

South Clark County Land Use Plan Update – Older Section covering Goodsprings, Sandy Valley and I-15 corridor

This older section contains Goals and Policies that, when appropriate, need to be moved to the newer section. Your input is appreciated.

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WEST LAND USE GOALS & POLICIES

SECTION ONE

Issues, Opportunities, Goals & General Policies

Introduction

This section lists the issues, Opportunities, Goals, and General Policies of the South County Land Use and Development Guide. The issues cover broad ranges of concerns, some of which cannot be adequately addressed in a land use plan (See Section Three – Implementation). The Opportunities and Goals relate directly to the Land Use and Development Guide and are addressed by the Plan’s policies. The General Policies apply to the west side of the South County planning area. The Area Policies apply to specific communities within the planning area. However, both the General and Area Policies are intended to help attain the Plan’s goals.

Plan Issues

The west side of the South County planning area currently faces a variety of issues that can begin to be addressed by a land use and development plan. The major issues affecting this planning area are:

- Truck traffic does not bypass the developed residential communities in the planning area.
- The planning area is dependent on underground aquifers to supply its potable water. Limited water resources may affect development in the planning area.
- Many commercial and public services are currently not available in the South County. Residents of the communities in the planning area must travel many miles in order to obtain basic supplies.
- Emergency services in the planning area are not always adequate for the needs of the residents.
- County development regulations were designed for urban areas and do not always consider the different conditions found in the rural areas.
- There are several buildings, structures, and archaeological sites in the planning area that could qualify as “Historic Places.”
- The dominant housing type in the planning area is manufactured homes.
- Several “threatened” or “endangered” species inhabit the South County.
- The US Fish and Wildlife Service has established an important Desert Tortoise Habitat area which occupies a large part of the planning area.
- Unpaved streets contribute to the dust problems encountered in the communities of the planning area.
- Many land owners/communities do not own the mineral rights under their properties clouding the title.

- Several schools in the planning area do not have adequate pedestrian access for the protection of children going to and from school.
- Sections of the rural highways may be appropriate for scenic highway designation.
- Some community well sites are still open to mineral entry. Mineral claims are being made on these parcels jeopardizing community water supplies.
- At some point in the future, a high school may be needed.
- Several historic cemeteries are known to exist in the planning area.
- In some cases, census data for the communities in the planning area is not representative of the actual population.
- Lifestyle and community character is very important to the residents of the planning area.
- An inadequate amount of developed park acreage exists in the communities of the planning area.

Plan Opportunities

The communities within planning area offer many land use and development opportunities. The most significant include:

- Preservation of historical sites and places will help keep the integrity of the communities intact.
- Lifestyle and community character are valuable assets to the communities of the planning area. Preserving these qualities is vital to the residents.
- Communities can evolve into full service communities with a broad spectrum of land uses.
- Development of neighborhood and regional parks for the current and future residents will greatly enhance the quality of life.
- The resort activity along the I-15 Corridor acts as an employment base for the communities of South Clark County.
- Preservation of open space will help to maintain the rural nature found in much of the South County.
- Limiting commercial and industrial uses to well defined areas and to the proper scale will help to maintain each community's character and aesthetics.
- Given current development, uncommitted ground water resources can be considered and closely matched to future land use approvals.
- Communities in the planning area can grow and function as an integrated and cooperative region, rather than as competing entities.

Plan Goals

This Chapter is intended to serve as a guide for the public, elected officials, development community, and County staff with respect to land use decisions within this planning area. The overall goals of this plan are:

1. To promote public health, safety, and general welfare.
2. To promote efficient use of public services, minimizing cost of service extension and maintenance paid by service providers, County, and /or developer.
3. To promote development compatible with the natural environment.
4. To preserve and enhance the rural residential environment of the communities of the South County, protecting existing neighborhood, and keeping areas favorable for new neighborhoods.
5. To promote a mix of land uses, including single-family, multi-family, public facility, commercial, and industrial development that is appropriate and compatible with the existing character of the communities in the South County Planning Area.

General Policies

Growth Management

To promote efficient use of public services, minimizing cost of service extension and maintenance paid by the service district, county, and/or developer.

The Clark County Comprehensive Plan divides Clark County into six geographic areas called “Community Districts”. The South County Planning Area contains five of these districts – Community Districts 1, 3, 4, 5, and 6. The following policies are used to support the South County Community Districts.

Policy SC1.1g

Expand and intensify economic activity in and near the South County’s CD 1 areas.

Policy SC1.2g

Maximize the use of existing public services and facilities in the CD 5 area.

Policy SC1.3g

Give priority to development locating adjacent to existing public services and facilities.

Policy SC1.4g

Apply CD 6 designation to state and federal recreation and conservation areas, along with remote public lands without access to public services and facilities.

Policy SC1.5g

Do not approve zone change applications in CD 6 that could increase a property’s land use intensity or facility impact.

Policy SC1.6g

Review community district boundaries whenever the Plan is updated to determine if changes are warranted based on increased public service availability or unforeseen development pressure.

Land Use/Neighborhood

To preserve and enhance the rural residential character of the South County, protecting existing neighborhoods and keeping areas favorable for new neighborhoods.

To promote a mix of land uses including single-family, multiple family, public facility, commercial, and industrial development that is appropriate and compatible.

To promote development compatible with the natural environment.

Policy SC2.1g

Keep the future land use of an existing or approved land use in the same category unless indicated other wise in the Plan.

Policy SC2.2g

Do not allow intense residential, commercial, or industrial development in areas not served by public water and sewer services. However, uses served by an individual well and septic system and uses not requiring water and sewer service are allowed.

Policy SC2.3g

Limit the overall density of multi-family development to a maximum of 18 dwelling units per acre unless indicated otherwise in Community Plans.

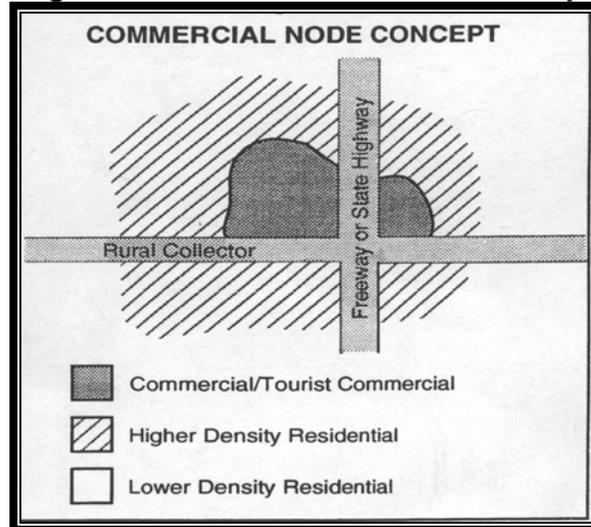
Policy SC2.4g

Locate multi-family development within or near CD 1 employment centers or along major arterials as shown on Community Plans.

