCRFCDD) recommended Master Plan projects are a combination of detention and conveyance structures, designed to detain 100 year flow streams long enough to reduce downstream flows. Information on this program can be found on their web page: <http://www.ccrfcd.org>.

The CCRFCDD updated their master plan for Laughlin and the Clark County outlying areas in 2004. Laughlin is impacted by four major wash courses which originate in the Newberry Mountains, as shown in Map 1. Control for three of the drainage improvement projects has been mitigated by CCRFD: Hiko Springs, Unnamed Wash and Dripping Springs. The remaining drainage control needed is for Bridge Canyon Wash and its alluvial fan surfaces. Bridge Canyon Wash impacts the BLM disposal lands and Mohave Generating Station lands (See Map 2 for existing and proposed drainage facilities).

Two reports are referenced in the CCRFCDD 2004 MASTER PLAN OUTLYING AREAS – LAUGHLIN UPDATE. The 1998 Laughlin and the 1990 Bridge Canyon Flood Control Master Plan, which assessed different alternatives for facilities for the Bridge Canyon Area. It should be noted that many proposed facilities in the 2004 Master Plan Update differ from the 1998 Master Plan Update. These revisions were the result of engineering analysis and discussions with officials from Laughlin and the CCRFCDD.

The 1998 Master Plan prescribed flood control measures that would impact the future BLM disposal land development. The BLM disposal lands were studied to provide drainage mitigation for private development of the parcels. A combination of detentions and conveyance structures designed to detain 100-year stream flows long enough to reduce down-stream flows are planned, thus reducing the need for additional downstream flows channel improvements. The selected drainage control prescribes a detention basin at the apex of the Bridge Canyon Fan with an outfall to the Hiko Springs Wash Detention Basin and collector facilities for flows downstream of the Bridge Canyon Fan apex. This additional flow, conveyed to Hiko Springs Wash Detention Basin, will require a minor expansion to the detention basin. This alternative also includes a detention basin at the intersection of Bruce Woodbury Drive and Thomas Edison Road. This selected alternative provides the needed flood protection for Bridge Canyon Wash and does not hinder potential development of the Bridge Canyon Fan.

The CCRFCDD has adopted Uniform Regulations for the control of drainage. These regulations include land development policies and construction procedures pertaining to drainage. The agency responsible for enforcing these regulations in the Laughlin planning area is the CCDS. Guidelines for submitting drainage studies can be found on CCDS web page: <http://dsnet.co.clark.nv.us/dsweb/index.html>; Standards for drainage facilities can be found on the Regional Transportation Commission's web page: <http://www.rtcsonthernnevada.com/>.

Although a factor, drainage is not a primary concern when determining land use. Both the CCRFCDD's existing and planned improvements and CCDS guidelines allow for land in Laughlin to be developed in and around flood zones. It is important to note that any

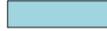
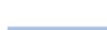
new drainage mitigation must be coordinated with the CCRFCD in addition to other Clark County permitting agencies.

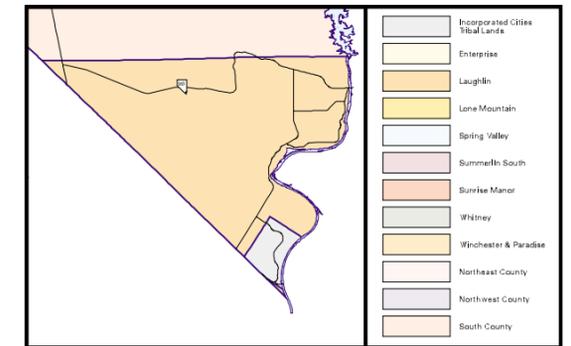
Additional information on flood control may be found in the CCRFCD Master Plan; Conservation Element of the [Clark County Comprehensive Plan](#); and Clark County GISMO.

Comprehensive Planning

Map 2 Drainage Facilities

Laughlin Planning Area

-  100 Year Flood Zone
-  Natural Lakes and Rivers
-  Completed Detention Basins
-  Detention Basins Under Construction
-  Detention Basins to be Completed in 10 Years
-  Proposed Detention Basins
-  Completed Flood Conveyances
-  Conveyances Under Construction
-  Conveyances to be Completed in 10 Years
-  Proposed Conveyances
-  Washes
-  Incorporated Cities
-  Tribal Lands
-  Laughlin Planning Area Boundary



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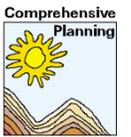
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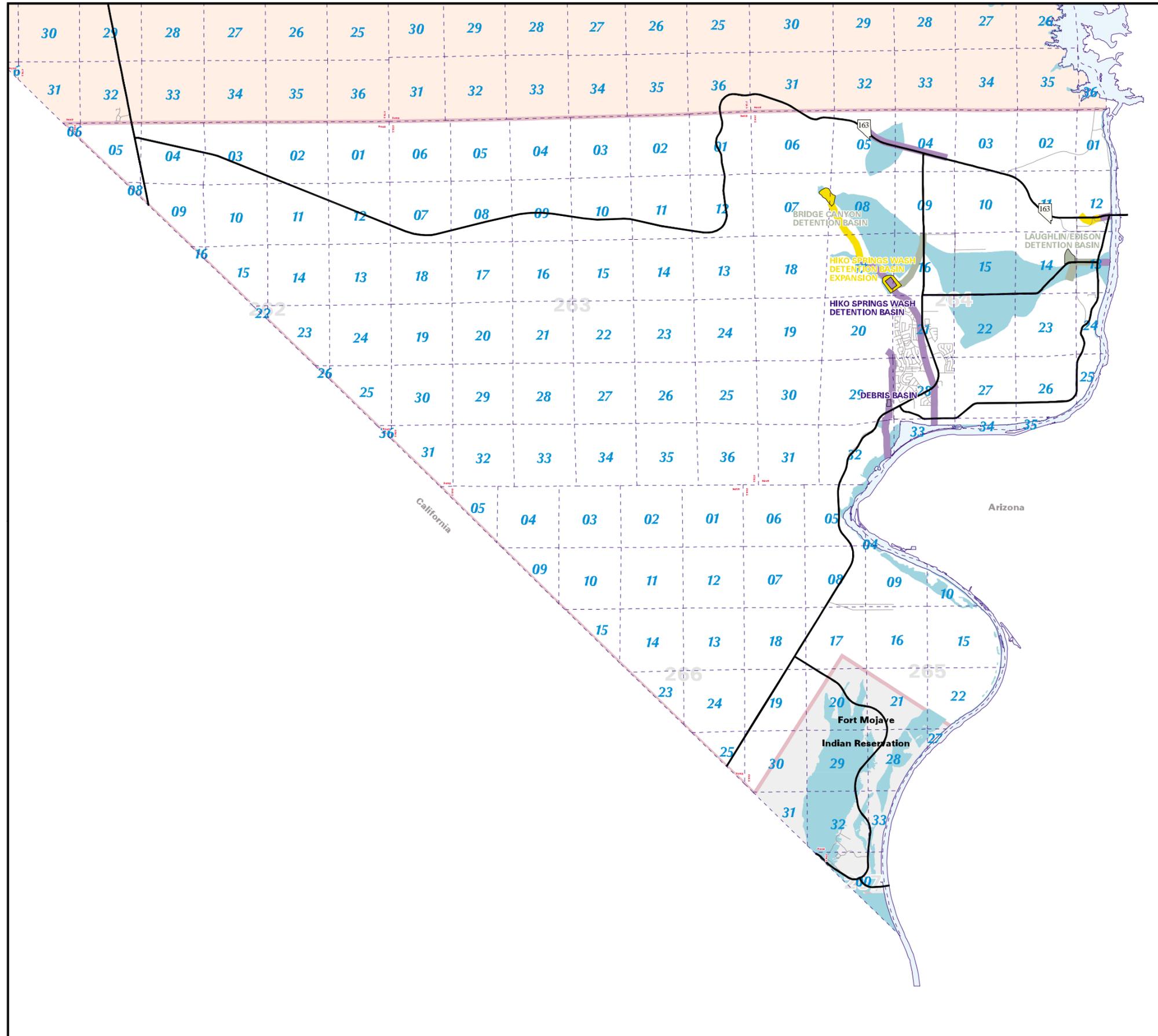
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Geological Hazards

The information for this section was derived from the following sources:

- ✚ 1967 U.S. Department of Agriculture, Soil Conservation Service [Soil Survey, Las Vegas and Eldorado Valleys Area, Nevada](#)
- ✚ Conservation Element of the [Clark County Comprehensive Plan](#)
- ✚ Clark County GISMO

Soils

The U.S. Department of Agriculture survey identifies potential and limitation of soil types. Soils within the Laughlin area are primarily erosion remnants (sand, silt, etc.) from the surrounding mountains that have been deposited by flowing water to form alluvial fans. The CCDS requires on-site soil analysis of proposed development sites in order to provide site-specific information not found in Soil Survey maps.

Overall, the soils types discovered in Laughlin have not adversely affected development. General engineering practice has shown that shrink/swell (expansive) soils, such as clay-based soils, usually require special engineering design considerations. Formal government studies to determine soil shrink/swell potential in the Laughlin Planning Area have not been conducted. Normal practice is that specific project construction engineering will determine the soil types(s) and necessary construction design. Fortunately, site-specific geotechnical studies to date have not shown high solubility and high shrink/swell soils (clay-based/expansive soils) to be a general consideration within the planning area. A low shrink/swell potential is a good soil characteristic for construction because soil movement resulting from water in clay soil can damage foundations. Some drainage areas may have a high shrink/swell clay soil, but again they have not yet been identified.

One soil unit predominates the developed areas of Laughlin. It is the Carrizo-Gunsight Family association. These soils are located mainly on smooth alluvial fans and in drainage channels. These soils are very deep and well drained, and are quite suitable for dwellings and small commercial developments. This soil has light limitations for septic tank absorption fields, and is a fair source of landfill cover material. It is also a fair source of gravel but is a poor source of topsoil. Its corrosivity is moderate for steel and low for concrete.

The rest of Laughlin is represented by a variety of soil associations. In general, these associations can be said to be poor sources of gravel. They have a moderate corrosivity to concrete and are highly corrosive to steel. They are poor for development of sewage lagoons because of seepage. The majority of these soil associations are poor for construction of dwellings with the exception of the Gilman-McCleelan-Coachella and the Whitlock-McCullough-Skyhaven series, which are well suited for this purpose.

Faults

At this time the identification of faults within the Laughlin planning area has yet to be determined. The Federal Housing Administration (FHA) requires engineering studies

and the development of possible mitigation measures for residential projects requesting federally-insured mortgages and locating within 500 feet of a fault.

Slopes

Slopes are an important planning consideration that can highly impact the cost of construction. There are a couple of areas within the planning area where development is constrained by steep slopes of 12% or greater. These are primarily located in the north and central portions of the planning area. Generally, public roads exceeding 12% are not approved based on inaccessibility of public services such as garbage pick-up and fire service (see Map 3). Development in a severely sloped area is not recommended.

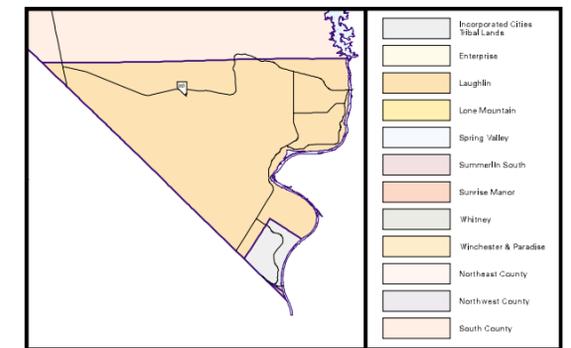
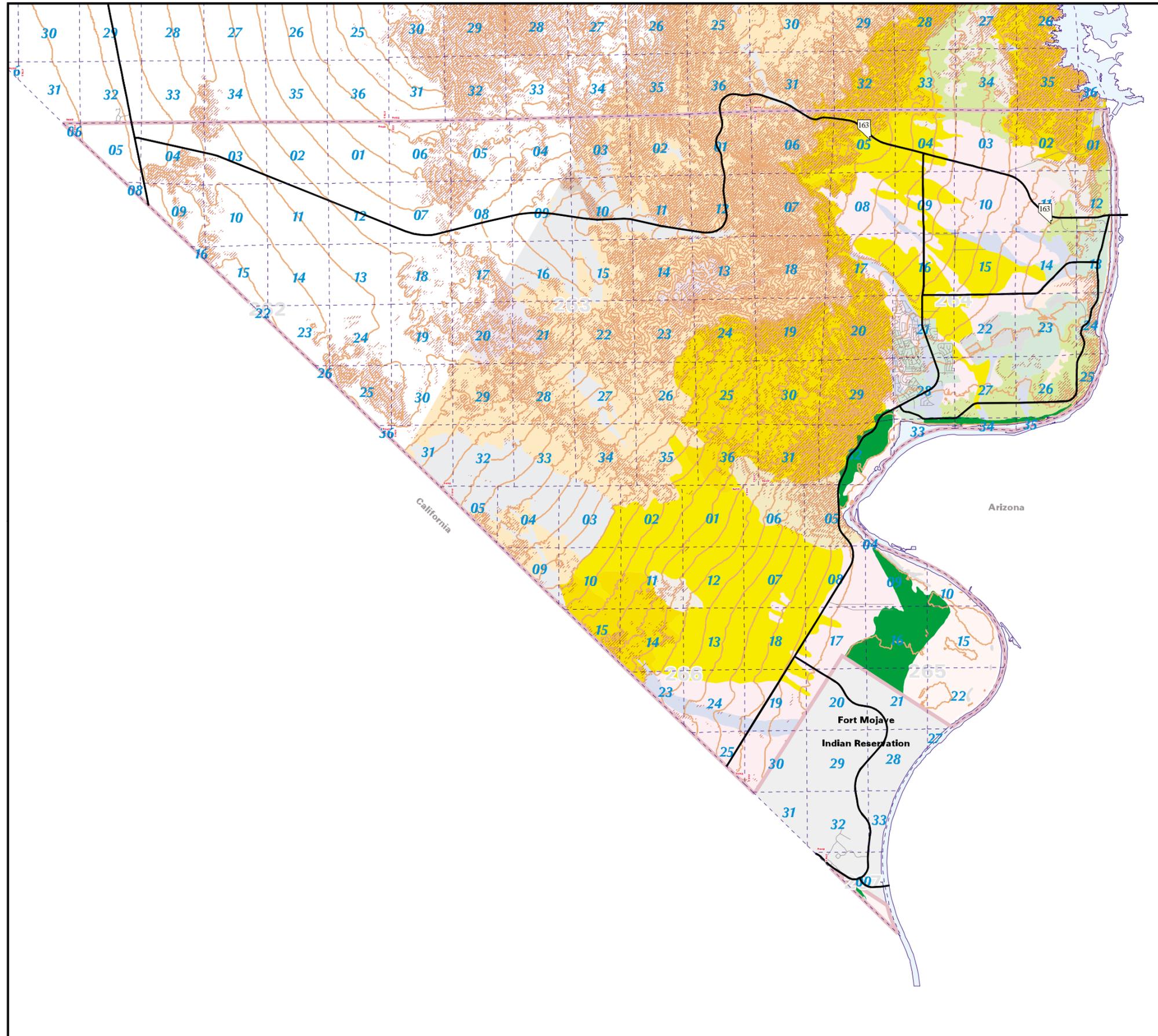
Faults, slopes, and material corrosion are only few points of potential problems, which may arise due to development in inappropriate areas. Such problems need to be identified before they can be mitigated through planning and deciding upon other appropriate development choices on those sites.

Additional information on soils, faults, and slopes can be found in the 1967 U.S. Department of Agriculture, Soil Conservation Service Soil Survey, Las Vegas and Eldorado Valleys Area, Nevada; Conservation Element of the [Clark County Comprehensive Plan](#); and Clark County Geographic Information System Management Office (GISMO).

Comprehensive Planning

Map 3 Soils and Topography

Laughlin Planning Area



0 4250 8500 12750 17000



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Community Resources

The following existing community resources can be located on Map 4.

Libraries

The Las Vegas-Clark County Library District (LVCCLD) plays an important role in unincorporated Clark County, the City of Las Vegas, the City of Mesquite and parts of Henderson and North Las Vegas through 23 urban, suburban and rural branches. The library district is funded through property taxes, sales taxes and user fees. It is a separate municipal corporation from Clark County governed by a Board of Trustees. The district officially formed in 1985, although the Las Vegas Library District and the Clark County Library District had been operating as one consolidated library system since 1973.

The LVCCLD serves Laughlin with the largest of the rural library facilities as shown on Map 4. It opened in 1994 on the present site at 2840 Needles Highway. The Laughlin Library is 15,000 square feet in size and has over 40,000 volumes. The facility also has a large meeting room, small conference room and a gallery.

The provision for library services does not restrict the growth or land uses in Laughlin, nor are libraries required as part of the Clark County's Public Facilities Needs Assessment process because the Board of County Commissioners (BCC) do not have vested authority to bind these public agencies by the terms prescribed in a development agreement. However, population growth will lead to higher circulation numbers for the existing system. If extensive population growth occurs, more facilities may be needed to keep up with the level of service adopted by the LVCCLD.

In April 2001, LVCCLD adopted a five year strategy service plan to address facility, service and other operational issues. More information is available at their website: <http://www.lvcclld.org/> and from Clark County GISMO.

Schools

School District Service Area

Clark County School District (CCSD) provides public educational services to the entire County covering 8,060 square miles. It is a separate governmental entity from Clark County and divides the County into five regions. Under state law, each county in Nevada has one school district responsible for K-12 education. The school district is funded by local sales taxes, property taxes, state funding and other sources. In the 2006-07 school year there were 302,763 students in 328 schools in Clark County.

Laughlin Schools

Laughlin is served by one joint use high school and middle school (Laughlin Middle/High School) with a separate elementary school (William G. Bennett Elementary School) as shown on Map 4. The construction methods used to build the William G. Bennett Elementary School were intended to be temporary. The classroom buildings are modular, faced with stucco for aesthetics. Presently, Laughlin is in need of a permanent elementary school with greater security and functionality to replace the temporary classroom complex. As growth continues, additional elementary school expansion will be warranted.

The Community College of Southern Nevada (CCSN) has 80 acres adjacent to Needles Highway reserved under a Recreation & Public Purpose (R&PP) lease from BLM for future development of a campus.

Future School Sites

The CCSD has either purchased or reserved future school sites based on land use, zoning and projected population estimates and densities. In anticipation of future needs, the school district has been aggressively pursuing new school construction. The latest round of school construction began with the 1998 Capital Improvement Program (CIP) as revised in 2002. More school sites may be necessary due to changes in land use and population growth since the last major land use plan update in 1996. As of October 2006, schools in Laughlin are under capacity (William G. Bennett Elementary has 351 students with a nine month capacity of 582 students; Laughlin Middle/High School has 453 students and a capacity of 1,269 students).

The most current level of service and functional land area for schools is available from CCSD by visiting their website at: <http://www.ccsd.net/>.

Parks, Recreation and Open Space Facilities

Public

In Laughlin, Clark County, as well as other government agencies provides a system of public parks, recreation and open space facilities.

In Clark County the facilities are managed through the Parks & Recreation Department. In 1999 Clark County adopted the Clark County Nevada Parks & Recreation Master Plan 2000-2020. This plan contains information on facility standards or level of service, park classifications, implementation strategies and funding sources for parks in unincorporated Clark County. The current capital facilities programs are available from the Parks & Recreation Department.

Level of Service

Clark County has level of service standards for each facility type offered by the department. These standards help in the determination of which facilities and locations are most in need of construction, remodeling and funding.

Clark County has a goal of a minimum of 2.5 acres of programmable park area per 1,000 residents for urban areas. Using the 2006 population data, Laughlin complies with this goal by providing 2.7 acres of programmable park area per 1,000 residents.

Inventory of Facilities in Laughlin

Two beautifully developed County Parks & Recreation facilities exist in Laughlin. On Arie Avenue, off Needles Highway, is a 20-acre neighborhood park (Mountain View Park) was constructed in two phases. In 1995, Phase One included turf and irrigation, one lighted ball field multi-use field, one lighted tennis court, walking/jogging trail, two sand volleyball courts, one basketball court, family picnic area, horseshoe pits and playground. A second lighted ball field and public restrooms were added in 1997.

Located within the park is the Spirit Mountain Activity Center facility that houses a Boys-Girls Club facility and a Senior Association. Planning and design are underway for a skate park in Mountain View Park..

Further south, also off Needles Highway on James A. Bilbray Parkway next to Fire Station 85, is the Laughlin Community Aquatic Center. It is 3.7 acres and it provides community pool facilities to the town.

Clark County owns approximately 20 acres on the northwest corner of SR 163 and Casino Drive. Portions of the County parcel are developed and/or are planned for future development and expansion. Bounded by Thomas Edison Drive, Civic Drive and Laughlin Civic Drive is a satellite Clark County Regional Government Center that was built in 1993 to provide town services. Three buildings are located in this developed government center area. They are Fire Station 76, the Community Resource Center and the Justice Building that also houses the Las Vegas Metropolitan Police Department (Laughlin Sub-station), the Town Manager's Office, Development Services, and the Town Hall. The Big Bend Water District facilities are adjacent to and north of the government center bounded by Thomas Edison Drive, SR 163 and Civic Drive.

Also sharing the County parcel, situated on the northwest corner of Casino Drive and Laughlin Civic Center Drive are the Laughlin Chamber of Commerce, the Laughlin Visitor's Center, the Nevada Division of Wildlife (NDOW), a public bus facility (Silver Rider) operated under the Regional Transportation Commission of Southern Nevada (RTC) and the Community Clothes Closet. Present expansion plans for this area include constructing a new trailhead with amenities that will link to a new, Laughlin Riverwalk pedestrian overpass connecting the new "North Reach" trail system and day-use area on U.S. Bureau of Reclamation land (USBR) in the LMNRA.

There are two additional County park sites within the town for park and recreation expansion. A 320-acre park site parcel (the north half of Section 14 as identified on Map 4) on the northwest corner of Thomas Edison Drive and Bruce Woodbury Drive is identified for future recreation and special events currently under a recreation lease from the BLM.

In Clark County it is known as Laughlin Community Park and locally it is called the “Laughlin Events Park”. Presently it is relatively undeveloped (except for limited water service) and the Laughlin Special events held on this site are set up and taken down to accommodate each event. The Laughlin Community Park is planned to be part of a regional park that includes U.S. Bureau of Reclamation Davis Dam Recreation Lands (on Section 10 & 11 on Map 4) that extend into the LMNRA as part of the “North Reach” Riverwalk up to a day-use area just below Davis Dam.

A second County site, located adjacent to Needles Highway and north of the Big Bend State Recreation Area, contains approximately 8 acres for park development. This site is undeveloped and situated next to Unnamed Wash. Future expansion plans include developing a trailhead/park that will link to the “South Reach” Riverwalk and to the Big Bend State Recreation Area.

Big Bend of the Colorado Recreation Area, Nevada Division of State Parks, is located off of Needles Highway approximately one mile south of Casino Drive. It is Nevada's newest state park, situated on the shores of the Colorado River. It opened for operation in 1996. The park offers dramatic views of the river and surrounding mountains. Park activities include picnicking, boating, nature study, fishing and swimming. Big Bend amenities are expanding, and when completed, the park will also offer camping, hiking trails and group facilities.

Another state recreation area in Laughlin is the State of Nevada's, Fisherman's Access. Located on Casino Drive along the Colorado River just south of the Laughlin Bridge, this area offers a green, grassy river walk area, picnicking, public boat launch ramp, parking and restrooms.

In 1998, Reclamation and National Park Service partnered with Clark County to develop Davis Dam Recreation Lands. Public outreach, facilities and environmental assessments were obtained and Southern Nevada Public Lands Management Act (SNPLMA) grant funding was awarded (\$32 million) to design and construct the “North Reach.” The North Reach is part of the plans for a regional park that will also include a new, Audubon Signature, desert style golf course preserve and the existing 320-acre Laughlin Community Park under its umbrella. The multi-million dollar trail system consisting of multi-use trails, a developed day use area, a pedestrian overpass and a river walk are well underway with the construction expecting to begin in 2008. The Town's recreation vision is a diverse, multi-use trail system and a river walk (The Laughlin Riverwalk) extending from Davis Dam to the Fort Mojave Indian Reservation lands, and connecting to Arizona.

Laughlin “primary trails planning” is near completion and soon will be a part of the Comprehensive Plan Trails Element. The Clark County Trails Program facilitates the development of recreational trail systems in urban and rural areas of the County to provide recreational opportunities, alternative off-street transportation options, and access from urban areas to federal lands for residents and visitors to Clark County.

A primary trail system is cooperatively being planned with stakeholders and citizens to promote a system of multi-use trails that will create a river walk and a local and regional trails network that will interconnect as growth occurs in the future.

Comprehensive Plan Trails Element – A Trails Element to the [Clark County Comprehensive Plan](#) was adopted by the BCC on October 18, 2005. The Element identifies issue areas, establishes policies, and provides direction relative to developing trails within unincorporated Clark County.

