

C HAPTER 4

L AND USE GOALS AND POLICIES

The following goals and policies have been developed as part of the land use component of the Whitney Land Use Plan. These are guidelines that were developed from existing County goals and policies, planning open houses, workshops with the Whitney Town Advisory Board (TAB) and the Technical Advisory Group (TAG). The Clark County Planning Commission (PC) and the Clark County Board of County Commissioners (BCC) also provided guidance to the development of this plan. While the land use plan lists policies which are not regulatory, Title 30 (Clark County Unified Development Code) is the regulatory implementation tool for the plan and outlines specific requirements.

General

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

Goal 1

Implement a comprehensive land use plan to promote development that is compatible with adjacent land uses, the natural environment and is well integrated with appropriate circulation systems, services, and facilities.

Policy 1.1

Encourage urban growth patterns that use increased densities and intensities, neo-traditional and transit oriented development. Planning principles should promote the diversification of industry, reduce automobile dependence with alternative modes of transportation and reduce air pollution.

Policy 1.2

Promote efficient use of public services and facilities to minimize cost of service extension and maintenance paid by the service providers and County.

Policy 1.3

Encourage infill and redevelopment in existing urbanized areas which are accessible to public transportation. Infill development should be compatible with existing adjacent development.

Policy 1.4

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

Policy 1.5

Discourage non-conforming zone changes.

Policy 1.6

Approvals for non-conforming zoning requests should be conditioned to provide any required or desired buffering from adjacent conforming properties. New conforming developments should not be responsible to provide any additional buffering (including but not limited to, height restrictions, setbacks or additional landscaping) to accommodate adjacent non-conforming zone change approvals. All additional buffering requirements should be provided by the developer of the non-conforming use at the time of construction of the non-conforming development.

Policy 1.7

Developers of Projects of Regional Significance (PRS) should coordinate land use applications with NDOT, Clark County Public Works, RTC and Comprehensive Planning in order to resolve transportation issues. Other issues involving schools, fire and police should also be coordinated.

Policy 1.8

New developments should meet the standards established by the U. S. Green Building Council's "Leadership in Energy and Environmental Design (LEED)" rating system.

Policy 1.9

Encourage Clark County to review its codes to provide for Green Building initiatives.

Policy 1.10

Encourage the use of compact building design for developments within one-quarter of a mile (walking distance) of public transportation (existing and proposed) as supported by the U. S. Environmental Protection Agency and the Urban Land Institute.

Policy 1.11

Developers should plan to use approved alternative materials made from renewable and recyclable sources that do not trap and radiate heat for screen walls, driveways, trails and other surfaces.

Policy 1.12

Developers should design projects to accommodate recycling.

Policy 1.13

Land uses that are complementary and are of similar scale and intensity should have good connectivity and not be segregated.

Policy 1.14

Encourage comprehensive pedestrian, equestrian and bicycle circulation systems that include provisions for the installation of paths in new and existing rights-of-way and/or easements.

Policy 1.15

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

Policy 1.16

Where applicable, all projects should provide cross access for schools, residential, recreational and commercial areas. Circulation systems should integrate with existing and proposed regional and community equestrian and multiple use trail systems, parks and open space.

Policy 1.17

Developers should incorporate water conserving concepts and proven water conservation techniques, equipment and materials into new developments and the retrofitting of older areas. Examples include, but are not restricted to the use of gray water for golf courses and xeriscape landscaping designs.

Policy 1.18

Developers should take into consideration the cumulative impact their developments will have on area services including fire, police, water, sewer, roads, schools and adjacent municipalities. Developers should work closely with the appropriate agencies to ensure that adequate facilities are in place and/or to provide for the facilities if they are not readily available.

Policy 1.19

In order to reduce the urban heat island and reduce the amount of impervious surfaces, narrow residential streets meeting minimum safety standards are encouraged.

Policy 1.20

All goals and policies adopted in the other elements of the Clark County Comprehensive Plan should be used to evaluate rezoning and development requests in the Whitney planning area.

Policy 1.21

Ensure that new development and special uses that are adjacent to existing land uses are compatible and appropriately buffered with appropriate transitional space and/or uses. Consideration of the separations between similar special uses should be given careful attention. Separation distances necessary to achieving such transitions should be absorbed on the property supporting the new development.

Policy 1.22

Discourage all incompatible uses. All commercial and residential projects [including R-E (Rural Estates) zoned properties] should be developed to full urban standards.

Policy 1.23

Ensure that developments are architecturally compatible with adjoining land uses and densities through the site planning and building design process. Appropriate buffers, setbacks, xeriscape landscaping, building height and materials, lighting, signage, on-site and off-site circulation should be incorporated into all development. This may also help to reduce excess signage, visual clutter and incompatible architectural styles.

Policy 1.24

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 more intensive landscape buffer consistent with Title 30. Call boxes should be located and oriented away from residential areas.

Policy 1.25

Increase the variety of housing choices for all income levels.

Policy 1.26

Discourage the premature vacation of local streets.

Policy 1.27

Encourage the development of live/work units as a component of new developments not associated with industrial uses.

Goal 2

Provide design criteria to assist creating a compatible diversity of land uses.

Policy 2.1

Exterior light sources should be shielded to direct light rays onto the subject parcel in accordance with Title 30. Lighting design should be sensitive to off-site residential uses.

Policy 2.2

New perimeter walls and fences 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. To discourage graffiti, wall designs should incorporate inclined grades, landscaping, terracing and graffiti resistant treatments.

Policy 2.3

All signage should incorporate architectural elements of the main structure it serves.

Policy 2.4

Outdoor sales, storage areas and parking lots are discouraged along the Boulder Highway corridor. If developed, outdoor storage areas should be screened from adjacent parcels and from public streets.

Policy 2.5

Retail commercial uses should be developed at nodes or centers and not configured in a strip commercial fashion.

Policy 2.6

Loading areas with roll-up, overhead doors, service areas, and areas intended for large semi-truck parking are encouraged to be screened from public streets and all adjacent properties.

Policy 2.7

All development is encouraged to provide sidewalks on both sides of any street with ADA compliant curbs incorporated except in areas covered by “Minimum Road Design Standards for Non-Urban Roadways”. 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 and unimpeded pedestrian traffic.

Policy 2.8

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 2.9

Where applicable, all projects should provide cross access for schools, residential, recreational and commercial areas by using shared parking areas and driveways when adjacent to arterial and collector streets. When appropriate, circulation systems should integrate with existing and proposed regional and community multiple use trail systems, parks and open space.