Policy SC2.5g

Concentrate tourist commercial and commercial uses in clusters or “nodes.” These nodes should be accessible from major streets or highways. One way to locate commercial nodes is shown in Figure 13. (See Community Plans for location of nodes.)

Figure 13: Commercial Node Concept



Policy SC2.6g

Develop commercial nodes according to the following standards:

- Provide common access and circulation between adjacent commercial and industrial parcels, where possible
- Provide traffic acceleration/deceleration lanes at major access points
- Provide all parking and maneuvering on-site for multi-family, commercial, industrial, and public facility development
- Design nodes to provide safe and convenient pedestrian access and movement

Policy SC2.7g

Ensure that additional commercial or industrial uses are not established in residential core areas.

Policy SC2.8g

Design large commercial projects as self-contained units with off-site impacts minimized or eliminated. (See policy SC9.8g for compatible site features)

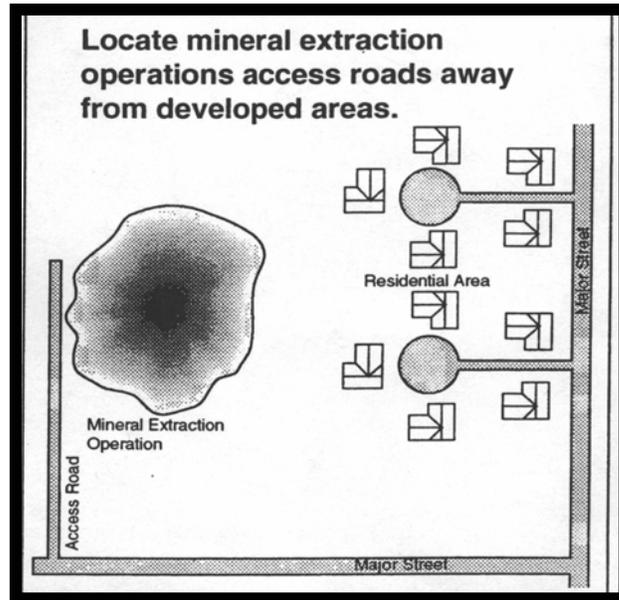
Policy SC2.9g

Direct industrial development to areas removed from the South County’s resort and residential areas.

Policy SC2.10g

Protect residential areas from potential adverse impacts of mineral extraction operations by locating mineral extraction access away from residential areas and requiring appropriate noise and dust control measures (see Figure 14).

Figure 14: Mineral Extraction Access



Policy SC2.11g

Encourage only open space, recreational, public facility, or residential developments with very low densities to locate in areas with slopes greater than ten percent.

Policy SC2.12g

Discourage the location of residential land uses within a one-half mile radius of public sewage treatment facilities

Policy SC2.13g

Encourage low occupancy mineral extraction, public facility, recreation, agricultural or open space land uses to locate in the vicinity of sewage treatment facilities.

Policy SC2.14g

Do not locate structures on known geologic faults.

Public Land

To promote efficient use of available services, minimizing cost of service extension and maintenance paid by the service provider, county, and/or developer.

Policy SC3.1g

Encourage multiple use of public lands.

Policy SC3.2g

Encourage the Bureau of Land management (BLM) to release parcels through BLM land sale procedures in areas of the South County where public services (water, sewer, street network, fire, police, etc.) are available, prior to release of unserved parcels.

Policy SC3.3g

Encourage the BLM to give highest priority for release to parcels that are contiguous to existing privately owned land.

Policy SC3.4g

Encourage the BLM not to release lands within CD 6 to the public.

Policy SC3.5g

Encourage the BLM to obtain the concurrence of Clark County prior to any land exchange within the South County or other incorporated areas of the South County.

Policy SC3.5g

Do not dispose of public lands having slopes greater than 15% unless the land will be used for public purposes.

Flood Control

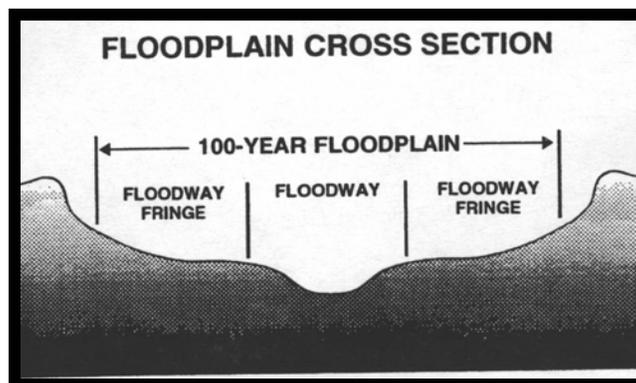
To promote public health, safety, and welfare.

To promote development compatible with the natural environment.

Policy SC4.1g

Do not allow unprotected residential, commercial, or industrial development in the 100-year floodplain (See figure 15).

Figure 15: Floodplain Cross Section



Policy SC4.2g

Allow the following land uses in the floodway portion of the 100-year floodplain:

- Projects with low flood damage potential, such as recreation or open space.
- Uses or accessory uses without structures such as lawns, gardens, and parking area.
- Flood control channels, levees basins, diversions, and similar facilities
- Fill and structural improvements meeting the requirements of the Clark County Regional Flood Control District's (CCRFCD) Uniform Regulations for the Control of Drainage.

Policy SC4.3g

Allow only the following land uses in the Floodway Fringe portion of the 100-year floodplain:

- Fill and permanent structures to the extent that the cumulative effect of encroachment does not allow a rise of more than one foot in the base flood elevation.
- Permanent structures provided that the lowest habitable floor is at least eighteen inches above the base flood elevation.

(For specific regulations and information about flood insurance, contact the Clark County Public Works Department or the CCRFCD.

Street Network

To promote public health, safety, and welfare.

To promote efficient use of available services, minimizing cost of service extension and maintenance paid by the service provider, County, and/or developer.

Arterials are intended to move heavy traffic as quickly and efficiently as possible. Traffic flows to arterials from collector streets, which are fed from local streets. Local streets provide direct access to residential properties.

Policy SC5.1g

Minimize curb cuts on arterial and collector streets to reduce traffic accident congestion.

Policy SC5.2g

Do not allow single-family homes to directly access arterial streets. If these streets must be accessed, development should minimize curb cuts by using cul-de-sac or knuckles. (Note: By current County Code, parcels should not be designed with driveways that require backing onto collector streets).

Policy SC5.3g

Minimize through traffic on local and residential streets by using cul-de-sacs, curvilinear streets, etc., in subdivisions.