Trails Development Standards – Trail Development Standards were adopted with the Trails Element on October 18, 2005. This document provides basic design and construction standards used to build trails, to accommodate trail users, and to minimize maintenance and environmental impacts.

For more information about trails visit the Clark County Department of Air Quality and Environmental Management.

The Laughlin Town Advisory Board (TAB) has identified the following needs to meet existing and future recreational demands:

- ✚ development of the 320-acre BLM park site in coordination with Reclamation’s Davis Dam Recreation Lands development for a combination special events/sports complex; to include a festival area, desert style golf course and multi-generational community center;
- ✚ basketball court and roller hockey rink expansion in the 20-acre neighborhood park; and,
- ✚ multi-use trails system and river walk linking parks, community facilities, commercial and residential areas.

Private Facilities

There are private parks, common areas and leisure facilities, including portions of the Riverwalk, on privately owned land in Laughlin. Private parks and leisure facilities are considered amenities provided to buyers by private developers, therefore the number and acreage of private parks, leisure facilities and swimming pools are not included in assessing the level of service for parks and recreation facilities for Clark County.

Land Use Considerations

The [Clark County Nevada Parks & Recreation Master Plan 2000-2020](#) contains policies relating to the location of parks in the County. Generally, parks are best located in easily accessible places in close proximity to residential areas. Joint use facilities also provide a good opportunity to expand park acreage, such as locating a park adjacent to school grounds. Overall, as the population increases in Laughlin, more programmable park area and ancillary facilities will be needed.

For more information on park recreation and open space, please contact the Clark County Parks & Recreation Department or go to their website at: <http://www.accessclarkcounty.com>.

Table 1. Existing Laughlin Park Facilities			
Park Facility	Location	Acres	Facilities Offered
Laughlin Community Aquatic Center	James A. Bilbray Pkwy & Needles Hwy	3.7	Water Park.
Mountain View Park	Arie Ave & Needles Hwy	20	Community Center, Horseshoe Pits, Lighted Basketball Court, Lighted Tennis Courts, Picnic Armadas, Sand Volleyball Courts, Softball Fields, Spray Pad, Walking Path with Fitness Stations
	Total Acreage	23.7	

Fire Protection

Public safety is of vital importance to every citizen and visitor in Clark County and is one of the most fundamental and valuable services provided by government. The key factor in minimizing loss of life and reducing property damage is the ability to quickly deliver sufficient personnel and equipment to the site of the fire or emergency medical incident. Therefore, it is critical for fire units to have the lowest possible response time to when emergencies occur. Response time encompasses the travel distance required to get to the site and the availability of personnel and equipment to respond.

The Clark County Fire Department (CCFD) provides fire protection and emergency medical response to Laughlin. The CCFD currently has two fire stations, Fire Stations 76 and 85 provide service to the area. These stations are physically located in the town in order to provide a five-minute or less response time to a given area.

The Clark County Urban Fire Protection Services Element (adopted January 4, 2000) defines where new stations will be located. There are no proposed new fire stations to be built in Laughlin within the next ten years.

More dense or intense land uses should not occur outside fire response areas. CCFD service delivery should be taken into account when new developments are proposed in areas where proposed fire stations are not yet built. Additional information on fire response, risk, and operations can be found in the Clark County publication “Standards of Coverage” as well as visiting the fire department web page at <http://www.accessclarkcounty.com/fire/firedept.htm>.

Police

The agency responsible for providing police protection in the Laughlin Planning Area is the Las Vegas Metropolitan Police Department (METRO). METRO was created on July 1, 1973 under NRS 280 by merging the Clark County Sheriff’s Office and the Las Vegas Police Department. In the Las Vegas Valley, both Clark County and the City of Las Vegas are responsible for funding METRO. In Laughlin, METRO is funded by Clark County, through the Laughlin Town Manager’s Office.

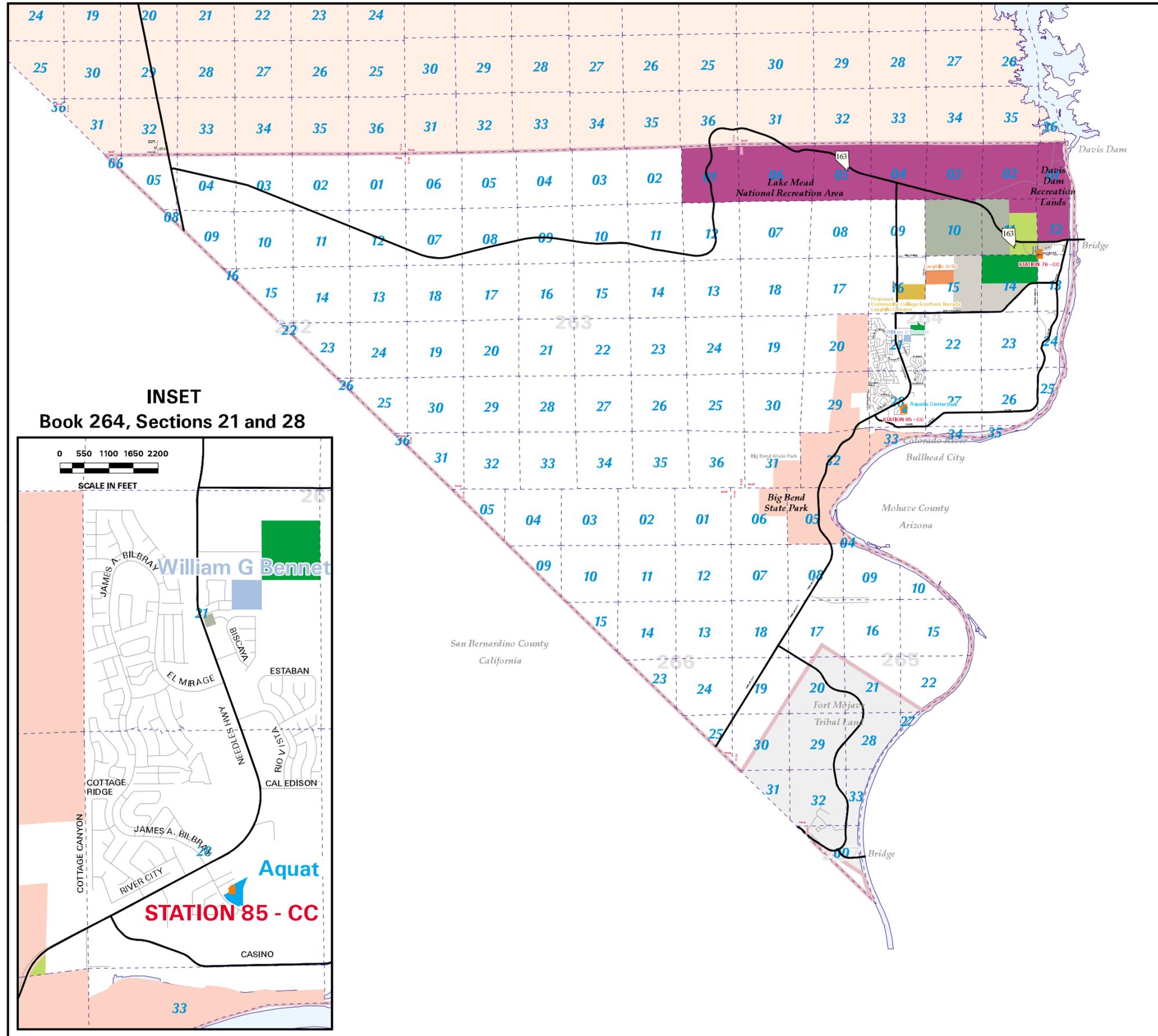
In the Las Vegas Valley, in 2003, METRO had 2,050 commissioned police officers and 1,070 civilian support staff, not including Detention Services personnel. This equates to 1.7 commissioned officers and 1.0 civilian support staff per 1,000 residents. This was below the national average of 2.5 to 4.5 commissioned officers per 1,000 residents. In Laughlin, in 2005, the ratio of officers to residents was 3.8 per 1000 people, according to Laughlin METRO Sub-station reporting in the BLM Land Sale Study.

The Police Element of the [Clark County Comprehensive Plan](#) was adopted by the Board of County Commissioners on December 2, 2003. This document guides planning as it pertains to METRO. METRO's mission is to provide the best public safety and service in partnership with our community. In order for this to occur the Police Element should be utilized to guide new development that occurs within Laughlin.

Comprehensive Planning

Map 4 Public Facilities

Laughlin Planning Area



- | | |
|--|------------------------------------|
| | Federal Facilities |
| | State Facilities |
| | County Facilities |
| | Proposed Libraries |
| | Libraries |
| | Parks |
| | Proposed Parks - Open Space |
| | Proposed Parks - Secure |
| | Golf Courses |
| | Pools |
| | Proposed |
| | Existing |
| | Special Schools |
| | Elementary Schools |
| | Middle Schools |
| | High Schools |
| | Colleges |
| | Facilities |
| | Undetermined Facilities |
| | CCSD Impact Areas |
| | Cautious Impact |
| | Proposed Fire Stations |
| | Existing Fire Stations |
| | Police Substations |
| | Detention Centers / Prisons |
| | Incorporated Cities / Tribal Lands |
| | Laughlin Planning Area Boundary |

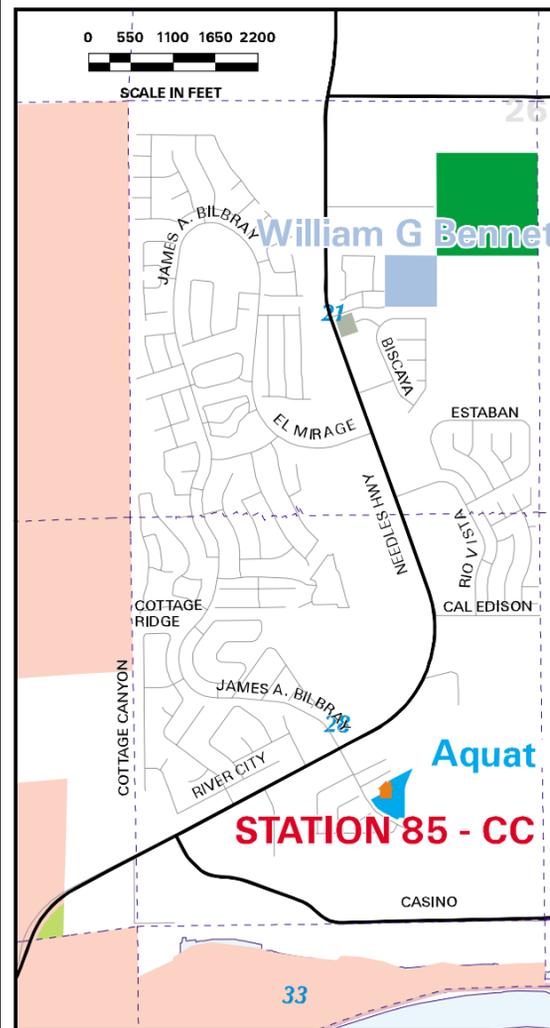


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INSET Book 264, Sections 21 and 28



Utilities

Natural Gas Service

Southwest Gas (SWG) provides natural gas service to Laughlin through a series of major and minor service lines. SWG has the ability to supply existing and future development through their expanding system.

There are no constraints on land use associated with natural gas facilities in Laughlin at this time. Natural gas is provided on a demand/request basis; meaning when a new development is approved SWG is notified of the intended development for their planning purposes. Presently, the SWG Division serving Laughlin is located in Bullhead City, Arizona. Should a natural gas facility locate in Laughlin in the future, any planned land uses should be directly adjacent to major facilities that are not in proximity of residential or tourist planned facilities. SWG is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between SWG and individual developers.

For future expansion plans and a history of natural gas service you can contact SWG or go to their website at: <http://www.swgas.com/>.

Electric Service

Nevada Power Company (NP) provides electricity to Laughlin through a series of major and minor service lines. NP has the ability to supply existing and future development through their expanding system.

There are no constraints on land use associated with electrical facilities in Laughlin at this time. Electricity is provided on a demand/request basis; meaning when a new development is approved NP is notified of the intended development for their planning purposes. Any planned land uses should be compatible when/if they are directly adjacent to major facilities. NP is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between NP and individual developers.

For future expansion plans and power conservation tips you can contact NP or go to their website at: <http://www.nevadapower.com/>

Mohave Generating Station

This coal fired power generation plant consists of two 790-MW generating units. Construction on this facility began 1967 and modifications have occurred throughout the years. The plant was closed on December 31, 2005. Although plans were discussed to reopen the plant, a recent announcement by the majority owner has indicated the owners will not pursue the reopening. Whether the plant will be used for power generation in the future can not be predicted. However, this plant is situated in the center of town on approximately 2,500 acres of mostly undeveloped land near utilities and other infrastructure. The future use will be of considerable importance to the economic and

aesthetic well-being of the community of Laughlin. In fact, this area could develop into a “Town Center” area. Therefore, any type of development or redevelopment of this property should be done through a major project process or as a mixed use development.

Davis Dam

Completed in 1953, Davis Dam and its reservoir Lake Mohave provide regulation of the Colorado River and hydro-electric energy; contribute to flood control, and storage of irrigation and municipal water supplies; and provide recreational and environmental benefits.

The primary purpose of Davis Dam is to re-regulate Hoover Dam releases to meet downstream needs, including the annual delivery of 1.5 million acre-feet of water to Mexico. This is in accordance with a 1944 water treaty with Mexico. The reservoir formed by the dam, Lake Mohave, is used for that purpose through integrated operations of Hoover Dam and Davis Dam power plants.

Located on the Arizona side of the river, the Davis Dam Power plant adds substantially to the Colorado River hydroelectric energy pool by generating 1 to 2 billion kilowatt-hours annually. This energy is distributed throughout the Southwest through a federal power distribution system operated by the Western Area Power Administration. The total system consists of 2100 miles of high-voltage transmission lines serving 43 power substations in Arizona, Nevada, and California which supplies power to a number of utilities and other entities in this area.

Lake Mohave, behind Davis Dam, is part of LMNRA administered by the NPS. The area around the lake and along the Colorado River below Davis Dam provides a multitude of recreational opportunities, including fishing, boating, swimming, water skiing, camping, picnicking, exploring, photography and other outdoor pursuits.

For more information about the Davis Dam, go to the Bureau of Reclamation website located at: <http://www.usbr.gov/lc/region/pao/davis.html>; and for more information on the National Park Service visit: <http://www.nps.gov/>.

Cable Service

Cable service includes television, phone and computer internet. Cable service is different from telephone service in that the company that owns and services the lines does not have to sell or lease time to another provider. Laughlin is provided service by CMA Cablevision.

Solid Waste

All solid waste in the Laughlin Planning Area goes to a site called the Laughlin Landfill. This local solid waste landfill is operated by Republic Silver State located just west of Needles Highway and south of SR 163. This landfill started accepting waste in 1987. The landfill is currently utilizing 40 acres with an additional 40 acres secured for

expansion and it is designed with a refuse capacity of approximately six million cubic yards and a service life of 32 years.

As the time for the service life (year 2019) of the landfill gets closer, the Laughlin community will need to research options for future provisions for solid waste needs and desired services. Considerations may be expansion of the service area and continued operations of the landfill or possibly other alternatives that may include a transfer center, recycling and/or convenience centers.

Presently, there are no active recycling centers, transfer centers or convenience centers located in Laughlin. There was a transfer center established in 1986 within the industrial area on the County properties north of the Fort Mohave Reservation. This facility is no longer in operation. For hours of operation and any gate fee information for the Laughlin Landfill go to: <http://www.republicservicesvegas.com/index.cfm?page=db&pageid=76>. Additional information about solid waste in Clark County is available in the Conservation Element of the [Clark County Comprehensive Plan](#).

Water Service

The creation of the Big Bend Water District (BBWD) in 1983 and the Laughlin Water Reclamation Facilities in 1984 were the results of the need to stay ahead of the rapid growth. The facilities were designed to supply services to a much larger population than the approximate 8,600 people served today.

The Big Bend Water District (BBWD) provides potable water service to the Town of Laughlin. The 1998 BBWD Plan Update covers a twenty year period from 1998 to 2018 and provides for the phased development of a Capital Improvement Program (CIP). This update to the District's master plan is a result of changing regulations, operational deficiencies and new growth and development needs.

The BBWD was originally allocated 10,000 acre-feet per year by the Colorado River Commission. In March 1992, BBWD obtained 3,202 additional acre-feet of water per year (AFY) from the Southern Nevada Water Authority (SNWA) along with the addition of 2,000 acre feet of return flow credits from SNWA bringing the total to approximately 15,000 acre feet. The Big Bend plant reports that the current capacity of approximately 15 million gallons per day (MGD) is expandable to 30 MGD, and that in calendar year 2004, the peak day was 6.4 MGD; approximately 43% of capacity.

The existing water distribution facilities include 19 miles of pipeline with four pumping stations. Improvements which have recently been undertaken or completed include 4.5 miles of trunk line, 3 storage facilities and 2 pump stations. Other future improvements are also part of this CIP, such as identifying the locations needed for future water zones to expand service. The existing water zone coverage does not provide service to most of the undeveloped areas in Laughlin.

Reuse water is recommended when planning for areas of turf irrigation. The reuse water presently available is 2829 acre-feet. According to the *SNWA Five-year Conservation*

Plan 2004-2009, (dated August 2004, submitted to the U.S. Bureau of Reclamation in fulfillment of the requirements for Section 210(b) of the Reclamation Reform Act of 1982), in accordance with Bureau of Reclamation policy, the Water Authority receives credit to withdraw one acre-foot of water from the Colorado for every acre-foot of Colorado River water that was treated and returned. As a result, additional local reuse does not currently enlarge the Water Authority's resource portfolio. It is, however, environmentally responsible by reducing the infrastructure and energy required to move water and wastewater.

For future expansion plans and a history of the BBWD, go to their website at: <http://www.cleanwaterteam.com/bigbendfacility.html>.

Some areas of Laughlin developed before water service was available and installed private wells to provide water. Wells are regulated by the State Engineer and the Southern Nevada Health District (SNHD). The first contact to make when planning for water service should be to the BBWD to determine hook-up availability. If water service is not available through BBWD other resource water information is available through the Nevada Department of Conservation and Natural Resources website: <http://dcnr.nv.gov/> and the SNHD website: http://www.southernnevadahealthdistrict.org/public_water.htm.

Wastewater Services

Sewer Service

The Clark County Water Reclamation District (CCWRD) provides the primary sanitary sewer service to Laughlin through a series of collection lines, lift stations and treatment plants. The CCWRD has the ability to supply existing and future development through their expanding system.

Their main facility is located on the north side of Bruce Woodbury Drive just west of Thomas Edison Drive. The capacity of the Laughlin Water Reclamation Facility is 8 MGD. In calendar year 2004, the peak day was 4.1 MGD, approximately 51% of design capacity. In 2004, the facility returned a total of 2,829 AFY to the river as "return flow."

Any constraints on land use associated with sanitary sewer facilities in Laughlin at this time, are relative to the cost of additional sewer line expansion for future pipeline connections. All future land use alternatives will generate additional need for sanitary sewer capacity. Infrastructure installation and maintenance costs are generally less expensive per capita for higher intensity development when compared with lower intensity development. On alignments where additional growth is anticipated, the CCWRD has a mainline extension policy that allows the District to participate with developers in a financial arrangement to install oversized sewer lines capable of serving future development. Property owners have the responsibility to connect new development to the existing system.

For future expansion plans, operations information or a history of the CCWRD, go to their website at: <http://www.cleanwaterteam.com/home.html>.

Septic Systems

Any property that operates on septic systems is regulated by the State of Nevada and the Southern Nevada Health District (SNHD) formerly known as the Clark County Health District. Currently the Laughlin Landfill and approximately five other private sites have active septic systems. The main concentrations of these active systems are near the Republic Silver State Disposal transfer center site within the industrial area north of the Fort Mohave Reservation and east of Needles Highway. In June 1968, a moratorium was established limiting new septic systems in the Laughlin Planning Area. At this point in time, that regulation is still active.

For more information about septic systems in Laughlin contact the SNHD or visit their website at: http://www.cchd.org/environmental_health/sewage_disposal.htm.

Transportation

Surface Transportation

The Laughlin Planning Area has a surface transportation network that is generally consistent with a series of Arterial, Collector and Local streets following the square mile grid pattern (see Map 5). Arterial streets vary in right-of-way width from 100 to 120 feet, collectors are typically 80 feet, and local streets anything less than 80 feet. Arterials and Collectors provide higher traffic capacity than local streets and are more appropriate locations for intense land uses. Traffic is distributed throughout the network.

Laughlin's physical characteristics have influenced the development of its street network. All of the town's development is in an area west of the Colorado River between the Lake Mead National Recreation Area and the Big Bend of the Colorado River.

Casino Drive parallels the river and provides access into the casino area from the north and south. The Laughlin Bridge crosses the Colorado River just north of the intersection of Casino Drive and Laughlin Civic Drive, providing access from Bullhead City and Kingman, Arizona and other points to the east. The Nevada/Arizona state line bisects the Colorado River with Nevada SR163 beginning at the Laughlin Bridge connecting to Arizona and traversing the Northern part of the planning area until intersecting with US 95. Interstate 40 and US 93 traverse Kingman, and link to the Laughlin Bridge by way of Arizona, SR 168.

A portion of Needles Highway serves as an arterial that provides Laughlin residents and local businesses with a north-south traffic route through the "town center" as an alternate to the Casino Drive resort corridor. Additionally, Needles Highway is the main arterial providing approximately four million visitors access to Casino Drive and will serve as the link to the majority of future development in the Laughlin planning area. It joins with Needles, California, and Interstate 40 to the south and to SR 163/US 95 to Las Vegas to the northwest.

Visitors traveling to Laughlin from Las Vegas drive US 93/95 through Searchlight and Cal-Nev-Ari, Nevada, to the SR 163 junction eastbound to Casino Drive. NDOT has plans to designate SR 163 a scenic by-way.

The right-of-way width and functional class for the Arterial and Collectors in the Laughlin Planning area are consistent with the adopted Clark County Transportation Element and Clark County Public Works (CCPW) design criteria. All CIPs are planned, designed and constructed by CCPW. Further information on the CIP can be obtained from http://www.accessclarkcounty.com/depts/public_works/Pages/pworks.aspx.

Air Transportation

As growth occurs, the need for a full service airport that offers consistent flights will become essential. Presently, the Laughlin/Bullhead International Airport, located in Bullhead City, Arizona, provides limited air service for the region. More information about the airport can be obtained from <http://www.bullheadcity.com/tourism/airport.asp>.

On County land in the southerly planning area, approximately 900 acres is reserved for a future airport. This plan is the first Laughlin Land Use Plan to prescribe land uses for development of these lands. With this plan, the airport reservation land is adjacent to Business and Design/Research Park (BDRP) and Major Development Projects (MDP) land use designations.

River Taxis

Privately owned river taxis are a part of the transportation services offered in Laughlin. Some of the resort hotels have remote parking lots that are located across the Colorado River in Bullhead City. River taxis provide a practical means for tying these remote parking areas to the hotel/casinos. They also provide river travel along the resort corridor, with the hotel/casinos offering dock service, thus reducing the number of automobiles on the local street network.

Transit

The Clark County Regional Transportation Commission (RTC) operates bus service in the Las Vegas Valley. Under the umbrella of the RTC, the Southern Nevada Transit Coalition (SNTC) operates the Silver Rider service, which provides both fixed-route and demand-response services in several rural communities, including Laughlin. The fixed-route buses operating in Laughlin run 18-24 hours per day, seven days a week. The routes provide hourly connections between the hotel/casinos, residential neighborhoods, and other activity centers in Laughlin. Rider service is open to the general public, and standard fares are collected. Laughlin's Silver Rider routes accommodate more than 41,000 one-way trips per month. Over 90% of the passengers trips are work-related.

The RTC is currently involved in the process of developing a Long Range Transit Plan. The purpose of this plan is to analyze and prioritize practical transit alternatives and

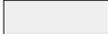
identify future transit corridors. Plans are underway to develop a new bus facility in Laughlin. In conjunction with Laughlin's long range planning to accommodate future growth by providing a variety of means for alternative modes of transportation, the RTC long range plan should ultimately have an effect on some of the arterial systems within the Laughlin planning areas.