Policy 2.10

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

Policy 2.11

Encourage additional dedication of rights-of-way at the intersections of collector and/or arterial streets for possible future turn lanes.

Policy 2.12

Encourage right turn deceleration lanes on arterial streets to allow safe access into all Projects of Regional Significance (PRS).

Policy 2.13

Sidewalks serving as a connector segment of a regional trail should be 10 feet in width.

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 single family development and encourage appropriate site planning and architectural design.

Policy 3.1

When property is subdivided for residential purposes, the end parcels located at major intersections should be a part of the residential subdivision and be required to receive their access from within the subdivision. Corner parcels having a residential land use designation which are located at major intersections should not have vehicular access to collector or arterial streets. These parcels are designated for residential use and commercial uses are inappropriate.

Policy 3.2

Encourage specific buffering in accordance with Title 30, between existing single family areas and higher density residential and commercial designations. Buffering should take place on the parcel with the higher density residential or commercial designations.

Policy 3.3

When any type of commercial development or higher density residential development is proposed adjacent to single family residential areas, it should prevent nuisances caused by incompatible uses, noise, lighting, and signs that detract from and are not consistent with the existing residential development.

Policy 3.4

Encourage pedestrian oriented front-yard setbacks such that the garage is not the dominant feature. Residential garages should be positioned to reduce their visual impact on the streets without sacrificing parking. This will allow the visually interesting features of the house to dominate the streetscape. At a minimum, encourage the garage to be located behind the front façade of the residential building. In single-family areas, garages may be sited in several ways:

- a.) in the rear accessed by a side drive or alley,
- b.) or to the side recessed behind the front façade.

Policy 3.5

Encourage exterior building walls to be articulated facades to provide visual interest to pedestrians. Building entries and windows should face the street. Front porches, bay windows and balconies are highly encouraged.

Policy 3.6

Encourage a variety of building design and architectural alternatives to be used in new single family developments. Varied elevations, roof forms and colors, building and garage setbacks and three-dimensional details between surface planes are several approaches that can be incorporated to enrich the residential environment.

Policy 3.7

Attached single family housing including town-homes may be arranged in clusters or enclaves around courtyards, providing residential courts and other opportunities for increased usable open space and recreation facilities without compromising densities. (Appropriate buffers, setbacks, parking, landscaping and other regulated on-site and off-site development issues should be included in single family developments.)

Policy 3.8

Strongly encourage useable recreational open space/areas within single family developments to be located away from arterial and collector streets. Open space should be centrally located and when possible be surrounded by local streets with homes that front the open space.

Policy 3.9

In order to provide safety and comfort to pedestrians, detached or meandering sidewalks should be used, especially along collector and arterial streets.

Policy 3.10

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

Policy 3.11

Encourage the development of attached single family homes to be used as a buffer between more intense uses and detached single family developments.

Multiple Family Developments

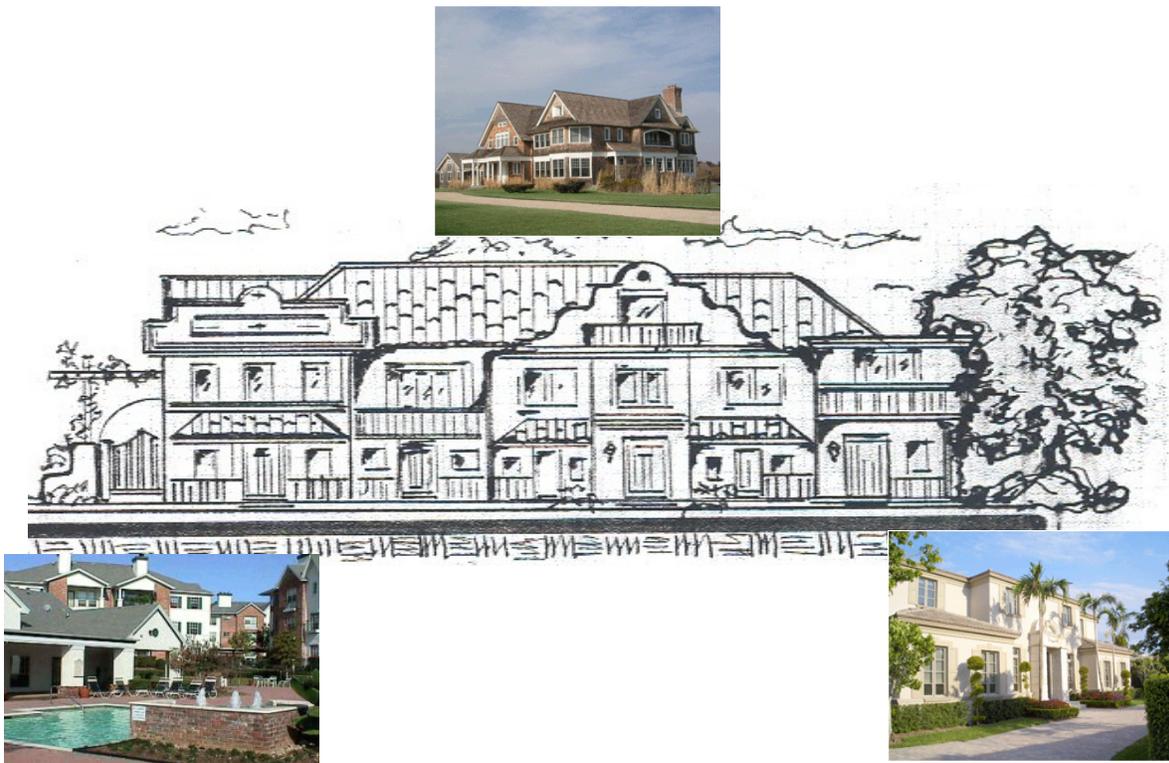
All multiple family development proposals should demonstrate compliance with the following goals and policies.