Policy SC5.4g

Do not access commercial, industrial, or multi-family development from local streets. Access to these developments should only be from arterial and collector streets, where available.

Policy SC5.5g

Do not align commercial, industrial, or multi-family access points with streets.

Policy SC5.6g

Provide an adequate amount of maneuvering room on-site for multi-family, commercial, and industrial development

Policy SC5.7g

Provide common access between adjacent commercial/industrial developments where possible.

Policy SC5.8g

Provide adequate sight zones at corners, intersections, driveways, and parking lots. (Current County code does not allow plants higher than 30 inches within the 30-foot triangular sight zones on the corner lots or in 15-foot sight zones adjacent to driveways.)

Police and Fire Protection

To promote public health, safety, and welfare

To promote efficient use of public services, minimizing cost of service extension and maintenance paid by the service provider, County, and/or developer.

Policy SC6.1g

Employ defensible space concepts in site design to minimize crime potential. (Contact the Las Vegas Metropolitan Police Department for defensible space recommendations.)

Policy SC6.2g

Discourage development from locating beyond the recommended response area of existing fire stations.

Policy SC6.3g

Equip development locating outside of the response area with automatic sprinklers.

Water and Sewer

To promote public health, safety, and welfare.

To promote efficient use of public services, minimizing costs of service extension and maintenance paid by the service provider, County, and/or developer.

Policy SC7.1g

Do not consider applications for development which would extend public water or sewer service prematurely.

Policy SC7.2g

Discourage development requiring public water service from locating outside the area served by a water purveyor.

Policy SC7.3g

Encourage water conservation through the use of drought tolerant landscaping and water-saving devices in new construction. (Note: See the Clark County Design Manual for landscaping recommendations.)

Policy SC7.4g

Encourage development (excluding an individual residence with a septic tank) to locate within the area served by existing sewer service facilities. Major developments may provide their own sewage treatment facilities as an alternative. However, package treatment plants are subject to the package plant section of the Clark County 208 Revised Water Quality Management Plan, November 1988 Amendments and Section 24.28 of the Clark County Code.

Schools

To promote public health, safety, and welfare.

To promote efficient use of public services, minimizing cost of service extension and maintenance paid by the service provider, County, and/or developer.

State law requires “schools zone” speed limits of 15 mph on streets adjacent to schools. “School crossing” speed limits of 25 mph are required when the street is nearby, but not adjacent to the school. When placed on arterial streets, school zones and crossings severely limit efficient traffic flow and represent a safety concern for school children and motorists.

SC Policy 8.1g

Orient and design schools so that school zones (15mph) have the least possible impacts on arterial streets.

SC Policy 8.2g

Place school crossing on streets with the lowest traffic volumes wherever possible.

SC Policy 8.3g

Encourage the School District to locate senior high facilities in the South County as soon as the area’s population can justify them.

Streetscape, Buffering & Site Design

To promote public health, safety, and welfare.

To preserve and enhance the residential character of South County, protecting existing neighborhoods and keeping areas favorable for new neighborhoods.

To promote a mix of land uses, including single-family, multiple family, public facility, commercial, commercial tourist, and industrial development that is appropriate and compatible with the character of the South County.

Policy SC 9.1g

Ensure that developments provide attractive streetscapes with buffering on their street frontage where appropriate.

(Note: Buffering is defined as landscaping, walls, and/or setbacks. See the Clark County Design Manual for buffering suggestions.)

Policy SC 9.2g

Promote an attractive streetscape theme along major arterial and collector streets, using common features such as similar setbacks, landscaping materials, and wall design.

Policy SC9.3g

Commercial Tourist developments should provide additional off-street parking designated especially for recreational vehicles (RVs) and trucks.

Policy SC9.4g

Encourage Commercial Tourist developments to provide additional oversized vehicle parking areas on-site. These areas should be integrated into the overall site design of each property so that they are both functional and aesthetically pleasing.

Policy SC9.5g

Where on-site recreational vehicle parking is not feasible, off-site RV and truck parking facilities should be developed to accommodate the projected oversized parking demand.

Policy SC9.6g

Encourage the use of drought tolerant plant species in landscaped areas. (See the Clark County Design Manual for suggested plant material.)

Policy SC9.7g

Encourage water conservation through more efficient irrigation practices such as: control of runoff, water-saving devices, drought sensitive design, and proper installation/maintenance of automatic irrigation systems.

Policy SC9.8g

Ensure that commercial, industrial, and multiple developments provide significant buffering and compatible site design features on the parcel sides that are adjacent to existing single-family homes or areas for only single-family homes. (See community plans for exact locations.)

Policy SC9.9g

Use compatible architectural features on all buildings visible from the site perimeter.

Policy SC9.10g

Design window, balcony, and entrance orientations to safeguard the privacy of neighbors.

Policy SC9.11g

Structure building placements and elevations so that undesirable shadow and wind patterns are not created for neighboring properties and pedestrians.

Policy SC9.12g

Ensure that lighting from signs; buildings, parking areas, and on-site traffic do not disturb neighbors.

Policy SC9.13g

Provide adequate on-site parking so that adjacent off-site streets are not used for parking.

Policy SC9.13g

Screen or place trash pick-up, parking and delivery systems away from adjacent residential uses.

SECTION TWO

Existing Land Uses & General Policies

Land Use Categories

The following land use categories are used throughout the west side of the South County Planning Area. They are used to identify existing, approved, and planned land uses within the planning area. Designations are based on the primary use of land.

Public Facility – PF

Designates areas where the primary land uses are public and quasi-public services and facilities. Examples include: schools, libraries, museums, hospitals, churches, police/fire stations, and cemeteries.

Parks and Recreation – PR

Designates areas where the primary land uses are low intensity public, quasi-public or private outdoor recreation facilities. Examples include: parks, golf courses, tennis courts, and ball fields.

Open Space/grazing land/public land – OL

Designates areas that are remote from population centers with highly limited availability of public services/facilities. Lands are primarily in public ownership. Grazing, open space, and recreational uses may occur. For lands in private ownership, only single-family/farm uses at densities-greater than one dwelling unit per ten acres may be considered when not in proximity to existing or planned industrial uses. Parklands are included in the separate Park & Recreation (PR) land use category.

Residential Countryside – RC [up to one dwelling unit (du) per 2 acres]

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. Septic tank and well usage is common. Single family dwellings may be clustered. Multiple family dwellings are not appropriate.

Residential Rural – RR (up to one du/acre)

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 tank and well usage is common. Single family dwellings may be clustered. Multiple family dwellings are not appropriate.

Residential Suburban – RS (up to two du/acre)

Designates areas where the predominant housing type is detached single family developed at low densities. Septic tank and well usage is common. Single family dwellings may be clustered. Multiple family dwellings are not appropriate.