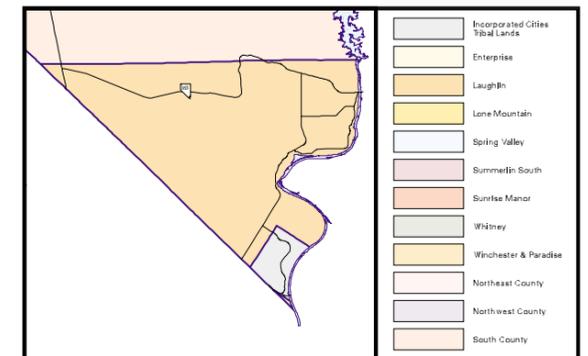
Additional information on transportation and transit projects and issues can be found at http://www.accessclarkcounty.com/depts/public_works/Pages/pworks.aspx and from the RTC at <http://www.rtcsonthernnevada.com>

Comprehensive Planning

Map 5 Transportation

Laughlin Planning Area

-  Interstates/State Highways/
Limited Access Arterials/Expressways
-  Arterials (120+ ft R-O-W)
-  Arterials (100+ ft R-O-W)
-  Collectors (80+ ft R-O-W)
-  Incorporated Cities
Tribal Lands
-  Laughlin
Planning Area Boundary



0 4250 8500 12750 17000



SCALE IN FEET

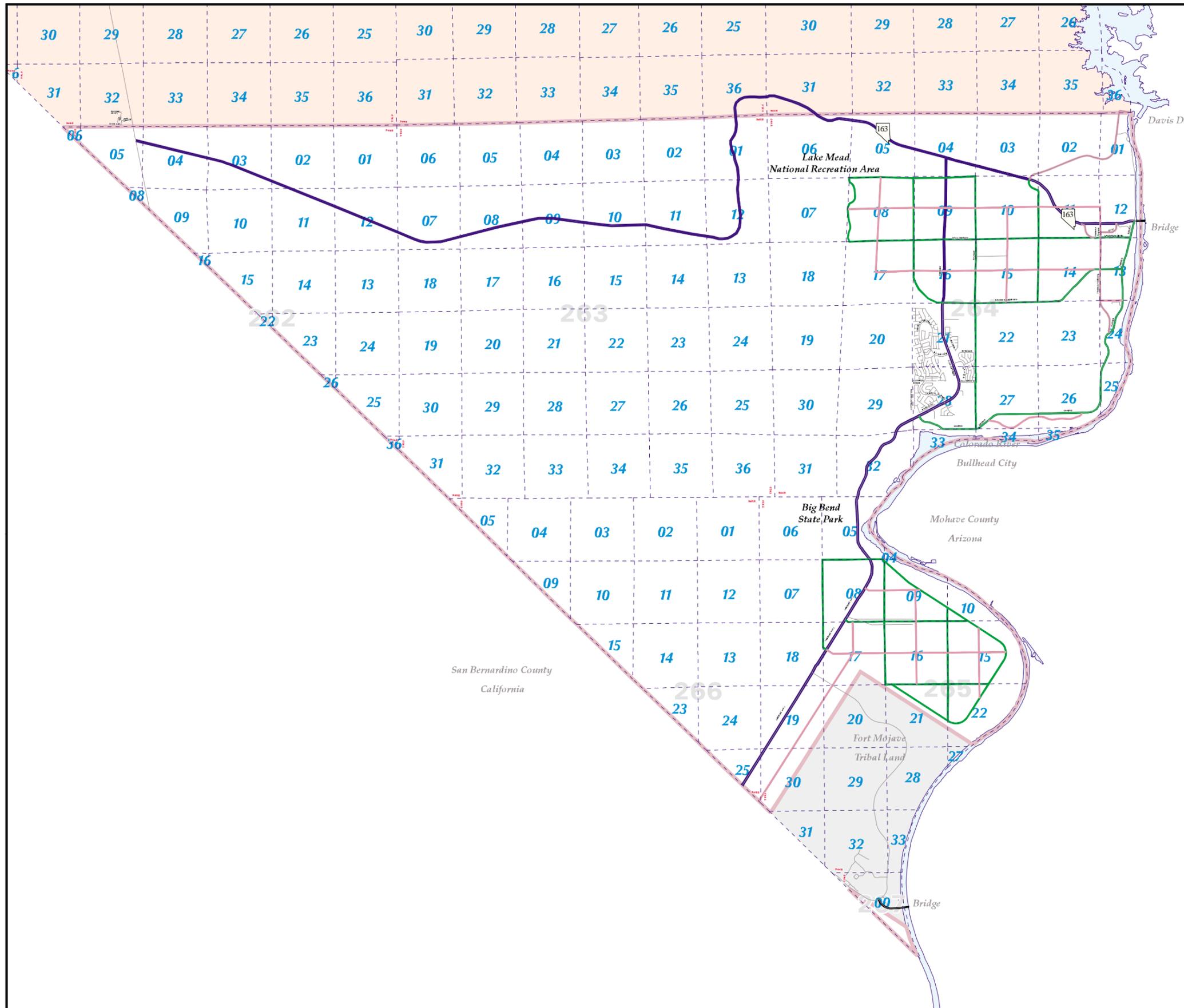
Source: Clark County Central Repository

Plot created on: October 03, 2007

This information is for display purposes only.

No liability is assumed as to the accuracy of the data delineated hereon.

Categories denoted in the legend may not apply to a particular Planning Area.



Land Use

Planning

A community has many aspects that contribute to its success as a place to live, work, play and operate a business. Individual persons or groups will be aware of, or consider important, some aspects more than others. The role of the planning process is to consider all the various aspects and issues of the community, facilitate agreement on common goals, and lay out a path to achieve them. So, the comprehensive land use plan records facts, documents a vision for the future, and aids in the allocation of financial and human resources; while comprehensive planning brings people together to talk about what responsible growth looks and feels like. It encourages discussion among citizens, agencies, and governments. It is an opportunity to discuss options and develop common goals. It provides a focus for finding and discussing innovative ways to meet diverse community needs. This plan is not the end of a process but the beginning of a new one. The land use plan is a tool, not just a product.

The [Clark County Comprehensive Plan](#) is a long-term general policy plan for the physical development of unincorporated Clark County. The Comprehensive Plan is a compilation of individual documents called “elements”. Policies for each element are in the Comprehensive Plan. Research and background information are in separate reports. Each individual element is updated periodically and changes are added to the Comprehensive Plan. The Comprehensive Plan is divided into two volumes - one for general subjects, and another for the County’s Land Use and Transportation Plans.

“Comprehensive” means complete, wide-ranging, and thorough. The Laughlin Land Use Plan is an official public document that provides the framework for long-range decision-making in the community. The land use plan will serve to guide the Town of Laughlin’s growth and development through the year 2012, by addressing a multitude of issues, ranging from land use to economic development to housing and beyond. By setting goals and objectives, County officials can use the document to make policy decisions that effectively provide a coordinated approach for future growth. Thus, by setting a course of action to guide the County’s development over the next five years, the County and its residents are much more likely to realize desired outcomes.

The Title 30, the Unified Development Code is Clark County’s land use development code. Its purpose is to implement the [Clark County Comprehensive Plan](#) by setting forth the regulations that govern the subdivision, use, and/or development of land. Title 30 divides the County into Zoning Districts, and sets forth the regulations pertaining to the districts.

This plan, combined with the development code, is designed to: preserve the quality of air and water resources; promote the conservation of open space and the protection of other natural and scenic resources from unreasonable impairment, including the protection of endangered or threatened species; provide for recreational needs; protect life and property in areas subject to floods, landslides or other natural disasters; develop a timely, orderly and efficient arrangement of transportation, public facilities and

improvements, and public services, including facilitation of alternative transportation modes; correspond with the character and physical limitations of the land; take into account the immediate and long-range financial impact of the application of particular land to particular kinds of development, and the relative suitability of the land for development; provide for an adequate supply of housing affordable to the economic profile of the community; conserve the value of buildings and encourage the most appropriate use of land throughout the town; protect existing neighborhoods and communities, including the protection of rural neighborhoods; provide for harmonious development compatible with surrounding development; attain optimum use and value of land and improvements; improve desirability of living conditions; and otherwise further the general prosperity, health, safety and welfare of the community.

For more information about the Comprehensive Plan and the Title 30 Unified Development Code visit the Clark County website Comprehensive Planning Department at <http://www.accessclarkcounty.com>.

Cooperative Management Area (CMA)

There are no existing CMAs within the Laughlin Planning Area. Per the Title 30 definition:

"Cooperative Management Area (CMA) means an area established through an agreement signed in November 1992 between Clark County and the U.S. Bureau of Land Management, located to the west and south of McCarran International Airport, the boundaries of which are defined by aircraft departure flight corridors and the 60 DNL noise contour. Most Clark County-owned property within the CMA is subject to the terms of the Southern Nevada Public Land Management Act of 1998, which restricts that County land to those uses defined in the Agreement as compatible with aircraft operations. For more information contact the Clark County Department of Aviation."

Should an airport develop in Laughlin's future, special considerations may be appropriate to ensure surrounding land use compatibility.

Major Projects

Presently there are no major projects in the Laughlin Planning Area. Per Title 30 definitions for the purposes of the Laughlin Planning Area:

A "major project" is any project of three hundred (300) acres up to (700) acres that is located outside the Urban Area shall be considered a Major Project and shall require negotiation of a Master Development Agreement and utilization of the Major Projects Team.

"Urban Area" means the land within the outer boundary of the Bureau of Land Management Disposal Boundary established by the Southern Nevada Public Lands Management Act as amended (enacted on October 19, 1998), plus the land extending

three (3) miles (measured radially) beyond the boundary, and also including Community Districts 1, 2 and 4 identified in the various land use plans and Community District Element of the Plan. All other areas within the County are rural.

Major Projects are relatively new to the County since the 1993 Laughlin Land Use Guide adoption. Additionally, the previous Laughlin plans did not focus on actively addressing development for all of the BLM disposal lands (2,058 acres identified by BLM in the June 15, 2005, Laughlin BLM land auction), because the disposal lands were not formally identified by BLM until 1998 in their Resource Management Plan (RMP). Nor, did the previous Laughlin plans prescribe land uses for the County lands in the southerly planning area. This plan does encompass a much larger land area identified for development that includes considerations for the BLM disposal lands and a large portion of the approximate 9000 acres of County lands within the township.

This Land Use Plan's increased planning area recognizes the need for economic development and managed growth by designating much of the newly expanded development area as major projects. Inclusive within the major project process is a development agreement and a public facilities needs assessment, that analyzes and identifies existing public facilities and services within the project, including, but not limited to, transportation, fire and police protection, flood control and drainage, parks and open space, schools, utilities services, and evaluates the need for and phasing of additional facilities and services required in the town.

For more information about Major Development Projects in Clark County, see the Clark County Title 30 Unified Development Code Major Project section at http://www.accessclarkcounty.com/depts/comprehensive_planning/title30/Documents/3020.pdf.

Public Facilities Needs Assessment (PFNA)

Presently, there are no PFNAs within the Laughlin Planning Area. As future major projects are approved, the analyses provided by PFNAs will be essential for the orderly development of Laughlin.

Historical Places, Historical Markers, and Points of Interest

There are three Nevada Historical Markers within the Laughlin Planning Area. Additionally, Registered National Historic Places exist just north of the township.

Grapevine Canyon Petroglyphs

The canyon is about one driving hour south of Boulder City on US 95, and a few miles north of the Laughlin planning area in the LMNRA. The location is off of SR 163 on a dirt road that leads through Christmas Tree Pass near the base of Spirit Mountain. Park Rangers offer guided hikes to the ancient petroglyphs and to the seasonal stream in the Grapevine Canyon. It was registered as a National Historic Place on December 15, 1984.



Spirit Mountain (Dead Mountain and Mt. Newberry)

This National Historic Place was registered on September 8, 1999 and is also listed as a Traditional Cultural Property because of its significance to the Yuman tribes which include Mohave, Hualapai, Yavapai, Havasupai, Quechan, Pai pai and Maricopa. They believe the mountain (called Avikwame by the Mohave people and Wikame by the Hualapai) is the spiritual birthplace of the tribes. Spirit Mountain is the highest peak in the Newberry Mountains at an elevation of 5,639 feet above sea level. Grapevine Canyon, another National Historic Place, lies to the south of Spirit Mountain.

Nevada Historical Marker 104 – The Camel Corp

Located along SR 163 outside of Laughlin a historical marker commemorates the Camel Corp's interesting episode in American history. As America expanded westward in the middle of the 19th century, the majority of the land encountered was arid, rocky and unforgiving. Transporting supplies to Army posts was nearly impossible using horses and mules that could only carry relatively small loads and could travel only short distances without food and water. Jefferson Davis, the Secretary of War, thought that camels would be a perfect solution to these challenges presented by the "Great American Desert." They could carry loads up to four times heavier than horses or mules, could subsist on little water and feed and were used to the dry, hot conditions. With \$30,000 appropriated by the 33rd Congress, Army Major Henry C. Wayne and Navy Lieutenant D. D. Porter were dispatched to the Mediterranean to purchase camels and bring them back to the United States for military use. After two separate trips, they ended up with a total of 77 camels based at Camp Verde, Texas. For awhile, no one was sure how to put the camels to the best use. Their smell frightened the horses and many of the soldiers were afraid of the large, unusual animals.

In 1857, Lt. Edward F. Beale was charged with the task of establishing a wagon route from Fort Defiance, New Mexico to San Francisco along the 35th parallel. As a part of this project, he was ordered to make use of 25 of the camels. Along with the camels came two camel drivers – "Greek" George Allen and Syrian Hadji Ali, whose name was "Americanized" to Hi Jolly. Although the camels proved to be extremely useful, the Camel Corps was quickly forgotten as the Civil War began. Beale continued to use the

camels in his work as the Surveyor General of California and Nevada. By 1865 all of the remaining camels owned by the government that had not been sold to zoos, circuses and mining companies were set free in the desert. For years afterwards, camel sightings were reported throughout the southwest.



The Only Known Photograph of an Army Camel



Hi Jolly's Tomb in Quartzite, Arizona

Nevada Historical Marker 140 – Old Spanish Trail (The Garces Expedition)

At the junction of U.S. Highway 95 and State Route 163 is a historical marker in commemoration of this expedition event. Seeking to open a land route between Tucson and California, Fray Francisco Garces was the first European to enter Nevada. By the end of February, 1776, he had reached the Mohave Villages located a few miles southeast of this location on the Arizona bank of the Colorado River. The Franciscan father traveled alone in areas never before seen by a white man. Relying on Native American guides, he walked from village to village. The Mohaves agreed to lead him to the coast along a trail used for trade purposes. On March 4, 1776, accompanied by four natives, Garces crossed the Colorado River and reached the San Gabriel (California) Mission 20 days later. His route followed a much older prehistoric trail used to bring shells and other trade goods to the tribes of the mountain and desert West.

Nevada Historical Marker 188 – Von Schmidt State Boundary Monument

The Von Schmidt State Boundary Monument is located 17 miles north of Needles, California, on River Road along the Colorado River. This marker commemorates the iron column erected in 1873 (pictured to the right) at the southernmost tip of the boundary line. That line was run by Alexey W. Von Schmidt, United States astronomer and surveyor. The iron obelisk mentions Nevada, California, and Oregon which is noted as 612 miles away at the other endpoint. The line dividing Nevada and California was based on preliminary geodetic work by Lieutenant Joseph Christmas Ives. Lt. Ives determined the Colorado River end of the proposed oblique California-Nevada boundary. Von Schmidt calculated and ran the first complete survey of the boundary. His solar observations erred slightly – the actual line is about $\frac{3}{4}$ mile away.



original Obelisk in California

Davis Dam Post Office and Davis Camp

Just downstream from Davis Dam was Davis Camp on the Arizona and Nevada sides of the Colorado River. The Arizona side of Davis Camp was the former federal housing area for the government workers who built Davis Dam. It literally was Bullhead City back in the 1940's. In it's heyday, over 100 homes were located at Davis Camp along with a grocery store, gas station, post office, recreation center, swimming pool, two churches, and various service buildings, most of which no longer exist. The buildings that remain from the Davis Camp era are much like the way they were some 50 years ago.

Directly across the river in Nevada was another Davis Camp community that housed the contractor's camp. In 1982, the Bureau of Reclamation declared the Davis Camp area surplus. The Davis Camp community and construction camp were no longer necessary and they disbanded. The post office that was established on May 1, 1947 was transferred to Mohave County, Arizona on December 1, 1950.

Davis Camp in Arizona is now a Mohave County Park (with the same name) that houses Inscription Rock. The previous location of the Davis Dam construction camp in Nevada will soon be a developed trail that extends the Laughlin Riverwalk portion of the Laughlin Heritage Greenway Trail to the "North Reach" developed day-use area on Davis Dam Recreation lands.

Hardyville (Hardy's Ferry)



Hardyville (what is now known as Bullhead City, Arizona) was founded in 1864 by William Harrison Hardy. While most of the town of Hardyville was in Arizona, there was a Nevada community as well. This became a major supply center and river port for ferries along the Colorado River and in 1864, Hardyville became the first County Seat for Mohave County in the Arizona Territory. William Harrison Hardy (pictured to the left) is also credited with the invention of the riveted mail sack. The railroad crossing in nearby Needles, California, doomed the success of the town. Some unmarked graves on a hillside within Bullhead City are all that remains of the original Hardyville site.

Kerwin Camp

A mining camp was established in 1910 associated with a group of claims located by William Kerwin. This camp is located southeast of the US 95 and SR163 intersection in the northwestern portion of the Laughlin Planning Area.

Additional Historical Information Available

Information for Nevada Historical Markers can be located on the State Historic Preservation Office's official website located at http://dmla.clan.lib.nv.us/docs/shpo/markers/cl_mark.htm. National Historical Places can be viewed at <http://www.nationalregisterofhistoricplaces.com> and the National Historic Landmarks can be located at <http://www.cr.nps.gov/nhl/>.

Existing Land Use

Using data from the Clark County Assessor's Office, staff performed an analysis on the existing land uses and separated the uses into the following categories: single family residential, multi-family residential, industrial, office, other commercial, public facility, and vacant land. The data is illustrated in Table 2 as the acreage and percent of existing land use.

The Laughlin Planning Area consists of 105.9 square miles or 67,796 acres. Allowing for easements and rights of way, there are 22,140 acres of developable land. Of the developable land, approximately 25% or 5,589 acres are developed. The developed acreage represents 9% of the total planning area.

Table 2: Laughlin Existing Land Use as of July 2006		
Land Use	Approximate Acres	Percent
Single Family	490	1
Multi-Family	175	1
Mixed Use	0	0
Commercial	609	1
Industrial	386	1
Public Facility	4,021	5
Vacant (undeveloped)	62,115	91
Total	67,796	100

Resort Corridor

In Laughlin, the majority of the resort corridor is along Casino Drive. Casino Drive is both a north/south and an east/west road that begins/ends at SR 163 and Needles Highway. At the SR 163 intersection it runs north/south following the river and then turns east/west following the bend in the river to intersect with Needles Highway. It is approximately 2 ¼ miles long and the developed hotel/casino area is on its north/south portion. The riverfront land in Laughlin is accessed from Casino Drive. This area functions as the region’s primary employment and activity center. Commercial land use in the resort corridor is characterized by employment centers such as resort hotels, casinos, and associated service businesses. On the east/west portion of Casino Drive there is an existing mix of residential and commercial uses. Previously the Emerald River Golf Course (no longer operating) encompassed approximately 285 acres mostly on the south side of the east/west leg of Casino Drive. The intensity of residential uses is anticipated to increase within the corridor in the form of high-rise condominium towers and mixed use development.

Redevelopment Area

Currently Laughlin does not have areas designated for redevelopment by a formal process. However, there is ongoing discussion about what will become of the no longer operating Mohave Generating Station power plant and its surrounding industrial zoned land. Laughlin does not envision approximately 2500 acres of new industrial use(s) in the center of town. Therefore, any type of development or redevelopment of this substantial piece of property as a use other than industrial must be actively pursued. More information on Redevelopment Areas and the Clark County Redevelopment Agency can be found at Clark County’s website at <http://accessclarkcounty.com> or by contacting the Clark County Redevelopment Agency.

Planned Land Use

In this Land Use Plan the Planned Land Uses break down into the following percentages as shown on Table 3.

Table 3: Laughlin Planned Land Use		
Land Use Category	Approximate Acres	Percentage
OL	43,817	64
RA	45	1
RL	0	0
RS	412	1
RM	11	1
RH	296	1
RUC	590	1
OP	4	1
CN	20	1
CG	334	1
CT	1,295	2
BDRP	1,867	3
MDP	6,928	10
PF	10,321	15
R-O-W	1,856	3
Total	67,796	105*

* figures rounded up to nearest %

Ownership

The majority of undeveloped land in the Laughlin Township is owned by the BLM, while the majority of vacant developable land in the planning area is held by the County. There are approximately 9,000 acres of developable County land in south Laughlin and approximately 1700 acres of BLM land in north Laughlin that can be converted from public land to private land through a BLM land auction. However, other different government entities also own land in the township. Table 4 shows a breakdown of the acreages.

Table 4: Laughlin Land Ownership		
Entity	Approximate Acres	Percent
Federal	45,568	70
State	2,497	4
Private	8,271	12
County	9,375	14
Total	65,711	100

Zoning

[Title 30](#), the Clark County Unified Development Code, is the implementation tool of the [Comprehensive Plan of Clark County](#). It is adopted under the authority of Chapter 278 (Planning and Zoning) of the Nevada Revised Statutes (NRS). It sets forth the regulations that govern the subdivision, use, and/or development of land, divides the county into Zoning Districts, and sets forth the regulations pertaining to such districts. The Official Zoning Maps are maintained by CCDS. The Official Zoning Map may be changed at any regularly scheduled Zoning Commission meeting.

To review the current zoning or see an aerial view of an existing parcel go to: <http://gisgate.co.clark.nv.us/openweb/asp/openweb.asp>.

Overlay Districts

Additional information about these overlay districts are located within Title 30.48 which can be found at the County's website at <http://www.accessclarkcounty.com>.

Mixed Use Overlay District

The Mixed Use Overlay was established to encourage a diversity of compatible land uses, including a mixture of residential with at least one or more of the following: commercial, office, educational, and/or institutional. It provides a mechanism to encourage new housing and innovative urban design that is less dependent on automobile transit and can be used to revitalize older commercial corridors and increase opportunities for infill housing. Properties between Casino Drive and the Colorado River and between the Southbend Parkway alignment and the north/south portion of the Casino Drive alignment are included in the Mixed Use Overlay District (see Appendix B for map).

A future expansion to Mixed Use Overlay District is being prepared by staff and should be considered by the Board of County Commissioners for adoption in 2007 (see Appendix C for map).

C HAPTER THREE

I SSUES AND CHALLENGES

There are a number of issues affecting existing and future land uses within the Laughlin Planning Area. Generally, these issues include transportation and infrastructure needs changes in land prices, demand for commercial services and residential uses and finally, outside influences such as the timeliness or readily available developable land.

Workforce Housing

The cost of housing in Clark County has inflated in recent years and housing costs in Laughlin have been no exception, putting the American dream of home ownership out of reach for an increasing number of our citizens. Clark County is concerned and is working to find solutions.

The consequences of inflated real property values in Laughlin are two-fold. On the positive side, homeowners are able to realize rapid equity growth in their investment, and people that are purchasing higher cost housing normally have larger expendable incomes in the community. However, a major drawback is housing that was affordable, quickly becomes unaffordable for the Laughlin workforce. The high social cost of not having sufficient available housing for the workforce within Laughlin, results in a jobs/housing imbalance and a declining economic competitiveness.

This is not only a local issue, but is also regional in scope. There are many active organizations working to address this issue. The Community Resources Management Division is dedicated to building self-sustaining communities, providing housing that is safe, decent and affordable, and creating a strong economic and social base for the development of healthy families and supportive neighborhoods throughout Clark County. The Southern Nevada Regional Planning Coalition (SNRPC) is working to identify a link between high housing costs, employee recruitment, productivity and retention.

For more housing information visit Clark County Community Resources Management at http://www.accessclarkcounty.com/depts/finance/crm/pages/CRM_Index.aspx and the SNRPC website at <http://www.snrpc.org>.

Office Professional Uses

Presently, only a small amount of land that is planned for Office Professional uses exist within Laughlin. Research of development patterns, market trends, and discussions with community stakeholders revealed concerns with the viability of continuing to plan some areas residential that face major transportation corridors. As a result, certain areas that were previously planned for single family residential land uses in the 1993 land use guide have been identified for change in this plan. Offices are permitted uses in commercial land use categories and the process of locating commercial land uses along major transportation corridors will increase the opportunity for office uses and will provide a buffer to residential uses from major thoroughfares.

Commercial Relocation

Throughout the land use plan update process, community stakeholders in Laughlin expressed the need to plan for commercial development, preferably in nodes at intersections instead of creating “strip commercial” corridors. The desire for increased commercial node development was incorporated into this land use plan by changing the Land Use Plan map and policies for commercial development. Thus, offering more commercial development opportunities.

The Commercial Tourist corridor along the Colorado River, has been enhanced. The Commercial Tourist category allows for commercial, office, mixed use, and higher density residential uses. This area is planned for hotels, casinos, commercial uses, tourism, mixed uses, apartments and condominium development. This helps to discourage single family residential land uses along the river and adjacent to the commercial core of Laughlin.

Mixed Use Development (MUD)

Mixed Use goals and policies were added to this land use plan. For the purpose of this plan, Mixed Use is defined as, “the development of a tract of land, building, or structure with a variety of complementary and integrated uses, such as, but not limited to, residential, office, manufacturing, retail, public, or entertainment, in a compact urban form”. Mixed Uses often combine retail and residential uses in one structure. Many of these developments allow for a live-work situation, providing pedestrian amenities and are often located adjacent to present and future transit corridors. Commercial and business park uses can also be integrated into mixed use developments.