Goal 4

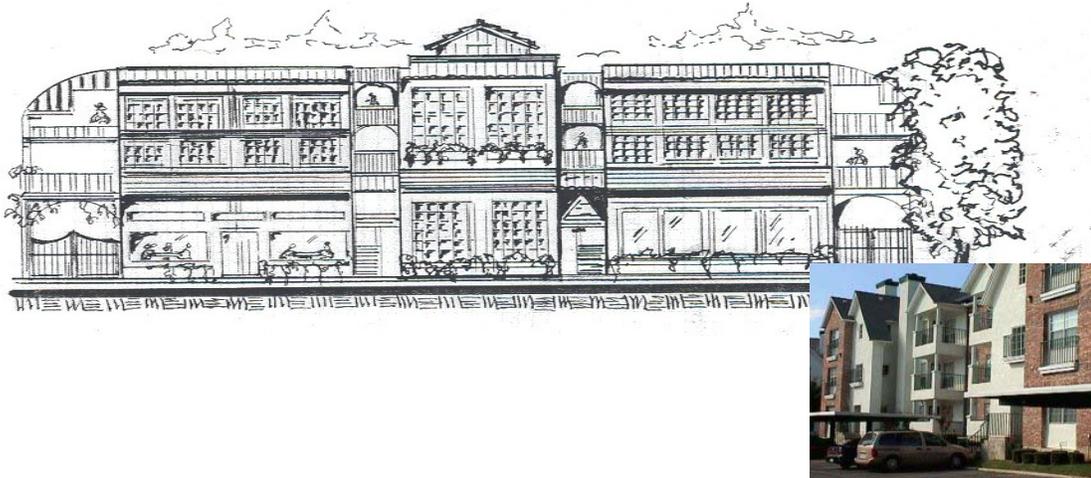
Provide opportunity for innovative multi-family developments as well as incrementally incorporate new design principles and multi-unit concepts. These developments should provide or be located near a variety of supporting amenities.

Policy 4.1

Encourage mansion homes, lofts, row housing and other innovative multi-family designs.



Mansion Homes combine several residences within one large structure. They require special architectural concerns: 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.



Lofts typically organize 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 House designs 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 local streets 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 or is architecturally detailed with a façade.

Policy 4.4

Organize long block faces (330 feet or greater) to provide a mid-block pedestrian green connection that allows access from the street to the drive aisles and parking areas. Encourage the separation of parking areas, garages, and/or covered parking into courts to avoid creating long corridors of parking areas while also considering pedestrian needs.

Policy 4.5

In order to minimize impacts on necessary public services and facilities, encourage multiple family developments to be located adjacent to a mix of other land uses including commercial, office, educational, institutional, recreational and other appropriate urban uses.

Policy 4.6

Encourage design alternatives and spatial distribution rather than the massing of buildings (massing refers to the bulk of a building.) Design alternatives for massing include buildings being oriented in a variety of directions, having varied elevations, roof forms, and surface planes.

Policy 4.7

Building heights should vary within a multiple family development with lower buildings adjacent to peripheral single family residential uses in order to reduce the perceived mass of buildings.

Policy 4.8

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

Policy 4.9

Encourage multiple family developments to locate where transit is scheduled (or may become available) along with pedestrian and road networks that can accommodate higher residential densities.

Policy 4.10

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

Policy 4.11

Encourage multiple family developments located adjacent to arterial or collector streets to incorporate local supporting commercial development designed to be functionally and visually integrated within the project with the use of paths and pedestrian bridges.

Policy 4.12

All multi-family projects should provide several amenities such as usable open space, swimming pools, bar-b-que pits and community centers.

Office

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



Goal 5

Provide opportunities for new well designed Office Professional developments having supporting amenities.

Policy 5.1

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

Policy 5.2

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

Policy 5.3

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 5.4

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

Policy 5.5

Encourage office developments to reduce points of ingress/egress on arterial and collector streets, traffic congestion and traffic hazards.

Policy 5.6

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

Policy 5.7

Where possible, reduce the amount of signage, visual clutter and inconsistent architectural styles.

Policy 5.8

Office structures should be developed in clusters and not configured in a linear pattern.

Policy 5.9

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

Policy 5.10

When developed adjacent to residentially planned areas, new office structures or conversions should be single story. New construction should have, and conversions should retain, residential facades in these situations.

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

Encourage large commercial projects to develop along routes served by mass transit.

Policy 6.2

Encourage commercial developments to be located in nodes, at intersections of arterial and/or collector streets. Commercial projects should avoid being developed in a strip commercial development pattern.

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

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

Policy 7.4

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 7.5

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

Policy 7.6

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 7.7

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 (except 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

Outdoor storage areas are discouraged. If developed, outdoor storage areas should 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 7.10

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.

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

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.

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 a large number 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

Developers should contact Clark County Department of Public Works to request a pre-application conference for preliminary designs of egress and access points on all arterial and collector streets.

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 and shifting building placement can provide appropriate transitions between different building scales and intensities.

Policy 10.2

Encourage variations to a building's mass by breaking up the mass (mass refers to the height, bulk, and scale of a building) of a building. In order to improve visual quality, variations include architectural treatments on all building sides to eliminate blank building elevations along public rights-of-way and areas visible to the general public. Similarly, buildings located on corner lots should have façades enhanced to match the front of the building to emphasize their prominent location.

Policy 10.3

All signage should 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 10.4

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

Research and Business Parks



Research and Business Park developments within Whitney should accommodate low intensity development with less of a focus on industrial uses and more on warehousing with commercial office space having supporting amenities. Concurrently these land developments should provide for the diversification of the region's economic base and employment opportunities. Research and Business Park development proposals should demonstrate compliance with the following goal and policies.

Goal 11

Provide opportunities for appropriately located and well designed Research and Business Park development.

Policy 11.1

The location of Research and Business Park developments should consider compatibility with existing land use patterns, appropriate access routes and traffic volumes, environmental concerns, proximity to single family residential uses, transitional land uses, as well as proper siting and storage of hazardous materials.

Policy 11.2

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

Policy 11.3

Single family and multi-family developments (as primary uses) are not allowed in Research and Business Park areas. Live/work units may be suitable when not associated with or adjacent to industrial uses having safety (hazardous materials) issues .

Policy 11.4

Outdoor storage areas are discouraged. If developed, outside storage areas, loading areas with roll-up, overhead doors, service areas, and areas intended for large semi-truck parking should be screened from streets, residential and other adjacent uses.

Policy 11.5

To improve visual quality and compatibility, Research and Business Park development should orient less intensive uses (e.g. offices) and install landscaping buffers adjacent to public rights-of-way (on the perimeter of the development). Other more intensive uses should be internalized within the development.

Policy 11.6

Research and Business Park developments should be planned and developed to alleviate traffic congestion, traffic hazards, sign proliferation, visual clutter, and incompatible architectural styles.

Policy 11.7

Encourage Research and Business Park developments to be designed as centers or campuses with coordinated architectural and signage programs, screened parking areas, and appropriate landscaping. Large scale retail projects should be discouraged in BDRP (Business and Design Research Park) areas.