Residential Low – RL (up to eight du/acre)

Designates areas where the predominate housing types is detached single family, developed at low to medium densities. Single family dwellings may be clustered or attached. Townhouse and mobile home developments with densities up to eight du/ac may be appropriate.

Residential Medium – RM (up to 18 du/acre)

Designates areas where the predominate housing type is multiple family developed at medium densities. All apartments, apartments built as condominiums and plexes are included in this designation. Building heights generally do not exceed two stories 24 feet).

The RM category allows any residential housing type with densities over eight (8) du/acre to a maximum of 18 du/ac, including single family, multiple family, townhouse, and mobile home park developments.

Commercial General – CG

Designates areas where the primary land use is mixed commercial. Typical uses include: general retail sales, banks, banks, eating and drinking places, indoor amusement and recreation, miniature golf courses, mini—warehouses, motels (three stories or less), auto dealerships, and office buildings. Building heights near residential neighborhoods generally do not exceed two stories (35 feet). Where appropriate, commercial buildings may be up to nine stories in height. This land use category may allow RL land uses (up to eight du/ac) where appropriate.

Commercial Tourist – CT

Designates areas for commercial establishments that primarily cater to tourist. The predominant land uses include: casinos, resorts, hotels, motels (greater than three stories), recreational vehicle parks, zoos, stadiums, and amusement or theme parks.

Commercial/Industrial – CI

Designates areas where the primary land uses are commercial, professional, or industrial developments, which are designed to assure minimal impact on surrounding areas. Major uses in the category include: research and development, food sales and distribution, postal and data processing centers, vehicle repair (inside), and general non-hazardous warehousing. Outdoor business activities or storage are not appropriate. This category may be used as a buffer between residential and more intense industrial land uses.

Industrial – IND

Designates areas where the primary land uses are medium to high intensity industries. Typical uses include: assembly plants, heavy equipment repair, sales, or storage, salvage, outside storage facilities, transmission facilities, and transportation.

Mineral Extraction – ME

Designates areas where the primary land uses are the mining of minerals or similar types of resource production.

Land Use Policies

These are the recommended land use policies for the planning area. The general policies found in Section 1 apply to the entire west side of the South County Planning Area. Policies contained in this Section are more specific, and in many cases are uniquely tailored to the development goals of the communities in this planning area.

The land use plans in this Chapter take the place of the typical comprehensive, single colored land use plan map. Since it is difficult to show planned land uses for the entire area of the South County on one map, several “Detail Areas” have been broken out and planned individually. The following explanations apply to the land use plans and policies.

Each Detail Area has one of four characteristics:

- Developed, with little or no remaining vacant private land.
 - Developing, with a residential character.
 - Developing, with a mixture of land uses.
 - Undeveloped, vacant parcels: The undeveloped sections are part of Community District 3 (CD 3) or Community District 6 (CD 6). The parcels in CD 3 are currently premature for development beyond existing zoning. Parcels classified as CD 6 should remain as open space.
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- On the plans, black and white patterns show existing and approved land uses. (Approved land uses also have a black border around them.) The colors show the planned land uses. In most cases, the planned land use color correspond directly with existing or approved land use (black and white pattern.) However, if current conditions indicate that a land use should be changed to a more appropriate use, the color will not correspond to the underlying land use pattern.
 - Bureau of Land Management (BLM) parcels that are identified for use by various government agencies like Clark County, the Clark County School Districts, and the CCRFCD are identified on the plans (usually as public facilities).
 - The multi-family land use in the planning area are generally limited to Residential Medium at densities of no more than 14 dwelling units per acre and are located near planned employment centers or along major arterials unless shown otherwise on the plans.
 - The planned industrial land uses in the South County are limited to those allowed in M-D, and M-1 Zoning Districts. Light Manufacturing uses need to meet the site design requirement of the M-D Zoning Districts. These areas are intended to be developed as industrial/business parks.
 - Water is the major constraint for development in the South County Planning Area. The communities in the South County currently received their water from underground aquifers. If, and when the communities in the South County obtain more water, development may be able to proceed into the vacant portions of CD 3.

The west side of the South County planning area has a total of 394,621 acres (617 square miles). Of that total, approximately 99 percent of the planning area (609 square miles) is vacant.

South County General (See Detail Area maps for Specific communities):

This approximately 617 square mile area shown on the South County general map (Map 6) represents about a third of the entire South County Planning Area. The communities of Goodsprings, Jean, Primm, Sandy Valley and the Interstate 15 Corridor are shown on the following pages as “Detail Areas.” Most of the South County Planning Area is designated as Community District 3 (CD3) and /or 6 (CD 6). The areas in CD 3 are premature for urban development or development that would require additional public infrastructure. Extension of the full range of public infrastructure is not currently planned for areas in CD 3. CD 6 is defined as an open space and conservation district.

This classification identifies areas of limited development potential. The purpose of this district is to preserve areas for open space, scientific research, or recreational uses, and to protect health and safety. Areas designated CD 6 should not be considered for future commercial or industrial uses. The CD 6 classification may also function as an overlay district.

Nearly all of the area shown on the South County land use map is public land. Several mountain ranges run through the center of the planning area, causing much of the area to have slopes of 15 percent or more. The Lake Mead National Recreational Area extends along the entire eastern side of the South County. (The 1994 South County Land Use and Development Guide does not designate land use on public land in the Recreation Area.) In addition, a large area in the center of the planning area has been designated as important habitat for the desert tortoise.

General Policies: The following policies have been established generally for the South County:

- Expansion of development beyond the area’s available resources should not be allowed. New development proposals must demonstrate site compatibility, suitability, and that adequate resources and facilities are currently available to serve the development.
- Federal land surrounding the Detail Areas is designated as Open Land (OL), unless otherwise noted, and should remain in public ownership.
- Public lands outside of federally established Areas of Critical Environment Concern (ACEC’s) should remain open to public recreation and similar uses.
- Public lands within highway and freeway rights-of-way should be used as open space, future right-of-way, or for other public purposes and should remain in public ownership.
- Strips along the Planning Area’s major highways were zoned C-2 and H-2 years before significant growth occurred in the Las Vegas Valley and several of the South County’s Detail Areas. Given current resources, development of these highway areas is not feasible. Outside of the Detail Areas, highway frontage on public land is designated as OL.
- In the South County, many mining claims have been patented (sold as private land) for mineral exploration and processing purpose. Patented claims in CD 3/6 should be used for resource production or single-family residential uses. These areas are designated OL.