Mixed use is not mandatory but is a design option that provides the opportunity to plan projects that enhance the underlying zoning standards for the land. Mixed-Use establishes an optional mechanism to encourage new housing and innovative urban design that is more infrastructure and resource efficient, is less dependent on automobile transit, can be used to revitalize older commercial corridors and increase opportunities for redevelopment and infill housing.

The Mixed Use goals and policies help to guide the development of mixed uses in Laughlin by making sure that they are compatible with an adopted Mixed Use Overlay District Map (see Appendix B).

Transportation

Laughlin is a planning area facing many transportation issues and challenges. Several transportation elements are and will be congested on a daily basis. Due to the potential rate of development in the township, various transportation improvement projects need to be planned in order to address this impending congestion. Additionally, the development of mixed use projects in accordance with the newly adopted mixed use ordinance will create a greater reliance on public transportation systems and pedestrian activity. However, the resultant intensification from mixed use projects may, in the short term, exacerbate traffic congestion along Casino Drive and could require additional transit and transportation analysis and planning. New developments must consider creative alternatives to mitigate increased roadway traffic from their projects.

Other transportation issues include the construction and implementation of alternative transportation facilities (public transit, pedestrianism, bicycles, etc.). Expansion and relocation of the existing bus facility is underway in Laughlin. Future schools, libraries, parks and commercial developments should occur adjacent to, or connect to available alternate transit systems. As part of the development of alternative transportation modes there is a need for safer non-motorized crossings to improve pedestrian and bicycle safety along major arterials in the area.

Future Bridges

The existing Colorado River Bridge connecting Laughlin and Bullhead City was built in 1987 and is currently operating at Service Level F during rush hour. With 80% of all hotel/casino employees living in Arizona, 4.5 million annual visitors and most of the goods and services, including medical, dental and groceries, located in Arizona, the one bridge is inadequate. Research concerning purpose and need for a second bridge indicates there may be a need for other additional bridges as well. Growth in either Laughlin or Bullhead City will only exacerbate the inefficient service level of the one bridge. Consequently, a substantial amount in federal funding toward a second bridge has been secured from Congress. The environmental impact study process has begun with all stakeholder agencies representing both states regularly meeting to study and to pinpoint the factors relating to another bridge, including a possible location. Several locations are being considered. For a map showing some of the bridge study sites see Appendix C.

Needles Highway

Needles Highway is the principle north/south route through Laughlin that connects State Highway 163 with the State of California. In fact it is the only southbound route, which can funnel traffic out of the community. Existing development has already generated sufficient traffic on this roadway in the northerly portion of the planning area to warrant several traffic signals on this route, and the southerly portion has been widened to 4-lanes to accommodate residents and tourists. Continuation of current development patterns may quickly produce undesirable service levels on Needles Highway. Due to geographical constraints and as Laughlin continues to develop; this corridor will continue to be the backbone of all north/south transportation on the Nevada side of the Colorado River. A frontage road along both sides of Needles Highway should be considered in conjunction with the future development of Clark County lands and additional rights-of-way should be acquired and protected from encroaching development. This will enable the County to maintain a reasonable service level as the community grows to its optimal size of 20,000 to 30,000 people.

Environmental

Open Space Area Issues for Suburban Areas

The Laughlin planning area presents a unique opportunity for two different types of open spaces which are suburban and urban in context.

The suburban component of the planning area includes the existing arroyos, desert washes and public facilities such as parks, schools, flood channels and trails. These natural and man-made facilities provide a great opportunity to establish open space systems that will connect and integrate existing and proposed developments within the suburban component of the planning area. There is also an opportunity to meld the suburban open spaces with adjacent urban open space components.

Suburban open spaces should be physically connected to the urbanized open spaces. The urban open spaces (which are created in compact mixed use developments) need to be fully integrated with the existing suburban open space network with the use of connecting streetscapes, courtyards, plazas and squares. Plazas and courtyards need to be public open spaces that are visible while providing a feeling of openness and safety. They should also provide activity centers that encourage usage while allowing casual encounters.

Open Space Area Issues for Mixed Use and Urban Areas

In an urban context, open spaces should be planned for a pleasant microclimate (where the climate of a small, specific place within an area as contrasted with the climate of the entire area.) For example, a north facing plaza that gets almost no sunlight is not likely to be attractive, even in a desert climate. People like to sit in the sun on a cold day and be protected from the wind. On hot days they look for shade and a cool breeze. Good public open space design should be able to create both conditions. Open space development should accommodate seating and site furniture. The essence of an inviting, vibrant and active open space should provide the ability to sit down and participate through observation with the ability to linger as long as the users wish. When creating opportunities for social observation, seating areas should be facing circulation areas and the central focal point of the plaza or square.

Open urban spaces should provide for a myriad of different activities such as outdoor cafés, vendors and social events. At the same time they should encourage surrounding activities around the perimeter of the plaza devoted to retail. While urban open space is a major component in the urban context it is extremely important to link this system to the suburban open spaces in the Laughlin planning area in particular, and to the regional open space network in general.

The Riverwalk District

Laughlin is a tourist-oriented community and as such it recognizes the needs to protect its tourist-oriented infrastructure. A major part of that infrastructure is the Colorado River frontage and the commercial development currently built on the Nevada side of the river. The existing commercial development along the river is mostly comprised of hotel/casinos and tourist-oriented uses that include a river walk - The Laughlin Riverwalk. Early in Laughlin's gaming history the hotel/casino operators recognized that their customers and the "locals" enjoyed walking along and viewing the Colorado River. In response, they established the Riverwalk in front of their properties as an accommodation and attraction for the town. Over time, the Riverwalk has become well known in Laughlin by both local citizens and regional visitors; effectively, becoming a public walkway.

Laughlin's Riverwalk vision is the expansion and development of the existing Riverwalk as new development occurs. The Riverwalk is planned to be an accessible public trail currently envisioned to start at the Davis Dam and terminate at the Fort Mojave Tribal Lands. The environment of the Riverwalk will be compatible with its adjacent uses. For instance, in the "North Reach" area from Davis Dam to the Laughlin Bridge it will be a multi-use trail system through an expanded recreation area for a soft-adventure experience offering fishing, birding, history and wildlife interpretation. It will continue to accommodate commercial/tourist uses in the hotel/casino area. As mixed use developments occur along the river, the Riverwalk will provide recreation, relaxation and gathering places to better quality-of-life, live-work situations. The Riverwalk in the vicinity of the Laughlin Lagoon area should consider the special, evolving environment of the lagoon and it's existing inhabitants (both residential and commercial private

property owners and wildlife) that include a mixture of commercial and private residential uses. The Riverwalk should connect to the trails within the Big Bend of the Colorado State Park trails system. Additionally, many unique opportunities exist to develop more soft-adventure, eco-tourism experiences as the future “South Reach” of the Riverwalk develops on the County lands that are presently vacant. As the Riverwalk develops, connections from the Riverwalk to transportation corridors should occur.

The Riverwalk District is intended to allow the increased development of resorts, mixed uses and other tourist oriented projects and should not be encumbered with uses that could hamper conflict or prevent the development of the tourism industry in Laughlin. Even though current market demands are for housing, those residential needs should be developed in more appropriate areas of Laughlin and not in the best areas for tourist oriented developments. Shortsighted development patterns could cause long-term detrimental economic and social impacts for Laughlin in the future.

Historic Preservation and Cultural Heritage Tourism

Compatible with Laughlin’s tourism oriented culture, is cultural heritage tourism, defined as: *traveling to experience the places, artifacts and activities that authentically represent the stories and people of the past and present, including cultural, historic and natural resources*. As Laughlin grows and recreation uses expand on public lands, environmental assessments identify places of historical interest. Once identified, a variety of alternatives exist to commemorate such uses. Several such places were discussed in Chapter 2.

Allocation of Potable Water

At this time Laughlin has a fixed allocation of approximately 15,000 acre feet of water per year of which approximately one-third is currently being used. New development proposals must be designed for efficient water usage in order for Laughlin’s population, of approximately 20,000 - 30,000 people, to develop. The town will need to seek an additional allotment to provide for a larger population than the present water allocation will service.

A Need for Major Projects and Development Agreements

There are several publicly owned parcels of 300 acres or larger designated as a Community District 3 in the Laughlin Planning Area. These parcels would be required to develop as a Major Project. A Major Project, through the creation of a Development Agreement (DA) and a concept plan, assesses infrastructure and public facilities needs for the proposed site and its impacts to the surrounding community. This assessment requires the land developer to provide a fair-share contribution towards these public infrastructures, thus development pays for development. This is especially important to Laughlin because so much of the town’s vacant land has no existing infrastructure.

Also, for future private lands of less than 300 acres, within the Community District 3 designation, a DA would also be appropriate if the developer does not want to wait for other contiguous lands to develop to bring the infrastructure to the property.

Market Analysis

An Environment and Market Analysis was prepared for Laughlin by Applied Development Economics (ADE). The following information is from that report.

Laughlin can be generally described as having two distinct areas, the resort corridor and the community of Laughlin. The resort corridor is relatively limited and is concentrated along Casino Drive and the Colorado River, while the community of Laughlin is concentrated around Needles Highway. Laughlin does not currently have a significant base of industries outside of gaming and is in need of diversifying its economic base.

Most of any new tourist oriented development activity will occur in the resort corridor, which this Land Use Plan refers to as the “Riverwalk District”. The bulk of Laughlin’s economy is focused around gaming and the hospitality industries with ninety-three (93) percent of all jobs being in the accommodations and food services sector. This trend may be moderately altered by intensive mixed-use projects developing within the Riverwalk District in the future. This district will continue to have the lead employment center role in the tri-state area.

Most of those portions of Laughlin located along Needles Highway make up the residential and a majority of the community’s supporting commercial activities. These areas are generally concentrated between Casino Drive to the south and Bruce Woodbury Drive on the north. The continuing evolution of residential and related commercial development north of Bruce Woodbury Drive will generate jobs and moderately diversify Laughlin’s economy.

Strengths

Laughlin is home to the Colorado River, the Riverwalk District, and numerous natural amenities which are served by US95, SR163 and Needles Highway in Nevada, by Highways 68 and 95 in Arizona as well as by Interstate 40 and River Road/Needles Highway in California. As Laughlin continues to expand, this combination of accessibility and amenities can make this area attractive to both infill and new development. Existing retail is attractive and well located for servicing community needs while water and land are available for industrial and commercial development.

Weaknesses

Tourism is focused too much on gaming while much of the existing facilities are dated and in need of upgrading. Marketing needs to focus less on gaming and be made part of an overall economic development strategy for Laughlin. At the end of 2006, Laughlin was under-represented in terms of anchored retail space. This requires many area residents to travel to Bullhead City or to other areas for certain retail products and services. Land prices and rental prices in Laughlin are also higher than elsewhere in the tri-state area.

Opportunities

As high-density and mixed use development is drawn to the Laughlin Area, there is significant opportunity for new development. The continued growth of the tri-state area can give Laughlin greater accessibility and access to commercial and cultural amenities. Growth opportunities exist for heritage, adventure and eco-tourism in the Laughlin area. Population growth will bring additional opportunities for professional, health and medical services as well as retail and office growth. These can take advantage of the higher income levels of Laughlin's residents. Some opportunities exist for clusters of industries which are focused on distribution, electronics, health/medical and other services.

C HAPTER FOUR

L AND USE GOALS AND POLICIES

The following goals and policies have been developed as part of the land use component of the Laughlin Land Use Plan. These guidelines have evolved from existing County goals and policies, planning open houses, workshops with the Planning and Technical Advisory Groups (PAG & TAG), and public outreach meetings with community stakeholders, the Laughlin Town Advisory Board (TAB), Planning Commission (PC), and Board of County Commissioners (BCC). While the land use plan lists policies, Clark County Unified Development Code (Title 30), is the implementation tool for the plan and has specific requirements (i.e. setbacks, etc.).

G ENERAL

All development proposals should comply with the following general goals and policies of the Laughlin Land Use Plan.

Goal 1

Implement a comprehensive land use plan by promoting development that is compatible with adjacent land uses, the natural environment, and that is well integrated with appropriate circulation systems, services, and facilities. Utilize land use planning to encourage bus transit, compact development forms and pedestrianism to foster a more vital, interactive and secure community as well as to conserve infrastructure.

Policy 1.1

Encourage urban growth patterns using ideas such as: mixed uses, increased densities and intensities, neo-traditional forms, or transit oriented development. These planning principles should reduce automobile dependence, support alternative modes of transportation, and contribute to the reduction of air pollution.

Policy 1.2

Promote efficient use of public services and facilities while minimizing costs of service extension and maintenance paid by the service provider and County.

Policy 1.3

Where infrastructure is available, maximize the use of infill and redevelopment in existing urbanized areas which are accessible to transit. Infill development should be consistent and compatible with existing adjacent development.

Policy 1.4

All approved non-conforming zoning requests should be conditioned to provide any required or desired buffering from adjacent conforming properties. Development in adjacent conforming zones should not be responsible for providing additional height restrictions, setbacks or additional landscaping to accommodate non-conforming uses.

Policy 1.5

Projects of regional significance should be required to mitigate all impacts generated by the proposal to public streets and public infrastructure.

Goal 2

Provide for residential, public facility, commercial, office professional, business and design/research park, and industrial land uses.

Policy 2.1

Preserve and enhance existing residential areas.

Policy 2.2

Encourage residential developments to provide a diversity of housing types within Laughlin.

Policy 2.3

Ensure that new development or uses, adjacent to existing land uses are appropriately buffered with transitional space and/or uses. All space necessary to achieving such transitions should be absorbed on the property supporting the new development.

Policy 2.4

Where feasible, encourage the remapping of parcels in order to eliminate unnecessary parcels.

Policy 2.5

Encourage site designs that are compatible with adjacent land uses and off-site circulation patterns, especially when the adjacent land use is at a lower density or intensity.

Policy 2.6

All exterior light sources should be shielded to direct light rays onto the subject parcel in accordance with the Unified Development Code (Title 30). Lighting design should be sensitive to on-site residential uses.

Policy 2.7

Encourage the use of xeriscape landscaping design techniques (appropriate to the Town of Laughlin) in new developments and in retrofitting older areas.

Policy 2.8

All developments, outside of rural areas, should provide sidewalks on both sides of any public street. Meandering detached sidewalks are encouraged.

Policy 2.9

Encourage the development of sidewalks that exceed the five (5) foot minimum requirement especially in commercial and mixed use areas. Sidewalks should be designed to be unobstructed to allow for safe, accessible and unimpeded pedestrian traffic.

Policy 2.10

Encourage the dedication of additional rights-of-way (34 feet) for frontage roads and landscaping along each side of Needles Highway north of Bruce Woodbury drive and south of Casino Drive.

Policy 2.11

Encourage additional dedication of rights-of-way at the intersections of collector and/or arterial streets. Additional dedication is to be utilized for possible future left/right turn lanes.

Policy 2.12

All new sound and masonry walls should be decorative and designed to visually minimize the stark appearance of a monotonous block wall face by incorporating variations in surface planes, landscape pockets, heights, materials, or textures.

SINGLE FAMILY ATTACHED & DETACHED

Recent trends in development patterns have shown significant increases in densities for single family development. All single family residential development proposals should demonstrate compliance with the following goals and policies.



Goal 3

Provide opportunities for additional single family development and encourage appropriate site planning and architectural design.

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.

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.

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.

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.

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.

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.

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.

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.

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:

- 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.

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.

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.

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.)

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.

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.

Policy 3.15

Strongly encourage useable recreational open space/areas within single family developments to be located away from arterial and collector streets.

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.

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.

Policy 3.18

Single family residential lots should not have vehicular access/curb cuts onto arterial and collector streets.

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.

Policy 3.20

Open space should be centrally located and when possible be surrounded by streets with homes that front the open space.

Policy 3.21

There should be a variation of lot sizes, floor-plans and housing types in residential developments of more than ten acres.

MULTIPLE FAMILY DEVELOPMENTS

All multiple family development proposals in any land use category should demonstrate compliance with the following goals and policies.



Goal 4

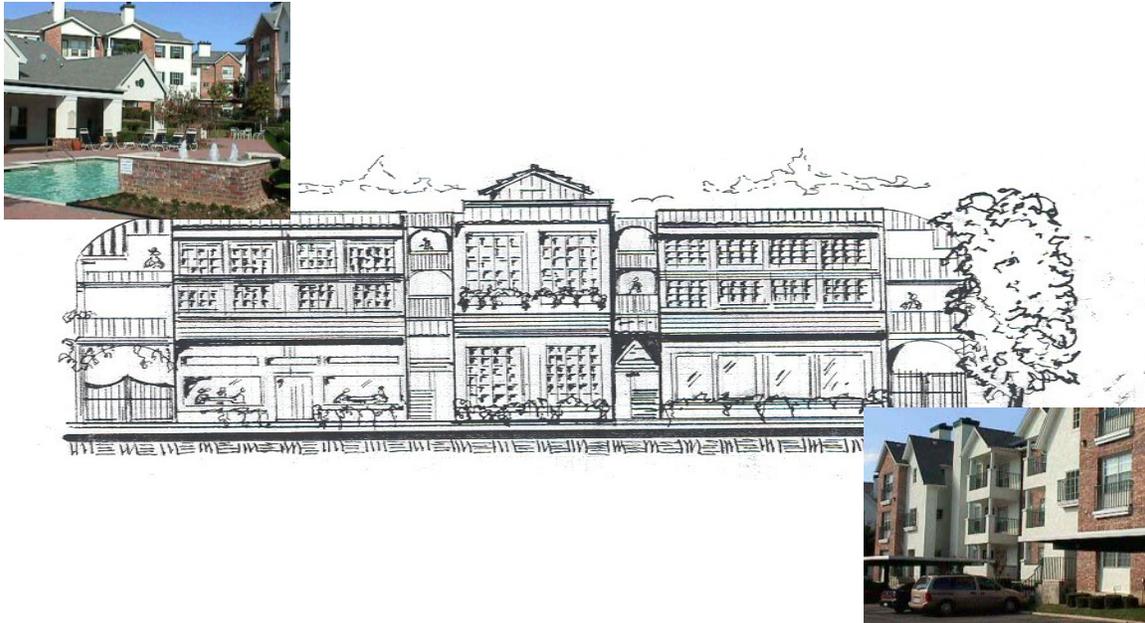
Provide opportunity for traditional multi-family developments as well as incrementally incorporate new design principles and multi-unit concepts.

Policy 4.1

Encourage Mansion Homes, Lofts, and Row Housing as multi-family alternatives to apartments.



Mansion Home combines several residences within one large structure. It has some special architectural concerns addressed through the following standards. While pitched roof forms are desirable to express the specific architectural style, flat roof areas at the center of the structure are allowed to reduce the overall building height and provide location for mechanical equipment. In addition to roof form, building articulation and entry expression are considered when designing a Mansion Home



Loft typically organizes double-height living spaces one over another. Upper and lower units are accessed in pairs from both the front and rear from shared entries located between the units.



Row Houses design display the urban qualities conveyed through the implementation of parapet-style architecture, flat main roofs and secondary roof accents. The principal design component in the Row House grouping is repetition of architectural elements like entries, bays, cornices, and parapets. At the same time, visual interest and streetscape diversity are promoted by varying the offsetting of building walls, choice of materials, parapet height and color. Achieving balance between repetition and variety creates harmony.

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.

Policy 4.3

When constructed on corners of intersections, orient multi-family structures so the front of the building faces both streets.

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.

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.

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.

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.

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.

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.

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.

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

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.

Policy 4.13

Encourage the separation of parking areas, garages, and/or covered parking into courts to avoid creating long corridors of parking areas.

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.

Policy 4.15

Encourage the placement of bus turnouts, bus shelters and other fixtures and amenities in accordance with Regional Transportation Commission (RTC) standards.

Policy 4.16

Encourage recreation areas within multiple family developments to be located away from arterial and collector streets.

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.

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.

Policy 4.19

Encourage the variation of lots size and housing in residential developments of more than ten acres.

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.

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.



All office projects should demonstrate compliance with the following goals and policies.



Goal 5

Provide opportunities for new Office Professional developments.

Policy 5.1

Encourage more intense buffering and compatible design features on the perimeter of parcels adjacent to existing or proposed residential uses.

Policy 5.2

Encourage various architectural treatments and design components on all building sides to eliminate blank building elevations along public rights-of-way, and areas visible to the general public, to improve visual quality.

Policy 5.3

Encourage signage that is compatible with the area. Signage will be subject to setbacks, size, height and other provisions of the Unified Development Code (Title 30). Monument signs are encouraged.

Policy 5.4

Encourage accessory parking structures to be architecturally compatible with the primary structure by using similar façade treatments and materials.

Policy 5.5

The public access portion of all building footprints visible from a right-of-way or a residential use should have a landscape area between the building and parking area. In no instance should pavement for parking aisles or spaces directly abut the building footprint.

Policy 5.6

Encourage new office projects or residential-to-office conversions to develop on an assemblage of contiguous parcels so as to reduce the number of driveway ingress and egress points, to share access where possible and to allow for adequate on-site parking.

Policy 5.7

Encourage master planned office developments to reduce: points of ingress and egress on arterial and collector streets, traffic congestion, traffic hazards, signs and visual clutter, and inconsistent architectural style.

Policy 5.8

Encourage the placement of bus turnouts, bus shelters and other fixtures and amenities in accordance with RTC standards.

Policy 5.9

Encourage office developments to incorporate pedestrian and bicycle circulation systems that connect with existing and proposed transit routes, trail systems, parks and open space.

RETAIL COMMERCIAL

Retail Commercial developments should demonstrate compliance and provide consistency with the following goals and policies:

Goal 6

Provide opportunities for appropriate retail commercial development.



Policy 6.1

Through site planning and building design, ensure that commercial developments are compatible with adjoining uses. Appropriate buffers, setbacks, xeriscape landscaping, building height and materials, lighting and signage, should be considered and integrated into commercial developments. This may help to reduce excess signage, visual clutter and incompatible architectural styles.

Policy 6.2

Outdoor storage areas are discouraged. If developed, outdoor storage areas must be screened from adjacent parcels and from public streets. All screening materials should be consistent with the materials used for balance of the project.

Policy 6.3

Encourage loading areas with roll-up, overhead doors, service areas, and areas intended for large semi-truck parking to be screened from public streets, residential and other adjacent uses.

Policy 6.4

Encourage commercial developments to incorporate pedestrian and bicycle circulation systems that connect with existing and proposed mixed use pedestrian realms, trail systems, parks, open space, transit routes and nearby residential developments.

Policy 6.5

Encourage commercial land uses to develop along routes served by mass transit.

Policy 6.6

Provide and maintain perimeter and interior parking lot trees for shade and visual relief.

Policy 6.7

Encourage commercial general development to be located in nodes at intersections of arterial streets.

Policy 6.8

Encourage commercial neighborhood development to be located in nodes at intersections of arterial streets or collector and arterial streets.

Retail Commercial - Building Orientation and Site Planning**Goal 7**

Encourage appropriate building orientation and site design for retail commercial uses.

Policy 7.1

Encourage placement of buildings around pedestrian plazas and courts.

Policy 7.2

Building heights should be transitioned so that a structure adjacent to a conforming residential neighborhood is of similar height.

Policy 7.3

Encourage commercial developments to use enhanced architecture including, but not limited to, towers, domes, or other vertical elements; decorative fascias or parapets; pilasters or columns; arcades or colonnades; decorative details such as tiles, wrought iron, fenestration, landscaped planters or trellises; pitched or hipped roofs.

Policy 7.4

Where mixed use zoning is allowed, encourage design techniques that will result in a project that is functionally and visually integrated within, and with surrounding development.

Policy 7.5

On commercial sites, especially large retail centers encourage the siting of a portion of the total building area at the street perimeter, especially at corner locations, while maintaining view corridors to storefront areas. Such siting improves the streetscape and screens off-street parking areas.

Policy 7.6

All new sound and masonry walls should be decorative and designed to visually minimize the stark appearance of a monotonous block wall face by incorporating variations in surface planes, landscape pockets, height, material, or texture.

Policy 7.7

The public access portion of all building footprints visible from a right-of-way or a residential use should have a walkway and landscape area between the building and parking area (excepting parking garages). In no instance should pavement for parking aisles or parking spaces directly abut the building footprint.

Policy 7.8

Encourage the physical and functional integration of surrounding buildings, existing and/or proposed pedestrian paths and streets when considering the location of the buildings on the site. This reduces the potential of a monotonous, continuous row of buildings.

Policy 7.9

Encourage the placement of bus turnouts in accordance with RTC standards and in accordance with Casino Drive Enhancement Plans in the Riverwalk District.

Retail Commercial - Pedestrian Circulation and Orientation**Goal 8**

Pedestrian circulation should be encouraged and provided on all development sites.