Policy 11.8

Signage will be subject to setbacks, size, height and other provisions of Title 30. Monument signs are encouraged.

Policy 11.9

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 11.10

Developers should contact Clark County Department of Public Works to request a pre-application conference for preliminary designs of egress and access points on all arterial and collector streets.

Industrial



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

Goal 12

Provide opportunities for appropriately located and well designed industrial development within Whitney.

Policy 12.1

The location of new industrial developments should be of sufficient size to accommodate all criteria necessary to be compatible with existing land uses while considering proximity to commercial uses, buffering, transitional land uses, as well as the proper siting and storage of hazardous materials.

Policy 12.2

Industrial land uses should not be developed adjacent to residential developments. Residential projects located within or adjacent to existing developed industrial areas and/or proposed future industrial areas are inappropriate.

Policy 12.3

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 12.4

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

Policy 12.5

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 12.6

Encourage signage that is compatible with the area. Monument signs are encouraged.

Policy 12.7

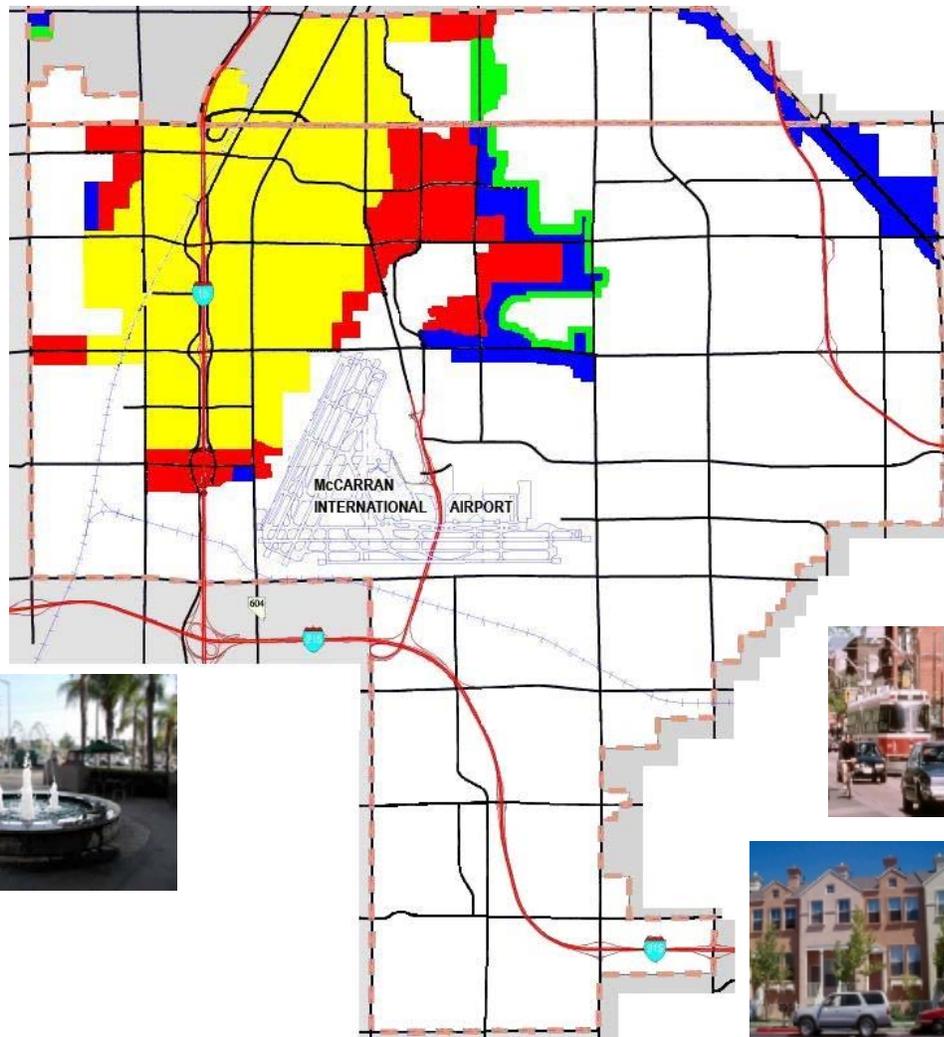
The public access portion of all building footprints visible from a right-of-way or a residential use should have a landscape area between the building and parking area. In no instance should pavement for parking aisles or spaces directly abut the building footprint.

Mixed Use



The Boulder Highway Corridor is the Central Business District for Whitney. It is a high intensity, pedestrian oriented economic center that is intended for Mixed Use Development. It is the intent of the following goals and policies to support mixed use development in the Boulder Highway Corridor but at the same time to establish connectivity with the Las Vegas Wash and other open space programs.

The mixed use goals and policies provide a general framework to guide the density, intensity and development standards for mixed use development in the Whitney 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 C for map) which designates the location and defines the density, intensity and development standards for any mixed use project. A mixed use development that meets the goals and policies in this section and the requirements of the Mixed Use Overlay District(s) will be considered as conforming to the land use plan.



Goal 13

Provide opportunities for well designed mixed use development within Whitney.

Policy 13.1

Mixed use developments should provide easy vehicular entry and exit access with the objective to accommodate all users.

Policy 13.2

Mixed use developments should incorporate apartments/condominiums, commercial, general business, professional offices/services and public offices/services that are consistent with the underlying land use category.

Policy 13.3

More intense mixed use developments 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 13.4

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

Policy 13.5

Where MUD 3 and MUD 4 developments are allowed, encourage design techniques that will result in a project that is similar in design, bulk, style and scale with surrounding development.

Policy 13.6

Encourage residential development to have appropriate indoor and outdoor amenities (e.g. swimming pool, health spa, tennis courts, trails and park access, etc.) with local supporting mixed uses (e.g. restaurants, entertainment facilities, etc.).

Policy 13.7

Encourage Live/Work units 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/Work units, encourage the location of private exterior space on the second floor in a covered porch or balcony overlooking the street.

Policy 13.9

Density bonuses and special use permits for additional height are not encouraged adjacent to the RNP-1 overlay areas.

Policy 13.10

Work-force housing units should be incorporated into mixed use developments and other areas. 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 Whitney.