- Energy transmission facilities should be located adjacent to existing energy transmission facilities. New pipelines and power lines should be limited to existing corridors and their placement within the corridors should be as close together as possible.
- Areas within CD 3/6 should not be considered for any urban-intensity development, which requires new public facilities or an extension/expansion of existing public facilities. Zone changes that could increase a property's density or intensity of use should not be allowed.
- Public land within CD 3/6 should remain in federal or other public ownership and should not be considered for disposal for private ownership and development.

Specific Policies For Detail Areas

Goodsprings, generally Sections 25 and 26, Township 24, Range 58:

The Goodsprings Detail area map (Map 13) shows approximately two square miles of public and private land in the immediate area of Goodsprings. Other areas are shown on the South County land use map. Goodsprings was established in 1895 and supported local operations. Today, Goodsprings is a small rural community. Residential development is characterized by single-family dwellings on small parcels near the center of town and larger parcels beyond. Goodsprings is designated as a Community District 5 (CD 5) rural town with the surrounding public land designated as Community District 3 (CD 3).

Goodsprings' "downtown" is centered along Market/Spring Street at the end of State Route 161. Residential development surrounds the few existing commercial or public facilities uses with densities decreasing away from the center of town. The community's main commercial use is a small neighborhood bar.

The main access to Goodsprings is provided by SR 161, which connects to Interstate 15 at Jean.

Goodsprings is served by individual wells and septic systems. Adequate groundwater supplies are a concern for future development throughout the area.

Additional private land is not currently needed to support the future growth of the Goodsprings area. Therefore, federal land in the Goodsprings area should remain in federal ownership for recreational uses or for other public purposes. Open space should be maintained to promote the health and general welfare of Goodsprings residents.

Policies: The following policies have been established for Goodsprings:

- Due to the area’s limited resources and its rural nature, expansion of the developed area beyond Section 25 and 26 should not be allowed.
- Federal lands surrounding the developed area of Goodsprings are designated as OL (Open Land) and should remain in public ownership.
- The Detail Area map designates most of Goodsprings as Residential as Residential Suburban (RS) with a maximum density of 2 dwellings per acre. Building parcels should not be smaller than 20,000 square feet and should be made up of at least five original “townsite” parcels.
- Do not vacate or abandon the alleys within Goodsprings because they are part of the historic development pattern of the community.
- A small area along San Pedro Avenue east of the school has some of the oldest and smallest parcels in the community. These parcels are not appropriate for multi-family development and should be assembled into larger parcels when appropriate. This area is designated RS.
- Parcels surrounding the “developed core” of the community are designated as Residential Rural (RR), except as noted, with maximum densities of 1 unit per acre.
- The hill north of SR 161 on the east side of the town is designated as Residential Countryside (RC) with maximum densities of 1 unit per 2 acres. Development in this area must be carefully designed to minimize storm water runoff and to limit the amount of earthwork required.
- Clustering of residential uses may be allowed where appropriate to mitigate environmental or other concerns and only when overall plane densities are not exceeded.
- An area designated Commercial General (CG) is shown along Spring Street between Fayle and Revere Streets. This area should be used for commercial-serving commercial or business uses. Due to the community’s rural nature, CG building heights should not exceed 1 story for new uses and should adequately screen of buffer adjacent residential uses. Restorations or reproductions of historic commercial uses may have building heights of up to two stories.
- Rural development standards should be created and applied to new single-family residential developments in Goodsprings in order to maintain the area’s rural character and provide for the safety of its residents. When new parcels or land uses are created, minimum services such as all-weather access, adequately drainage and domestic water must be provided or be available. Health regulations require a minimum of 100 feet between the location of domestic wells and septic systems.
- The existing Commercial Center, school, and cemetery are designated as PF. The fire station site is also designated as PF in order to accommodate a future park and other public facilities as needed. PF uses should be located together where possible in order to create a defined civic center for Goodsprings.
- Multi-family, tourist commercial, and industrial land uses are not appropriate in the Goodsprings area.

- When parcels are developed, historic buildings and sites should be taken into account and preserved if possible.

Interstate 15 Corridor

The Interstate 15 Corridor map shows the area surrounding Interstate 15 through the South County planning area. The map shows approximately 150 square miles of private and public land. The gaming oriented communities of Jean, and Primm are also shown on the Interstate Corridor map. Part of Jean is designated as Community District One (CD 1) economic base area. The community of Primm is designated as a Community District 4 (CD 4) satellite community. The remainder of the area shown on the Interstate 15 Corridor map is either premature for development, or physically constrained from development at this time. These areas are designated Community District 3 and 6 (CD 3/6), respectively.

Interstate 15 provides the main link between Las Vegas and Southern California. Freeway access is available at Jean and Primm.

Adequate ground water supplies are a concern for future development throughout the area.

Additional private land is not currently needed to support the future growth of the Interstate 15 Corridor area. Therefore, federal land in the Interstate 15 Corridor area should remain in federal ownership for recreational uses or for other public purposes. Open space should be maintained to promote the health and general welfare of the Interstate 15 Corridor residents and visitors.

General Polices: The following policies have been established for the Interstate 15 Corridor:

- Expansion of the developed area beyond the area's available resources should not be allowed. Federal lands surrounding the developed areas of the Interstate 15 Corridor are designated as OL (Open Land) and should remain in public ownership.
- Clustering of residential uses should be allowed, where appropriate, to mitigate environmental or other concerns, and only when overall planned densities are not exceeded.
- Commercial General (CG) and Commercial Tourist (CT) uses should be located only in the Detail Area of Jean, and Primm. Non-residential projects must be adequately screened and buffered from residential areas.

Since the Interstate 15 Corridor is the major gateway to Clark County, the aesthetic and visual impacts of each development in the area should be considered. Development in the Corridor should be screened and buffered in accordance with the Clark County Design Manual. Uses involving outdoor storage or assembly are not appropriate in areas adjacent to or clearly visible from Interstate 15.

- Each non-residential and multi-family residential project should fully improved street frontage to control traffic and pedestrian access and to improve the area’s appearance.
- Heavy Industrial land uses are not appropriate in the Interstate 15 Corridor area.
- Public lands within highway and freeway rights-of-way should be used as open space, future right-of-way, or for other public purposes, and should remain in public ownership.
- If a public water system is developed using water supplied from the Las Vegas Valley/Colorado River, Interstate 15 Corridor communities could support development in excess of their current water allocations or permits. Detailed master plans for the areas affected should be approved by the Board of County Commissioners prior to development of such a large scale water supply system for the Interstate 15 Corridor.

Jean, parts of Sections 11, 12, 13 & 14, Township 25 South, Range 59 East:

The Jean Detail Area map (Map 14) shows an area of approximately three square miles centered on the intersection of Las Vegas Boulevard and State Route 161. The area has some very intense existing uses, including the Southern Nevada Correctional Center and two hotel/casinos. This area is a significant employment center and is designated as CD 1. The surrounding area is mainly in public ownership and is designated as CD 3/6.