Policy 8.1

On-site pedestrian circulation should be separated from vehicular traffic. In developments where substantial traffic volumes occur on certain stretches of on-site drives, a detached or meandering sidewalk or walkway should be provided to separate pedestrian and vehicular traffic. A change in grade or color, or use of enhanced paving to clearly define pedestrian walkways is encouraged.

Policy 8.2

Site amenities such as public plazas, pedestrian walkways, and site furnishings (benches, decorative light fixtures, ornamental waste receptacles and enhanced paving) along linkages are encouraged. Where such amenities are provided, the use of landscaping,

building overhangs and canopies should be implemented in order to provide shade and to make the areas comfortable for the users.

Policy 8.3

Encourage the placement of pedestrian furnishings along public walkways and open spaces to create visual continuity, reinforce the pedestrian character with wider sidewalks and provide outdoor use areas along public walkways. These amenities may consist of seats and tables, drinking fountains, trash receptacles, and directories.

Policy 8.4

To encourage pedestrian usage, sidewalks should be wider than the five (5) foot minimum standard and designed to be unobstructed, to allow for safe and unimpeded pedestrian traffic.

Retail Commercial - On-Site Drives and Parking Areas

Goal 9

Provide for appropriate on-site drives and parking areas.

Policy 9.1

Off-street parking adjacent to public roads should require screening by one or a combination of the following: walls, xeriscape landscaping, and/or berms. These screens should be continuous and at a recommended height of three (3) feet to visually obscure car bumpers, headlights and grills.

Policy 9.2

Commercial developments should enter into cross access easements with adjoining sites for the use of shared parking areas and driveways, especially along arterial and collector streets, to reduce the traffic hazards associated with numerous entrance and exit drives and to enhance the streetscape.

Policy 9.3

Encourage the placement of required parking areas to be located in secured areas behind the principal building(s) on the site. Where large numbers of parking spaces are required and where economically feasible and secure parking structures are encouraged. However, because parking structures often become a major visual element of the site, the design should be integrated with the form and materials of the primary structure(s). This will offer a better transition to adjoining residential uses. At the same time appropriate buffering should be provided.

Policy 9.4

Encourage drive-thru facilities and stacking lanes, when contiguous to any public right-of-way, residential use, or pedestrian gathering area to be obscured from view by an intense landscape buffer consistent with Clark County Unified Development Code (Title 30).

Policy 9.5

Encourage right turn deceleration lanes into major retail developments of regional significance, as defined in the Clark County Unified Development Code (Title 30).

Retail Commercial - Building Design and Architecture**Goal 10**

Encourage enhanced building design and architecture for retail commercial uses.

Policy 10.1

Scale relationships between buildings and adjacent developments should be carefully considered. Stair-stepping/terracing building height, breaking up the mass (mass refers to the height, bulk, and scale of a building) of a building and shifting building placement can provide appropriate transitions between different building scales and intensities.

Policy 10.2

Encourage variations to a building's mass. Variations include different elevations, roof forms, and surface planes.

Policy 10.3

Encourage architectural treatments on all building sides to eliminate blank building elevations along public rights-of-way and areas visible to the general public to improve visual quality. Similarly, buildings located on corner lots should have facades enhanced to match the front of the building to emphasize their prominent location.

Policy 10.4

Encourage monument signage that is compatible with the area. Signage will be subject to setbacks, size, height and other provisions of the Unified Development Code (Title 30).

Policy 10.5

All signage must be integrated and compatible with building styles both on-site and with surrounding development. Any illuminated signs should be oriented away from residential uses.

Policy 10.6

Promote Comprehensive Sign Plans for multi-user commercial developments. Signs for pad sites should be coordinated with signs for the entire commercial complex.

COMMERCIAL BUSINESS DESIGN/RESEARCH PARK



Commercial development and Business and Design/Research Parks within Laughlin should accommodate low intensity/non-nuisance development with less of a focus on industrial uses and more on commercial office space with the corresponding amenities. Concurrently these land developments should provide for the diversification of the region's economic base and employment opportunities. Commercial development and Business and Design/Research Park proposals should demonstrate compliance with the following goal and policies.

Goal 11

Provide opportunities for commercial and/or business and design/research park development.

Policy 11.1

The location of commercial and/or business and design/research park developments should consider compatibility with existing land use patterns, appropriate access routes and traffic volumes, environmental concerns, as well as proximity to single family residential uses, buffering, transitional land uses, and proper siting and storage of hazardous materials.

Policy 11.2

Through site planning and building design, ensure that developments are compatible with adjoining residential uses. Appropriate buffers, setbacks, landscaping, building height and materials, lighting, signage, on-site circulation and adjoining land uses and densities should be considered and integrated into business and design/research park developments.

Policy 11.3

Multi-family uses in the commercial and/or business and design/research park categories may be allowed as a part of a mixed use development.

Policy 11.4

Single family developments (as primary uses) are not allowed in commercial and business and design/research park categories.

Policy 11.5

Outdoor storage areas are discouraged. If developed, outdoor storage areas must be screened from adjacent parcels and from streets.

Policy 11.6

Encourage outside storage areas, loading areas with roll-up, overhead doors, service areas, and areas intended for large semi-truck parking to be screened from streets, residential and other adjacent uses.

Policy 11.7

To improve visual quality and compatibility, encourage commercial and/or business and design/research park developments to orient less intensive uses such as outside storage and landscaping, adjacent to public rights-of-way (on the perimeter of the developments). Other more intensive uses should be internalized within the development.

Policy 11.8

Commercial and/or business and design/research park developments should reduce or limit: points of ingress and egress on arterial or collector streets, traffic congestion and hazards, proliferation of signs and visual clutter, and incompatible architectural styles.

Policy 11.9

Encourage commercial and/or business park developments to be designed as centers or campuses with coordinated architectural and signage programs, screened parking areas, and appropriate landscaping.

Policy 11.10

Encourage commercial, business and design/research park developments to incorporate sufficient on-site buffering and minimize impacts to surrounding uses.

Policy 11.11

Building heights should be transitioned so that a structure adjacent to a residential neighborhood is of a similar height.

Policy 11.12

Encourage signage that is compatible with the area. Signage will be subject to setbacks, size, height and other provisions of the Unified Development Code (Title 30). Monument signs are encouraged.

Policy 11.13

All new sound and masonry walls should be decorative and designed to visually minimize the stark appearance of a monotonous block wall face by incorporating landscaping with climbing vegetation and/or variations in surface planes, landscape pockets, height, material, or texture.

Policy 11.14

Encourage the use of xeriscape landscape design techniques (appropriate to the Town of Laughlin) in new developments and in retrofitting older areas.

Policy 11.15

The public access portion of all building footprints visible from a right-of-way or a residential use should have a landscape area between the building and parking area. In no instance should pavement for parking aisles or spaces directly abut the building footprint.

Policy 11.16

Developers should contact Development Services to request a pre-application conference for preliminary designs of egress and access points on all arterial and collector streets.

Policy 11.17

Encourage commercial and/or business and design/research park developments to incorporate pedestrian and bicycle circulation systems that connect with existing and proposed transit routes, trail systems (see transportation and trails elements), parks, and open space.

Policy 11.18

Encourage drive-thru facilities and stacking lanes, when contiguous to any public right-of-way, residential use, or pedestrian gathering area to be obscured from view by an intense landscape buffer consistent with the Clark County Unified Development Code (Title 30).

Policy 11.19

Encourage the construction of right turn deceleration lanes into major retail developments that are Projects of Regional Significance (PRS).

Policy 11.20

Continue to require the placement of bus turnouts in accordance with RTC standards.

INDUSTRIAL

Industrial development proposals should demonstrate compliance with the following industrial goals and policies.

Goal 12

Provide opportunities for industrial development within Laughlin.

Policy 12.1

The location of industrial developments should consider compatibility with existing land use patterns, appropriate access routes, proximity to single family residential and commercial uses, buffering, transitional land uses, and proper siting and storage of hazardous materials.

Policy 12.2

Through site planning and building design, ensure that industrial developments are compatible with adjoining uses. In accordance with the Unified Development Code (Title 30) appropriate buffers, setbacks, landscaping, building height and materials, lighting, signage, on-site circulation with adjoining land uses and densities should be considered and integrated into industrial developments.

Policy 12.3

Residential land use developments located within industrial areas are inappropriate.

Policy 12.4

Outdoor storage areas should be screened from adjacent non-industrial planned parcels and from streets.

Policy 12.5

Encourage outside storage areas, loading areas with roll-up, overhead doors, service areas, and areas intended for large semi-truck parking to be screened, as much as practically possible, from streets, residential and other adjacent properties.

Policy 12.6

Encourage industrial developments to orient less intensive uses, and landscaping adjacent to public rights-of-way on the perimeter of the developments to improve visual quality and buffering.

Policy 12.7

Encourage industrial developments to orient more intensive land uses (such as outside storage) away from rights-of-way and residential areas. These uses should be internalized within the development as much as possible.

Policy 12.8

Industrial developments should be of sufficient area to incorporate required on-site buffering and minimize impacts to surrounding less intensive uses.

Policy 12.9

Building heights should be transitioned so that a structure adjacent to less intensive uses are of a similar height.

Policy 12.10

All new sound and masonry walls should be decorative and designed to visually minimize the stark appearance of a monotonous block wall face by incorporating variations in surface planes, landscape pockets, height, material, or texture.

Policy 12.11

Encourage signage that is compatible with the area. Discourage the use of signage that is excessively high. Monument signs are encouraged.

Policy 12.12

The public access portion of all building footprints visible from a right-of-way or a residential use should have a landscape area between the building and parking area. In no instance should pavement for parking aisles or spaces directly abut the building footprint.

Policy 12.13

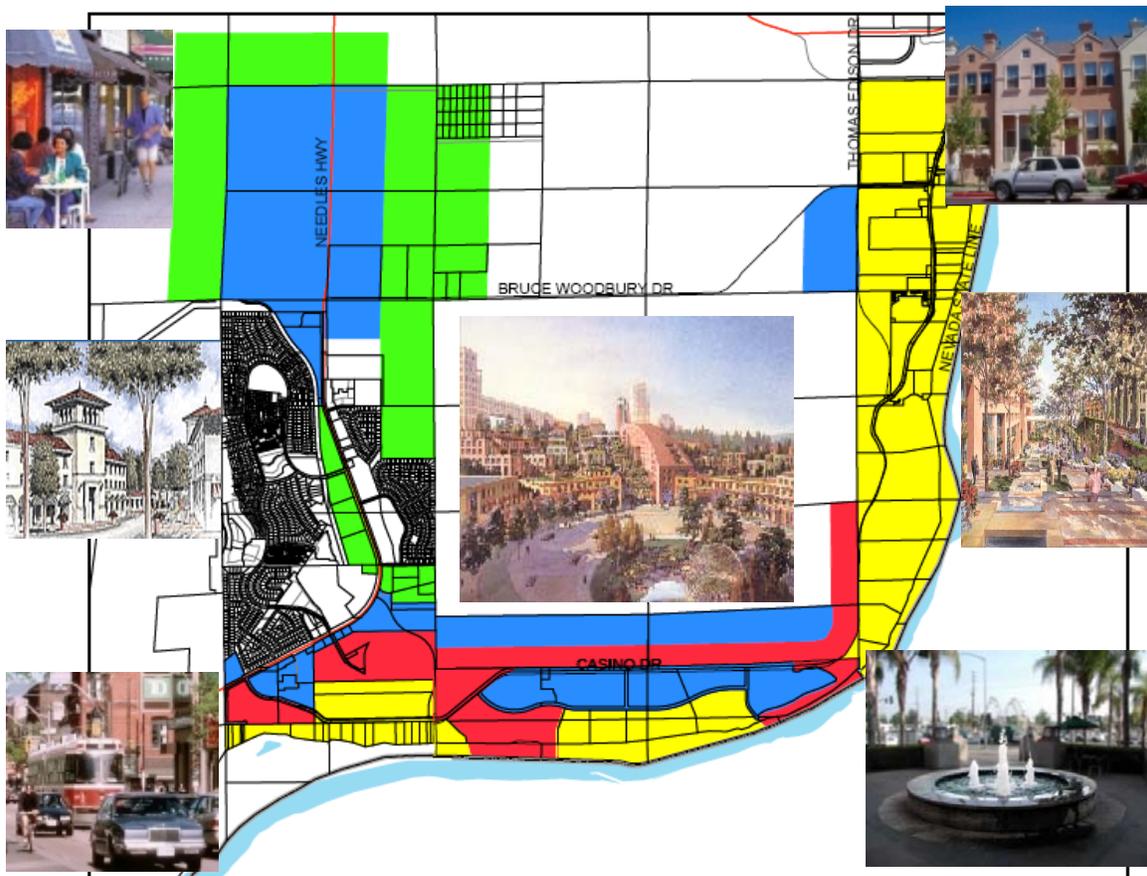
To provide for safety and traffic flow, limit curb cuts and encourage right turn deceleration lanes into industrial developments.

Policy 12.14

Industrial developments should reduce or limit: points of ingress and egress on arterial or collector streets, traffic congestion and hazards, proliferation of signs and visual clutter.

MIXED USE

The mixed use goals and policies provide a general framework to guide the density, intensity and development standards for mixed use development in the Laughlin planning area. To maintain flexibility in the plan for mixed use developments, a specific mixed use land use category was not created and specific areas for mixed use were not designated on the land use plan map. Instead, the mixed use goals and policies are intended to be used to support the Mixed Use Overlay District (see Appendix B for map) which designates the location and defines the density, intensity and development standards for any mixed use project. The Mixed Use Overlay District is a design option that provides the opportunity to plan projects that enhance the underlying zoning standards for the land. It is not a requirement, but establishes a mechanism to encourage innovative urban design that is more infrastructure/resource efficient, is less dependent on automobile transit and can be used to revitalize older properties and increase opportunities for redevelopment and infill housing. A mixed use development that meets the goals and policies in this section and the requirements of the Mixed Use Overlay District will be considered as conforming to the land use plan.



CONCEPTUAL LAUGHLIN MIXED USE MAP

Goal 13

Provide opportunities for mixed use development (MUD) within Laughlin.

Policy 13.1

MUDs should incorporate any combination of general business, professional and/or public offices, multiple types of residential uses (consistent with base land use category) and supporting commercial uses.

Policy 13.2

More intense MUDs should be sited with at least one boundary adjacent to an arterial street or collector street which is identified as being a public transit corridor. Less intense mixed use projects may be adjacent to local streets.

Policy 13.3

Any low intensity uses and single family projects, developed where mixed use is allowed, shall be responsible for providing any required/desired buffers from adjoining higher density/higher intensity projects. Any single family projects developed within a mixed use area shall be a part of a mixed use project for the purposes of the Unified Development Code (Title 30).

Policy 13.4

Allow options for intensive and creative MUDs which will provide a compatible mix of higher residential densities and supporting commercial uses through innovative site planning.

Policy 13.5

Where MUDs are allowed, encourage design techniques that will result in a project that is functionally integrated and visually compatible internally as well as with surrounding development.

Policy 13.6

Encourage the development of multi-storied residential uses having appropriate indoor and outdoor amenities (e.g. swimming pool, health spa, tennis courts, park, etc.) with local supporting mixed uses (e.g. restaurants, entertainment facilities, etc.).

Policy 13.7

Encourage Live and Work town homes in Mixed Use Districts 3 and 4. These should be developed with entrances having recessed entry or awnings that will allow direct access at grade. This is similar to “Main Street” store front patterns and these units will generally be found in mixed use designated areas.

Policy 13.8

When constructing Live and Work Town Homes, encourage the location of private exterior space on the second floor in a covered porch or balcony overlooking the street.

Policy 13.9

Work-force housing units should be incorporated into mixed use developments. Work force housing units should not be segregated and clustered in large numbers in a localized area; rather they should be dispersed throughout the appropriate mixed use districts within Laughlin.

Policy 13.10

Encourage MUDs to develop along the principal routes served by public rapid and enhanced mass transit systems as defined by the RTC. This will allow easy access to services and employment not offered on site.

Policy 13.11

Projects of Regional Significance should coordinate land use applications with Nevada Department of Transportation (NDOT), Clark County Public Works (CCPW), RTC and CCCP in order to resolve transportation issues. Other issues involving schools, fire and police should also be coordinated with the applicable agencies at this time as well.

Policy 13.12

All MUD projects should be reviewed by the Fire Department Suppression Division and Prevention Division prior to the submittal of land use applications.

Mixed Use – Building Orientation and Site Planning

Goal 14

Encourage appropriate building orientation and site design for MUDs.



Policy 14.1

Encourage the physical and functional integration of surrounding buildings, existing and/or proposed pedestrian paths, trails and streets when considering the location of the building on the site. This reduces the potential of a monotonous, continuous row of buildings.

Policy 14.2

Encourage usable and functional, pedestrian friendly developments where building entrances are clearly identifiable and directly accessible from a public sidewalk/pedestrian realm.

Policy 14.3

Encourage the placement of off-street parking areas to be internalized or located behind the principal building(s) on the site. Where large numbers of parking spaces are required parking structures and public transit facilities are encouraged. However, because parking structures often become a major visual element of the site, the design of the parking structure should be integrated with the form and materials of the primary structure(s).

Policy 14.4

Outdoor storage areas are discouraged. If developed, outdoor storage areas should be screened from adjacent parcels and from public streets.

Policy 14.5

Encourage loading areas with roll-up, overhead doors, service areas, and areas intended for large semi-truck parking to be screened from public streets, residential and other adjacent uses.

Policy 14.6

Discourage locating off-street parking adjacent to public roads. Off-street parking adjacent to public roads should require screening by one or a combination of the following: buildings, walls, landscaping, and/or berms. These screens should be continuous and at a recommended height of three (3) feet to visually obscure car bumpers and grills.

Policy 14.7

To reduce the traffic hazards associated with numerous entrance and exit drives and enhance the streetscape, projects are encouraged to share parking areas and driveways.

Policy 14.8

Where possible, buildings should be sited around pedestrian plazas and courts in accordance with the requirements of the Mixed Use Overlay District ordinance.

Policy 14.9

Encourage recreation areas within mixed use developments to be located away from arterial and collector streets.

Mixed Use – Building Design and Architecture

Goal 15

Encourage innovative building design and architecture for MUDs.

Policy 15.1

Encourage MUDs to use architectural elements including, but not limited to: towers, domes, or other vertical elements; decorative fascias or parapets; pilasters or columns; arcades or colonnades; decorative details such as tiles, wrought iron, fenestration, landscaped planters or trellises; pitched or hipped roofs.

Policy 15.2

To improve visual quality, encourage architectural treatments on all building sides to eliminate blank building elevations along public rights-of-way and areas visible to the general public.

Policy 15.3

Scale relationships between buildings and adjacent developments should be carefully considered. Stair-stepping/terracing building height, breaking up the mass of a building and shifting building placement can provide appropriate transitions between differing building scales and intensities.

Policy 15.4

Building heights should vary within a mixed use development with lower buildings adjacent to street and surrounding residential uses in order to reduce the perceived mass of buildings.

Policy 15.5

Encourage accessory parking structures to be architecturally compatible with the primary structure by using similar façade treatments and materials.

Policy 15.6

All new sound and masonry walls should be decorative and designed to visually minimize the stark appearance of a monotonous block wall face by incorporating variations in surface planes, landscape pockets, height, material, or texture.

Policy 15.7

Encourage signage that is compatible with the area. Signage will be subject to setbacks, size, height and other provisions of the Unified Development Code (Title 30). Monument signs are encouraged.

Mixed Use – Pedestrian Circulation and Orientation

Goal 16

Encourage MUDs that are citizen friendly, with locally supporting services within walking distance.



Policy 16.1

On-site pedestrian circulation should be separated from vehicular traffic. In developments where substantial traffic volumes occur on certain stretches of on-site drives, a sidewalk or walkway may be necessary to separate pedestrian and vehicular traffic. The use of enhanced paving, a change in grade or color, to clearly define pedestrian walkways is encouraged.

Policy 16.2

Encourage the placement of pedestrian scale site furnishings along public streets and open spaces to create visual continuity, reinforce the pedestrian character with wider sidewalks and provide outdoor use areas along public walkways. These amenities may consist of seats and tables, drinking fountains, trash receptacles, or directories.

Policy 16.3

To encourage pedestrian usage, sidewalks should be wider than 5 feet minimum standard and designed to be unobstructed, to allow for safe and unimpeded pedestrian traffic.

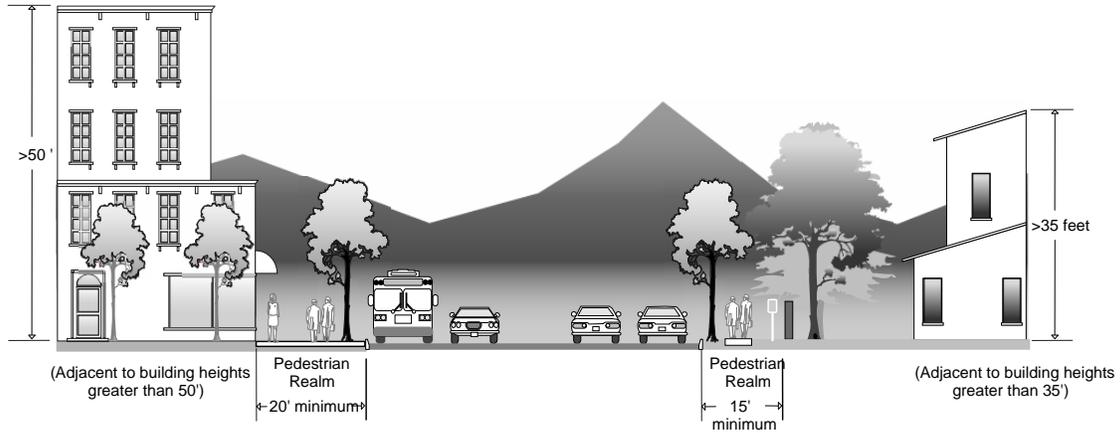
Policy 16.4

Buildings should provide street side entrances for pedestrians and public transit users, where appropriate.

Policy 16.5

Site amenities such as public plazas, public art, pedestrian walkways/links or site furnishings along linkages are encouraged. Where such amenities are provided, the use of landscaping, building overhangs and canopies should be implemented in order to provide shade and to make the areas comfortable for the users.

Pedestrian Realm



Policy 16.6

Encourage MUDs to incorporate pedestrian and bicycle circulation systems that connect with existing and proposed trail systems, parks, open space, transit routes and nearby developments.

Policy 16.7

Encourage the placement of bus turnouts in accordance with RTC standards and in accordance with Casino Drive Enhancement Plans in the Riverwalk District.

MAJOR PROJECTS

A major project (master planned community) should demonstrate compliance with the following major project policies.

Goal 17

Provide opportunities for the development of major projects.



Policy 17.1

Amendment of this plan should occur when a major project, as defined in Title 30, the Clark County Development Code or as approved by the BCC, is proposed and adopted within Laughlin.

Policy 17.2

Ensure that a major project provides a mix of residential, commercial, industrial and public facilities land uses where residents will have the opportunity to live, work, and recreate. The design of a major project should be compatible within the development as well as with adjoining land uses and the natural environment.

Policy 17.3

Multiple family, office, and commercial uses should be concentrated in nodes at intersections or on arterial and collector streets to promote orderly development and reduce traffic impacts on neighborhoods, unless they are part of a comprehensive business or industrial park or a transit oriented retail/mixed use district.

Policy 17.4

A major project should avoid “strip commercial” or “spot commercial” development patterns within the project boundary. A major project should be designed to reduce the negative impacts associated with “strip commercial” and “spot commercial” land use patterns such as excessive vehicular access and congestion along arterial streets, proliferation of sign and visual clutter, and inconsistent architectural designs. A major project development should facilitate and promote the use of mass transit and/or other alternative modes of transportation.

Policy 17.5

Ensure that a major project provides adequate public services and facilities that meet appropriate standards in accordance with the Clark County Unified Development Code (Title 30) to ensure that a major project is adequately served without adversely impacting existing populated areas.

Policy 17.6

Construction of infrastructure and public facilities for a major project should be timed to run concurrently with the development it supports in order to provide adequate service and to minimize financial burden to the service provider and the public.

Policy 17.7

Ensure that a major project is designed to integrate transportation planning with land use planning. In addition, a major project should incorporate other linear infrastructure such as drainage, water reclamation and water.

Policy 17.8

Encourage a major project to design residential subdivisions that include local neighborhood streets that service only local traffic and promote neighborhood integrity. Collector streets should be designed to distribute traffic to and from a neighborhood, as opposed to providing “shortcuts” through a neighborhood.

Policy 17.9

Encourage a major project to incorporate comprehensive pedestrian and bicycle circulation systems that include provisions to install paths in new and existing rights-of-way and connect schools, residential areas, recreation areas and commercial areas. Major projects should also integrate with existing and proposed regional and community equestrian and multiple use trail systems, parks, and open space.

Policy 17.10

Encourage a major project to conserve water by incorporating water conservation concepts and proven water conservation equipment, techniques and materials. Examples include, but are not limited to, use of gray water for golf courses, large turf areas for parks and other open space.