Policy 13.11

Encourage mixed use developments 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 13.12

Encourage the development of a pre-determined mix of uses that should be contained within a MUD development. Uses on adjacent properties within walking distance (1/4 mile) maybe considered when determining a MUD project. The intent is to develop a cohesive mix of uses with the objective of achieving a live, work and play balance within a neighborhood.

Building Orientation and Site Planning

Goal 14

Encourage appropriate building orientation and site design for mixed use development.



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

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

Policy 14.5

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

Building Design and Architecture

Goal 15

Encourage innovative building design and architecture for mixed use developments.

Policy 15.1

Encourage mixed use developments 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; or pitched and 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

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 15.4

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 15.5

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

Pedestrian Circulation and Orientation

Goal 16

Encourage mixed use developments 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

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

Policy 16.3

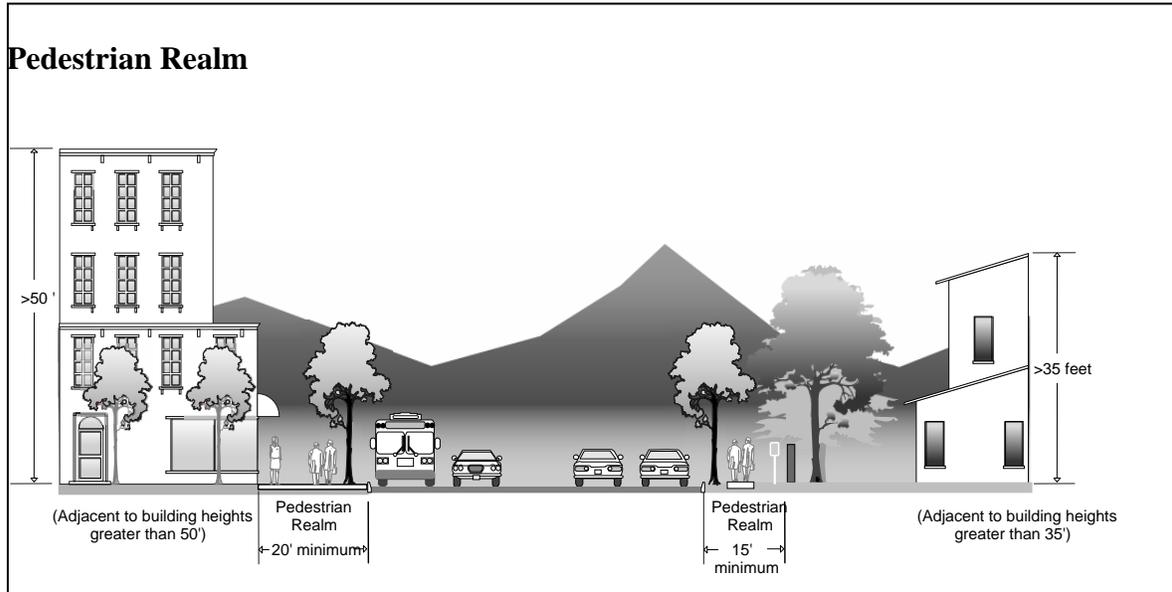
Encourage the placement of pedestrian scale site furnishings along public streets and open spaces to create visual continuity, reinforce the pedestrian character with wider sidewalks and provide outdoor use areas along public walkways. These amenities may consist of seats and tables, drinking fountains,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

Policy 16.4

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.



Goal 17

Establish a Mixed-Use Neighborhood around the University of Nevada-Las Vegas Sam Boyd Stadium with an emphasis on uses complimentary to the Stadium.

Policy 17.1

This part of the mixed-use district should incorporate multi-family projects, restaurants and retail businesses that support and serve the stadium and the Silverbowl sports park.

Policy 17.2

Encourage uses that promote recreation, cultural activities, entertainment and the arts.

Policy 17.3

Workforce housing projects are encouraged in this area.

Policy 17.4

Encourage interactive participation in the development of this area on the part of UNLV, Whitney Town Board, Planning Commission and the Board of County Commissioners.

Property Maintenance

Certain aspects of Clark County's commercial and housing stock are aging or are otherwise deteriorating. As structures deteriorate, more attention to keep buildings and property safe and up-to-date with current Clark County standards is needed. With the passage of time, owners need to invest in their buildings and property to maintain and in some instances restore structures and property to good condition. This improvement will also enhance the marketability of individual sites and the general surrounding neighborhood. In that vein, the following goals and polices are established to guide the land use plan in the ensuing years regarding maintenance, neighborhood appearances and preservation.

Goal 18

Preserve commercial and residential areas by preventing the deterioration of structures and sites through active programs, code enforcement and public and private activities that strive to restore and enhance individual sites and neighborhoods.

Policy 18.1

Maintain buildings free of cracks, warping, missing materials or features. Maintain the structural integrity of residential housing units by fixing, replacing or removing dilapidated, decaying, disfigured buildings and those in a state of disrepair.

Policy 18.2

Ensure that painting on building surfaces, structures, enclosures and walls are not decaying, peeling, chalking that can render them unsound and unsightly in comparison to others in the area.

Policy 18.3

Retain all stucco on structures to be in the same condition as it was when first applied less normal wear. Stucco that has significantly cracked or fallen should be replaced and painted to match the remaining stucco.

Policy 18.4

All brick, stone and tile work including veneer should be maintained as originally installed. Masonry units and veneer that has fallen into disrepair, including missing pieces, slumping or cracked pieces or those appearing to be separating from the structure should be repaired or replaced to meet current building code standards.

Policy 18.5

Roof tiles, concrete slates and other materials should be uniform in type and shape. Missing roof tiles or slates should be replaced with a similar material or tile as the missing pieces. Except in cases of emergency, roofs should be maintained in good condition free of tarps and coverings except for immediate repair work.

Policy 18.6

Parking areas, drive aisles, private sidewalks and walkways or other travel areas should be maintained free of pot holes, breaks, surface lifting and deteriorated conditions. Such travel areas are to be clean and free of debris.

Policy 18.7

All landscaping areas should be kept free of weeds, waste material and debris. Landscaped areas should be maintained in a healthy and growing condition and receive regular maintenance and trimming. All irrigation systems should be kept operational and meet all conservation measures and watering restrictions by the local water purveyor and Clark County. For all residential property, maintenance of any landscaping between the curb of any street abutting the parcel or site and the property line should be the responsibility of the owner or homeowners association (if applicable) to maintain. Title 30.64 landscaping standards are to be complied with on all developed properties.

Policy 18.8

All vacant lots should be kept free of debris without violating air quality regulations. Debris includes accumulation of tree limbs, yard waste, grass clippings, building materials, abandoned vehicles, trailers and abandoned furniture or similar items.