- Some additional Commercial General uses should be developed in the area to support both visitors and residents of Goodsprings and Sandy Valley.
- Public land surrounding the Correctional Center should remain as open space or to be used for public purposes compatible with the center.

Primm, parts of Sections 8, 9 & 10, Township 27 South, Range 59 East:

The Primm Detail Area map (Map 15) shows an area of approximately three square miles near the Primm interchange. The area has some very intense existing uses, including two hotel/casinos. Since the area is a significant employment center and is over 40 miles from downtown Las Vegas, efforts to develop a full service community should be encouraged. Much of the area shown on the Primm Detail Area map is; therefore, designated as CD 3/6

- New land uses, not including current approvals, should be developed as a major Planned Unit Development with a detailed master plan covering at least the area indicated as PUD on the Detail Area map. The master plan must include information on land use and the services and facilities needed to support development of the area. The master plan should be in a form similar to Clark County’s Land Use and Development Guides and should be approved by the Board of County Commissioners prior to significant new development within the PUD area.

Sandy Valley, generally Township 24 South, Range 57 East and Township 25, Range 56 East:

The Sandy Valley Detail Area map (Map 16) shows a portion of the area represented by the Sandy Valley Citizens Advisory Council and the surrounding lands. The Detail Area shows approximately 24 square miles of private and public land. Sandy Valley is a developing rural community with few commercial or business services. Residential development is characterized by single-family dwellings on 2.5 acre or larger parcels. Sandy Valley is designated as Community District 5 (CD 5) rural town with the surrounding public land designated as Community District 3/6 (CD 3/6).

Due to Sandy Valley's location on the Nevada-California border, the community can be greatly affected by various activities and conditions in California.

The main access to Sandy Valley is provided by only one paved County-maintained road. Sandy Valley is served by individual water wells and individual septic systems. Adequate groundwater supplies are a concern for future development throughout the area. Due to the area's limited resources and its rural nature, future land uses should be developed as low-density single family with a very small amount of community serving commercial and industrial uses.

Federal land in the Sandy Valley areas outside CD 5 should remain in federal ownership or be used for public purposes. Open space should be maintained to promote the health and general welfare of Sandy Valley residents. An increase in public facilities is also required to meet immediate needs of residents.

Policies: The following policies have been established for Sandy Valley:

- Sandy Valley's main land uses are single-family homes built on 2.5 acre or larger parcels. The Detail Area map shows this pattern and designates the residential areas as Residential Countryside (RC) except as indicated. Future residential uses should be limited to single-family (including mobile homes) with densities no higher than one dwelling per 2 acres. In order to provide efficient services, the residential area should remain as geographically compact as possible and should be served by a logical street system.
- Beyond the residential area, federal lands are designated as OL (Open Land). Public lands should remain in public ownership where designated as OL.
- Undeveloped parcels in the Platina and Mandolin (Quartz Avenue and Kolo Street) areas should be assembled into 2.5 acre parcels wherever possible.
- Rural development standards should be created and applied to new developments in Sandy Valley in order to maintain the area's rural character and provide for the safety of its residents. However, when new parcels or land uses are created, minimum services such as all-weather access, adequate drainage, and domestic water must be provided or made available.
- Multi-family, heavy industrial, and commercial tourist uses are not appropriate in the Sandy Valley area.
- To maintain Sandy Valley's rural residential areas, adequately use existing services, and provide a community focus, commercial uses should be limited to community-serving

Commercial General (CG) and restricted to two areas along Quartz Avenue: at the intersection of Hopi Street and the intersection of Mohawk Street. General Commercial uses should not be located outside of the areas designated as General Commercial on the Detail Area map. Adjacent commercial uses should use similar architectural styles based on a western theme whenever possible.

- Airport facilities are designated as Industrial (IND) uses on the Detail Area map. These facilities serve and are located in the Sandy Valley residential area. Due to potential safety and noise hazards, airport facilities should not be enlarged or expanded to serve additional air traffic. No new airports should be considered within the residential areas of Sandy Valley. Commercial air traffic should not be housed or serviced in Sandy Valley.
- Do not use existing airport areas for other types of industrial uses. These areas should be considered single-family residential if the current airports use is discontinued.
- The area near Kingston Road and Hopi Street is designated as Commercial/Industrial (CI) and is intended to support the light industrial needs of the community. The parcel designated IND in that same area is specifically for a community solid waste convenience center. Industrial and light industrial uses must be considered surrounding residential uses in site planning and adequate screening and buffering should be provided.
- A Public Facility (PF) site is indicated on the northeast corner of Shoshone Street and Diamond Avenue. This site is intended to be used to provide emergency or public safety service to the northwest parts of the Sandy Valley area.
- The PF site on the northwest corner of Pearl Avenue and Hopi Street includes the Sandy Valley School and is large enough to accommodate additional schools needed due to population growth.
- The area adjacent to the existing Community Center is designated PF in order to accommodate future public facilities such as a park, fire station, police substation, or general government center. These types of uses should be located together in order to create a defined civic center for the area.

2005 I-15 Corridor Amendment

The anticipated development of the commercial service airport in the Ivanpah Valley (Ivanpah Airport) along the Interstate 15 Corridor presents a unique opportunity for the implementation of new land use strategies (see Map 17). Construction of this facility is expected to start in 2012 and completion of the airport is anticipated in 2017.

The purpose of the following land use goals and policies is to provide practical solutions to facilitate the development of the Ivanpah airport and to mitigate impacts that result from the construction and operation of the airport. These policies are intended to foster the creation of a cohesive utility and transportation corridor to provide the necessary services for the proposed airport, and to provide opportunity for the preservation of the view shed along the I-15 Corridor.

At the same time, this set of policies will prescribe general criteria for the beautification of the corridor, establish functional connectivity with trails, open space, the natural system, land use patterns, transportation network, and contribute to air quality improvement.

These policies should encourage the maximization of public infrastructure and facilitate a better airport operational level of service, while, at the same time, maintaining and enhancing the scenic beauty of the I-15 Corridor.

General Policies

Goal SC10

Provide for adequate public and quasi-public infrastructure along Interstate 15 Corridor. This infrastructure is to meet the needs and sustain the development of the commercial service airport in the Ivanpah Valley (Ivanpah Airport), while simultaneously creating opportunities for transportation connectivity, protecting the view shed, enhancing highway beautification and minimizing the impacts of air quality pollutants.

Policy SC10.1

Encourage public lands within the Utility Corridor, the I-15 Corridor, and other public rights-of-way, to be integrated with the airport land uses, trails, and open spaces.

Policy SC10.2

Coordinate transportation and utility rights-of-way/easement needs north of the disposal boundary with the City of Henderson.

Policy SC10.3

Encourage the preservation and enhancement of the scenic, historic, natural, cultural, recreational and archaeological resources along the utility and I-15 corridors.

Policy SC10.4

Since the I-15 Corridor is the major gateway to Clark County, aesthetics and visual impacts caused by any type of proposed or expanded development, should be controlled.

Policy SC10.5

Any proposed development within the I-15 Corridor should be properly screened and buffered in accordance to Title 30 Clark County Unified Development Code, Section 30.64, Site Landscape and Screening Standards. Waivers to these standards should not be granted to any project within the I-15 Corridor.

Policy SC10.6

Uses involving outdoor storage or assembly are not appropriate adjacent to, or within the I-15 Corridor and are discouraged.

Policy SC10.7

Development within the Ivanpah Airport “Noise Compatibility Area” (ANCA) which is in conflict with the uses planned for the airport should be discouraged.

Policy SC10.8

Except when located within areas designated Mixed Use PUD, residential uses are incompatible with the airport and should be excluded from the Ivanpah Airport Noise Compatibility Area (ANCA).

Policy SC10.9

Commercial General and Commercial Tourist uses should be located only in Sloan, Jean, and Primm. Where applicable, all uses shall be subject to all requirements and height restrictions as may be recommended by the Department of Aviation.

Policy SC10.10

All land uses (excluding the Ivanpah Airport and airport ancillary uses) and especially single family residential, which negatively affect air quality or consume air credits are not appropriate in the I-15 Corridor, and should be strongly discouraged.

Transportation

It is expected that by the year 2015 the McCarran International Airport will be operating at maximum capacity. In order to serve the future air traffic needs of the Las Vegas metropolitan area a second commercial service airport will be needed. The proposed Ivanpah Airport is expected to meet those needs in the foreseeable future.

When the Ivanpah Airport becomes operational, a large increase in traffic between Ivanpah and the metro area is expected. Currently the transportation needs for this facility are being analyzed and the needs are expected to be substantial in scope. The purpose of this section is to ensure that the decision making process is designed to address the future transportation needs for the Ivanpah Airport.

Currently, I-15 provides high-speed limited-access ground transportation between the airport site and the Las Vegas metropolitan area. It varies in width from four lanes to six lanes and has posted speeds of 65 and 75 miles per hour. South of I-215 Beltway, access is currently provided at five points-Blue Diamond, St. Rose Parkway, Sloan, Jean, and Primm.

The existing I-15 right-of-way is approximately 500 feet wide between the Ivanpah airport site and the Blue Diamond Highway. The right-of-way north of Blue Diamond to the I-215 Beltway varies with a minimum width of 330 feet. The entire I-15 right-of-way is a Nevada Department of Transportation controlled access facility.

Average annual daily traffic (AADT) on I-15 at the Nevada/California state line grew an average of 4.4 percent per year from 1994 to 2003. In 2003, 25 percent of the visitors to Las Vegas were from Southern California. Many of those visitors use I-15. The average daily traffic volume in 2004 at the Nevada/California state line was 38,800 vehicles per day.

Currently Las Vegas Boulevard (State Highway 604) runs south of the urban area through Sloan to the Jean Airport. South of St. Rose Parkway, Las Vegas Boulevard is a two-lane roadway with a speed limit of 45 miles per hour. Land adjacent to Las Vegas Boulevard South is a mixture of private and Bureau of Land Management ownership.

The Union Pacific Railroad corridor has a generally 100-foot right of way with a single track alignment. It runs south from the urbanized area of Las Vegas through the Ivanpah Airport site to the Nevada/California state line. Currently this corridor is heavily used for freight hauling.

Goal SC11

Encourage proper planning and management of development patterns in relation to the Ivanpah Airport transportation network to ensure the effective use of an integrated, efficient, and adequate transportation network. This network includes roads, mass transit, pedestrian systems, trails and open spaces. The purposes of this network are to establish connectivity, to preserve the air shed, and to provide alternative transportation choices for the Ivanpah Airport and existing development within the I-15 Corridor.

Policy SC11.1

All development proposals should demonstrate compliance and integration with the goals and policies of the Clark County Transportation Element, as well as with the requirements of the Nevada Department of Transportation (NDOT) and the Regional Transportation Commission (RTC).

Policy SC11.2

Promote transportation modes other than personal vehicles, and encourage reduction of distance driven by these vehicles by keeping activity centers and the airport facilities in close proximity to each other.

Policy SC11.3

Encourage rights-of-way dedications for the placement of bus turnouts and park and ride facilities in accordance with Regional Transportation Commission standards.

Policy SC11.4

Protect the Ivanpah Airport Utility and Transportation Corridor from premature development until all rights-of-way/easement needs have been determined.

Policy SC11.5

Encourage park and ride facilities to be located where heavy travel demand can be interfaced with public transit systems.

Policy SC11.6

Encourage right turn deceleration lanes into activity centers and developments of regional significance.

Policy SC11.7

Developments which are incompatible with the Ivanpah Airport transportation network should be discouraged.

Policy SC11.8

Encourage the placement and usage of a public transportation system and the efficient location of employment and service centers throughout the I-15 Corridor. This should provide integrated connections between the Ivanpah Airport, Primm, Jean, Sloan and the Las Vegas Metropolitan Area.

Policy SC11.8

When needed, encourage the timely construction of transportation system improvements.

Policy SC11.9

Encourage the unification of alternative transportation modes with land use and project design throughout the I-15 Corridor. Incorporate existing and proposed infrastructure with transit routes, public facilities, bike trails, walking trails and open spaces.

Beautification of the I-15 View shed Corridor

The I-15 Corridor Plan presents a unique opportunity to promote an aesthetic landscape element that will be a complementary component to the existing corridor view-shed, while at the same time, facilitate a better transportation experience between the proposed Ivanpah Airport and the differing activity centers within the Las Vegas Valley.

Goal SC12

Encourage environmentally sensitive architecture, landscaping and signage along the I-15 Corridor.

Policy SC12.1

To assure visual quality and promote highway beautification, encourage the usage of landscape material that will provide an adequate transition to the natural open space and a natural integration to the surrounding view shed.

Policy SC12.2

Encourage the application of desert landscape material along the I-15 Corridor and on focal points in accordance with Title 30 (Clark County Unified Development Code) and the NDOT I-15 Landscape and Aesthetics Corridor Plan.

Policy SC12.3

Promote the utilization of ground treatment with native plant materials and the application of rock material along the corridor to provide erosion and dust control.