Policy 17.11

The Clark County Major Projects Review Process should address the development of parcels located adjacent to, but not a part of, a major project to ensure compatibility with established land use patterns and ensure compliance with the policies contained herein

Policy 17.12

Projects of regional significance should coordinate land use applications with NDOT, CCPW, RTC and CCCP in order to resolve transportation issues. Other issues involving schools, fire and police should also be coordinated with all applicable agencies at this time as well.

THE RIVERWALK DISTRICT

The Riverwalk District is the Central Business/Tourism District for Laughlin. This district recognizes the importance of the Colorado River and its interrelationship with the town's cultural, natural, historic, and economic fabric. It is a high intensity, pedestrian oriented economic center that is intended for resort development and is primarily tourist oriented, both in circulation and scale. Land uses in this district should be amenities and investments that bring great value to the town. It should be the "heart" of Laughlin for visitors' and citizens alike, strengthening and connecting with neighborhoods and reducing visitors' and residents' reliance on automobiles. In sensitive areas, it should provide ecological significance as a natural system, a place that brings people together and provides "green space" on its urban edge. Developments should strive to address community needs and concerns, such as, building in mechanisms to provide for public safety and by integrating work force needs into housing elements.

The Riverwalk District is that portion of Laughlin which is located between the Colorado River and Casino Drive. It is the intent of the following goals and policies to support mixed use development but at the same time establish connectivity with the Riverwalk and other open space programs.

In the South Reach, the Riverwalk District will extend from the Laughlin Bridge southward to the Fort Mojave Tribal Lands, encompassing the urban waterfront in Laughlin and containing a high intensity of uses and a dynamic pedestrian environment (The North Reach is public recreation based). This unique urban setting provides the social fabric and physical framework for the implementation of: resort development, mixed uses development, the Laughlin Riverwalk, the encouragement of civic interaction, and the economic sustainability of a tourist oriented market.



View of the Colorado River along the South Reach

Goal 18

The Riverwalk District should provide easy entry and exit access with the general purpose to serve all users.

Policy 18.1

The Riverwalk District should provide a strong and inviting sense of arrival having a physical location that accommodates diverse activities, special events and civic gatherings.

Policy 18.2

Through the use of design commonality, and pedestrian connectivity with transportation corridors, the Riverwalk District should provide some visual familiarity which will result in smoother circulation flow and easy recognition of amenities for visitors and pedestrians.

Riverwalk - Resort, Office & Retail Commercial

Goal 19

Encourage a concentration of mixed use development within the Riverwalk District including commercial, office, recreation, entertainment, public facilities and multi-family residential to enhance the economic, social and physical development and vitality of the Laughlin planning area.

Policy 19.1

The Riverwalk District should be promoted as being the prime activity center of the Laughlin planning area where hotels/casinos, entertainment uses, general businesses, professional and public offices, commercial uses and multi-family residential uses are located and should be protected from incompatible uses.

Policy 19.2

Single family residential and other low intensity uses should be discouraged within the Riverwalk District.

Policy 19.3

All single family residential projects within the Riverwalk District shall be deemed as mixed use projects for the purposes of the Unified Development Code (Title 30). Any low intensity uses and single family residential projects developed within this district shall be responsible for providing any required/desired buffers from existing and/or planned higher density/higher intensity projects within the Riverwalk District.

Policy 19.4

Encourage design techniques that will result in projects that are functionally and visually integrated internally as well as with adjacent development.

Policy 19.5

Encourage the development of mixed uses including multi-storied residential uses with appropriate indoor and outdoor amenities (e.g. swimming pools, health spas, tennis courts, parks, etc.) and local supporting commercial uses (e.g. restaurants, entertainment facilities, etc.).

Policy 19.6

Encourage a diversity of land uses within multi-storied structures. Single story free standing projects should be avoided as much as possible excepting those uses which pose a serious health and safety risk, such as service stations.

Policy 19.7

All policies listed under Land Use, Transportation System, Public Services and Facilities, and Environmental and Resource Goals and Policies may also be appropriate and should be used to evaluate rezoning requests and development requests in the Riverwalk District.

Policy 19.8

Encourage mixed use projects to be developed near and integrated with routes served by public transit. This will allow easy access to services and employment not located on site.

Policy 19.9

Projects of regional significance should coordinate land use applications with NDOT, CCPW, RTC and CCCP in order to resolve transportation issues. Other issues involving schools, fire and police should also be coordinated at this time as well.

Riverwalk - Building Orientation and Site Planning**Goal 20**

Encourage appropriate building orientation and site design within the Riverwalk District.

Policy 20.1

Where possible, buildings should be located around pedestrian plazas and courts.

Policy 20.2

Service areas, loading docks, trash collection areas, and truck loading areas should be screened and located away from public view including the Riverwalk.

Policy 20.3

Encourage the physical and functional integration of surrounding buildings, existing and/or proposed pedestrian paths, trails and streets in accordance with the Mixed Use District requirements when considering the location of the building on the site.

Policy 20.4

Encourage usable and functional, pedestrian friendly developments where building entrances are clearly identifiable and directly accessible from a public sidewalk and the Riverwalk.

Policy 20.5

On commercial sites, especially large retail centers encourage the development of a portion of the total building footprint on all street perimeters, especially at corner locations while maintaining view corridors to storefront areas. Such siting strengthens the streetscape and helps to screen off-street parking areas.

Policy 20.6

Reduce potential negative impacts to neighboring residential areas from traffic hazards, congestion and inconsistent aesthetics. This can be accomplished by encouraging assemblage of contiguous parcels with ingress and egress away from adjacent residential areas.

Policy 20.7

Encourage right turn deceleration lanes into major retail and other projects of regional significance, as defined by the Clark County Unified Development Code (Title 30).

Policy 20.8

Maintain the policy of having resort hotels provide primary access from Casino Drive.

Policy 20.9

Off-street parking adjacent to public roads should require screening by one or a combination of the following: buildings, walls, enhanced landscaping, and/or berms. These screens should be continuous and at a recommended height of three (3) feet to visually obscure car bumpers and grills.

Policy 20.10

To reduce the traffic hazards associated with numerous entrance and exit drives and enhance the streetscape, projects are encouraged to share parking areas and driveways.

Policy 20.11

Encourage the placement of secure off-street parking areas to be internalized or located behind the principal building(s) on the site. Where large numbers of parking spaces are required secure parking structures are encouraged. However, because parking structures often become a major visual element of the site, the design should be integrated with the form and materials of the primary structure(s) with similar and compatible architectural themes as well as terraced designs should be incorporated in the design of the structure.

Riverwalk - Pedestrian Circulation and Orientation



Goal 21

Pedestrian circulation should be encouraged and provided on all development sites within the Riverwalk District and where possible, be linked to the Riverwalk.

Policy 21.1

Developments should allow for open and unobstructed pedestrian activity at all times and shall allow for connectivity to future development of the Riverwalk on adjacent undeveloped parcels.

Policy 21.2

Pedestrian circulation and infrastructure linkages should be built with proposed developments along the Riverwalk in order to establish connectivity between pedestrians and public transportation systems.

Policy 21.3

Proposed developments should provide for potential long term pedestrian and transit systems along Casino Drive with enhanced sidewalks and greenway connectors to the Colorado River water front.

Policy 21.4

Proposed developments along the river front and along the South Reach Riverwalk (Laughlin Bridge south to the Fort Mojave Tribal Lands) should be human-scaled with interconnected pattern of streets, pedestrian network, transit, open spaces, civic centers, courtyards and plazas. A pedestrian network should be planned to coordinate all these physical components into a cohesive design. Physical transition and connectivity to the North Reach Riverwalk (Laughlin Bridge north to Davis Dam) should also be provided.



Internal courtyard for pedestrian rest and civic interaction

Policy 21.5

Proposed developments along the South Reach of the Riverwalk should provide connections with the river front and Casino Drive. These connections should create a network of circulation patterns, instead of just linear paths.

Goal 22

Develop the concept of the river front terminus (the urban edge), by considering the cohesiveness of the natural and built environment to create a place of termination or completion.

Policy 22.1

The Riverwalk District should connect the urban context with the natural setting of the Colorado River by implementing the urban design concept of physical terminus.

Policy 22.2

In the South Reach of the Riverwalk the location of urban parks and plazas should be encouraged along the water front to provide opportunities for physical terminus and civic focal points.

Policy 22.3

Terminus and civic focal points should be utilized for the display of public art and the performance of social and special events.



Policy 22.4

Where possible, terminus and civic focal points should be located at the intersection of the Colorado River with mid-section and section lines.

Policy 22.5

Terminus and civic focal points should provide for the public viewing of a recognizable and interpretive program for the Colorado River’s natural and social history.

Policy 22.7

Encourage the preservation or establishment of right-of-ways for elevated walkways at all arterial intersections within the Riverwalk District.

Policy 22.6

On-site pedestrian circulation should be separated from vehicular traffic. In developments where substantial traffic volumes occur, a detached or meandering sidewalk or walkway may be necessary to separate pedestrian and vehicular traffic. The use of textured or enhanced paving to clearly define pedestrian walkways is encouraged.

Policy 22.8

Both public and private pedestrian and transit systems are encouraged in the Riverwalk District.

Policy 22.9

Site amenities such as public plazas, pedestrian walkways/links and site furnishings along linkages should be encouraged throughout the Riverwalk District. Encourage amenities such as the use of landscaping, building overhangs and canopies in order to provide shade and make the areas comfortable for pedestrian use.

Policy 22.10

Encourage the placement of pedestrian scale site furnishings along public streets and open spaces to create visual continuity, reinforce the pedestrian character of the Riverwalk District with wider sidewalks, and provide outdoor use areas along public walkways. These amenities may consist of seating and tables, drinking fountains, trash receptacles, way-finding directories, interpretive information, etc.

Policy 22.11

To encourage pedestrian usage, sidewalks should be greater than 5 feet in width and designed to be unobstructed, to allow for safe and unimpeded pedestrian traffic.

Policy 22.12

Where appropriate, non-resort buildings should provide street-side entrances for pedestrians and public transit users.

Policy 22.13

Encourage the placement of bus turnouts in accordance with RTC standards and in accordance with Casino Drive Enhancement Plans in the Riverwalk District.

Policy 22.14

Where possible, public parking should be provided at terminus and/or focus points.

Riverwalk - Buffering and Enhanced Streetscape

Goal 23

Encourage appropriate buffering and enhanced streetscapes within the Riverwalk District.

Policy 23.1

Enhanced landscaping (trees) at the perimeter and interior of parking areas should be encouraged to provide shade and visual relief, while maintaining view corridors to storefront areas.

Policy 23.2

Encourage any non-residential project developed on the Riverwalk District to buffer any existing or planned residential area adjacent to the district with landscaping in accordance with Title 30, the Unified Development Code.

Riverwalk - Building Design and Architecture

Goal 24

Encourage appropriate building design and architecture in the Riverwalk District.

Policy 24.1

All structures on a development site should be of similar and compatible architectural design, style, and color.

Policy 24.2

Scale relationships between buildings and adjacent developments should be carefully considered. Terracing, building height, breaking up the mass of a building and shifting building placement can provide appropriate transitions between differing building scales and intensities.

Policy 24.3

If the back of any building is oriented toward the Colorado River, Casino Drive or planned residential areas located outside of the Riverwalk District, it should be of the same architectural style and color, constructed of the same building materials as the remainder of the building, and should be enhanced with materials to match the front of the building. Similarly, buildings located on corner lots should have facades enhanced to match the front of the building to emphasize their prominent location.

Policy 24.4

All signage must be compatible with building styles both on-site and with surrounding development. Any illuminated signs should be oriented away from all residential neighborhoods which are located outside of the Riverwalk District.

Policy 24.5

All outdoor storage areas are discouraged. If developed, all outdoor storage areas should be screened from all adjacent parcels and from public view.

Policy 24.6

Encourage monument signs, as defined by Title 30, for multiple family developments.

Policy 24.7

In order to fully complement areas in the Riverwalk District, workforce housing should be encouraged and integrated into all housing projects.

Riverwalk – Multi-Family – Building Orientation and Site Planning**Goal 25**

Encourage appropriate mixed uses, building orientation and site planning of multi-family residential developments along the “Riverwalk” without inhibiting the growth and expansion of resort development.

Policy 25.1

High-density residential developments greater than 18 units per acre are appropriate along the “Riverwalk” as part of mixed use projects. These projects will be deemed as being compatible with gaming when located adjacent to resorts. However, resort projects should not be required to provide any additional buffering than would otherwise normally be required for locating adjacent to another resort.

Policy 25.2

Encourage the siting of mixed use multi-family buildings to be oriented in varying directions relative to each other, to avoid the monotony of a linear pattern.

Policy 25.3

Encourage the separation of parking areas, garages, and/or covered parking into courts, to avoid creating long corridors of parking areas.

Riverwalk – Single Family – Attached and Detached Residential**Goal 26**

Discourage development of attached and detached single family dwelling units in the Riverwalk District.

Policy 26.1

As single family development is incompatible with higher densities and intensities, single family developments are prohibited within the Riverwalk District.

Riverwalk – Office

Office developments within the Riverwalk District should have uses that are not nuisances and have a focus on office space with supporting amenities.

Goal 27

Encourage appropriate building orientation and site planning of office projects as part of mixed use projects within the Riverwalk District.

Policy 27.1

Encourage the assemblage of property (generally a minimum of 5 acres) to design a unified development with controlled access, on-site circulation, coordinated signage, landscaping and architecture.

Policy 27.2

Encourage locating offices as part of a mixed use project or along the perimeter of the Riverwalk District.

Policy 27.3

All outdoor storage areas are not permitted.

Policy 27.4

Encourage office developments to develop as centers or campuses with coordinated architectural and signage programs and extensive landscaping.

Policy 27.5

All policies listed under Office and Commercial policies may also be appropriate and may be used to evaluate rezoning requests and development requests within the Riverwalk District.

T TRANSPORTATION

On July 16, 2003 the BCC adopted the Clark County Transportation Element into the [Clark County Comprehensive Plan](#). The Transportation Element was created to address the transportation issues and needs within each of the land use planning areas. All development proposals should demonstrate compliance with the following goals and policies as well as the Transportation Element (see Map 5). Some transportation projects and plans have specific applicability to the Laughlin planning area.



Goal 28

Encourage an integrated network of roads, mass transit, bicycle, and pedestrian routes in order to provide transportation choice and alternatives in the Laughlin Area.

Policy 28.1

All development proposals should demonstrate compliance with the goals and policies of the Clark County Transportation Element.

Policy 28.2

Facilitate the use of transit by concentrating higher density/intensity development along transit corridors and within commercial activity centers and major projects.

Policy 28.3

Encourage the dedication of additional rights-of-way on collector and/or arterial streets in transit oriented areas to be used for possible future bus/Light Rail Transit (LRT) lanes, frontage roads, pedestrian crossings and alternate methods of transportation.

Policy 28.4

Encourage the placement of bus turnouts in accordance with RTC standards.

Policy 28.5

Encourage screened park and ride facilities in areas of heavy travel demand with connections to public transit.

Policy 28.6

Encourage right turn deceleration lanes into major mixed use, commercial/retail and projects of regional significance developments and at adjacent intersections.

Policy 28.7

Protect and maintain turning sight lines at all intersections.

Goal 29

To provide a balanced transportation system through efficient placement of employment and services to encourage bicycling, walking and the use of transit as alternatives to automobile travel.

Policy 29.1

Transportation system improvements should be constructed for all non-motorized modes in accordance with the concepts and alignments approved in various alternative transportation mode plans (e.g.: primary and secondary trails elements).

Policy 29.2

Encourage and incorporate alternative transportation modes and facilities through land use and project design, adjacent to and on-site as warranted.

Policy 29.3

Encourage the integration of safe, non-motorized pedestrian opportunities into new and existing developments.

Policy 29.4

Encourage the development of safe crossings for bicycles and pedestrians for all street and highway projects in the plan area.

Policy 29.5

Efficient and safe access and transfer capability between all modes should be accommodated.

Policy 29.6

Actively discourage the premature vacation of arterial and collector streets designated in the Clark County Transportation Element and/or the RTC Transportation Plan to maximize levels of service.

Policy 29.7

All projects shall have access to Needles Highway and full (150-300 ft.) rights-of-way improvements may not be warranted until such a time as analysis (reports) determines frontage roads are necessary.

AIR QUALITY

Even though both Laughlin and the Las Vegas Valley are in Clark County, they do not share all of the same particulate matter (PM) regulations. None-the-less, the maintenance of desirable air quality is an important development consideration as growth occurs in Laughlin.

The Department of Air Quality and Environment (DAQEM) administers and enforces Air Quality regulations. DAQEM establishes requirements for sources that emit or release air contaminants into the atmosphere, and has been delegated the authority, under the provisions of Nevada Revised Statute 445B.500 and by direction of the Clark County Board of County Commissioners, to implement and enforce an air pollution control program in Clark County, Nevada. For more information please visit the Clark County DAQEM website at <http://www.accessclarkcounty.com/depts/daqem/Pages/index.aspx> .

Goal 30

Dust particulates that result in unhealthy air quality and which do not comply with federal health-based standards, need to be effectively controlled.

Policy 30.1

Utility alignments have turned into dirt shortcut roads which produce significant fugitive dust emissions that adversely impact adjacent land uses and air quality. These roads should be developed in accordance with Section 30.32.070 of Title 30.

Policy 30.2

Trespass, shortcut roads and other pioneering of unpaved shortcut roads across vacant property are a problem. These roads should be properly terminated preventing vehicles from traversing unimproved and/or undedicated rights-of-way.

Policy 30.3

All parking lots should be paved or otherwise stabilized to prevent dust.

Policy 30.4

All vacant land should be stabilized for dust as Section 90 of the Air Quality Regulations requires stabilization of vacant land.

PUBLIC SERVICES AND FACILITIES

The following goals and policies have been developed as the public services and facilities component of the Laughlin Land Use Plan. These guidelines have evolved from existing County goals and policies, planning workshops, public meetings with interested citizens, the Laughlin TAB, PC, and BCC.



The goals and policies of the public services and facilities component are to:

- ✚ Promote public health, safety, and welfare;
- ✚ Promote the efficient use of public services and facilities, minimize cost of service extension and maintenance paid by the service provider, Clark County, and/or developers;
- ✚ Inform residents, businesses, developers, and service providers about planned infrastructure so that infrastructure requirements can be coordinated and integrated with existing and future developments.

Important Note:

Public and Quasi-Public services and facilities including, but not limited to, parks and other recreational facilities; libraries, schools; churches; fire stations; electric substations; water reservoirs and conveyance facilities, park and ride facilities and conveyance facilities may be appropriate land uses in any land use category. Existing land use patterns, proximity to single family residential uses, buffering, and transitional land uses should be considered when siting public and quasi-public services and facilities.

Regional scale Public and Quasi-Public services and facilities, such as museums, regional parks, bus barns, flood control facilities, hospitals, etc. should be considered on a case by case basis to ensure compatibility with surrounding existing and planned land uses. Appropriate siting and buffering should be used to reduce impacts to the local community.

All development proposals should demonstrate compliance with the following public services and facilities goals and policies.

Police and Fire Protection

Goal 31

Ensure that development within Laughlin is in conformance with the adopted Fire Protection Services Element.

Policy 31.1

When a project impacts the Clark County Fire Department the developer shall assist the Fire Department in meeting accepted levels of service standards.

Policy 31.2

Development within Laughlin should be limited to areas where adequate fire protection services exist or can be efficiently provided.

Policy 31.3

Development within Laughlin should demonstrate the ability to provide adequate fire protection services in any area outside the Fire Protection Service Zone, or in an area where such services may be compromised.

Policy 31.4

Encourage directional signage for locating Fire and Police Stations.

Goal 32

Ensure that development within Laughlin is in conformance with the adopted Police Element.

Policy 32.1

Development within Laughlin should be limited to areas where adequate police protection services exist or can be efficiently provided.

Policy 32.2

Encourage defensible space concepts in site design to minimize crime potential. [Note: Contact the Las Vegas Metropolitan Police Department (Laughlin Sub-station and/or in Las Vegas) for defensible space recommendations.]

PUBLIC AND QUASI-PUBLIC INFRASTRUCTURE



Goal 33

Provide for adequate public and quasi-public infrastructure to meet the needs of existing and future residents and businesses.

Policy 33.1

Encourage the development of vacant or underutilized land that is currently served by utilities in order to efficiently use infrastructure.

Policy 33.2

Where possible, require all new development, including single family residences, to connect to existing sewer lines.

Policy 33.3

Encourage existing single family residences in urbanized areas to connect to sewer lines.

Policy 33.4

Discourage new development that relies on septic systems for wastewater treatment.

Policy 33.5

Prohibit the use of septic tanks or sewage lagoons where soils are subject to seepage, having poor filtration or in flood prone areas. This will minimize health hazards associated with slow absorption, surfacing of effluent, hillside seepage or groundwater contamination.

Policy 33.6

In accordance with Southern Nevada Health District requirements, maintain the minimum distances between septic systems and wells and septic systems and sewer lines to ensure protection of public health and water supplies.

Policy 33.7

Encourage compatible developments to locate in existing neighborhoods where little or no additional infrastructure investment is required. These urbanized areas usually contain vacant or underutilized properties (infill) where roads, utilities, and services have been made adjacent to these properties.

Goal 34

Provide public and quasi-public infrastructure that emphasizes aesthetic considerations in its planning and development.

Policy 34.1

Encourage the installation of public and quasi-public infrastructure (e.g., electrical substations, water pumping stations, etc.) with enhanced designs which utilize low profile equipment, decorative block walls, drought-tolerant landscaping and features which integrate with adjacent development.

Policy 34.2

Discourage the use of low voltage overhead electric distribution lines. The Unified Development Code (Title 30) mandates that electric distribution lines be installed underground.

Goal 35

Provide for compatibility between public and quasi-public utility corridors and existing or proposed land uses.

Policy 35.1

Encourage the joint use of corridors by utilities and service providers so that needed infrastructure is consolidated.

Policy 35.2

Promote the joint use of high voltage transmission line corridors and transportation systems that allow for the development of pedestrian, equestrian, and bicycle trails within existing and planned transmission line corridors. Incorporate strategies that encourage transit-friendly corridor uses while taking into consideration access for routine and emergency transmission line maintenance.

Policy 35.3

Encourage the upgrade and use of existing corridors whenever possible to minimize the overall number of corridors established within Laughlin.

SCHOOL FACILITIES



LAUGHLIN MIDDLE/HIGH SCHOOL

Goal 36

Provide for efficient utilization of Clark County School District (CCSD) facilities and provisions for adequate facilities in the future.

Policy 36.1

Locate schools so that they comply with CCSD standard location criteria.

Policy 36.2

Developers should take into consideration the cumulative impact their developments will have on area schools. Developers should work closely with the CCSD to ensure that adequate facilities are in place and/or to provide for the facilities if they are not readily available.

Policy 36.3

To ensure the best possible use of the site, wherever possible, school, and park sites should be developed jointly.

Policy 36.4

Encourage the development of public and quasi-public facilities (e.g., schools, etc.) with enhanced designs that include, but are not limited to, decorative block walls, drought-tolerant landscaping, and features which integrate well with adjacent development.

Policy 36.5

All school sites should have access to a minimum of two adjacent streets.

PARKS AND OTHER RECREATIONAL FACILITIES



The overall intent of the following policies is to integrate the Laughlin Open Space Program with existing and planned recreation facilities, the community as a whole, the Riverwalk District, and the North Reach portion of the Riverwalk along the Colorado River. The North Reach runs along the Colorado River from the Laughlin Bridge northward to Davis Dam and is characterized as being rugged undeveloped public land.

Goal 37

Provide for the development of parks, trails and other recreational facilities that meet the needs of Laughlin’s residents.

Policy 37.1

Provide a diverse system of parks, trails, open space, recreational facilities and services meeting the established Parks Master Plan standard of 2.5 acres per 1,000 residents.

Policy 37.2

Encourage the development of community and neighborhood parks and community centers to correspond with expected population and needs of area residents.

Policy 37.3

Encourage development to employ ample active and passive open spaces in their overall site design and integrate those open spaces, where possible, with adjoining properties, trail systems, and public park facilities.

Policy 37.4

Encourage the Parks and Recreation Department, CCPW, RTC and the CCRFCD to incorporate multiple uses for flood control facilities during their planning and design phase. Primarily emphasis should be given to public safety and afterwards, to recreational opportunities.

Policy 37.5

Where appropriate, major street intersections should have trail heads and provide places with amenities for resting, interpretation and observation.

Policy 37.6

Encourage the development of an inter-connective system of trails connecting Laughlin's recreational facilities and open spaces.

Policy 37.7

Adjacent uses should be developed with compatible buffers that make public recreational areas (such as LMNRA, Davis Dam Recreation Lands, Big Bend, Riverwalk etc.) accessible.

Policy 37.8

Protect public recreational investment from incompatible uses or nuisances. Signage and lighting in recreational areas should be consistent with the recreational opportunities featured and be unobtrusive as much as possible.