Policy 18.9

Walls, fences and trash enclosures should be kept free of significant surface cracks, dry rot, warping (deterioration), leaning (inadequate footings), missing or misaligned panels or blocks.

Policy 18.10

All windows and window screens are to be operational and without holes, breaks and tears. All architectural features such as shutters (louvers), dormers, fascia boards and frames are to be maintained as originally installed less normal wear. Any replacement of window areas should be with an equivalent or better glazing material.

Policy 18.11

Repairs, replacement or changes to structures are to be completed with similar materials as used in the original construction in order to avoid an unfinished appearance. Enclosing porches and front patio areas should be constructed with similar materials as the original porch/patio. Plywood (finished or unfinished) is not an acceptable material for permanent use on an exterior residential structure. No mixture of materials and finishes is to be used which would give the appearance of an unfinished area or boarded-up enclosure.

Policy 18.12

No debris, junk, old building materials are to be stored on residential property that can be seen from an adjacent property or the public right-of-way. Old furniture, sofas, chairs, auto parts are not to be placed in the front yard for storage or usage except in designated patio areas. No inoperable vehicle should be stored in the front yard or driveway portion of the front yard and must be screened from all rights-of-way or adjacent properties.

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 goal and policies as well as the Transportation Element (see Map 5). Some transportation projects and plans are specific to the Whitney Planning Area.



Goal 19

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

Policy 19.1

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

Policy 19.2

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

Policy 19.3

Encourage the dedication of additional rights-of-way on collector and/or arterial streets in transit oriented areas. Additional right-of-way dedication is to be used for possible future transit lanes.

Policy 19.4

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

Policy 19.5

Protect and maintain turning sight lines at all intersections.

Policy 19.6

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.

Goal 20

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

Policy 20.1

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.

Policy 20.2

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

Policy 20.3

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

Policy 20.4

Where appropriate, encourage the development of safe crossings for bicycles, equestrian users and pedestrians for street and highway projects in the plan area.

Policy 20.5

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

Policy 20.6

Office and retail commercial uses should be located within walking distance (one-quarter of a mile) of residential areas in order to reduce Vehicle Miles Traveled (VMT).

Policy 20.7

Where applicable, pedestrian access to future and existing transit stops and regional trails should be provided by all new development projects.

Goal 21

Engage in land use practices that will reduce the number of vehicles on the road in Clark County.

Policy 21.1

Encourage the development of an integrated network of alternate transportation choices with mass transit and the street system for all areas of Whitney.

Policy 21.2

Encourage developments to incorporate properly placed bicycle and walking paths leading to commercial and public areas.

Policy 21.3

Encourage pedestrian and vehicular movement between neighborhoods through street connections and by minimizing the use of cul-de-sacs.

Policy 21.4

Encourage the use of telecommuting when and where feasible.

Air Quality

Air quality is a regional concern that applies to all land use planning areas in Clark County. Emissions from automobiles, industrial facilities, construction and other activities affect air quality. Weather, wind and topography further influence these activities. Pollution created in one location may affect air quality miles away.

Goal 22

Improve air quality in Whitney and the Las Vegas Valley by addressing the cumulative impacts of development and by mixing uses, improving the jobs/housing balance, and facilitating alternative modes of transportation with the objective of reducing vehicle miles traveled and number of vehicle trips.

Policy 22.1

Consider cumulative impacts of new development and redevelopment on air quality rather than evaluate each use on an individual basis.

Policy 22.2

Submit development proposals for review by the Department of Air Quality and Environmental Management to comment on compliance with air quality and environmental plans and policies.

Policy 22.3

Construct high polluting facilities away from sensitive receptors, defined as segments of the population susceptible to poor air quality and certain at-risk sensitive land uses such as schools, hospitals, parks, or residential communities.

Policy 22.4

Encourage the use of sustainable development practices and promote energy conservation in public and private developments that benefit air quality by reducing emissions from the use of fossil fuels.

Policy 22.5

Promote and encourage the use of alternative modes of transportation through appropriate site and building design. Site design should provide access to bicycle, pedestrian and trail facilities.

Policy 22.6

Promote mixed-use development to reduce the length, number and duration of vehicle trips.

Policy 22.7

All parking lots, material handling and storage yards shall conform to the provisions of Section 92 of the Air Quality Regulations.

Policy 22.8

Enhanced landscaping such as mature trees and shrubs should be encouraged at the perimeter and interior of parking areas to provide shade and improve ambient air quality.

Policy 22.9

All vacant land shall conform to the provisions of Sections 90 and 92 of the Air Quality Regulations.

Policy 22.10

Trespassing and pioneering of unpaved shortcut roads across vacant property should be prohibited and properly terminated preventing vehicles from traversing unimproved and/or undedicated rights-of-way. Vacant properties should be fenced to prevent unwarranted vehicular traffic.

Policy 22.11

Utility roads, infrastructure alignments and other pioneered roads created along newly constructed infrastructures produce 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.

Goal 23

Engage in practices that will contribute to sustainability with regards to Air Quality in Clark County by reducing greenhouse gases (GHGs).

Policy 23.1

Encourage the use of telecommuting when and where feasible.

Policy 23.2

Encourage the expanded use of video conferencing to conduct business.

Policy 23.3

Encourage the use of Alternate Work Schedules, such as four ten-hour days, to reduce the number of vehicle trips.

Policy 23.4

Encourage the use of staggered shifts, which begin and end during non-peak travel times, in order to reduce the amount of time vehicles sit in traffic.

Policy 23.5

Encourage businesses to use online services, whenever possible, to reduce customer vehicle trips.

Policy 23.6

Encourage Transit Oriented Design (TOD), with a mix of land uses, within 1320 feet of existing and proposed public transit service.

Policy 23.7

Encourage commercial developments to provide facilities and designs that allow tenants to provide incentives for their employees to use public transportation, car pooling, trails and/or bicycles as a means of getting to and from work and that accommodate customers who use public transit, bicycles or walk.

Public Services and Facilities

The following goals and policies have been developed as the public services and facilities component of the Whitney Land Use Plan. These guidelines have evolved from existing County goals and policies, planning workshops, public meetings with interested citizens, the Whitney Town Advisory Board, Planning Commission, and Board of County Commissioners.