Policy SC12.4

Encourage the use of accentuated structures and hardscapes that will provide character and enhance visual quality by adding special accents and finishes.

Policy SC12.5

Encourage the use of transportation art along the I-15 Corridor including upgraded finishes, colors, decorative boulders and southwest art components that evoke the heritage of Clark County.

Policy SC12.6

Encourage the usage of a sensitive signage program that will provide compatibility with the I-15 corridor landscape and design components and will insure uniformity and consistency.

Airport Environs

Goal SC13

Provide for compatibility between Ivanpah Airport Environs and existing or proposed land uses.

Policy SC13.1

New development projects located in the Ivanpah Airport Noise Compatibility Area (ANCA) shall comply with additional ANCA land use regulations. (Contact Clark County Department of Aviation for information regarding the most recently adopted ANCA boundaries and requirements.)

Policy SC13.2

Encourage building and structures to comply with any regulations established for the Ivanpah Airport Noise Compatibility Area (ANCA) unless deviations are deemed appropriate by the Airport Hazard Areas Board of Adjustment.

Policy SC13.3

Encourage development patterns and standards compatible with the future operations of the Ivanpah Airport since most of Jean and Primm will be within the Airport Noise Compatibility Area (ANCA). (To learn more about the ANCA, contact the Clark County Department of Aviation)

Natural Environment

Introduction

Regional planning and coordination is necessary when developing environmental plans. In the I-15 Corridor, water quality, air quality, and flood control have been identified as critical issues. Environmental guidance for the Ivanpah Airport will be determined by the Environmental Impact Statement (EIS) for the future Ivanpah Airport. The I-15 Corridor Amendment of the South County Land Use Plan is intended to coordinate with the Ivanpah Airport Environmental Impact Statement (EIS) and the Clark County Multiple Species Habitat Conservation Plan.

Purpose

Conservation and management of natural resources and open spaces is critical to the quality of life in Clark County. The I-15 Corridor Amendment 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.

The following goals and policies have been developed as environmental guidelines to the I-15 Corridor planning area. These guidelines have been established and used in other planning areas

and are based upon federal and state environmental regulations, existing county regulations, goals and policies, planning workshops, citizen advisory groups and public meetings with the Planning Commission, and Board of County Commissioners. The guidelines reflect the understanding that environmental policies are interrelated with land use decisions. Natural resources and environment protection will be emphasized.

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

AIR QUALITY

Goal SC14

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

Policy SC14.1

Promote public transportation choices and connectivity between the activity centers within the Las Vegas Valley with those of the Ivanpah airport planning area and protect those choices from existing and planned incompatible land uses. This approach will reduce emissions from transportation sources and increase air quality credits.

Policy SC14.2

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

Policy SC14.3

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

Policy SC14.4

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

Surface and Groundwater

Goal SC15

Protect groundwater quality.

Policy SC15.1

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

Policy SC15.2

Promote the development of a public potable water source.

Goal SC16

Improve surface water quality.

Policy SC16.1

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

Policy SC16.2

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

Goal SC17

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 SC17.1

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

Policy SC17.2

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

Conservation Areas

Goal SC18

Encourage and preserve conservation areas.

Policy SC18.1

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 SC18.2

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

Policy SC18.3

Preserve and protect Bureau of Land Management lands known as the Large Scale Translocation Study Area (LSTS) from development.

Policy SC18.4

Preserve and protect populations of White Margined Beardtongue (*Penstemon Albomarginatus*) and its habitat from development.

Public Services and Facilities

The following goals and policies have been developed as the public services and facilities component of the I-15 Corridor Amendment. 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.

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

Public and Quasi-public Infrastructure**Goal SC19**

Provide for adequate public and quasi-public infrastructure to meet the needs of the proposed Ivanpah Airport.

Policy SC19.1

Where possible, require all development to connect to the proposed public water system which will be constructed for the Ivanpah Airport.

Policy SC19.2

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

Policy SC19.3

Secure utility/transportation corridors prior to development so that rights-of-way/easement needs will not conflict with future development.

Goal SC20

Provide for public and quasi-public infrastructure that incorporates features and plans, which emphasize aesthetic considerations.

Policy SC20.1

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 are unobtrusive in a natural setting.

Policy SC20.2

Discourage the use of low voltage overhead electric distribution lines. Electric distribution lines should be installed underground.

Goal SC21

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

Policy SC21.1

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

Policy SC21.2

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 SC21.3

Encourage the upgrade and use of existing utility and transportation corridors whenever possible to minimize the overall number of easements established within the I-15 Corridor.

Wastewater

Goal SC22

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

Policy SC22.1

Encourage new development within Jean and Primm to occur in conjunction with the development of future sewer lines.

Policy SC22.2

Promote existing development served by septic systems to connect to the future County sewer system.

Policy SC22.3

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

Flood Control

A storm drainage system will need to be developed that emphasizes the use of natural and/or open drainage. This system can be developed emphasizing enclosed or piped drainage, or by incorporating the use of retention and detention basins. No storm drainage system currently exists for the Ivanpah Airport planning area. Specific improvements will be needed to resolve existing flooding problems and to mitigate potential impacts associated with the development of the airport.

Goal SC23

Promote a flood control system that minimizes damage and inconvenience to the existing and proposed development of the airport.

Policy SC23.1

Encourage new development 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.

Policy SC23.2

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

Policy SC23.3

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

Policy SC23.4

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 SC23.5

Encourage the preservation of natural washes and waterways.

Trails and Parks

Goal SC24

Acquire land to help extend or coordinate a trail system as indicated in the latest RTC Regional Trails Development Report and the most current edition of RTC's Regional Transportation Plan-Pedestrian/Bicycle Trails System.

Policy SC24.1

Encourage the Parks and 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 recreational opportunities.

Police and Fire Protection

Goal SC25

Ensure that development within the I-15 Corridor is in conformance with the Rural Fire Protection Services Element.

Policy SC25.1

The airport should not negatively impact the Clark County Fire Department. The Department of Aviation is encouraged to assist the Fire Department in meeting accepted levels of service standards and will be required to build an onsite Fire Station to service the airport.

Policy SC25.2

The Department of Aviation should demonstrate the ability to provide adequate fire protection services for its properties in any area outside the Fire Protection Service Zone, or in an area where such services may be compromised.

Goal SC26

Ensure that development within the I-15 Corridor is in conformance with the adopted Police Element.

Policy SC26.1

Development within the I-15 Corridor should be limited to areas where adequate police protection services exist or can be efficiently provided. A metro sub-station will be built as part of the airport emergency services facilities.

Policy SC26.2

Encourage defensible space concepts in site design to minimize crime potential. (Note: Contact the Las Vegas Metropolitan Police Department for defensible space recommendations.)