Goal 38

The North Reach portion of the Riverwalk is intended to support a variety of passive and active recreational outdoor day use activities such as: hiking, bicycle riding, horseback riding, picnicking, fishing, and activity support uses. It is not intended to accommodate motorized watercraft or off-highway vehicles.

Policy 38.1

The North Reach integrated trail component should provide connectivity to the proposed and existing trails program and should establish physical continuity with the Riverwalk District in the South Reach portion of the Colorado River.

Policy 38.2

All trail head components within Laughlin should provide consistency by using common design elements for items such as: parking layout, desert landscaping, shade structures, outdoor furniture, and seating areas. These design elements should also be coordinated in accordance with Casino Drive Enhancement Plans, the Colorado River Greenway Heritage Trail in Laughlin and the Riverwalk District, where applicable.

NATURAL ENVIRONMENT

Introduction

Regional planning and coordination is necessary when developing environmental plans. In Laughlin, water quality, air quality, and flood control have been identified as critical issues. Depending upon the issue, there are a variety of agencies and stakeholders involved in regional planning. The plans listed below provide some information about these critical issues.

- ✚ Clark County Air Quality Plans
- ✚ Regional Flood Control Master Plan
- ✚ [Clark County Comprehensive Plan](#)

Purpose

Conservation and management of natural resources and open spaces is critical to the quality of life in Clark County. The Town of Laughlin seeks to establish a network of protected open spaces that correspond to significant regional natural features. Protecting open space provides regional, environmental, economic, social, educational, and recreational benefits. Some of these benefits are more quantifiable than others, but they all have an influence on the lives of present and future generations.

Goals and Policies

The following goals and policies have been developed as environmental guidelines to the Laughlin Land Use Plan. These guidelines are based upon federal and state environmental regulations, existing county regulations, goals and policies, planning workshops, citizen advisory groups and public meetings with the Laughlin TAB, PC, and BCC. The guidelines reflect the understanding that environmental policies are interrelated with land use decisions. In this section, natural resources and environment protection will be emphasized.

Environmental issues identified were generally categorized as protection of air and water quality, and planning for urban conservation areas. Specific issues were identified as reduction of dust, groundwater and flood protection, reducing urban and storm water runoff, and retaining open space in and around washes and in their natural state.

Flood Control

Storm drainage systems can be developed that utilize the use of natural and/or open drainage. These systems can be developed utilizing enclosed or piped drainage, or by incorporating the use of retention and detention basins. The storm drainage system within Laughlin consists of storm drains, as well as natural and improved drainage channels. Specific improvements will continue to be needed to resolve existing flooding problems and to mitigate potential impacts associated with new development in the area.

The CCRFCD Master Plan covers both unincorporated Clark County and the incorporated cities within Clark County. The Master Plan describes facilities that are planned for Laughlin. These facilities are a combination of detention and conveyance structures.

Goal 39

Promote a flood control system that minimizes damage and inconvenience to existing and new development

Policy 39.1

Encourage new developments to construct flood control improvements in accordance with the Clark County Regional Flood Control Hydrologic Criteria and Drainage Design Manual, stressing coordination of multiple uses with recreational amenities.

Policy 39.2

Ensure that the Flood Control Master Plan design recommendations will be used to determine the development of safe and adequate storm drainage facilities.

Policy 39.3

Where possible, encourage storm drainage corridors to be used not only for drainage facilities, but also for open space linkages.

Policy 39.4

In coordination with CCRFCD and other community stakeholders, encourage the preservation of natural washes and unlined channels to an extent practical and consistent with the need for flood protection, erosion control, and water quality.

Policy 39.5

Promote continued participation in the National Flood Insurance Program.

Policy 39.6

Encourage the preservation of natural washes and waterways.

SURFACE AND GROUND WATER



Aerial view of Colorado River from Davis Dam area

Goal 40

Protect groundwater quality.

Policy 40.1

Encourage the protection of ground water aquifers through appropriate construction practices including the disclosure of all necessary remediation on any land use application.

Policy 40.2

Promote the proper abandonment of water wells where properties are served by a municipal water source.

Goal 41

Improve surface water quality.

Policy 41.1

Encourage the use of Best Management Practices (BMP) including landscape and design techniques for buffering, erosion, runoff control, and storm water quality improvement.

Policy 41.2

Encourage the placement of regional storm water messages on manhole covers and drop inlets within existing neighborhoods and in new developments to reduce pollution in storm drains.

Goal 42

Ensure proper planning for and management of development patterns in relation to public potable water systems to minimize hazards to public health and protect future water resources.

Policy 42.1

Promote connection to public water lines where development occurs within 1,500 feet of these lines.

Policy 42.2

Maintain the minimum distances between septic systems, corrals, feed lots, and underground fuel tanks from drinking water wells to ensure protection of public health and water supplies.

Policy 42.3

Encourage the reuse of water and the implementation of conservation programs with new development and in retrofitting older areas.



Goal 43

Ensure proper planning for and management of development in relation to sewer systems to minimize hazards to public health and protect future water resources. Eliminate septic systems within urban areas.

Policy 43.1

Encourage new development to occur in conjunction with sewer line expansion.

Policy 43.2

Promote existing development served by septic systems to connect to the County sewer system if within 400 feet of the sewer line.

Policy 43.3

Where appropriate, require abandonment of septic systems and connection to the County sewer system during property zone change process.

C CONSERVATION AREAS



Southwestern Willow Flycatcher
(Empidonax traillii)



Desert Tortoise
(Gopherus agassizii)

Goal 44

Encourage the conservation of wilderness and preservation lands.

Policy 44.1

Encourage the integration of funding and goals to build multi-purpose projects that fully use land set aside for public purpose; specific funds from flood control, transportation, recreation, and other agencies should be focused on multiple objective projects.

Policy 44.2

Clark County should encourage the preservation of areas that exceed two and one half acres in size with slopes of 12% or greater for parks, open space conservation and other similar compatible uses (see Title 30, Section 30.56.100).

Policy 44.3

Encourage transitional development to buffer environmentally sensitive lands from more intensive uses.

The Riparian Component

Overall Goal

As an important transitional component at the urban edge of the Colorado River, the existing wetlands along the river present a unique opportunity for economic and sustainable development. This transitional component is basically two fold:

- ✚ Wetlands are important habitat necessary to the survival of a host of aquatic and terrestrial species;
- ✚ Wetlands make up an integral part of the hydrologic system necessary for the maintenance of water supply and water quality.

The riparian system along the Colorado River presents a unique opportunity that does not exist anywhere else within Clark County. (The following goal and policies do not supplant any policies which support the Riverwalk between the Laughlin Bridge and the Fort Mojave Tribal Lands. They are intended to be subordinate to them.)

Goal 45

The fundamental premise under the following policies is to provide a responsible planning approach in order to protect and enhance the wetlands for wildlife habitats, environmental education, and recreation. In addition, it will provide connectivity to the urban edge, creating a place for contemplation and opportunities for natural appreciation.

Policy 45.1

Develop active and passive recreational opportunities and provide opportunities for tourism based on public needs that are compatible with the conservation and restoration of the riparian system along the Colorado River.

Policy 45.2

Proposed developments in proximity to the Colorado River should provide open space for passive park uses and facilities for public enjoyment.

Policy 45.3

Proposed developments along and in proximity to the Colorado River should generate projects having some social benefits for the community of Laughlin. This could include opportunities for area residents to gain access to the natural system for recreational purposes, while at the same time, give a sense of community pride and ownership.

Policy 45.4

Proposed developments within this natural sensitive area should incorporate educational opportunities by creating an interpretive program to convey the importance, significance, and natural value of the Riparian System.



LAND USE CATEGORIES

The following land use categories should be used along with the applicable goals and policies to assist in providing a guide for land use decisions.

IMPORTANT NOTE:

The coded areas are general categories of planned land uses. Each category has a range of densities or intensities of uses. The designations do not guarantee that a specific parcel will be approved for a particular zoning classification, density, or intensity of land use in the future.

All residential categories allow a range of densities beginning at 1 dwelling unit per 10 acres up to the highest density indicated by the category. Final approval of density will, in part, consider the subject site as well as adjacent existing and planned land use densities and intensities. **THE STATED MAXIMUM DENSITIES AND INTENSITIES IN NO WAY OBLIGATE CLARK COUNTY TO APPROVE DEVELOPMENTS AT A GIVEN DENSITY OR INTENSITY INCLUDING UP TO THE MAXIMUM. IT SHALL BE THE OBLIGATION OF THE DEVELOPER TO SHOW, THROUGH SOUND LAND USE PLANNING PRACTICES AND EXCEPTIONAL SITE AND BUILDING DESIGN, THAT APPROVAL OF A DENSITY OR INTENSITY UP TO THE MAXIMUM IS WARRANTED.**

Designs for all land use categories should take into consideration the goals and policies of this plan and demonstrate compatibility with existing and planned adjacent land uses.

In order to classify, regulate, and segregate the use of land, buildings and structures, and restrict the height and bulk of buildings, Clark County is divided into many zoning districts which allow a range of densities, uses, and intensities.

Within Unincorporated Clark County, there may land developable in accordance with the existing zoning of the property despite the land use category designation of the site.

A Note on Planned Unit Development (PUD)

The purpose of a planned unit development (PUD) is intended to maximize flexibility and innovation in residential development by utilizing area-sensitive site planning and design to achieve a desirable mixture of compatible land use patterns that include efficient pedestrian and vehicular traffic systems and streetscapes, enhanced residential amenities, and allowances for the provision of usable open space.

The PUD shall minimize adverse impacts on surrounding property. The Commission or Board is not obligated to automatically approve the level of development intensity or density requested for the PUD, but is expected to approve only such level of density or intensity that is appropriate for a particular location. The Commission or Board may require, as a condition of approval, any condition, limitation or design factor which will promote proper development and the use of effective land use transitioning.

OL - Open Land

The Open Land category designates areas to provide for permanent open space in the community; to prevent irreversible environmental damage to sensitive areas; and to deter development in areas with highly limited availability of public services and facilities; or severe natural constraints (i.e. areas with 12% or greater slope). Lands are primarily in public ownership. For lands in private ownership, residential uses up to 1 dwelling unit per 10 acres are allowed. Grazing, open space, and recreational uses may occur. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Open Space (O-S) and Public Facility (P-F).

RR - Residential Rural [up to 0.5 dwellings (du)/1 acre (ac) (up 0.63 du/ac with an approved PUD)]¹

Residential Rural (up to 0.5 du/ 1 ac) designates areas where the primary land uses are large lot, single family residential. Single family detached dwellings generally occupy lots at least two acres in size and have limited access to public services and facilities or have severe natural constraints. Septic system and well usage is common. Multiple family dwellings are not appropriate. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Rural Open Land (R-U) and Public Facility (P-F).

RA - Residential Agriculture (up to 1 du/ac)

Residential Agriculture (up to 1 du/ac) designates areas where the primary land uses are large lot, single family residential. Single family detached dwellings generally occupy lots at least one acre in size and have limited access to public services and facilities. Septic system and well usage is common. This category also includes areas where the primary land use is commercial farming, including but not limited to: crop production and raising livestock (not open range grazing). Typically, the agricultural areas are irrigated and cultivated, with single family detached dwellings and outbuildings as associated uses. Multiple family dwellings are not appropriate. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Rural Open Land (R-U), Residential Agricultural (R-A), and Public Facility (P-F).

¹ Residential Rural – A request for .51 to .63 dwelling units per 1 acre may be considered under this land use designation if it meets the requirements of Planned Unit Development in accordance with the Unified Development Code (Title 30).

RN - Rural Neighborhood [up to 2 du/ac (up to 2.5 du/ac with an approved PUD)]²

The Rural Neighborhood (up to 2 du/ac) category allows a maximum of 2 dwelling units per gross acre. The predominant housing type in Rural Neighborhood (up to 2 du/ac) is detached single family residential development at low densities. Multiple family dwellings are not appropriate. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Rural Open Land (R-U), Residential Agricultural (R-A), Rural Estates Residential (R-E), and Public Facility (P-F).

RNP - Rural Neighborhood Preservation [up to 2 du/ac (a PUD is not allowed)]

The Rural Neighborhood Preservation category allows a maximum of 2 dwelling units per gross acre. The Rural Neighborhood Preservation category is intended to protect areas within the Las Vegas Valley that are already developed and rural in character, from encroachment by more intense development. The predominant residential life-style is single family homes on large lots, many including equestrian facilities. Multiple family dwellings are not appropriate. Local supporting public facility uses are allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Rural Open Land (R-U), Residential Agricultural (R-A), Rural Estates Residential (R-E), and Public Facility (P-F).

RL - Residential Low (up to 3.5 du/ac)

Residential Low (up to 3.5 du/ac) allows a maximum of 3.5 dwelling units per gross acre. Public infrastructure and service availability affect the intensity and density within this category. The predominant housing type in Residential Low (up to 3.5 du/ac) is single family detached development. Multiple family dwellings are not appropriate. Local supporting public facility uses are also allowed in the category with appropriate buffering and setbacks.

The category includes the following zoning districts: Rural Open Land (R-U), Residential Agricultural (R-A), Rural Estates Residential (R-E), Suburban Estates Residential (R-D), Suburban Estates Residential PUD (R-D PUD) and Public Facility (P-F).

² Rural Neighborhood – A request for 2.01 to 2.5 dwelling units per acre may be considered under this land use designation if it meets the requirements of Planned Unit Development in accordance with the Unified Development Code (Title 30).

RS - Residential Suburban [up to 8 du/ac (up to 10 du/ac with an approved PUD)]³

The Residential Suburban (up to 8 du/ac) category allows a maximum of 8 dwelling units per gross acre. Public infrastructure and service availability affect the intensity and density within this category. The predominant housing type in Residential Suburban (up to 8 du/ac) is single family residential detached development. Multiple Family dwellings are not appropriate. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Rural Open Land (R-U), Residential Agricultural (R-A), Suburban Estates Residential (R-D), Rural Estates Residential (R-E), Single Family Residential (R-1), Medium Density Residential (R-2), Manufactured Home Residential (R-T), and Public Facility (P-F).

RM - Residential Medium [from 3 du/ac to 14 du/ac (up to 16 du/ac with an approved PUD)]⁴

Residential Medium (from 3 du/ac to 14 du/ac) category permits a range from 3 dwelling units per gross acre up to 14 dwelling units per gross acre. The Residential Medium (from 3du/ac to 14 du/ac) category allows for single family uses and planned unit developments. It is appropriate for single family attached, but not multiple family housing. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Suburban Estates Residential (R-D), Single Family Residential (R-1), Medium Density Residential (R-2), Residential Urban District (RUD), and Public Facility (P-F).

RH - Residential High (from 8 du/ac to 18 du/ac)

The Residential High (from 8 du/ac to 18 du/ac) category permits a range from 8 dwelling units per gross acre to 18 dwelling units per gross acre. This category allows a variety of housing types including single family, residential multiplexes, town houses, and low density apartments. Density ranges within this category are dependent on development and design. In addition to the residential uses, mixed uses are permitted within appropriate zoning districts. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Manufactured Home Residential (R-T), Residential Urban District (RUD), Multiple-Family Residential (R-3), and Public Facility (P-F).

3 Residential Suburban – A request for 8.01 to 10 dwelling units per acres may be considered under this land use designation if it meets the requirements of Planned Unit Development in accordance with the Unified Development Code (Title 30).

4 Residential Medium – A request for 14.01 to 16 dwelling units per acre may be considered under this land use designation if it meets the requirements of Planned Unit Development in accordance with the Unified Development Code (Title 30).

RUC - Residential Urban Center (from 18 du/ac to 32 du/ac)

The Residential Urban Center (from 18 du/ac to 32 dwelling units/per acre) category permits a range from 18 dwelling units per gross acre up to 32 dwelling units per gross acre. This category allows a variety of housing types including single family, residential multiplexes, townhomes, and apartments. In addition to the residential uses, mixed uses are permitted within appropriate zoning districts. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Multiple-Family Residential (R-3), Multiple-Family Residential (high density) (R-4), and Public Facility (P-F).

RHRC - Residential High-Rise Center (greater than 32 du/ac)

The Residential High-Rise Center (greater than 32 du/ac) category allows high density/intensity residential, supporting commercial and office professional uses. This category allows for mixed and vertical mixed uses when located in activity centers or along major transportation corridors. Public facility uses are also allowed in this category.

The category includes the following zoning districts: Multiple-Family Residential (R-3), Multiple-Family Residential (high density) (R-4), Apartment Residential (R-5), and Public Facility (P-F).

OP - Office Professional

The Office Professional category applies to areas where the primary uses are low intensity business and professional services and accessory service uses. With appropriate mitigation and design criteria, this category may provide a good buffer between higher intensity land uses and residential land uses. Typical uses include offices where medical, legal, financial, day care services and other business/professional services are performed. Accessory commercial uses are appropriate when associated with the principal use. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Commercial Residential Transitional (CRT), Office Professional (C-P), and Public Facility (P-F).

CN - Commercial Neighborhood

The Commercial Neighborhood category allows low to medium intensity retail and service commercial uses that serve primarily local area patrons, and do not include more intense general commercial characteristics. Examples include neighborhood shopping centers, banks, restaurants, hardware stores, and other similar retail and service uses. Developments should be sized to fit the surrounding neighborhood. This category also includes offices either singly or grouped as office centers with professional and business services. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks. Commercial Neighborhood uses should be developed as nodes or centers and not configured in a “Strip commercial” pattern.

The category includes the following zoning districts: Commercial Residential Transitional (CRT), Office and Professional (C-P), Local Business (C-1), and Public Facility (P-F).

CG - Commercial General

The Commercial General category allows medium to high intensity retail and service commercial uses that serve primarily regional area patrons, and include more intense general commercial characteristics. Examples include shopping malls, banks, restaurants (with alcohol consumption), taverns, hardware stores, and other larger retail and service uses. This category also includes offices either singly or grouped as office centers with professional and business services. Public facility uses are also allowed in this category. Commercial General uses should be developed as nodes or centers and not configured in a “Strip’ commercial” pattern.

The category includes the following zoning districts: Commercial Residential Transitional (CRT), Office and Professional (C-P), Local Business (C-1), General Commercial (C-2), and Public Facility (P-F).

CT - Commercial Tourist

The Commercial Tourist category designates areas for commercial establishments that primarily cater to tourists. The predominant land uses include casinos, resorts, hotels, motels (greater than three stories), recreational vehicle parks, time shared condominiums, amusement or theme parks. Planned hotel/resort gaming establishments are restricted to the Gaming Enterprise Overlay District as defined by Title 30 (Unified Development Code). Public facility uses are also allowed in this category.

The category includes the following zoning districts: Commercial Residential Transitional (CRT), Office and Professional (C-P), Local Business (C-1), General Commercial (C-2), Recreational Vehicle Park (R-V-P), Apartment Residential (R-5), Limited Resort and Apartment (H-1), and Public Facility (P-F).

MDP - Major Development Project

The Major Development Project category is most often applied to areas outside of the Community District 2 Boundary as referenced in Clark County’s Community District Element. It indicates areas where land uses of greater densities than two residential units per acre are considered premature and/or inappropriate unless guided by the County’s Major Projects Review Process. This process is designed to accommodate the timely and comprehensive review of projects and their impacts to the local community. Details of the Major Projects are found in Title 30, the Clark County Development Code.

Some areas located outside of Community District 2 have been planned with a specific land use category. Although these areas have been planned, they are still considered premature for urban development unless they are developed in accordance with the County’s Major Projects Review Process or the Community District 2 boundary is amended to include these areas.

BDRP - Business and Design/Research Park

The Business and Design/Research Park category applies to areas where commercial, professional or manufacturing developments are designed to assure minimal impact on surrounding areas. Major uses in the category include research and development, incubator businesses, food sales and distribution, postal and data processing centers, vehicle sales and repair (inside), and general non-hazardous warehousing. Public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Office and Professional (C-P), Local Business, (C-1), General Commercial (C-2), Designed Manufacturing (M-D), and Public Facility (P-F).

IND - Industrial

The Industrial category applies to areas of industrial use and provides areas for new and existing industrial development in proximity to major transportation facilities. These uses should be reviewed for safety and aesthetic reasons when they adjoin other uses. Public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Designed Manufacturing (M-D), Light Industrial (M-1) and Public Facility (P-F).

HI - Heavy Industrial

The Heavy Industrial category applies to areas of industrial use and provides areas for intense industrial operations and development in proximity to major transportation facilities. These areas are generally located outside the Las Vegas Valley for safety or nuisance reasons. Public Facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Designed Manufacturing (M-D), Light Industrial (M-1), Industrial (M-2) and Public Facility (P-F).

PF - Public Facilities

The Public Facilities category allows public parks and recreational areas such as public and private golf courses; trails and easements; drainage ways and detention basins; storm water control facilities; and any other large areas of permanent open land. Public Facilities include governmental building sites and complexes, police and fire facilities, noncommercial hospitals and rehabilitation sites, schools, and other uses considered public and quasi public such as libraries, clubs, religious facilities and other public utility facilities. In certain areas planned as Public Facilities, there may be privately held lands eligible for residential development at densities in accordance with the existing zoning.

Suggested zoning district would include: Public Facility (P-F).

LAND USE MAP

The land use map (Map 6) was developed through a process that included two community open houses and interaction with community stakeholders. The map reflects the planning area's community character along with the vision, opportunities, and goals.

The process used for developing the Laughlin land use map included, but was not limited to the following:

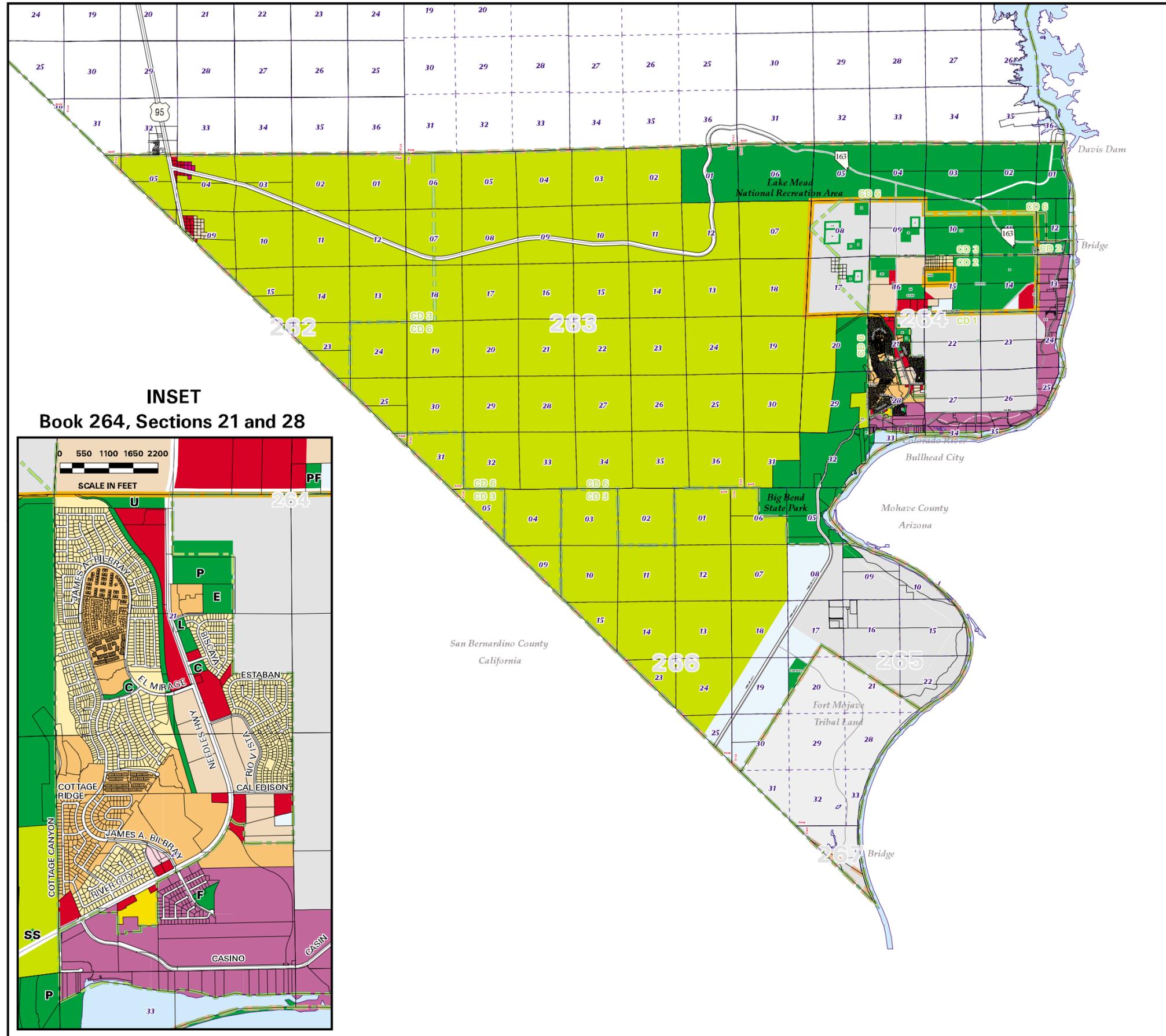
- ✚ The map was examined comparing existing conditions, and current zoning. The comparison illustrated development trends that differed from the original land use map.
- ✚ Issues, opportunities, goals and policies were used to develop criteria for map changes within the planning area.
- ✚ Land use designations on the previous land use plan map (adopted in 1993) were converted to a set of standardized land use categories approved by Board of County Commissioners.

Administrative Map Updates

Amendments proposed for the unincorporated portions of the Laughlin land use planning area will be processed in accordance with state law. The County may administratively update the Laughlin Land Use Plan map and text to reflect all approved annexations or other information as may be resultant from actions made by the Incorporated Cities or other governing bodies. The Mixed Use Overlay District (MUD) map is included in the appendix for informational purposes only and has been created/amended under a process which is separate from the Laughlin Land Use Plan. Other informational maps are also included in the Appendix. These maps may be administratively updated/included when they are legally amended or created without requiring re-adopting/amending the plan.

Comprehensive Planning

**Map 6
Planned Land Use
Laughlin Planning Area**
Adopted on: May 16, 2007
Last Amended on: September 5, 2007



- | | | | |
|--|---|--|--|
| | Open Lands | | Residential High Rise Center
Greater than 32 du/1ac |
| | Residential Rural
Up to 0.5 du/1ac | | Office Professional |
| | Residential Agricultural
Up to 1 du/1ac | | Commercial Neighborhood |
| | Rural Neighborhood
Up to 2 du/1ac | | Commercial General |
| | Rural Neighborhood Preservation
Up to 2 du/1ac | | Commercial Tourist |
| | Residential Low
Up to 3.5 du/1ac | | Business and Design
Research Park |
| | Residential Suburban
Up to 8 du/1ac | | Industrial |
| | Residential Medium
From 3 du/1ac to 14 du/1ac | | Heavy Industrial |
| | Residential High
From 8 du/1ac to 18 du/1ac | | Public Facilities |
| | Residential Urban Center
From 18 du/1ac to 32 du/1ac | | Major Development Projects |
| | MDP Schools | | Community Districts |
| | Disposal Boundaries | | Incorporated Cities
Tribal Lands |
| | LAUGHLIN Planning Area | | |

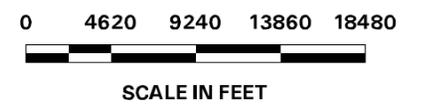
- | | |
|--------------------------------|---|
| C = Church | U = Other Utility |
| E = Elementary School | CCSD = School District Property |
| F = Fire Department | CCWRD = Clark County Water Reclamation Dist. |
| G = Government Facility | GC = Golf Course |
| H = High School | PD = Police Department |
| L = Library | PW = Public Works |
| M = Middle School | RTC = Regional Transportation Commission |
| P = Park | SS = Electrical Sub-Station |
| S = School | WD = Water District |

Ron Newell
 RON NEWELL
 CHAIR, PLANNING COMMISSION

Barbara Ginooulas
 BARBARA GINOULAS
 EXECUTIVE SECRETARY

Rory Reid
 RORY REID
 CHAIR, BOARD OF COUNTY COMMISSIONERS

Shirley B. Paraguirre
 SHIRLEY B. PARAGUIRRE
 COUNTY CLERK



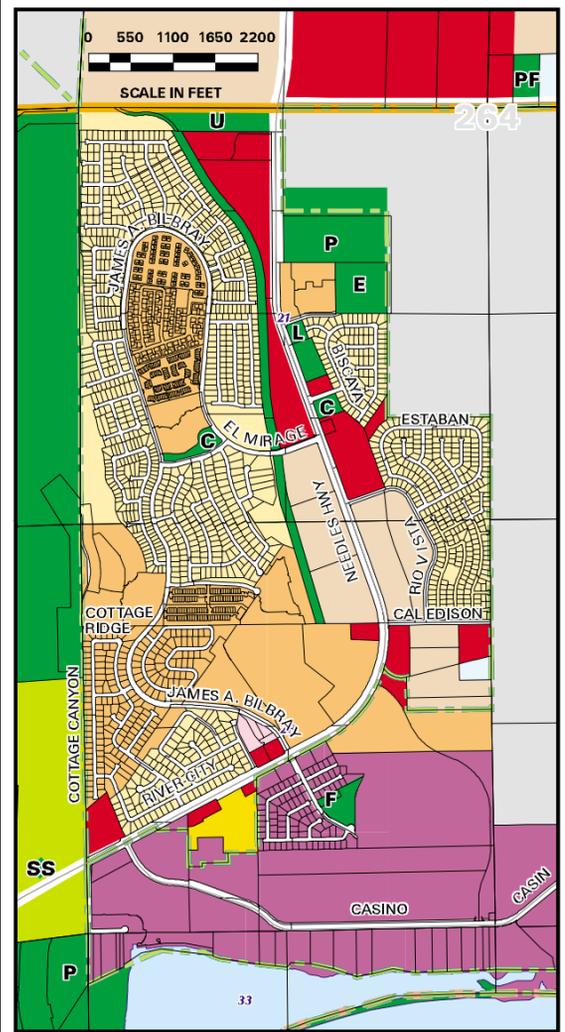
Plot created on: October 03, 2007

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*NOTE: This map reflects parcels as they were
 configured at the time of Adoption. Please see the
 LAUGHLIN Planned Land Use with Current Parcel
 Configuration map for current parcel configuration.*



**INSET
Book 264, Sections 21 and 28**





The following general definitions were developed to assist in using the Laughlin Land Use Plan:

100-year-flood event – A flood caused by a high intensity storm that is defined by the National Flood Insurance Program as, “a flood level with a 1 percent or greater chance of being equaled or exceeded in any given year”.

Arcade – A series of arches supported by columns, piers, or pillars, either freestanding or attached to a wall to form a gallery.

Areas of Critical Environmental Concern (ACEC) – Areas within public lands where special management attention is required to protect and prevent irreparable damage to important historical, cultural, or scenic values, fish and wildlife resources, or other natural systems or processes, or to protect life and safety from natural hazards.

BLM (Bureau of Land Management) – The BLM is an agency of the federal Department of the Interior responsible for administering a majority of the federal lands in Clark County. BLM’s policies on lands include a variety of public uses, conservation, resource management, and realty actions.

Buffering – Transitional land or space that is used between different or incompatible land uses and is often accomplished with landscaping (see [Title 30](#)).

Colonnade – A structure composed of columns placed at regular intervals.

Community District Element – The Community District Element of the [Clark County Comprehensive Plan](#) provides a framework for identifying lands for urban expansion based on infrastructure availability and provision. The Element divides Clark County into six geographic districts, each of which has development guidelines for appropriate land uses and densities. The Community District boundary is shown on the Laughlin Land Use Map.

Compatible – Land Use categories, zoning districts, and/or land uses capable of existing together in harmony.

Cooperative Management Area (CMA) – An area established through an agreement signed in November 1992 between Clark County and the U.S. Bureau of Land Management, located to the west and south of McCarran International Airport, the boundaries of which are defined by aircraft departure flight corridors and

the 60 DNL noise contour. Most Clark County owned property within the CMA is subject to the terms of the Southern Nevada Public Lands Management Act of 1998, which restricts that County land to those uses defined in the Agreement as compatible with aircraft operations.

Curb Cuts – Access points that are used as entrances/exits of parking areas onto a street or any other type of right-of-way.

Dewatering – A process to remove water from soil to lower the water table permitting development. This can be achieved by several possible methods including sump pumps.

Disposal Boundary – The land disposal boundary that identifies developable land within the Las Vegas Valley. It was established by the Southern Nevada Public Lands Management Act of 1998 and can be amended only through action of the United States Congress. Its purpose is to promote an orderly method of land disposal between public and private stakeholders. Limiting factors to this boundary include: federally designated lands, slope, environmentally sensitive lands, cultural resources, and buffers for these areas.

Facade – The face of a building, especially the principal face.

Fascia – A flat horizontal band or member between moldings.

Fenestration – The design and placement of windows in a building.

Floor Area Ratio (FAR) – The gross floor area of all buildings or structures on a lot divided by the total lot area. The floor area ratio is a means of measuring intensity of land use.

Goal – A concise statement describing a condition to be achieved. It does not suggest specific action, but describes a desired outcome.

Housing – Includes but is not limited to, apartments, condominiums, townhomes, manufactured housing, duplexes, multiplexes, single family dwellings, etc.

Incidental Take Permit (ITP) – This allows a lawful removal of a protected species from its habitat to permit the development of a site.

Infill – The development or redevelopment of vacant or underutilized land in economically, physically static or declining areas.

Land Use Plan – A document that is used to guide development in a defined area of Clark County. A plan brings together information about community values, land use trends, public services, the natural environment and other factors and makes recommendations regarding future land uses in the area. Land use plan categories, maps and goals and policies serve as important guides for future zoning and land use decisions.

Leapfrog Development – Development which is not contiguous to existing utilities, streets and/or other public infrastructure.

Mixed Use Development (MUD) – The development of a tract of land, building, or structure with a variety of complementary and integrated uses, such as, but not limited to, residential, office, manufacturing, retail, public, or entertainment, in a compact urban form.

Off-site Circulation – The movement of pedestrians and/or vehicles off the project site. Off-site circulation patterns normally affect site design.

Parapet – A low protective wall or railing along the edge of a raised structure such as a roof or balcony.

Physical terminus – A focal point found at the end of a pedestrian sidewalk/trail and/or a street.

Pioneered Road – An unimproved road developed/established without County approval.

Planned Unit Development (PUD) – A tract of land which is developed as an integrated unit under single ownership or control, which includes two or more principal buildings, and where specific requirements of a given zoning district may be modified.

Planning – The process through which communities prepare for future development. Through a process involving professional planners, service providers, elected officials, other public officials, and the general public, goals for the future are established and policies are developed to assist in the accomplishment of those goals.

Policy – A specific statement to guide decision making, derived from goals of the plan.

Public Access Portion – That portion of the facility or project which has been designed for use by the general public.

Quasi-public – To some degree; in some manner public; examples include: electrical substations, water facilities, church, schools, and hospitals.

Spot Zoning – Reclassification of an isolated parcel of land which is detrimental or incompatible with the existing or planned uses of the surrounding area, particularly when such an act favors a particular owner.

Streets – Include all arterial, collector and local streets as defined by Section 52.30 of [Title 30](#).

Strip Commercial – Intensive commercial use of properties, that are independently owned, abutting a right-of-way and configured in a linear pattern. Additionally, strip commercial is not developed in accordance with a coherent development plan that addresses project design issues such as: unified signage, unified architecture, shared parking and circulation systems, and coordinated ingress and egress points.

Structural Best Management Practices – Accepted structural methods for controlling non-point source pollution as defined by the 1977 Clean Water Act: may include one or more conservation practices.

Title 30 – This is the current “Clark County Unified Development Code”.

Transitional Land Uses – Land uses that consist of placing uses of intermediate density or intensity between two incompatible uses. An example is placing an urban residential development between a residential suburban development and a neighborhood commercial development.

Trellises – Arbors or arches made of latticework.

Workforce Housing – Multi and single family housing near employment centers where the housing unit does not consume more than 30 percent of the household’s income (for rental) or is affordable to households making 80 percent of the median income for the zip code that it is located in.

Xeriscape – A method of landscaping that minimizes water consumption while creating a vibrant landscape. It follows seven basic principles, which are proper planning and design, soil analysis and improvement, functional turf areas, appropriate plant selection, efficient irrigation, mulching and appropriate maintenance.

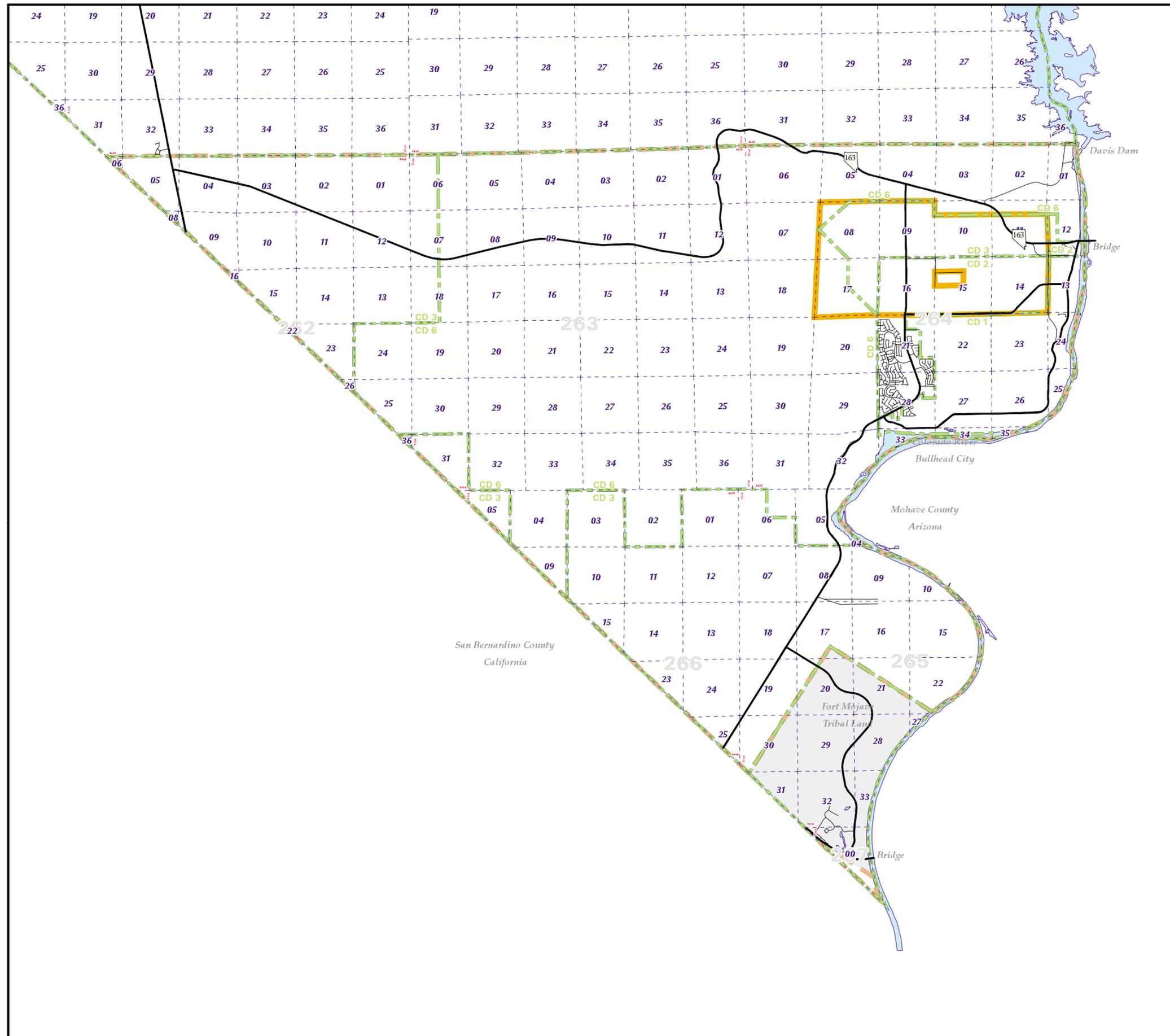
Zoning – A set of regulations, districts and administrative procedures governing the use of land. Zoning is the tool used to implement the goals and policies of a land use plan. A zoning ordinance contains many specific land use districts, whereas a land use plan utilizes categories which describe generalized ranges of appropriate land uses, each containing several zoning districts.

A PPENDICIES

Appendix A	Community Districts Map	Page 143
Appendix B	Mixed Use Overlay Districts	Page 145
Appendix C	Bridge Study Sites	Page 147

Comprehensive Planning LAUGHLIN Planned Land Use Appendix A Community Districts

-  Community Districts
-  Disposal Boundaries
-  LAUGHLIN Planning Area



0 4620 9240 13860 18480



SCALE IN FEET

Plot created on: October 03, 2007

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*For detailed Land Use information,
see Adopted Land Use Plans.*

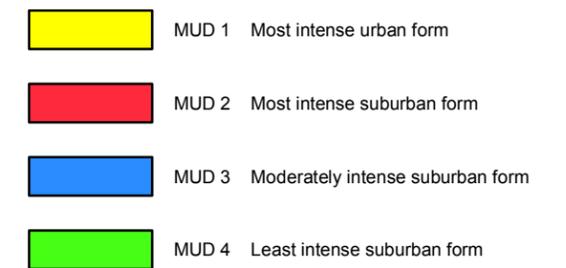


Comprehensive Planning

Clark County Laughlin

Mixed Use Overlay District

Appendix B



	Base Height	Maximum Height w/Special Use Permit	Density
MUD 1:	100'	As Approved (FAA)*	>50 du/a
MUD 2:	100'	200**	up to 50 du/a**
MUD 3:	55'	100**	up to 32 du/a**
MUD 4:	35'	55**	up to 18 du/a

* FAA and/or BCC approval
3 to 1 setback from viable residential area

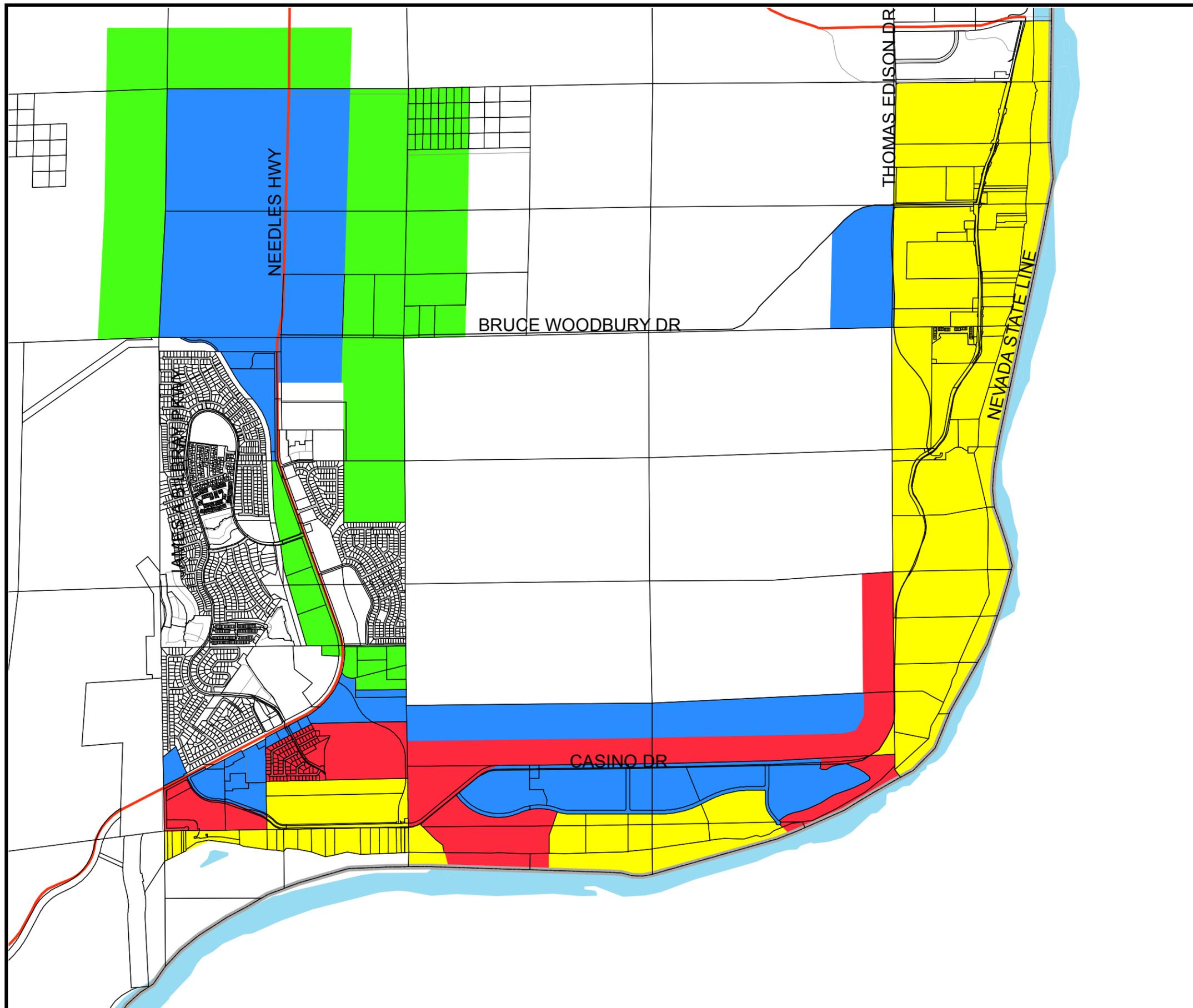
** Density incentives available for providing community amenities such as public plazas, expanded pedestrian areas, transit stops and grocery stores

du/a defined as "dwelling unit per acre"

Adopted date: March 7, 2007
Effective date: April 2, 2007

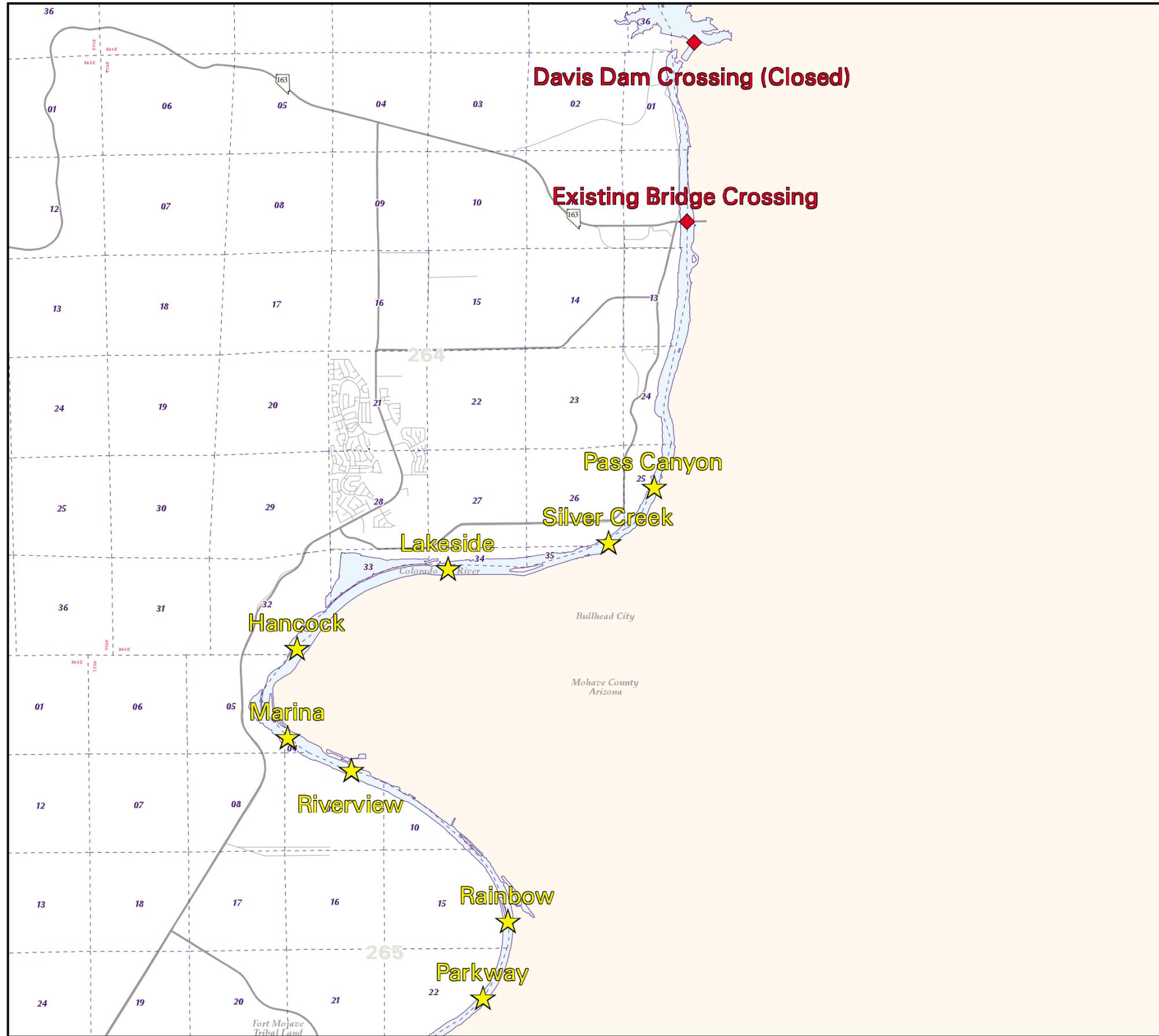


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Comprehensive Planning
LAUGHLIN
Planned Land Use
Appendix C
Previously Studied
Bridge Locations of the
Laughlin-Bullhead City
Proposed Bridge Project

-  **Previously Studied Bridge Location**
-  **Existing Crossing**



Source: Clark County Central Repository
Plot created on: October 03, 2007

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