CLARK COUNTY LIBRARY

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, trails and other recreational facilities; libraries, schools; places of worship; fire stations; electric substations; water reservoirs and conveyance facilities, park and ride facilities may be appropriate 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, large places of worship, 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



FIRE STATION 33

Goal 24

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

Policy 24.1

When a project impacts CCFD, the developer should assist the Fire Department in meeting accepted levels of service standards.

Policy 24.2

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

Policy 24.3

Development within Whitney should demonstrate the ability to provide adequate fire protection services in any area outside the Fire Protection Service Zone.

Policy 24.4

Encourage directional signage for locating Fire and Police Stations.

Goal 25

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

Policy 25.1

When a project impacts police services, METRO and the developer should cooperate in mitigating areas of concern to meet current acceptable levels of police services within the vicinity of any new or expanded project.

Policy 25.2

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

Policy 25.3

Encourage defensible space concepts in site design to minimize crime potential. (Note: Contact METRO for defensible space recommendations.)

Public and Quasi-Public Infrastructure



Goal 26

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

Policy 26.1

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

Policy 26.2

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

Policy 26.3

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

Policy 26.4

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 26.5

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 26.6

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 27

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

Policy 27.1

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 27.2

Discourage the use of low voltage overhead electric distribution lines. Title 30 mandates that electric distribution lines be installed underground.

Goal 28

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

Policy 28.1

When technically feasible, encourage the joint use of corridors by utilities and service providers so that needed infrastructure is consolidated.

Policy 28.2

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 28.3

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

Goal 29

Clark County should continue promoting the conservation of energy and providing for the development and utilization of clean energy sources in achieving the energy needs of the community.

Policy 29.1

Encourage the use of solar panels on covered parking structures and appropriate building rooftops, when feasible.

Policy 29.2

Encourage a review of Clark County code and practices in order to encourage the development of clean energy sources, such as solar, wind and other emerging technologies.

Policy 29.3

Encourage the use of non-CMU materials for screen walls in order to help reduce the urban heat island effect, where feasible and appropriate.

Policy 29.4

In order to help reduce the urban heat island effect, encourage the use of pervious materials in parking lots and drive aisles, where feasible.

Policy 29.5

Encourage the use of deciduous trees and other landscape materials for shading of structures to reduce energy use.

School Facilities



C.W. WOODBURY MIDDLE SCHOOL

Goal 30

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

Policy 30.1

Encourage the development of designated pick-up and drop-off areas for all schools, including public, private, and child care facilities.

Policy 30.2

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

Policy 30.3

The District and Clark County should coordinate the collocation of District facilities and schools with other public facilities, such as parks and libraries that may function as complementary uses with an emphasis placed on pedestrian connectivity.

Policy 30.4

In the planning, siting, land acquisition, and development of a new District facility, school facility or significant renovation or expansion, the District should coordinate with Clark County on the availability of public facilities, services and grounds (especially for the purposes of collocating parks, trails, libraries, ball fields, community centers, public safety facilities, parking facilities, drainage facilities and other appropriate facilities).

Policy 30.5

Schools should not be located on sites with severe environmental hazards or constraints to development or areas within significant historic resources such that the design of the site would compromise development of the school.

Policy 30.6

Clark County in association with the District should ensure that existing and future District facilities and schools are available for all current and future students consistent with available financial resources and adopted levels of service standards. This can be accomplished by recognizing the District's responsibility to provide a system of adequate schools and facilities by working in collaboration with the authority of Clark County's Development Services and Comprehensive Planning Departments. The County and the District, when applicable, are encouraged to promote the coordination of possible land exchanges for the effective planning and utilization of existing and future District sites in order to meet existing and future student demands.

Policy 30.7

Clark County and the District should collaborate on planning and decision making in regards to population projections and public school siting to accomplish coordination between the adopted local comprehensive plans and the long range plans of both the County and the District. To ensure such projections are consistent with the Clark County future land use maps and District needs, Clark County should inform the District when the Bureau of Land Management (BLM) public lands are nominated for auction or development. The District and the County should coordinate to determine appropriate District facilities and school sites within the planning area, and should work together to facilitate the timely issuance of joint concurrence letters.

Parks and Other Recreational Facilities



The overall intent of the following goals and policies is to integrate the regional trails program with existing and planned recreation facilities and the community as a whole.

Goal 31

Provide for the development of parks and other recreational facilities that meet the needs of Whitney's residents.

Policy 31.1

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

Policy 31.2

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

Policy 31.3

Encourage developers to provide land to extend or connect to a regional trail system.

Policy 31.4

Encourage the Parks & Recreation Department, Public Works, RTC and the Regional Flood Control District to coordinate during their planning and design phase to incorporate multiple uses of flood control facilities. Primarily emphasis should be given to public safety and secondarily for trails and other recreational opportunities.

Policy 31.5

Where appropriate, existing and planned parks should be used for the purpose of locating and providing places with amenities for resting, interpretation and observation.

Goal 32

Promote the continuing development of regional parks for recreational opportunities and nature preserves.

Policy 32.1

Park development should support a variety of passive and active recreational outdoor day use activities such as: bird watching, hiking, and bicycle riding.

Policy 32.2

Trails within parks should provide connectivity to proposed and existing regional trails and establish physical continuity with regional parks.

Policy 32.3

All trail head components within Whitney should provide consistency by using a mix of common design elements such as signage, desert landscaping, shade structures, outdoor furniture, and seating areas.

Policy 32.4

Development in close proximity to a regional park should compliment the passive recreation amenities and environmental sensitivities associated with the park.

Natural Environment

Introduction

Regional planning and coordination is necessary when developing environmental plans. In Whitney, water quality, air quality, and flood control have been identified as critical issues.

Purpose

Conservation and management of natural resources and open spaces is critical to the quality of life in Clark County. The Town of Whitney 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 Whitney 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 Town Advisory Board (TAB), Planning Commission (PC), and Board of County Commissioners (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 emphasize the use of natural and/or open drainage. These systems can be developed emphasizing enclosed or piped drainage, or by incorporating the use of retention and detention basins. The storm drainage system within Whitney 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 Clark County Regional Flood Control District (CCRFCD) Master Plan covers both unincorporated Clark County and the incorporated cities within Clark County. The Master Plan describes facilities that are planned for Whitney. These facilities are a combination of detention and conveyance structures.

Goal 33

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

Policy 33.1

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

Policy 33.2

In coordination with Regional Flood Control District 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 33.3

Promote continued participation in the National Flood Insurance Program.

Policy 33.4

All new developments should provide on site storm water retention until a public storm water drainage system is available.

Surface and Ground Water



Goal 34

Protect groundwater quality.

Policy 34.1

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

Policy 34.2

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

Goal 35

Improve surface water quality.

Policy 35.1

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

Policy 35.2

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 36

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 36.1

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

Policy 36.2

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

Policy 36.3

Encourage developers of all land use types to qualify for Water Smart Home certification of their buildings and landscapes from the Southern Nevada Water Authority.

Policy 36.4

Encourage the use of xeriscape landscaping treatments between the rights-of-way and any decorative block wall surrounding development.

Wastewater



**WATER RECLAMATION DISTRICT
MAIN FACILITY**

Goal 37

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 37.1

Encourage new development to occur in conjunction with sewer line expansion. Developers are responsible to extend the sewer lines to new development at their cost.

Policy 37.2

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

Policy 37.3

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

Waste Reduction / Recycling

Goal 38

Engage in practices that reduce waste generation and make recycling a way of life.

Policy 38.1

Encourage the use of curbside recycling by all Clark County residents.

Policy 38.2

Encourage the use of composting by commercial landscapers and all area residents to remove this waste stream from going to the landfill and using it to benefit local landscapes.

Conservation Areas



Desert Tortoise
(Gopherus agassizii)



Las Vegas Bearpoppy
(Arctomecon californica)

Environmentally Sensitive Lands are defined in the Comprehensive Plan to be “An ecosystem level biodiversity; aesthetic areas including scenic roads and byways, slopes greater than 50%, significant geologic features and scenic points; administrative areas specifically designated for environmental and recreational purposes; and cultural and historic areas. Sections CV 3-1.1, CV 3-2.0 to 3-2.6, GM 1-1.7, & GM 2-1.2, of the Comprehensive Plan describe policies for these areas.

Also, there are a number of federally listed Threatened or Endangered Species in Clark County. The Clark County Multiple Species Habitat Conservation Plan (MSHCP) addresses several of these species and other species of concern in Clark County. In 2001, the MSHCP and Section 10 (a)(1)(B) Incidental Take Permit was issued to Clark County, Nevada Department of Transportation, and the Cities of Boulder City, Henderson, Las Vegas, Mesquite and North Las Vegas. This Plan and Permit covers the take of 78 species under the Federal Endangered Species Act, including the Desert Tortoise. The Desert Tortoise is currently listed as Threatened under the Act. Take is defined by the Act to be "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." (16 U.S.C. 1532(19)). Under the MSHCP, take of tortoise and the other 77 species on non-Federal lands is addressed when land is disturbed for development purposes.

The MSHCP mitigates for take on up to 145,000 acres of non-federal land within Clark County. Approximately, 65,000 acres remain to be disturbed at this point in time, and this statistic is updated by Desert Conservation Program staff on a monthly basis. This mitigation takes place on conservation lands in the county.

Nevada Department of Wildlife and Nevada Division of Forestry regulate the take of state-listed native plants and wildlife under Nevada Revised Statutes. The MSHCP does not confer coverage under NRS for any state-listed plants or wildlife. However, the County currently has a Master Permit with the State of Nevada, Division of Forestry for take of Las Vegas Bearpoppy, which is a state-listed species. This Master Permit for Las Vegas Bearpoppy provides coverage to landowners for take of this species.

Contact the Clark County Department of Air Quality and Environmental Management, the US Fish and Wildlife Service, or the Nevada Department of Conservation and Natural Resources for specific regulatory and enforcement information that relates to protected species.

For general information on the Clark County MSHCP:

http://www.accessclarkcounty.com/daqem/epd/desert/desert_index.html

For further information, please contact Clark County Department of Air Quality and Environmental Management:

http://www.accessclarkcounty.com/daqem/epd/epd_index.html

Goal 39

Encourage the conservation of wilderness and preservation lands.

Policy 39.1

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 39.2

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 – Hillside Development Standards).

Policy 39.3

Environmentally sensitive lands should be buffered by using sound development design, having low intensity uses backing onto these lands and not using streets to separate development from conservation lands.

Policy 39.4

Roads terminating at conservation lands should be properly terminated preventing vehicles from traversing vegetated areas or unimproved/undedicated rights-of-way and restricting places from illegal dumping.

Policy 39.5

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

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 THE 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 be 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 STATED MAXIMUM DENSITIES AND INTENSITIES IN NO WAY OBLIGATE THE COUNTY TO APPROVE PUD DEVELOPMENTS AT A GIVEN DENSITY OR INTENSITY, 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.

A Note on Mixed-Use Development (MUD)

The purpose of the Mixed-Use Overlay District (MUD) is to encourage a diversity of compatible land uses, including a mixture of residential with commercial, office, educational, institutional and other appropriate urban uses. The MUD overlay provides a mechanism to encourage new housing and innovative urban design that is less dependent on automobile transit. MUD projects are intended to create and sustain pedestrian oriented neighborhoods where local residents have convenient access to jobs, schools shops public facilities, transit and various services.

The MUD shall minimize adverse impacts on surrounding property. **THE STATED MAXIMUM DENSITIES AND INTENSITIES IN NO WAY OBLIGATE THE COUNTY TO APPROVE MUD DEVELOPMENTS AT A GIVEN DENSITY OR INTENSITY, 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).

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).

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).

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 planning area 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).

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), Rural Estates Residential PUD (R-E 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).

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).

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).

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).

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), Manufactured Home Residential (RT), Medium Density Residential (R-2), Residential Urban District (RUD), and Public Facility (P-F).

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).

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).

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, town homes, 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: 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), Recreational Vehicle Park (RVP) 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), Recreational Vehicle Park (RVP) 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 low intensity manufacturing and assembly developments, wholesale and distribution, office, professional services associated with warehousing, and other similar activities that promote industry and support a diversified economic base are intended. These developments are designed to assure minimal impact on surrounding areas. Major uses in the category include research and development, incubator businesses, wholesale businesses – such as food sales and distribution, postal and data processing centers, vehicle sales and repair (inside), 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), 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).

IL – Institutional

The Institutional category should be used for existing non-governmental, quasi-public organizations including, but not limited to, places of worship, private schools, hospitals and rehabilitation facilities, service organizations, public utilities etc.

These facilities can be found in any zoning district except the Public Facility (P-F) zone.

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 public schools, colleges and universities, governmental building sites and complexes, libraries, police and fire facilities.

The appropriate zoning district for these uses would be the Public Facility (P-F) zone.

Notes: