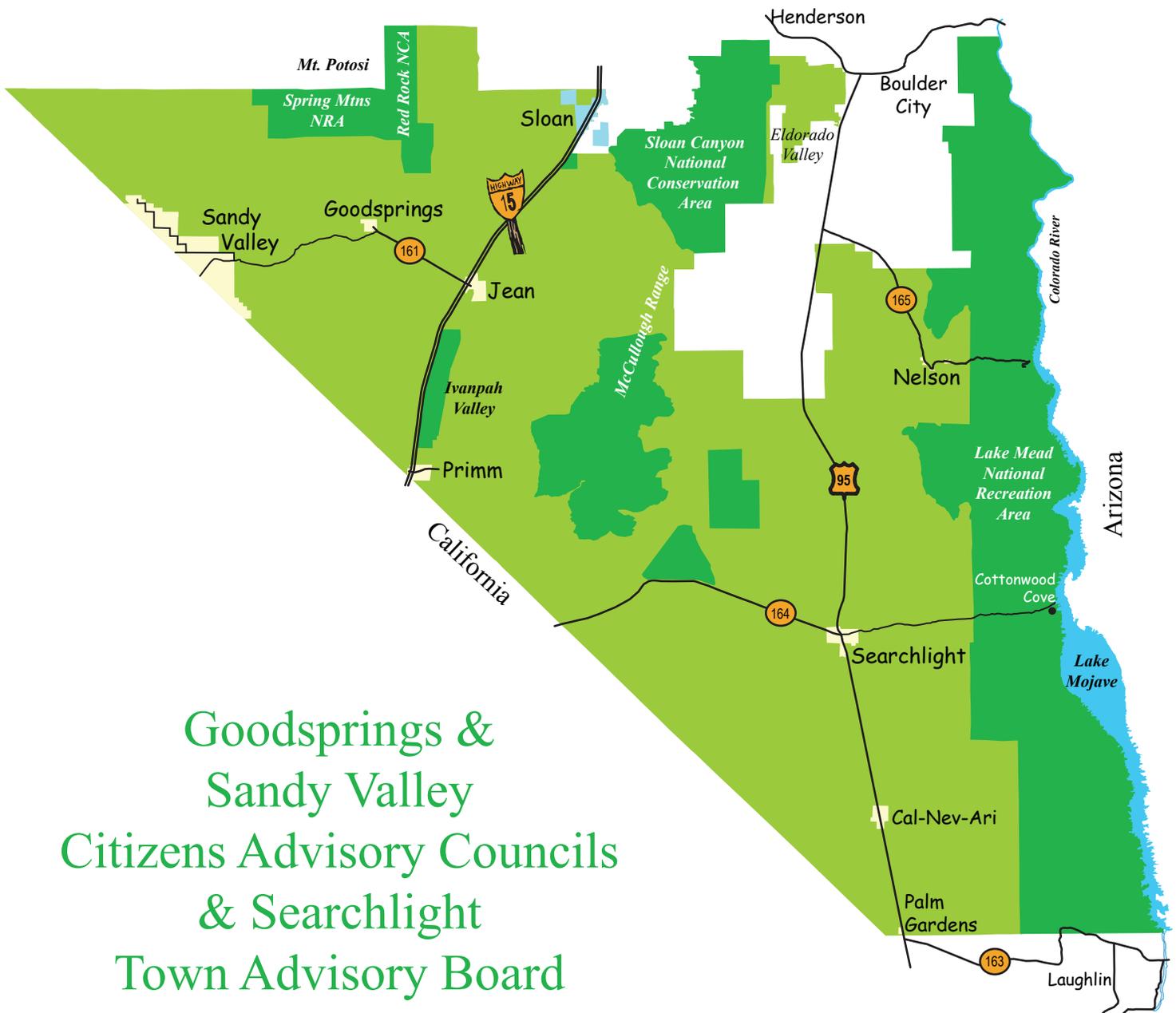


# South Clark County Land Use Plan



Adopted - December 5, 2012  
Effective - January 9, 2013

**RESOLUTION  
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS  
ADOPTING AN UPDATE OF THE SOUTH COUNTY LAND USE PLAN**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the "Board") adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, the South area in Clark County, Nevada is well established, but still having evolving communities and the Board directed the amendment to the Land Use Plan; and

WHEREAS, a final draft copy of a report entitled the "South County Land Use Plan" as approved and certified with a super-majority vote by the Clark County Planning Commission, has been received by the Board as specified in the Nevada Revised Statute 278.220; and

WHEREAS, on December 5, 2012, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220 on the amended planned land uses;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

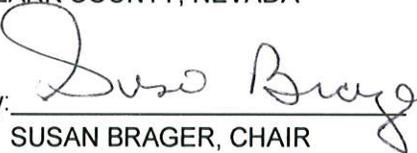
1. That the Clark County Board of County Commissioners does adopt and accept an update of the South County Land Use Plan with the following changes:
  - a. The South County Land Use Plan has been changed to include land use category descriptions, goals and policies, administrative procedures and a descriptive land use map.
2. That the planned land use categories as set forth in the map legend do not designate any specific zoning classification. The color-coded areas constitute general categories of planned land uses with a range of options and do not guarantee property owners a particular zoning classification, density, or intensity in the future. Requests for specific zone reclassifications are subject to the discretion of the Planning Commission and the Board of County Commissioners within the general guidance contained within the Plan, coupled with consideration to the health, safety, morals, general welfare, the character of the area in Northeast's suitability for particular uses, the availability of sewer, water and other required resources, and recognition of the value of particular buildings, land uses and property. Specific considerations concerning densities and land use intensity in the provided range are additionally impacted by these same concerns and are guided by the goal of buffering adjacent different land uses.

3. That when a zone reclassification includes a request for a zoning classification or district which is not within the range of land uses and residential densities indicated for the subject parcel in the Plan, the applicant shall have the burden of establishing that the request either complies with the Plan, or that exceptional circumstances or conditions apply to the property in question which warrant a deviation from the Plan. This type of application shall be heard first by the Planning Commission during at least one Public Hearing at which parties of interest and citizens shall have an opportunity to be heard.

4. That the Clark County Board of County Commissioners adopts the Certified Draft copy of the report entitled the "South County Land Use Plan", as an amendment to the Clark County Comprehensive Plan.

PASSED, ADOPTED, AND APPROVED this 5th day of December, 2012.

CLARK COUNTY, NEVADA

By:   
SUSAN BRAGER, CHAIR

ATTEST:

  
DIANA ALBA  
COUNTY CLERK

**RESOLUTION  
OF THE CLARK COUNTY PLANNING COMMISSION  
ADOPTING AN UPDATE OF THE SOUTH COUNTY LAND USE PLAN**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the Planning Commission) is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the County), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, the South area of Clark County, Nevada is well established, but still having evolving communities and the Board directed an update of the Land Use Plan; and

WHEREAS, on October 16, 2012, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220 on the planned land uses and related policies;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

1. That the Clark County Planning Commission does adopt and accept the updated plan including land use category descriptions, goals and policies, administrative procedures and descriptive land use map, which is entitled South County Land Use Plan.

2. That the Planned Land Use categories as set forth in the Plan legends do not designate any specific zoning classification. The color-coded areas constitute general categories of planned land uses with a range of options and do not guarantee property owners a particular zoning classification, density, or intensity in the future. Requests for specific zone reclassifications are subject to the discretion of the Planning Commission and the Board of County Commissioners within the general guidance contained within the Plan, coupled with consideration to the health, safety, morals, general welfare, the character of the area, the South areas' suitability for particular uses, the availability of sewer, water and other required resources, recognition of the value of particular buildings, land uses and property. Specific considerations concerning densities and land use intensity in the provided range are additionally impacted by these same concerns and are guided by the goal of buffering adjacent different land uses.

3. That when a zone reclassification includes a request for a zoning classification or district which is not within the range of land uses and residential densities indicated for the subject parcel in the Plan, the applicant shall have the burden of establishing that the request either complies with the Plan, or that exceptional circumstances or conditions apply to the property in question which warrant a deviation from the Plan. This type of application shall be heard first by the Planning Commission during at least one Public Hearing at which parties of interest and citizens shall have an opportunity to be heard.

4. That the Clark County Planning Commission submits the certified copy of a report entitled the "South County Land Use Plan", which is an amendment to the Clark County Comprehensive Plan, to the Board of County Commissioners for their endorsement, adoption, and certification.

PASSED, ADOPTED, AND APPROVED this 16th day of October, 2012.

CLARK COUNTY PLANNING COMMISSION

By:   
VIVIAN KILARSKI, CHAIRMAN

ATTEST:

  
NANCY A. LIPSKI  
EXECUTIVE SECRETARY

# ACKNOWLEDGEMENTS

---

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Larry Brown  
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Randy Miller  
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Monica Beisecker, Vice-Chair  
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Colleen Hicks  
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Jeri Pinkerton, Secretary

**Sandy Valley Citizens Advisory Council:**

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George Odell  
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**Searchlight Town Advisory Board:**

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Christopher LaMay, GIS Analyst II



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# C HAPTER 1

## S TATE LAW

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

## B ACKGROUND

The South County Planning Area consists of approximately 1,218,130 acres or 1,903 square miles. It is generally bounded on the north by the Las Vegas Valley, on the east by the Colorado River, on the south by Laughlin and on the west by the State of California. U.S. 95 and Interstate-15 serve as the major transportation corridors within the planning area.

## P URPOSE OF THE PLAN

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

# **P** LANNING PROCESS

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

## **Formulation of Goals and Policies**

During the formulation of the goals and policies, open house style workshops were held for South County property owners, residents, developers and other interested citizens. A flyer was posted on the County website. These occurred at the Goodsprings Community Center, Sandy Valley Community Center, Searchlight Community Center, and the Clark County Government Center in the fall of 2011. The open house gave residents and property owners a chance to provide input on the issues, opportunities and goals related to the update of the South County Land Use Plan.

## **Development of a Draft Plan**

Based on the information generated at the open houses, County staff prepared a concept plan. This concept plan was reviewed at a second set of open houses.

Next, meetings with the service providers (Technical Advisory Group or TAG) were conducted to discuss the identified issues, opportunities, goals and policies of the draft plan. These meetings were held during the spring of 2012.

A series of second Open Houses were held in late spring of 2012. These Open Houses provided an opportunity for property owners and interested citizens to review and provide additional input on the draft Land Use Plan.

## **Adoption**

All property owners were notified of the public hearing dates by postcard. During the adoption step, the draft plan was presented through the public hearing process for final review and recommendation by the Goodspring CAC, Sandy Valley CAC, and Searchlight TAB. The plan was then presented to the PC for recommendation and then to the BCC for adoption.

## **On-going Evaluation and Monitoring**

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

# C HAPTER 2

## E XISTING CONDITIONS

This chapter provides information on development potential and constraints in South County; included are sections on the natural and built environments, public facilities service conditions, and population. A detailed list of the material covered in the report can be found in the Table of Contents.

Individual topics reflect how each influences the possible density/intensity of land uses within the community. Information for this report was collected from September 2011 through April 2012. Individually, the physical attributes of each topic may not significantly limit community development. However, when combined with other factors, critical areas of opportunity or concern may appear. This report is be used to determine the development constraints and opportunities within the South County Land Use Plan and constitutes a rational process in the identification of issues and the development opportunities for the community.

The natural conditions existing in the developable areas of South County present few constraints that cannot be mitigated through engineering. Several conditions such as the severe slope areas, the subsidence faults in the planning area, as well as the flood zones directly adjacent to the washes that traverse South County may constrain certain types of development.

Clark County is divided into six Community Districts in order to establish alternative development standards particularly suited for different geographic areas. South County is within Community Districts One, Two, Three, Five and Six. Community District One is defined as a “regional economic base and employment center” and Community District Two is defined as an “urban growth area.” These District designations indicate that there are sufficient services for development. Community District Three indicates a shortage of available services for immediate development, while Community District Five is for existing rural towns located beyond the Las Vegas Valley Urban Area (LVVUA). Community District Six is an open space and conservation district. Zone change requests which conform to the Land Use Plan, but are within Community District 3 or 6 are Non-Conforming Zone Changes (NZC’s).

The South County Planning Area consists of approximately 1,214,310 acres or 1,898 square miles. As of July 2011, South County currently has 19,317 developed acres.

Currently, the communities located in this planning area include:

## **Cal-Nev-Ari**

The name comes from the combination of the first three letters of California, Nevada, and Arizona, which are all in close proximity of this community. Cal-Nev-Ari is a residential airpark. The community is built around a private dirt runway, and has an array of homes and hangers. The self-contained community also features a motel, convenience market, a recreational vehicle (RV) park, a post office, community center, and a restaurant and casino.

Nancy and Ace Kidwell, along with Ace's father Slim Kidwell, came from California in the mid 1960s, fresh from working at the Torrance Airport. Slim and Nancy took advantage of the Pittman Land Act, a federal program for arid lands, to take possession of the section of land upon which the town now sits. The land had an old military airstrip left over from the short-lived Desert Training Center established by General George Smith Patton Jr. during World War II. Stage Field, as it was known then, was a site where troops trained for desert warfare. The field had long since been abandoned, but the Kidwells were able to restore one airstrip.

Part of the requirements for getting the land was developing water resources. The first well was drilled to a depth of 750 feet, with a second one drilled down 650 feet and there are plans to ultimately have four wells. The Kidwells planted crops early on, but eventually developed the land as a retirement community for pilots. Quickly, an assortment of homes sprung up around the airstrip. As of July 2011, there are approximately 301 residents.

## **Goodsprings**

The community of Goodsprings is located west of Interstate Highway 15 on State Route 161. The springs were first used by Anasazi and Paiute Native Americans. They were identified in 1830 by the first caravan to travel the route later called the Old Spanish Trail. Ore deposits readily recognized in the faulted and folded limestone deposits of this district remained unprocessed until 1856, when the Mormons developed a single lead mine at Potosi.

Named for cattleman Joseph Good, the open springs area was developed into the mining-ranching community of Goodsprings by A.G. Campbell in 1866.

In 1904, when about 200 people lived at the mines, new owners of the Yellow Pine Mine, then the principal lead and zinc mine in the mining district, began to lay plans to increase production. With completion of the Los Angeles-Salt Lake Railroad in 1905 and the narrow-gauge Yellow Pine Railroad from Jean to Goodsprings completed in 1911, transportation costs of the oxidized zinc minerals were reduced. The peak year of operations was reached in 1916, and Goodsprings then had 800 residents. This district, with a great variety of valuable minerals, produced millions of dollars primarily in lead and zinc, with lesser amounts of gold, silver, copper, molybdenum, vanadium, nickel, cobalt, platinum, palladium and uranium.

Goodsprings was thriving until the post World War I mining bust. During the 1920s, the luxurious Faye Hotel was better than anything Las Vegas had to offer at the time. So people came to Goodsprings to enjoy the fine restaurant and sometimes enter the car races staged on nearby dry lake beds. Gold mines in the 1930s and the government need for lead and zinc in World War II resulted in minor excitement. In 1934 the Yellow Pine Railroad was taken up. In 1947, portions of the movie "Bells of San Angelo" were filmed in the Goodsprings area, and

include several shots of the then existing Yellow Pine Mill. Unfortunately, nothing remains of the mill today. From the 1950s to current day, the mines of the Yellow Pine Mining District have been largely dormant.

Today, Goodsprings has a population of about 215. Most of the town is comprised of single family residences on “mining lots”. There is very limited commercial activity in Goodsprings. Currently the Goodsprings Historical Society (GHS) is working on a “Rails to Trails” program to establish the former Yellow Pine Railroad as a trail.

## **Jean**

This area was also known as Goodsprings Junction and Goodsprings Siding. With the establishment of a post office on June 28, 1905 and the opening of the Salt Lake Route of the Union Pacific Railroad line, the site was renamed to Jean, after the wife of George Fayle who, lived in the area. It is located approximately 21 miles south of McCarran International Airport in Las Vegas at the junction of Interstate 15 and State Route 161 between the former rail siding sites of Sutor and Borax. In the early 1900’s, Jean was a vital link between Salt Lake City, Utah and the mining districts of Southern Nevada for the Union Pacific Railroad. Although several railroad sidings have been removed, Jean still has a siding for the Union Pacific Railroad line.

Pop's Oasis Casino was the first casino located in Jean. The Oasis closed in 1988. Up until 2007, the Nevada Landing Hotel and Casino operated on the west side of I-15, but is closed and was razed. Currently the Gold Strike Hotel and Gambling Hall operates on the east side of I-15. The Jean Sport Aviation Center (FAA LID: 0L7) is a public airport with administrative oversight provided by the Clark County Department of Aviation. The existing airfield consists of two paved runways, one assigned to powered aircraft, and the other to glider aircraft, at lengths of 4,600 feet and 3,700 respectively. There is a minimum security corrections facility that has had several uses in the past.

There is a Nevada Highway Patrol (NHP) substation and there are two package wastewater treatment facilities in Jean. One serves the correctional facility and the other serves the Gold Strike Hotel and Gambling Hall. The only population in Jean is the correctional facility, which in July 2011 had a population of 157.

## **Nelson**

The community of Nelson is located southeast of the Las Vegas on State Route 60 in Eldorado Canyon, twenty-nine miles south of Boulder City.

This area was called Eldorado by the Spaniards who made the original discoveries of gold in this area of Nelson. Native Americans and Spaniards mined here for hundreds of years. This area was named Eldorado Canyon in 1857 by a Captain Johnson of Fort Mohave, who was prospecting in the area. In 1861, the Honest Miner and Gettysburg Mines were discovered, causing the creation of the Colorado Mining District (also known as the Eldorado Canyon and Nelson Mining District) which led to the formation of the first mining camps in the canyon. This area was soon known as a true lawless “wild west” town for many years. Authorities were afraid to come to Eldorado Canyon. The legendary Techatticup Mine was the mainstay of the town.

After a short slowdown, the mines revived in 1905. With the mining revival, the Nelson Townsite was plotted in March, 1905 and named for Charles Nelson, a prospector who was murdered at his mine in May 1897, by a Native American named Ahvote. Nelson, the business center for the Eldorado Canyon Mining District, was served by a post office from June 17, 1905 to February 15, 1929 and also from January 27, 1938 to July 25, 1944, when Searchlight became the mail address for the area. Mining was vital to Nelson. Production was large and the town continued to slowly grow. By 1941, the population of Nelson had reached a stable 600, and two mills shipped gold bullion directly to the mint in San Francisco. Total production for the district is estimated at over ten million dollars, with the Techatticup Mine accounting for nearly half that amount. However, the mining boom did not last, and several of the mines closed in the mid-1940s.

Today, Nelson is the only remaining community in the Eldorado Canyon Mining District. Most of what was the original Eldorado site is now under Lake Mojave after the creation of the Davis Dam. The Techatticup Mine was refurbished and is open for public tours, providing a rare opportunity to go underground in an old gold mine. A wharf area by the Colorado River, that served the Eldorado Ferry, was destroyed by a flash flood several years ago. Many open mines and ventilation shafts are still visible in the area. As of 2011, Nelson consists of approximately 30 homes and 45 residents. Some small mining operations are active in the area.

## **Primm**

Primm was known as Stateline for many years, but officially changed in 1998 to Primm. It is named after the family that developed it. Prior to Stateline, the area was known as Ivanpah on several mining maps and had a mining camp and a railroad siding in the area.

Currently there are three resort hotels. A Nevada Welcome Center is located in Primm. There is also a factory outlets mall and some amusement park type rides. There is some employee housing and in 2011, the estimate population was 741.

## **Sandy Valley**

On December 22, 1892, Frank Williams arrived in the valley on foot from Kansas by way of Ivanpah. Williams was later elected to the Nevada State Assembly when Sandy Valley was still a part of Lincoln County and re-elected when Clark County was formed. Williams was also elected to the University of Nevada Board of Regents for several terms as well. The first community came into being in 1893 when a ten stamp mill was constructed to handle the ore from the Keystone gold mine. It was granted a post office in January of 1896. In quick succession, several names were used to identify the community including Lincoln City, Mandolin, Mesquite, Boss, Ripley, Kingston, Platina, and Sandy. This area was known as Sandy until the town was abandoned in 1906 when the mill shut down. On August 5, 1992, Sandy Valley was given the Community District 5 designation. In 2002, the Old Spanish Trail, which passes through the area, received a designation as a National Historic Trail. The creation of the Citizen Advisory Council and the expansion of the jurisdictional boundaries occurred on December 30, 2003 when the Clark County Board of County Commissioners adopted Ordinance Number 3112.

The Sky Ranch Estate Airport (FAA Identifier: 3L2), is a private general aviation field located within Sandy Valley. It is located on the California side of the Von Schmidt Line and the Nevada side of the present-day state line. Several residences are developed with hangars that have direct access to the private air field.

During the last 40 years, Sandy Valley has experienced more permanent growth, and as of July 2011, has an estimated population of 1,710. Most homes are on large parcels, and residents enjoy a quiet, rural lifestyle. There is little commercial or industrial development and as a result many residents commute to work in the Las Vegas Valley, Jean or Primm. The Sandy Valley community is closely tied with residents across the California state line.

## **Searchlight**

The unincorporated Town of Searchlight is located approximately 55 miles southeast of Las Vegas. U.S. 95 is the major transportation corridor in Searchlight. Cottonwood Cove Road, going east through Searchlight, provides access to Lake Mohave and State Route 164 provides access to California.

Initial discoveries of predominately gold ore were first made at this location on May 6, 1897. George Frederick Colton filed the first claim, later to become the Duplex Mine. The Quartette Mining Company, formed in 1900, became the mainstay of the Searchlight District, producing almost half of the area's total output. In May, 1902, a 16-mile narrow-gauge railroad was built down the hill to the company's mill on the Colorado River. Railroad equipment was brought in by barge from Needles. The locomotive carried ore to the mill and, occasionally, passengers rode down to the steamboat port. The locomotive could run on oil from Searchlight or driftwood from the Colorado River. Operations of the mill and railroad stopped when a new mill was built in Searchlight in 1906. The rails were sold to J. F. Kent, removed, and used on the Yellow Pine line from Jean to Goodsprings in 1910. The foundations of the river mill are below the surface of Lake Mohave near Cottonwood Cove.

Searchlight began to boom in 1902 and reached its peak year in 1907. By 1940, total gold production amounted to \$4.5 million. On March 31, 1907, the Barnwell and Searchlight (B&S) Railroad connected the town with the then main Santa Fe line from Needles to Mojave. By 1919 trains were operating over the B&S Railroad only twice a week. A severe washout on September 23, 1923, halted traffic completely and train service was never restored. By 1927 the gold rush was over and Searchlight's population had dwindled to about 50.

On December 4, 1979 Clark County Ordinance Number 662 established the Searchlight TAB and amended the original town boundaries that had been set in 1919. The current boundary of Searchlight was adopted on December 30, 2003. As of July 2011, the estimated population was 624 residents.

## **Sloan**

Sloan is nineteen miles southwest of downtown Las Vegas and was established as siding for the railroad. First settled in 1912 and developed in 1919, Sloan is still an active community on the Union Pacific Railroad. A post office, first named Ehret was established on May 7, 1919. It was named to commemorate George Ehret, the first postmaster. The area was renamed Sloan for a limestone-dolomite-carnotite mining district in the area on September 11, 1922. Mining continues up to the present day.

Currently Sloan has a siding for the Union Pacific Railroad line near the active mine site. There is also a residential subdivision. Within the past few years several commercial and industrial uses have been established along Interstate-15 and Las Vegas Boulevard. In July 2011, the population was estimated as 107 residents.

## Demographics

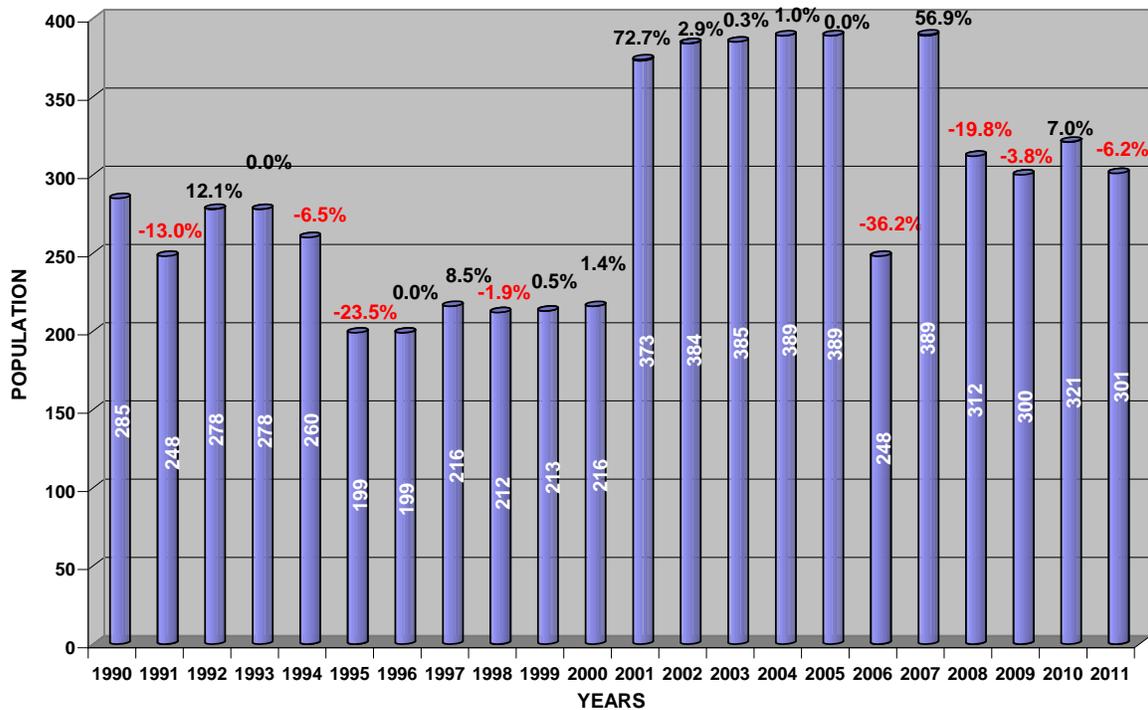
The population information was created from demographics compiled in the Department of Comprehensive Planning.

### Annual Population Growth Rates 1990-2011

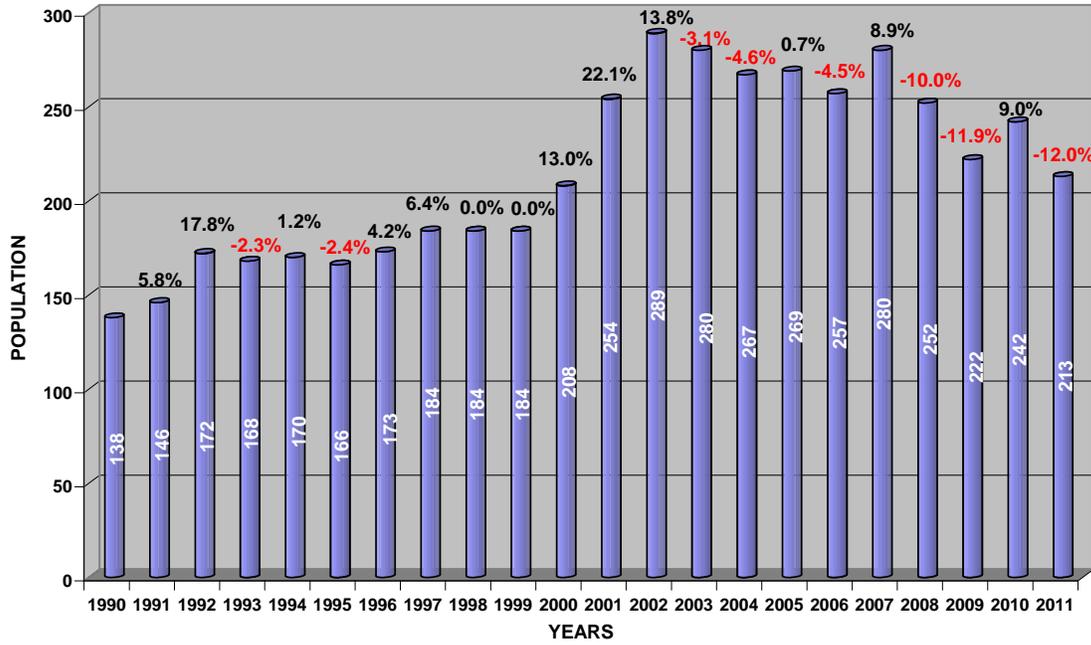
The following figures show the population change and growth rates for the South County detail areas from as early as 1990 to 2011.

In 1990, approximately 2,041 people lived in South County. The Clark County Department of Comprehensive Planning estimates that approximately 3,898 people lived in South County as of July 2011. This represents an increase of 1,827 persons or 91% over 21 years.

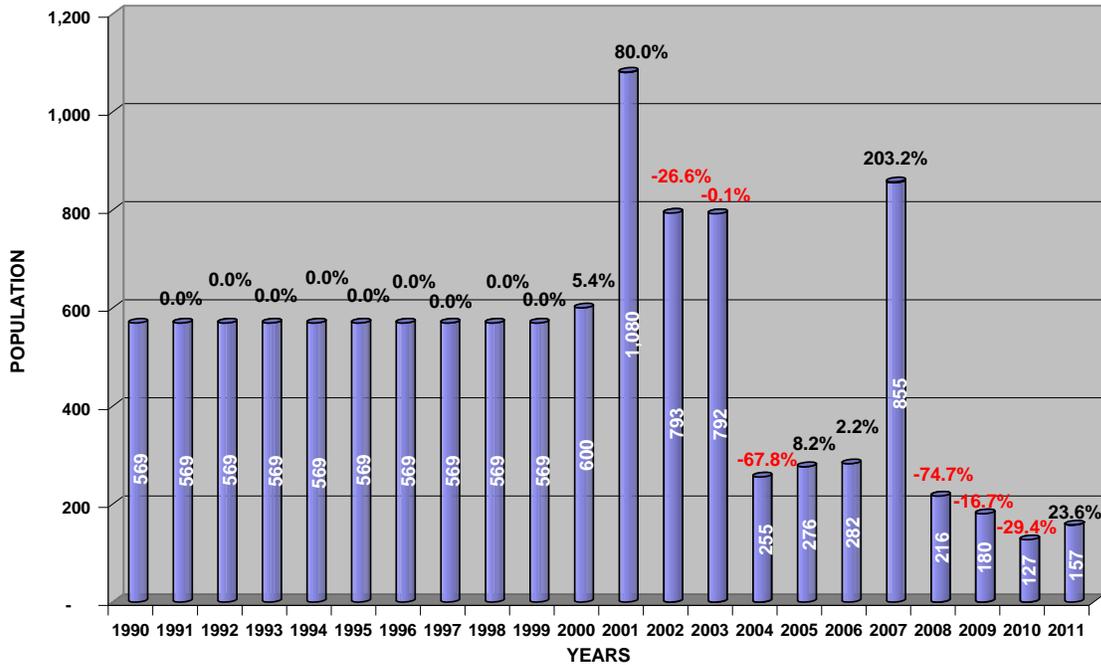
#### Cal-Nev-Ari Population and Growth Rates 1990 - 2011



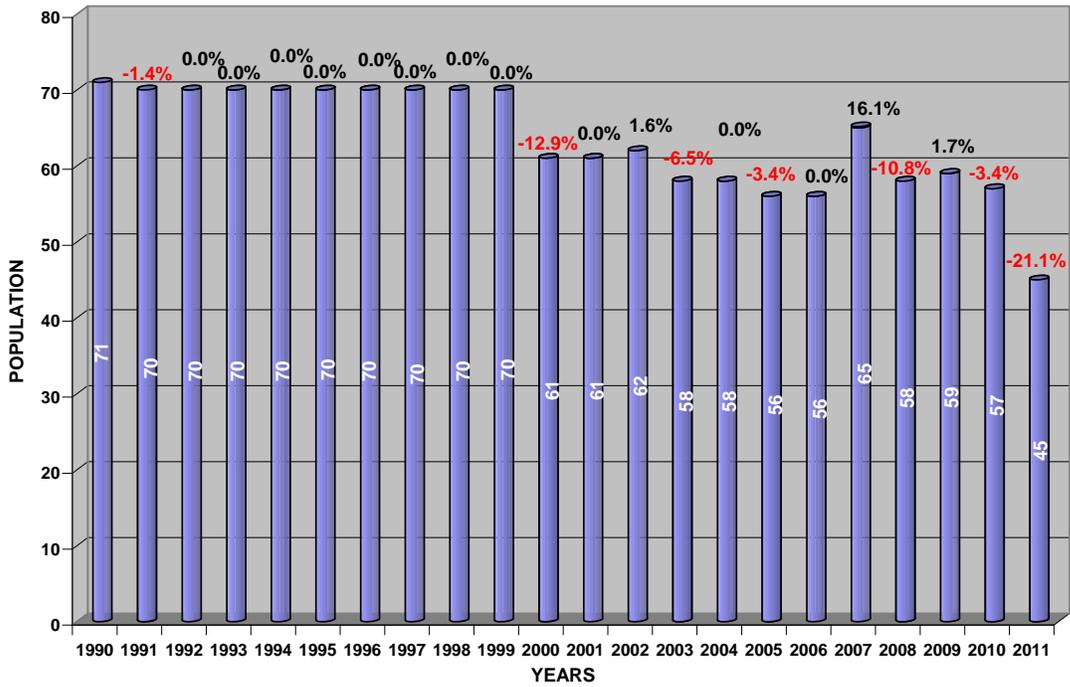
### Goodsprings Population and Growth Rates 1990 - 2011



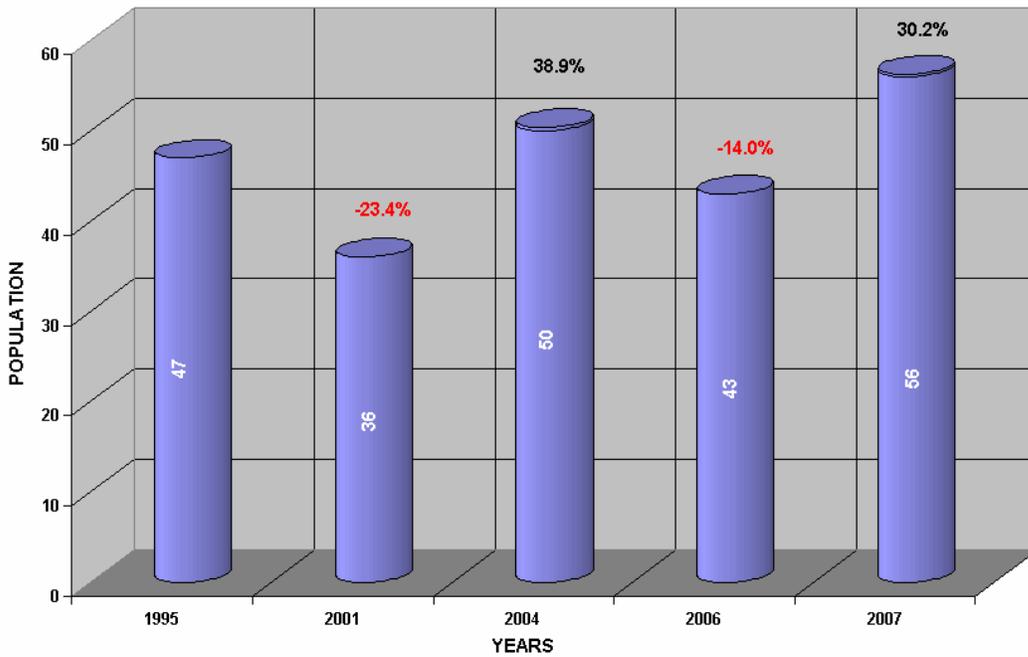
### Jean Population and Growth Rates 1990 - 2011



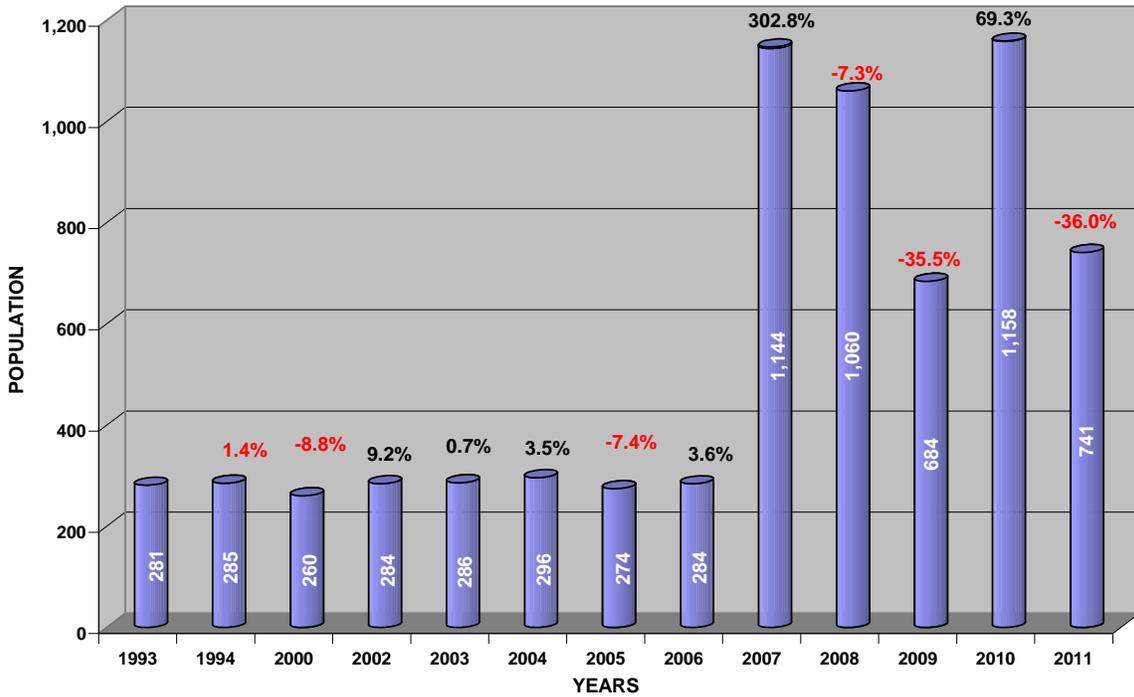
**Nelson Population and Growth Rates 1990 - 2011**



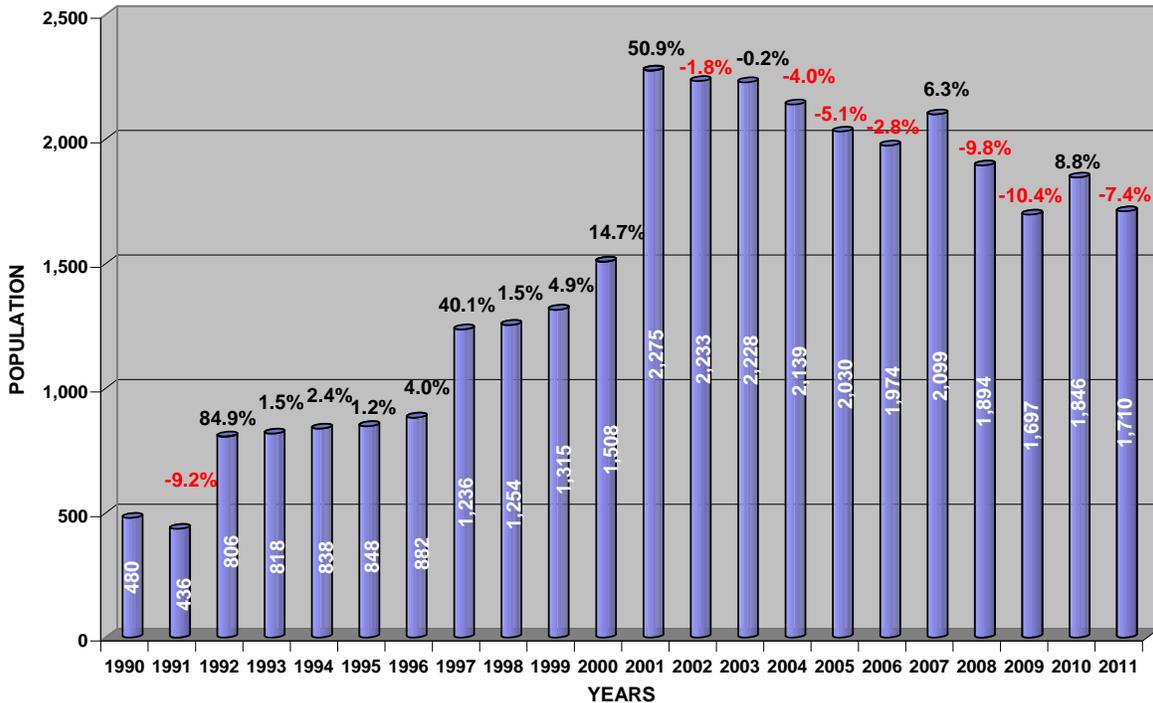
**Figure 5: Palm Gardens Population and Growth Rates 1995 - 2007**



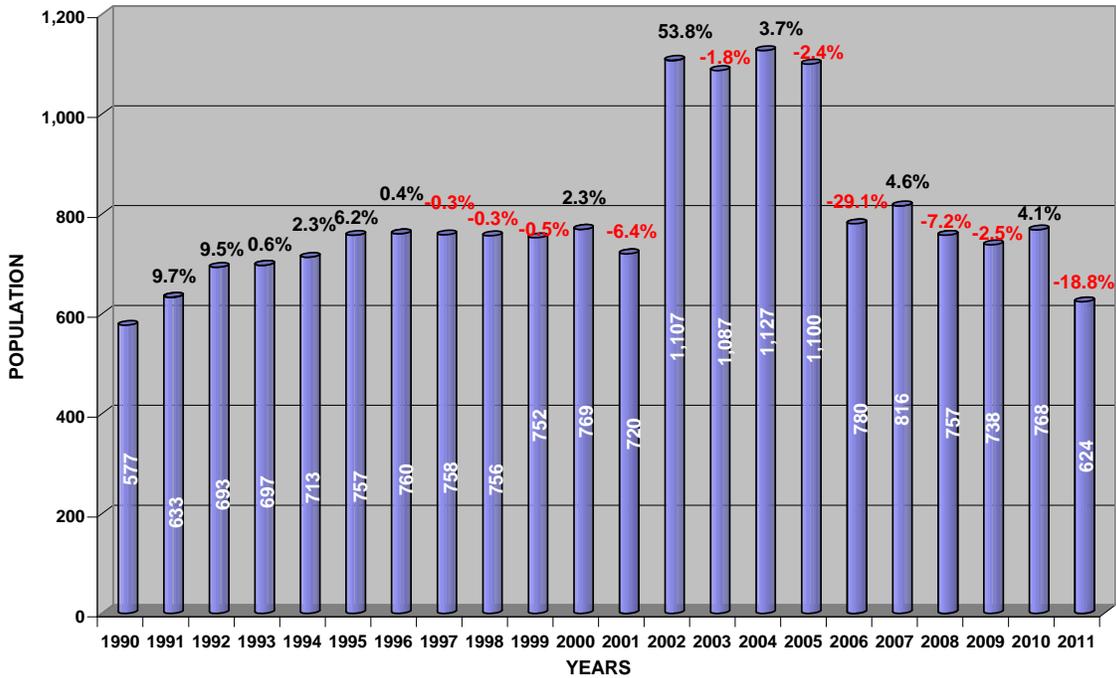
### Primm Population and Growth Rates 1993 - 2011



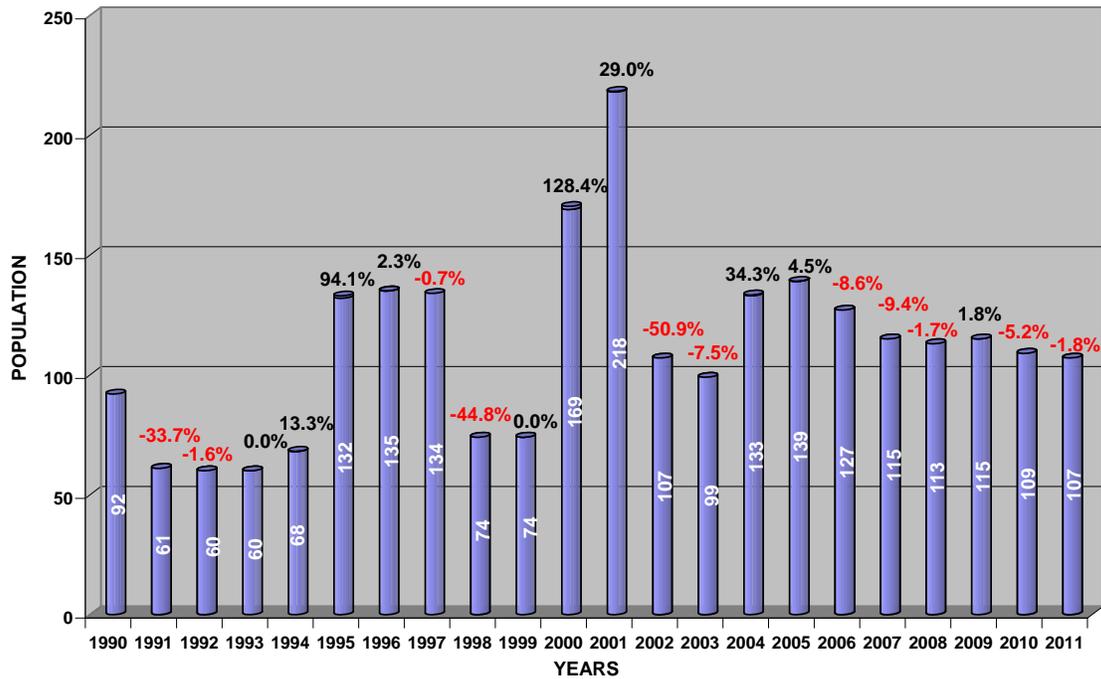
### Sandy Valley Population and Growth Rates 1990 - 2011



### Searchlight Annual Population and Growth Rates 1990 - 2011



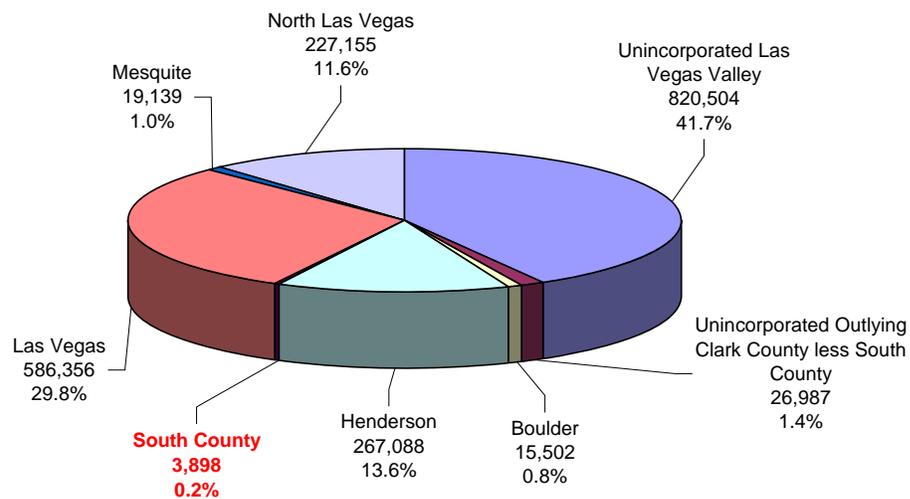
### Sloan Population and Growth Rates 1990 - 2011



## Population in Relation to Clark County

The following figure shows the distribution of Population in Clark County and highlights South County. In 1993, South County represented 0.3% of the Clark County population. In 2011, South County represented 0.2% of the Clark County population.

**Distribution of 2011 Clark County Population by Jurisdiction**



## Housing Mix

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

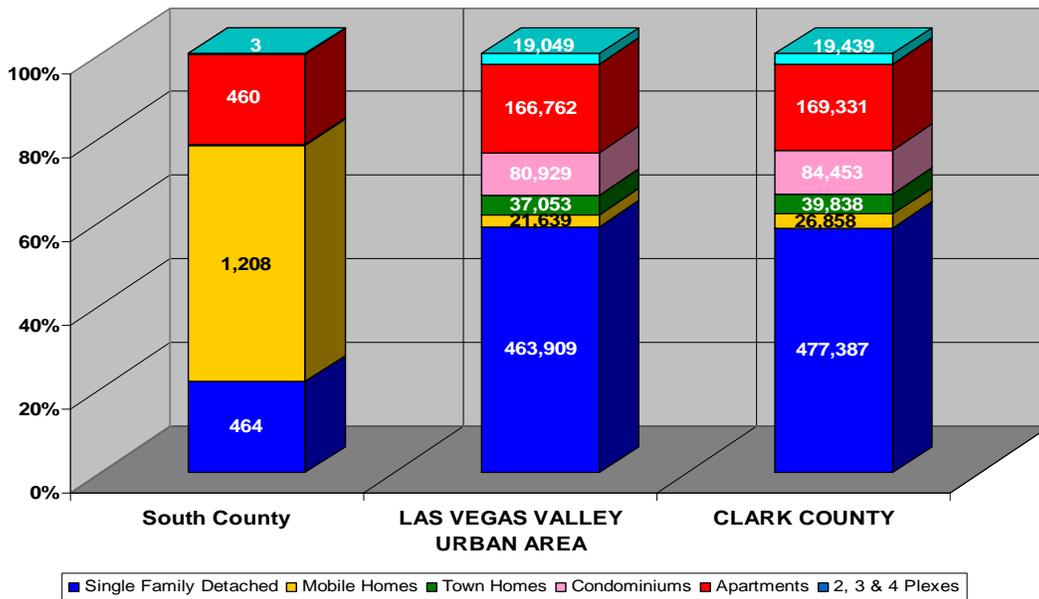
- Single Family Detached (includes real property manufactured homes)
- Mobile Homes (manufactured homes not converted to real property)
- Townhouses
- Condominiums
- Apartments
- 2, 3, and 4 Plexes

South County does not have townhouses or condominiums. The following figure compares the housing mix for South County to the Las Vegas Valley Urban Area (LVVUA) and Clark County

as a whole. The planning area has very few multiple family units and is predominately mobile homes with single family detached dwelling units.

As a percent, mobile homes consist of 56.6% of the South County housing units compared to 3.57% in the LVVUA. Single family detached units comprise 21.7% of all housing units which is 58.8% in LVVUA. Apartment units are 21.5%, which is similar to LVVUA, but all of these units are in Primm. The 2, 3 & 4 Plexes is nominal at 0.14% when compared to the County as a whole and the LVVUA. Overall single family development in South County is over 78.2% of the housing units where it is over 61.5% in the LVVUA. This demonstrates the rural, large lot with low density development consistent throughout South County.

### 2011 Housing Unit Mix



Additional information on population demographics and housing for Clark County is available in the Population Element of the Clark County Comprehensive Plan and from the Comprehensive Planning Department.



# NATURAL CONDITIONS

## **Natural Environment**

There are multiple BLM wildlife conservation, study, and management areas including National Conservation Areas (NCA) in the South County planning area. In addition, the Clark County Conservation of Public Land and Natural Resources Act of 2002 (Public Law 107-282) established new wilderness areas and expanded another.

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

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

An analysis performed by University of Nevada, Reno as Science Advisor to the MSHCP of known species occurrences in the South County Planning Area identified presence of four species of interest to the MSHCP including the Sheep Fleabane (*Erigeron ovinus*), Rosy Two-tone Beardtongue (*Penstemon bicolor var. roseus*), Yellow Two-tone Beardtongue (*Penstemon bicolor ssp. bicolor*), and the White-Margined Beardtongue (*Penstemon albomarginatus*).

Additional information on soils, faults, and slopes can be found in the Clark County Multiple Species Habitat Conservation Plan; Task One: Existing Conditions, Comprehensive Plan for Clark County Nevada; Conservation Element, Comprehensive Plan for Clark County Nevada; and Clark County GISMO.



# **S**URFACE HYDROLOGY

Floods are natural events that may become a problem when urban and rural development competes with natural tributaries for use of the floodplain. Land inside of these washes is not suitable for development. The weather and topography of this area contribute to the creation of 100-year floodplains that are capable of causing death, personal injury, and/or property damage. To reduce flood hazards, the Federal Emergency Management Agency (FEMA) requires developments located in the 100-year floodplain to be protected by physical structures and insurance. The physical structures that are used to control flood hazards are drainage facilities. Drainage facilities are man made structures and include detention basins and conveyance systems. These facilities allow for land to be developed in and around flood zones. New flood control facilities will be outlined in the Flood Control section under Service Factors.

## **Goodsprings**

The Goodsprings/Coyote ST Channel is a proposed detention basin with flood conveyances south of Goodsprings. There are a couple completed flood conveyances in northern Goodsprings in Section 26 with an expansion to one of these facilities scheduled to be completed within 10 years.

## **Jean**

There is a completed flood conveyance north of the Interstate-15 and 161 interchange.

## **Nelson**

There is a complete flood conveyance within the southwestern portion of Section 3.

## **Primm**

The Primm/Wastewater Treatment Berm is a completed detention basin in the southeastern portion of Section 8 and there's an additional supporting flood conveyance north of that location.

## **Searchlight**

There is a completed flood conveyance along the eastern side of Searchlight in Section 35. There is a proposed expansion along the southern end of that conveyance that would be within the Encinitas Road alignment. Also there is a flood conveyance that is scheduled to be completed within 10 years along State Route 164 west of US Highway 95 that would extend into some other rights-of-way in northeastern Searchlight. The Clark County Regional Flood Control District (RFCDD) is starting an update process of the 2003 Flood Control Facilities Plan for Searchlight.

## **Sloan**

The Pittman West Detention Basin and supporting flood conveyances are scheduled to be completed within the next 10 years. It is in Section 17 west of Interstate 15 on federal land. When completed, the flood conveyances are designed to support drainage of Sections 17 and 20.

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

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

# **G**EOLOGICAL HAZARDS

## **Soils**

The U.S. Department of Agriculture survey identifies the potential and limitations of soil types. Soils within the South County are primarily erosion remnants (sand, silt, etc.) from the surrounding mountains that have been deposited by flowing water to form alluvial fans.

## **Faults**

Multistory level development in areas with soluble and clay material may not be suitable without appropriate engineering. The Federal Housing Administration (FHA) requires engineering studies and the development of possible mitigation measures for residential projects requesting federally-insured mortgages and located within 500 feet of a fault.

## **Slopes**

Slopes are an important planning consideration that can highly impact the cost of construction. There are several mountain ranges within the planning area where development may be constrained by existing steep slopes of 12% or greater. Most of the steep slope areas are outside of the established Bureau of Land Management (BLM) disposal boundaries for the burgs or within existing conservation areas.

Generally, public roads exceeding 12% are not approved based on inaccessibility of public services such as garbage pick-up and fire service. Slopes of 12% or greater may be graded to make it possible for road construction. Development in areas with severe slopes can be very expensive and is not recommended.

Faults, slopes, and material corrosion are only a few points of potential problems which may arise due to development in inappropriate areas. Such problems could be mitigated through planning and more appropriate development choices on those sites.

Additional information on soils, faults, and slopes can be found in the 1967 U.S. Department of Agriculture, Soil Conservation Service Soil Survey, Las Vegas and Eldorado Valleys Area, Nevada; Conservation Element of the Clark County Comprehensive Plan; and GISMO.

## **Flood Control**

The Regional Flood Control District's (CCRFCD) recommended Master Plan projects are a combination of detention and conveyance structures, designed to detain 100 year flow streams long enough to reduce downstream flows. Information on this program can be found on their web page.

The CCRFCD has adopted Uniform Regulations for the control of drainage. These regulations include land development policies and construction procedures regarding drainage. The agency responsible for enforcing these regulations in the South County Planning Area is the Clark

County Department of Development Services. Guidelines for submitting drainage studies can be located on the CCDS web page. Standards for drainage facilities can be found on the Regional Transportation Commission (RTC)'s web page.

Although a factor, drainage is not a primary concern when determining land use. Both the CCRFCD's existing and planned improvements and CCDS guidelines allow for land in South County to be developed in and around flood zones.

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

# SERVICE FACTORS

## COMMUNITY RESOURCES

### **Libraries**

The Las Vegas-Clark County Library District (LVCCLD) plays an important role in unincorporated Clark County, the City of Las Vegas, the City of Mesquite and parts of Henderson and North Las Vegas through 24 urban, suburban and rural branches. The library district is funded through property taxes, sales taxes and user fees. It is a separate district from Clark County governed by a Board of Trustees. The district officially formed in 1985, although the Las Vegas Library District and the Clark County Library District had been operating as one consolidated library system since 1973.

The provision for library services does not restrict the growth or land uses in South County. Population growth will lead to higher circulation numbers for the existing system. More facilities may be needed to keep up with the level of service adopted by the LVCCLD. Currently, the LVCCLD serves the South County Planning Area with 3 branches.

### **Goodsprings**

This is one of the smallest communities served by the LVCCLD, but this little town is full of history. In 1968 the Goodsprings Library was started in the living room of an old mining house owned by the parents of the librarian. In 1970 it was moved into its existing trailer where it houses over 5,000 volumes. It is located at 365 West San Pedro Avenue. Contact LVCCLD for operating hours.

### **Sandy Valley**

The Sandy Valley library started as a closet in the old Community Center in 1984, and now occupies 1,200 square feet with over 6,200 volumes in a new shared Community Center/Library. It is located at 650 West Quartz Avenue. Contact LVCCLD for operating hours.

### **Searchlight**

The mining town of Searchlight opened its first library in 1969 and moved into a new joint facility in 1989. Constructed with Federal Block Grant money, the library shares the building with the Health Clinic and the Searchlight Museum. It houses over 7,000 items. It is located at 200 Michael Wendell Way. Contact LVCCLD for operating hours.

## **Museums**



The Clark County Museum and Searchlight Museum Guild have created the Searchlight Community Museum. Located in the Searchlight Community Center at 200 Michael Wendell Way, the museum focuses on the fascinating history of this community. Mining history is a prominent part of the museum's offerings, in addition to the many interesting residents of the community. The admission is free.

More information about the museum can be obtained from Clark County Parks and

Recreation Department.

## **Parks, Recreation and Open Space Facilities**

### **Public**

Clark County provides a system of public parks, recreation and open space facilities. Facilities are managed through the Parks & Recreation Department (P&R). For park planning purposes, South County is separated into geographic areas referred to Rural Park Districts. Sandy Valley is in 9H Park District, Searchlight in 9E, while the remaining portion of South County is located within Rural Park District 9.

### **Level of Service**

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

Recently, there was a rural community standard adopted. This is a minimum of 6 acres of programmable and 2.5 acres of non-programmable parks per 1,000 residents. This applies to South County, except for Sloan.

### **Facilities in Cal-Nev-Ari**

The "Slim" Kidwell Community Center occupies a 3,000 square foot modular structure that hosts activities, meetings and classes to serve as a focal point for disseminating town information. It features a large multi-purpose room, a kitchen, office and restrooms. Site work included a new paved parking lot, a new septic system and desert landscaping and picnic benches. The land for the center was donated by Nancy and Ace Kidwell.

### **Facilities in Goodsprings**

The Goodsprings Community Center & Park is located and developed in conjunction with the CCSD. The park amenities are adjacent to the community center constructed in 1985. There are

picnic tables (including shelters) with barbeque equipment, a basketball half court, and a water spray feature.

### **Facilities in Sandy Valley**

There are developed park amenities associated with the Sandy Valley Community Center. The park facilities include group picnic area with shade shelters and tables including a barbeque area, a basketball court, multi-use field, playground and horse arena. There are six potential future parks on BLM land noted in the Sandy Valley Parks & Recreation Master Plan. As these sites become secured by P&R, it will be included in the inventory.

There is also a private recreational facility owned by the Sandy-Mesquite Valley Educational Foundation, where many community events are held.

### **Facilities in Searchlight**

The Searchlight Park located at 255 S. Nevada Street was built in 1979, is an acre in size that contains a multi-use turf area, one basketball court, a group picnic area with barbeque equipment, and two playgrounds for different age groups. The town fire station is also located at this park site.

The Searchlight Community Center and Museum site is located on an 18.4 acre site. The community center site has a tot lot, "mining park with memorial" and a group picnic area. Reid Elementary School and a baseball/softball field are on the site. The Searchlight Justice Court has a separate building on the site. The rest of the site is developed as a ½ mile loop walking trail with landscaping, interpretative signs and a pavilion.

The Teen Center is within a rehabilitated barracks building containing a weight room, restroom and exercise equipment located at 114 W. Surprise Street.

The Youth Center, adjacent to the Teen Center, is within a rehabilitated school building renovated to function as a recreation center, game room and playground. There is also a skate park.

Table 1 shows the existing park facilities located within South County.

<b>Table 1. South County Existing Park Facilities</b>			
<b>Park Facility</b>	<b>Location</b>	<b>Acres</b>	<b>Facilities Offered</b>
Goodsprings Community Center & Park	375 W. San Pedro Avenue	1	Basketball Half Court, Picnic Tables w/ BBQ, Water Spray Feature
Sandy Valley Community Center	650 Quartz Avenue	9	Picnic Area w/ Shade Structures, Picnic Tables, BBQ area, Basketball Court, Multi-use Field, Playground, Horse arena
Searchlight Community Center	200 Michael Wendell Way	18.4	Mining Park with Memorial, Picnic Area, Tot Lot, Turf Area, Paved Walking Trail and Pavilion
Searchlight Teen Center	114 W. Surprise Street	0.5	Exercise Equipment & Weight Room, Restrooms
Searchlight Town Park	255 S. Nevada Street	1	Basketball Court, Picnic Area w/ BBQ, Outside Restroom, Playgrounds (for different age groups), Turf Area, Water Spray Feature
Searchlight Youth Center	114 W. Surprise Street	0.5	Game Room, Playground, Skate Park
	<b>Total Acreage</b>	30.4	

### **Private Facilities**

There are private parks, common areas and leisure facilities in South County. These include private parks, swimming pools and golf courses. There is no current information regarding the number and acreage of private parks and swimming pools. Private parks and leisure facilities are not included in the level of service for parks and recreation facilities for Clark County. The closest golf courses are located in Southern Highlands within the Enterprise Planning Area and south of Primm in California along Interstate 15.

### **Open Space Facilities**

There are two tracts of federal land reserved for compliance to the MSHCP. The Desert Tortoise Conservation Center is west of the Sloan detail area. In the Jean area is the Large Scale Tortoise Translocation Area.

### **Land Use Considerations**

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

For more information on park recreation and open space, please contact the Clark County Parks & Recreation Department or go to their website. For more information about existing and future Clark County Trails programs contact the Clark County, Department of Comprehensive Planning, Trails Program.

## **Schools**

### **School District Service Area**

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

### **Cal-Nev-Ari, Searchlight, Cottonwood Cove**

- Elementary = Harry Reid (K-6) in Searchlight
- Middle School = Elton M. Garrett (7-8) in City of Boulder City
- High School = Boulder City (9-12) in City of Boulder City

### **Goodsprings**

- Elementary = Goodsprings (K-5) in Goodsprings
- Middle School = Sandy Valley (6-11) in Sandy Valley
- High School = Liberty (12) in City of Henderson

### **Nelson**

- Elementary = Andrew Mitchell (K-2) in City of Boulder City  
Martha P. King (3-6) in City of Boulder City
- Middle School = Elton M. Garrett (7-8) in City of Boulder City
- High School = Boulder City (9-12) in City of Boulder City

### **Sandy Valley**

- Elementary = Sandy Valley (K-5) in Sandy Valley
- Middle School = Sandy Valley (6-12) in Sandy Valley
- High School = Sandy Valley (6-12) in Sandy Valley

### **Sloan**

- Elementary = Steve Schorr (K-5)
- Middle School = Del E. Webb (6-8) in City of Henderson
- High School = Liberty (9-12) in City of Henderson

### **Future School Sites**

The CCSD has also either purchased or reserved future school sites based on land use, zoning and projected population estimates and densities. In anticipation of future needs, the school district has been aggressively pursuing new school construction. Contact CCSD for more information.





## **Fire Protection**

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

The Clark County Fire Department (CCFD) provides fire protection and emergency medical response to South County. The CCFD currently has one full time emergency medical station, Fire Station 87 located in Jean. There are also four volunteer stations that provide service to South County communities. Through mutual aid agreements, the City of Boulder City Fire Department will respond to emergencies in the Eldorado Valley, if necessary.

## **Cal-Nev-Ari**

Station 84 is located at 5 Apache Road at the southern end of the landing strip. This was reopened in February 2007 after a fire destroyed the facility on April 7, 2003. This is manned by volunteer personnel.

## **Goodsprings**

Station 78 is located at 375 North Beacon Street. This is manned by volunteer personnel.

## **Jean**

Station 87 is the only full time emergency station in South County. It is staffed with two full-time personnel. It functions as a paramedic/Advanced Life Support (ALS) unit and currently has no fire fighting capabilities. It is located at 20400 Las Vegas Boulevard South on the northern most part of the Jean Sport Aviation Center.

## **Sandy Valley**

Station 77 is located at 650 West Quartz Avenue. This is manned by volunteer personnel.

## **Searchlight**

Station 75 is located at 255 South Nevada Street. This is manned by volunteer personnel.

## **National Park Service (NPS) Rangers**

NPS Rangers are responsible for the safety of visitors inside the Lake Mead National Recreation Area (LMNRA) and other national parks and wildlife areas. Rangers are responsible for police, fire and medical emergencies.

More dense or intense land uses should not occur outside fire response areas. CCFD service delivery should be taken into account when new developments are proposed in areas where proposed fire stations are not yet built. Additional information on fire response, risk, and operations, contact CCFD.

## **Police**

### **METRO**

The agency responsible for providing police protection in the South County Planning Area is the Las Vegas Metropolitan Police Department (METRO). METRO was formed by the Legislature in 1973 by merging the Clark County Sheriff's Office and the Las Vegas Police Department. Both Clark County and the City of Las Vegas are responsible for funding METRO. South County is currently served by the METRO Resident Officer Program. Through mutual aid agreements, the City of Boulder City Police Department will respond to emergencies in the Eldorado Valley, if necessary.

### **Nevada Highway Patrol (NHP)**

The 1949 Nevada Legislature created the NHP by consolidating the Nevada State Police, Inspectors from the Nevada Public Service Commission and several Inspectors from the Nevada Department of Taxation. On July 1, 1949, the Nevada Highway Patrol Division was created within the Nevada Public Service Commission. These officers were directed to act as field agents and inspectors in the enforcement of the State laws as they pertained to Nevada highways. Currently there is a NHP substation located in Jean.

## **Jean**

Within Jean there are two inmate facilities operated by the Nevada Department of Corrections. The Southern Nevada Correctional Center (SNCC) is a medium custody facility for male inmates. The Jean Conservation Camp (JCC) is a light custody facility for female inmates. These facilities are located on approximately 93 acres east of the railroad tracks in Jean. The use of these facilities fluctuates, some times they are in use and sometimes they are not.

For more information, contact METRO.



## **Natural Gas Service**

### **Transmission**

Southwest Gas (SWG) has several natural gas pipelines that follow U.S. 95 through the Planning Area to the Las Vegas Valley.

South Clark County includes part of the route for the Kern River Pipeline. The route runs north and south on the west side of Interstate-15. This high-pressure (1,200 p.s.i.) interstate pipeline connects Rocky Mountain and Canadian natural gas sources with Southern California demand centers.

### **Service**

Several of the communities in the South County are able to receive natural gas from trunk lines along the SWG route. SWG has the ability to supply existing and future development through their expanding system.

There are no constraints on land use associated with natural gas facilities in South County at this time, other than incompatible uses directly adjacent to major facilities. SWG is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between SWG and individual developers.

For more information, contact SWG.

## **Electric Service**

Electrical service to South County communities is provided by NV Energy and Valley Electric.

### **Sandy Valley Electric Service**

Residents of Sandy Valley receive their services from the Valley Electric Association (VEA).

### **South County Electric Service**

The majority of South County residents and businesses receive their service from NV Energy.

### **Transmission**

Existing major transmission lines (69KV or greater) traverse the area. Most of the power lines in the South County run north and south through the Planning Area.

With transmission lines crossing expanses of public lands, the United States Bureau of Land Management (BLM) is responsible for utility corridor policy. Current policy as stated in the

BLM Management Framework Plan (MFP) is to provide public lands for energy transmission purposes. The MFP calls for common use rights-of-way, wherever feasible, to minimize environmental impacts and avoid corridor proliferation. Planned corridors for future transmission lines will be addressed in the update of the BLM Resource Management Plan.

## **Power Generation**

The Nevada Solar One power plant is in the Eldorado Valley within City of Boulder City. There is a power substation in Nelson and two natural gas power plants near Goodsprings and Primm. Due to favorable conditions, other solar and wind power generation sites are proposed or expected to be proposed in some areas of South County.

## **Other Services**

The CalNev Pipe Line Company operates a pipeline that follows the general line of the Union Pacific Railroad tracks in the western portion of the Planning Area. This pipeline handles gasoline, diesel fuel, and jet fuel that are used to meet the needs of the Las Vegas Valley.

## **Solid Waste**

All communities in the South County Planning Area have curbside pick-up provided by an independent hauler under contract to Clark County. The refuse is then taken to the APEX Regional Waste Management Center located in the Northeast Planning Area of Clark County. In August 1993 the landfills that served Goodsprings, Sandy Valley and Searchlight were closed. The federal regulations established by the Environmental Protection Agency (EPA) could not be met by these landfills, and the cost of upgrading them was not economically feasible. Some of the communities have convenience centers to aid in the removal of items that can not be disposed of during the regularly scheduled pick-ups.

## **Goodsprings**

There is a County owned five acre parcel designated as a future convenience center north of the intersection of Columbia Mill Road and Sandy Valley Road. There are no plans to construct or operate the facility at this time.

## **Sandy Valley**

The Sandy Valley Convenience Center is located at 1575 Beech Street east of Kingston Road.

## **Searchlight**

The Searchlight Convenience Center is located at 651 North Pipeline Road north of the Searchlight Community Center.

More information on solid waste in Clark County is available in the Conservation Element of the Clark County Comprehensive Plan.

## **Water Service**

Water for South County communities comes from groundwater that is collected in a series of hydrographic basins. These basins are under the jurisdiction of the State Engineer. Currently, all the basins in the South County have been over allocated, causing the State Engineer to “designate” them. When hydrographic basins become “designated,” the Nevada State Engineer can declare preferred uses in those basins.

There are eight groundwater basins in the South County Planning Area. They are: Mesquite Valley (Sandy Valley); Ivanpah Valley South (Goodsprings, Jean, Primm); Jean Lake Valley; Hidden Valley; Eldorado Valley; Colorado Valley; Piute Valley (Searchlight, Cal-Nev-Ari); and the Las Vegas Valley (Sloan).

### **Cal-Nev-Ari**

The Spirit Mountain Utility Company, Inc. handles the distribution of water within Cal-Nev-Ari. Total water allocation is 83.8 acre-feet of water per year and the actual use in 2001 was 26 acre-feet. There are currently two wells with two additional wells permitted.

### **Jean**

The Las Vegas Valley Water District (LVVWD) administers the water supply in Jean.

### **Searchlight**

The Las Vegas Valley Water District (LVVWD) administers the water supply in Searchlight.

Developers should contact the water purveyors for water issues related to Cal-Nev-Ari, Jean, and Searchlight. For future expansion plans and a history of the water district, contact the LVVWD.

## **Community Wells**

Several community wells exist in the South County Planning Area. There are three in the Sloan area, four in Jean, two in Sandy Valley, one in Primm, two in Searchlight, two in Cal-Nev-Ari and one in Palm Gardens. The Wellhead Protection Report of the Clark County Comprehensive Plan discourages certain uses within 3,000 feet of these wellheads to reduce potential contamination of the water supply. These community wells are regulated by the Nevada State Engineer.

## **Private Wells**

Some areas of South County developed before public water service. These areas have private wells for water service regulated by the Nevada State Engineer.

For More information about wells contact the Nevada Department of Conservation and Natural Resources.

## **Water Reclamation Service**

### **Jean**

In Jean, there are two package wastewater treatment plants. One facility serves the state prisons and the other the resort hotels.

### **Primm**

The resort hotels in Primm are served by a package wastewater treatment plant.

### **Searchlight**

The Clark County Water Reclamation District (CCWRD) provides sanitary sewer service. A gravity collection system collects wastewater for a majority of Searchlight. One lift station moves flow from the west side of Searchlight to the east side. The treatment facility is located about a half mile south of the Searchlight Townsite. For more information, contact CCWRD.

Established neighborhoods within South County that operate on individual sewage disposal systems (septic systems) are regulated by the Southern Nevada Health District (SNHD). For more information about septic systems contact the SNHD.

## **Transportation**

### **Surface Transportation**

The South County Planning Area has a surface transportation network that is somewhat consistent with a series of Arterial, Collector and Local streets following the Las Vegas square mile grid pattern. Arterial streets vary in right-of-way width from 100 to 150 feet, collectors are typically 80 feet, and local streets are anything less than 80 feet. Arterials and Collectors provide higher traffic capacity than local streets and are more appropriate locations for intense land uses. Traffic is distributed throughout the network.

There are three regional roads and two railroad sidings within South County. Interstate 15 and US Highway 95 are the primary north/south routes for the planning area. State Route 161 starts in Jean Nevada and travels west to Goodsprings. State Route 164 bisects Searchlight and is the connector for Cottonwood Cove and Nipton, California. There are railroad sidings located in Jean and Sloan that can be used for access to train cars for large scale shipping and receiving on the Union Pacific trunkline.

### **Air Transportation**

#### **McCarran International Airport (LAS)**

This is the primary air transportation facility in Clark County and is located in Paradise Township. LAS is operated by the Clark County Department of Aviation (DOA). New facilities are continually being added to keep ahead of passenger demand.

#### **Ivanpah Valley Airport**

Currently studies are being done for a potential airport located between Jean and Primm and between Interstate 15 and the Union Pacific Railroad tracks.

#### **Jean Sport Aviation Center (0L7)**

This airport functions as a sports aviation center and includes general aviation aircraft, aerobatic aircraft, gliders, ultra-lights, and skydiving. The DOA owns the site and Henderson Executive Airport manages and maintains this facility. There are two paved runways at this airport. The 4,600 foot runway is used for powered aircraft. The 3,700 foot runway is intended for gliders and ultra-lights. There is a paved ramp area that accommodates 50 aircraft and a compacted dirt area which will accommodate many more.

#### **Kidwell Airport (1L4)**

This is a private facility that is part of the airpark located in Cal-Nev-Ari. Kidwell Airport has a 4,140 foot long lighted dirt runway and has no oversight from the DOA.

#### **Searchlight Airport (1L3)**

The Searchlight airport functions mainly as a general purpose airport. It was originally built in the 1950s as an emergency alternate paved airstrip for Nellis Air Force Base. Currently Searchlight Airport offers no services and is uncontrolled, unmanned, unlighted and has one 5,040 foot long asphalt runway. The majority of the Searchlight Airport is under BLM jurisdiction with a portion of the airstrip under private ownership.

### **Sky Ranch Airport (3L2)**

This is a private facility part of the Sky Ranch Estates subdivision located in Sandy Valley and has no oversight from the DOA.

### **Sloan Heliport**

An area just west of the Sloan National Conservation Area, adjacent to Interstate-15, has been selected as a site for a future heliport.

### **People Mover**

The three resort hotels located in Primm are joined by a people mover system that spans Interstate-15. This system reduces the number of automobile trips in Primm.

### **Transit**

The RTC is currently involved in the process of developing a Long Range Transit Plan. The purpose of this plan is to analyze and prioritize practical transit alternatives and identify future transit corridors. This long range plan may ultimately have an effect on some of the arterial systems within the South County planning area.

The Silver Rider Express, part of the Southern Nevada Transit Coalition (SNTC), has several bus service routes for the Searchlight area. Some of the route destinations include Laughlin, Cal-Nev-Ari, Palm Gardens, Primm, and the Downtown Transportation Center in the Las Vegas Valley.

For additional information on transportation and transit projects contact the RTC and the SNTC.

# L AND USE

## HISTORICAL SITES AND PLACES OF INTEREST

There are several National Historical Sites and Nevada Historical Markers within the South County Planning Area. These are locations that are registered as historical places and districts on the federal level. Several of the sites have other designations and registrations associated with the location.

### **National Historic Landmark**

#### **Hoover Dam (Boulder Dam)**



This project began as the Boulder Dam, but the name was changed to the Hoover Dam in honor of Herbert Hoover who played an instrumental role in its construction, first as Secretary of Commerce and then later as the 31<sup>st</sup> President of the United States. The construction of the Hoover Dam began in June 1933 and was dedicated in September 1935 two years ahead of schedule. This concrete arch-gravity storage dam is among the largest and earliest of the Bureau of Reclamation's massive multiple-purpose dams and is located in Black Canyon of the Colorado River east of Las Vegas on U.S. 93 on the Nevada and Arizona borders. By providing electric power, flood control, and irrigation water, this dam made increased levels of population and agricultural production in large areas of the Southwest feasible, affecting not only lands near the river, but also urban centers in Southern California and Arizona. Tours through the Hoover Dam and Power Plant began in 1937. Because of its

significance as an engineering structure, it was registered as a National Historic Place in 1981 and a National Historic Landmark on August 20, 1985. For more information contact the Bureau of Reclamation.

## **National Historic Places**

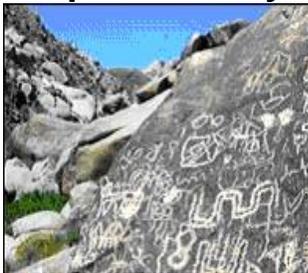
The following are registered as historical places and districts on the federal level. Several of the sites have other designations and registrations associated with them.

### **Goodsprings Schoolhouse**

This is located at 385 West San Pedro Avenue east of Esmeralda Street. The first school was established in 1907 in a tent southwest of the Yellow Pine Store with Miss Winifred Hardy as the teacher. The doors of Goodsprings School opened in September, 1913, to the sound of the bell on the roof. Over the years the school has been remodeled inside and outside, but the basic structure still stands today, including the bell. The school is still in use today and is the oldest active school in Clark County, Nevada and has been registered since March 10, 1992.



### **Grapevine Canyon Petroglyphs**



The canyon is about one driving hour south of the City of Las Vegas on US 95. The location is off a dirt road leading through Christmas Tree Pass near the base of Spirit Mountain. Ancient petroglyphs and a seasonal stream are in Grapevine Canyon, which park rangers point out during guided hikes. It was registered on December 15, 1984.

### **Homestake Mine District**

In the 1930's, the Homestake Mine operated an amalgamation and cyaniding plant on Cottonwood Island for processing gold and silver ore. Mining operations ceased in 1953 as Davis Dam was completed placing Cottonwood Island and the plant under Lake Mohave waters. The 640 acre site was registered as a National Historic District on July 17, 1985.

### **Sloan Petroglyph Site**

Archeologists believe the more than 300 rock art panels with 1,700 individual design elements were created by native cultures from the Archaic to historic era. Mechanized/motorized travel is not allowed, but activities such as hiking, horseback riding, and wildlife watching is encouraged. Ancient petroglyphs are located throughout the National Historic Place created on December 18, 1978. This site also became a State Historical Site on March 4, 1981. On February 5, 2004, the National Historic Place boundary was expanded.

### **Spirit Mountain (Dead Mountain and Mount Newberry)**

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

## **Willow Beach Gauging Station**

Willow Beach may have been a prehistoric trading center based upon artifacts found along the Colorado River. The Basketmaker Indians from Lost City started camping at Willow Beach around 250 B.C. For a while, only the Amargosa people, from the areas to the west, came. Possibly by 750 A.D., the late Basketmaker people were visiting the area again. Sea shells, steatite, and asphaltum from the Pacific Coast were traded for salt, pottery, textiles and other items from the interior. After 1150 A.D., the Shoshoneans mainly camped at Willow Beach. Paiutes were in the Black Canyon area in 1858 when Lieutenant Ives brought his steamboat up the Colorado River.

The Willow Beach Gauging Station is located in the Lake Mead National Recreation Area (LMNRA) and was listed in the National Register of Historic Places for the State of Arizona in 1986 and for Nevada on March 21, 1996. Today, the cables, catwalk, trail and gauging station are located on Lake Mohave north of Willow Beach.

## **National Historic Trail**

### **Old Spanish Trail**

The Old Spanish Trail was established as a National Historic Trail in 2001. The National Park Service's National Trails System, Intermountain Region (Santa Fe and Salt Lake City) and the Bureau of Land Management's New Mexico state office (Santa Fe) are leading the planning effort to establish and maintain the trail system that will be within South County including Goodsprings and Sandy Valley, and the Northeast Planning Areas.

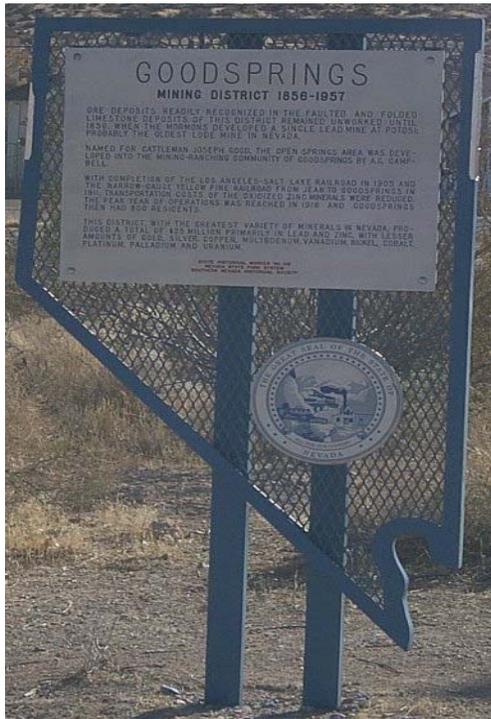
## **State Historical Markers**

The Historic Marker Program was initiated by the Nevada State Legislature in 1967 to bring the State's heritage to the public's attention with on-site markers. There are now 266 historical markers in Nevada commemorating sites and buildings such as Las Vegas Mormon Fort, Stokes Castle in Austin, the Pony Express Station in Elko, and the first airplane flight in Nevada at Carson City. The Historic Marker Program is a cooperative effort involving the Department of Cultural Affairs, State Historic Preservation Office, which administers the Program, the State Historical Society which reviews proposed marker texts, and the Nevada Department of Transportation which assists in installing and funding the markers. Below are the markers within the area delineated on the South County Planning Area maps.

### **#6 – Eldorado Canyon**

This marker is located on the east side of US Highway 95 at State Route 165 within City of Boulder City. This commemorates Eldorado Canyon which was one of the biggest mining booms in Nevada history. Gold and silver were discovered in Eldorado Canyon about 1859, and soon mines were developed. In the 1860's the canyon was bursting with a rowdy population of nearly 500 men, many were deserters from the Civil War. The river was navigable at the time, making it possible to bring in food and supplies by boat. Notorious for its feuds and shootings, the canyon was equally well known for its three largest mines, The Techaticup Mine, Wall Street Mine, and the Savage Mine, which yielded five million dollars during 40 years of operations.

## #102 – Goodsprings (Mining District 1856-1957)



Located north side of Spring Street between Revere Street and Vegas Street, next to a wooden military barracks building that was moved from Tonopah in the 1940's. This building has served as a community center, church and post office. This marker commemorates the Goodsprings (Mining District 1856-1957).

Ore deposits readily recognized in the faulted and folded limestone deposits of this district remained unprocessed until 1856, when Mormons developed a single lead mine at Potosi.

Named for cattleman Joseph Good, the Open Springs area was developed into the mining-ranching community of Goodsprings by A.G. Campbell.

With completion of the Los Angeles-Salt Lake Railroad in 1905 and the narrow-gauge Yellow Pine Railroad from Jean to Goodsprings in 1911, transportation costs of the oxidized zinc minerals were reduced. The peak year of operations was reached in 1916, and

Goodsprings then had 800 residents.

This district, with the greatest variety of valuable minerals in Nevada, produced a total of \$25 million primarily in lead and zinc, with lesser amounts of gold, silver, copper, molybdenum, vanadium, nickel, cobalt, platinum, palladium and uranium.

## #116 – Searchlight

This marker is located on US Highway 95 in Searchlight. Initial discoveries of predominately gold ore were first made at this location on May 6, 1897. George Frederick Colton filed the first claim, later to become the Duplex Mine.

The Quartette Mining Company, formed in 1900, became the mainstay of the Searchlight District, producing almost half of the area's total output. In May, 1902, a 16-mile narrow-gauge railroad was built down the hill to the company's mill on the Colorado River. Railroad equipment was brought in by barge from Needles. The locomotive carried ore to the mill and, occasionally, passengers rode down to the steamboat port. The locomotive could run on oil from Searchlight or driftwood from the Colorado River. Operations of the mill and railroad stopped when a new mill was built in Searchlight in 1906. The rails were sold to J. F. Kent, removed, and used on the Yellow Pine line from Jean to Goodsprings in 1910. The foundations of the river mill are below the surface of Lake Mohave near Cottonwood Cove.

Searchlight began to boom in 1902 and reached its peak year in 1907. Up to 1940 total production amounted to \$4.5 million. On March 31, 1907, the Barnwell and Searchlight (B&S) Railroad connected the town with the then main Santa Fe line from Needles to Mojave.

By 1919 trains were operating over the B&S Railroad only twice a week. A severe washout on September 23, 1923, halted traffic completely and train service was never restored.

### **#195 – The Last Spike**

About 4.6 miles northeast of Jean off Interstate Highway 15 on Frontage Road, is the marker that celebrates the Last Spike of the San Pedro, Los Angeles and Salt Lake Railroad driven on January 30, 1905. This railroad later changed ownership when it was bought by the Union Pacific Railroad in 1921 from William A. Clark (Senator of Montana). This site is near where workers drove that last spike which completed the railroad between Salt Lake City, Utah, and Los Angeles, California. This was the last "transcontinental" line to Southern California and one of the last lines built to the Pacific Coast. There was no formal celebration at the time, but those present gave some recognition to the event. Las Vegas owes its existence to the railroad, as the men in charge laid out the original Las Vegas Town Site and established a division point there, taking advantage of a good supply of water.



### **Places of Interest**

These are sites that have historical and cultural value but have not been registered as a historical site.

#### **Crescent**

This was an area of significance between 1863 and 1878. Mexican miners removed more than \$500,000 in gold. Later, others took over the operation of the mines. At one time it had a post office. The town of Crescent came into being in 1904 when new silver deposits were discovered. However, any permanence for Crescent was doomed by the financial panic of 1907 and the town was empty by 1908. Only rubble and foundations remain of the original structures. Crescent is located south of State Route 164 approximately 2.5 miles from the California border.

#### **Eldorado Ferry (Camp Eldorado)**

A temporary military camp for about forty soldiers was established on January 15, 1865 to protect the miners of Eldorado Canyon from Native American attacks. Soldiers were stationed at Camp Eldorado until August 24, 1867. The site was just north of the mouth of Eldorado Canyon on the west bank of the Colorado River at the Eldorado Ferry crossing. The site of the camp and the ferry crossing are now under Lake Mohave.

#### **Juan**

This community was first associated with a railroad siding for the Barnwell and Searchlight Railroad that operated from 1907 to 1924. Area mining activity continued after the railroad

failed and was abandoned. Several buildings remain today. The town was originally thought to be in California, but Nevada claimed it also so both states imposed taxes until the survey was done, which proved that Juan was in Nevada. It is currently located on the California border south of Crescent.

### **Ringbolt Rapids**

The Colorado River was also an important route used for steamship travel and trade from the 1860s until the early 1900s when the railroad was completed through the area. Ships docked at the former riverside settlements of Cottonwood, Eldorado City, and Hardysville and went further upstream over precarious rapids with the help of ropes, winches, and ringbolts. Two of these ringbolts, still anchored in the canyon walls, are visible at Ringbolt Rapids which are approximately four miles south of the Hoover Dam.

### **Roach**

This was a former train station south of Roach Lake on the San Pedro, Los Angeles and Salt Lake line constructed in 1905.

### **Sunset**

Ore was discovered at this site during the 1890's, but was of small significance. Later in 1905 the Lucy Grey mine was established as the real producer, found by a lone prospector. The camp was laid out near the Nevada-California border, just two miles east of Lyons, California. In 1912 a cyanide mill was built near the mine, for three decades the district's production reached about \$50,000. Little remains but tailing piles.

### **Walking Box Ranch**



In 1931, Hollywood stars Clara Bow and Rex Bell built their Walking Box Ranch headquarters after acquiring the ranch property from a remnant of a million-acre ranch created by the Rock Springs Land and Cattle Company in the eastern Mojave Desert in the late 1890s. They and subsequent owners ran cattle on public lands until the late 1980s. Many of the original buildings and structures remain intact.

The Nature Conservancy, BLM and UNLV are working to preserve the headquarters of the Walking Box Ranch. They are working toward listing the site on the National Register of Historic Places. Future uses are to include a museum and a field, research, and training center.

## **Tristate**

This was a town site on the west bank of the Colorado River, located below Bullshead Canyon and above the current site of the Davis Dam. Tristate Town was plotted in July 1921 and is now mostly under Lake Mohave. This site should not be confused with a later site named Tristate which is now Laughlin.

## **Goodsprings**

The Goodsprings Historical Society (GHS) has established a walking tour of historic sites and buildings within that area. More walking tour information can be obtained at the GHS webpage. Within Goodsprings there are national historic places, state historical markers, and places of interest.

## **State Historical Markers**

The Historic Marker Program was initiated by the Nevada State Legislature in 1967 to bring the State's heritage to the public's attention with on-site markers.

### **Places of Interest**

These are sites that have historical and cultural value but have not been registered as a historical site at this point in time.

#### **Camp Duncan**

Camp Duncan was a turn of the century mining camp named for George Duncan. This site had mining activity from 1900 to 1910. The camp was located about a mile east of Nelson on the side of a small hill, named Mount Duncan near the site of Eldorado City.

#### **Eldorado City**

This was a mining camp at the old Eldorado Mine, established by Nat Lewis near Huse Spring. The mine had been revived in 1901, with a 25-stamp mill planned but it was never built. Eldorado City was located about a mile east of downtown Nelson.

#### **Techatticup Mine**

There is a monument at a refurbished mining town near the Techatticup Mine that was dedicated by the Queho Posse Chapter 191 of the Ancient and Honorable Order of E Clampus Vitus on September 22, 2000.

The mine is approximately one mile east of downtown Nelson north of State Route 165 before the Lake Mead National Recreational Area (LMNRA). The original Techatticup Mine was located in 1861. When it was founded, it was the most important mine in El Dorado Canyon. It produced millions of dollars in gold ore, and was originally served by steamboats on the Colorado River. It is said the mine's name is taken from two Paiute words meaning "hungry" or "bread".

Two of Nevada's most famous renegade Native Americans lived in the area. Ahvote, killed five victims. Queho was credited with killing twenty-three people, was named as Nevada's "Public Enemy #1" and became the state's first mass murderer. Near this mine, Queho killed his last known victims in January 1919, Maude Douglas and two prospectors named Eather Taylor and William Hancock. Queho successfully eluded the sheriff's posses.



## **Primm**

### **Ivanpah**

A former railroad siding and mining camp located near the current Nevada/California border along Interstate 15.

## **Sandy Valley**

### **Keystone Mill**

This was a mill that operated in the 1890s. It is located at the site of Taylor's Well. There was a mining community and a post office that operated from 1893 to 1897 also associated with this mill.

### **Mandolin**

Mandolin was an upstart community planned in 1908. Several lots were sold and a small tent community developed but soon faded. Today some of the lots are still developed while the remaining recorded subdivision still exists.

### **Platina**

The Spanish word for "platinum" is a mining townsite north of the airstrip. The town sprang into existence when H.K. Riddall, discovered platinum in the Boss Mine in 1914. By 1915, the town had 200 people, many businesses and a post office from January 3, 1916 until May 31, 1917. The Boss Mine was first located by Joseph Yount on January 1, 1886 near the site of the Keystone Mill. Although the boom at Platina only lasted about a year, mining continued until late 1918 or early 1919. Today some of the lots are still developed while the remaining recorded subdivision still exists.

## **Searchlight**

### **Abbotsville**

This was the terminal location for the 23 mile Barnwell and Searchlight Railroad. Rather than construct up the hill to Searchlight, the railroad only ran to land owned by the Searchlight Terminal Townsite Company. This flat inexpensive location was about a mile southwest of the town. Local objection to the establishment of the terminal about one mile west of Searchlight, owned by the Searchlight Terminal Townsite Company, caused the citizens to apply the name derisively for F.J. Abbot, the managing director of the company. The railroad was completed in the spring of 1907. On December 28, 1911, the line was sold to the Arizona and Santa Fe Railway Company and continued operations until a major washout occurred on September 23, 1923. The railroad was never rebuilt and the line was abandoned on February 28, 1924.



### **Camp Sunrise**

A short lived 1906 mining camp that was located near Summit Spring, approximately three miles east of downtown Searchlight. The site was north of the Emerald City townsite.

### **Duplex Mine and George Frederick Colton**

Just north of Colton's General Store near the current entrance to the Duplex Mine site in Searchlight, is a monument that was dedicated by

the Queho Posse Chapter 1919 of the Ancient and Honorable Order of E Clampus Vitus on October 23, 2005. The plaque states that George Frederick Colton can be considered to be the father of Searchlight. The Searchlight claim made on May 6, 1897 was the earliest claim of importance in what became the Searchlight Mining District. He is also credited with providing the name for this new district.

Colton's Searchlight claim, New Years Gift Claim later became to be known as the Duplex Mine. The Duplex Mine was one of the important mines in the area, along with the Quartette Mine.

### **Emerald City**

A bunch of copper claims located near Summit Springs about three miles east of Searchlight, just off the Cottonwood Cove Road. A town site was laid out in 1906 but nothing significant has materialized.

For more information about Nevada Historical Markers contact the State Historic Preservation Office. For more information about National Historical Places contact the National Park Service.

## **P**UBLIC FACILITIES

This Public facilities section includes facilities not covered in the parks, schools and other facilities sections.

### **Goodsprings**

The Goodsprings Cemetery is on a 1.3 acre lot north of the main road on the eastern side of town within Section 25. The cemetery is currently owned by Clark County Administrative Services and is managed by the Goodsprings Cemetery Association. There is also a post office located on the school, park, and community center site.

### **Jean**

The Goodsprings Township Justice Court is located adjacent to the airport.

### **Searchlight**

The Post Office is on the northwest corner of Main Street and Hobson Street located at 106 West Hobson Street. The Justice Court is located at 1090 East Cottonwood Cove Road. The Searchlight Cemetery is on a 4.5 acre County owned parcel east of Nugget Lane.

# ZONING

Title 30, the Clark County Unified Development Code, is the implementation tool of the Comprehensive Plan of Clark County. It is adopted under the authority of Chapter 278 (Planning and Zoning) of the Nevada Revised Statutes (NRS). It sets forth the regulations that govern the subdivision, use, and/or development of land, divides the county into Zoning Districts, and sets forth the regulations pertaining to such districts. For more information contact Clark County Department of Comprehensive Planning.

# OVERLAY DISTRICTS

Information about overlay districts is located within Clark County Development Code, Title 30.48.

## **Gaming Enterprise District Overlay**

The Gaming Enterprise District Overlay identifies areas for potential expansion of gaming activities and to identify those areas not suitable for gaming, avoiding incompatible development with residential, schools, or place of worship uses and developments from resort hotels and the impacts associated with such intense uses. South County is considered “Rural Gaming” because it is located outside of the Las Vegas Valley. One of the criteria for rural gaming is the property must have an Unrestricted Gaming License to be considered part of the Gaming Enterprise District Overlay. As such, the resort hotel properties within Jean and Primm are part of this overlay. The Cal-Nav-Ari Casino Restaurant and the Nugget Casino and Restaurant in Searchlight are also included in this overlay.

## **Las Vegas Boulevard Corridor**

The Las Vegas Boulevard Corridor identifies areas of concern for the protection of critical rights-of-way, extending from the Las Vegas Valley southwards to the State border with California.

# C HAPTER 3

## ISSUES AND CHALLENGES

### **Issues in South County**

There are a number of issues affecting existing and future land uses within the South County Planning Area. These issues include revitalization needs in portions of the planning area, availability of potable water, and code enforcement.

### **GENERAL for all of South County**

- Over allocation of water basins. The planning area is dependent on underground aquifers to supply its potable water.
- The anticipated development of a commercial service airport in the Ivanpah Valley along the Interstate 15 Corridor will require land use strategies that facilitate compatible development in the surrounding 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 responses can take more time because of distances from the highly developed valley.
- 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 are found in the planning area.
- 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.
- 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.

## **CAL-NEV-ARI**

- Need for speed limit reduction through this community on both sides of the highway.
- Potential need for waste water treatment facility, if community grows.

## **ELDORADO VALLEY**

- Limited resources make development of private land very limited.
- Suggestion by some property owners request conversion of private land to conservation and open land through fair market value acquisition by government entities.

## **GOODSPRINGS**

- There are several buildings, structures, and archaeological sites in the planning area that could qualify as “Historic Places.”
- Many land owners/communities do not own the mineral rights under their properties clouding the title.

## **NELSON**

- Current addressing system may complicate emergency response.

## **SANDY VALLEY**

- The water basin also goes into California, so there is not coordinated control to limit over allocation of the water resource.
- Water regulations prevent subdivision of most lots, even though the standard zoning designations could allow the division of some lots. Water regulations supersede what could be allowed by zoning.
- Need for a trail system in the community that connects to trails on Federal land.

## **SEARCHLIGHT**

- Property maintenance is an issue and may require direct intervention through code enforcement.
- Years ago, the properties along Cottonwood Cove Road were zoned as C-2. Today, the majority of properties on Cottonwood Cove St and the south side of Addition Street, between Main St and California Street, are still zone C-2 but are built as residences. This causes problems when making land use applications and with financing of the resident uses and improvements.
- Historic mining lots are as narrow as 25 feet, legally combining lots should be done, where feasible, to create building lots on which homes and businesses can be built without waivers and variances.
- There is a desire for a trail system in the community that connects to trails on Federal land.
- Many of the lots in the western portion of the community are not connected to the waste water collection system.
- The amount of land designated commercial is much higher than the residential uses could support.

### **Design standards in unified development code not necessarily applicable to Searchlight**

Searchlight began as a mining town. Some of the architectural elements and landscape features that complement the historic character of Searchlight are not necessarily consistent to the current unified development code. Some of the community's suggestions for future design criteria for Searchlight include, but are not limited to:

- Color schemes that complement the surrounding landscape.
- Structures that are scaled and designed to complement to surrounding community and landscape.
- Architectural designs and elements that refer to the historic use of architecture in the town of Searchlight, including turn-of-the-century architecture, historic ranching and mining architecture, or replicas of historic town buildings.
- Architectural designs and elements that refer to the surrounding high desert landscape, such as adobe or southwestern style architecture.
- Designs that include arts and crafts (such as murals, sculpture, landscaping features, native crafts, informative plaques, historic artifact displays, etc.) that compliment the surrounding community or highlight Searchlight's history. Pertinent themes include: mining, boomtown history, the railroad, historic gaming and entertainment, the Colorado River, Searchlight celebrities, prospecting, ranching, local crafts, Native Americans, local plants and animals, and the natural landscape.
- Landscaping using native plants, rock gardens and rock mosaics. Walls, structures or landscaping using locally quarried stone.

## SLOAN

- No sewer system to support more intense development.
- The transportation and utility corridor that extends 2,640 eastward from the eastern boundary of the Nevada Department of Transportation easement for Interstate-15, needs to be preserved.

## SOUTH COUNTY

### Environmental Issues

#### **Threatened or Endangered Species Issues**

There are a number of Federally listed Threatened or Endangered Species in Clark County. The Clark County Multiple Species Habitat Conservation Plan (MSHCP) has been developed to address these species and other species of concern in Clark County. In 2001, the MSHCP and Section 10(a) Incidental Take Permit was issued to Clark County, NDOT, 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.

The MSHCP mitigates for take on up to 145,000 acres within Clark County. Approximately 70,000 of these acres remain at this point in time, and this statistic is updated by Desert Conservation Program staff on a monthly basis. This mitigation takes place primarily on Federal lands in the county. Species of concern within the South County Planning area are: Desert Tortoise (*Gopherus agassizii*), Western Burrowing Owl (*Athene cunicularia*), Bell's Vireo (*Vireo bellii*), Phainopepla (*Phainopepla nitens*), Banded Gila Monster (*Heloderma suspectum*), Desert Pocket Mouse (*Chaetodipus penicillatus*), Desert Kangaroo Rat (*Dipodomys deserti*), Pale Townsend's Big-eared Bat (*Corynorhinus townsendii pallascens*), Forked Buckwheat (*Eriogonum bifurcatum*), Jaeger Ivesia (*Ivesia jaegeri*), Jaeger Beardtongue (*Penstemon thompsonae*), White Bearpoppy (*Actomecon merriamii*), Sheep Fleabane (*Erigeron ovinus*), Rosy Two-tone Beardtongue (*Penstemon bicolor var. roseus*), Yellow Two-tone Beardtongue (*Penstemon bicolor ssp. bicolor*), and the White-Margined Beardtongue (*Penstemon albomarginatus*). If any of these species are listed on a state or federal threatened or endangered species list, they may present challenges to land use activities in the planning area.

Contact the Clark County Desert Conservation Program, the US Fish and Wildlife Service, or the Nevada Department of Conservation and Natural Resources (NDCNR) for specific regulatory and enforcement information that relates to protected species.

For general information on the Clark County MSHCP contact Clark County Desert Conservation Program.

#### **Development Impacts from Sensitive Species**

The presence of threatened or endangered wildlife and plant species can influence (and possibly impede) land use. It is important for residents, property owners, and developers of private in

holdings to be aware of any state or federal designations regarding sensitive species, which may impact the development or use of the land. Contact the Clark County Desert Conservation Program, the US Fish and Wildlife Service, or the NDCNR specific regulatory and enforcement information that relates to protected species.

For general information contact the Clark County Desert Conservation Program.

## **Non-Conforming Zone Changes**

Zone Boundary Amendments are non-conforming when the zoning district being requested is outside of the range of densities and intensities permitted in the land use category or when the change being requested is in conflict with the Community District Element. Non-conforming Zone Changes can result in areas developing in unexpected ways from those planned. This often will have a significant impact on public facilities such as schools, police, fire, transit and transportation. These zone changes can be controversial and may lead to dramatic changes in existing neighborhoods.

County code requires that all Non-Conforming Zone Boundary Amendments have a pre-application conference, a neighborhood meeting prior to formal application. If an applicant proceeds, there will be public hearings before the TAB/CAC (if applicable), at the Planning Commission (PC) and Board of County Commissioners (BCC). In addition, a Non-Conforming Zone Boundary Amendment has submittal restrictions for two years after the adoption of a land use plan.



# C HAPTER 4

## L AND USE GOALS & POLICIES

The following goals and policies have been developed as part of the land use component of the South Clark County Land Use Plan. These guidelines have evolved from existing County goals and policies; planning open houses; workshops with the Technical Advisory Groups (TAG); and public meetings with community stakeholders; the Goodsprings and Sandy Valley Citizens Advisory Councils (CACs), the Searchlight Town Advisory Board (TAB); Planning Commission (PC); and Board of County Commissioners (BCC). While the land use plan lists policies, Title 30 (Clark County Unified Development Code), is the implementation tool for the plan and has specific requirements (i.e. setbacks, etc.). Policies can be used as conditions of approval on land use applications, to address concerns and situations that may not be addressed in Title 30.

The goals and policies of the land use component are as follows:

### **General**

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

### **Goal 1**

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

#### **Policy 1.1**

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

#### **Policy 1.2**

Discourage the use of non-decorative block walls and encourage the use of other materials, including iron, vinyl, stone, open rail, decorative block, and pre-cast decorative concrete.

#### **Policy 1.3**

When block walls are used, provide staggers or other visual breaks along the perimeter of developments.

**Policy 1.4**

When block walls are used along the perimeter of developments, walking connections should be provided on all sides of the development to avoid the creation of isolated areas.

**Policy 1.5**

Encourage all non-residential, on-site parking to be screened by one of the following; a three foot high fence or wall, a berm, or dense landscaping.

**Policy 1.6**

Discourage non-conforming zone changes.

**Policy 1.7**

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 non-conforming proposals. All additional buffering requirements should be provided by the developer of the non-conforming use at the time of construction of the non-conforming developments.

**Policy 1.8**

Discretionary approval of new development projects should only be granted if the proposal includes the provision of necessary infrastructure, or show that sufficient surplus infrastructure capacity exists to accommodate the proposed development.

**Policy 1.9**

Service providers should maintain a minimal level of surplus capacity to accommodate the expected population and needs of the community residents.

**Goal 2**

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

**Policy 2.1**

Residential development should provide a variety of housing types to match demand across income levels.

**Policy 2.2**

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

**Policy 2.3**

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

**Policy 2.4**

Ensure light sources are shielded to prevent spillage from the subject parcel. Lighting design should be sensitive to on-site residential uses.

**Policy 2.5**

Encourage the use of xeriscape landscaping design techniques in new developments and in retrofitting older areas. Landscaping should comply with the drought ordinance and other screening and landscaping standards outlined in the Unified Development Code (Title 30).

**Policy 2.6**

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.

## **Large Lot Residential**

In order to preserve and maintain cohesive neighborhood areas, development proposals within or adjacent to existing large lot areas should demonstrate compliance with the following policies.

### **Goal 3**

**Preserve developed low-density rural and large lot areas as a lifestyle choice.**

#### **Policy 3.1**

Maintain developed neighborhood integrity by discouraging reclassification of viable large lot neighborhood areas for other uses.

#### **Policy 3.2**

Preserve existing large lot neighborhoods by encouraging vacant lots within these areas to develop at similar densities as existing homes.

#### **Policy 3.3**

Encourage retention of natural drainage systems and desert washes within these areas, when appropriate, to prevent flood hazards and to preserve the desert rural atmosphere.

#### **Policy 3.4**

When higher density residential developments are proposed adjacent to large lot areas, adjacent lots of half the size, or larger, as the large lot homes should be encouraged as a transition area. Significantly smaller lot sizes should be located beyond any appropriate transition areas.

#### **Policy 3.5**

When any type of commercial development or residential development greater than existing densities is proposed adjacent to these areas, the project should be designed to reduce impacts from: noise caused by incompatible uses, lighting, and signs that detract from and are not consistent with the existing low density atmosphere.

#### **Policy 3.6**

In order to help support a cohesive community, gated subdivisions are discouraged in large lot areas.

#### **Policy 3.7**

Encourage the coordinated integration of large lot areas to existing and proposed equestrian and multiple use trail systems, open space, and parks. Functional connectivity and accessibility should be a paramount design component in every site plan.

#### **Policy 3.8**

Encourage new homes within these areas to access county roads classified as residential, where possible. New single family residences should avoid direct access or fronting onto collector or arterial streets.

**Policy 3.9**

Encourage the preservation of the rural character of these areas by implementing non-urban street standards while maintaining standard right-of-ways to ensure necessary facilities are provided for.

**Policy 3.10**

Encourage specific buffering in accordance with the Unified Development Code (Title 30), between existing large lot areas and higher density residential or commercial designations. Buffering should take place on the parcel with the higher density residential or commercial designations.

**Policy 3.11**

Developments of higher residential densities or commercial developments proposed next to large lot area are encouraged to construct block walls abutting the large lot areas and provide an intense landscape buffer.

**Policy 3.12**

Commercial developments adjacent to large lot areas should be designed to provide access points on arterials and/or collectors and not on local neighborhood streets.

**Policy 3.13**

All exterior light sources should be shielded to direct light rays onto the subject parcel in accordance with Unified Development Code (Title 30).

**Policy 3.14**

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

**Policy 3.15**

When block walls are used, encourage the varying or articulation of decorative block wall faces along streets, especially collectors and arterials, to avoid a monotonous continuous line. Incorporate elements to discourage graffiti: inclined grades, landscaping, terracing, and graffiti-resistant wall treatments. Block walls should meet Clark County codes for sight zones.

## **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 4**

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

#### **Policy 4.1**

Maintain the integrity of single family residential neighborhoods by not allowing zoning reclassifications for non-residential uses inconsistent with the land use plan map.

#### **Policy 4.2**

Developers of low density single family projects developed within areas designated for commercial or higher density residential development should be responsible for providing any required or desired buffers from adjoining higher density/intensity projects.

#### **Policy 4.3**

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

#### **Policy 4.4**

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

#### **Policy 4.5**

Promote projects that provide varied neighborhood design and/or innovative architecture. For example, projects should include a combination of the following: varied setbacks from residences to front property lines, reduced visual dominance of garages from the street, varied rooflines, and/or varied architectural elements on all sides.

#### **Policy 4.6**

Encourage pedestrian oriented front-yard setbacks such that the garage is not the dominant feature. Minimum and maximum setbacks should be encouraged to establish and reflect the desired character of an area and ensure that residences face streets.

#### **Policy 4.7**

Encourage residential garages to be positioned to reduce their visual impact on the streets. This will allow the visually interesting feature of the house to dominate the streetscape. At a minimum, encourage the garage to be located behind the front facade of the residential building. In single-family areas, garages may be sited in several ways: in the rear accessed by drive aisles, in the rear accessed by a side drive, or to the side recessed behind the front facade.

**Policy 4.8**

Encourage articulated facades to provide visual interest. Building entries and windows should face the street. Front porches, bays and balconies are highly encouraged.

**Policy 4.9**

Encourage the use of xeriscape landscaping in all new developments and in retrofitting older areas. Landscaping should comply with the Drought Ordinance and other screening and landscaping standards outlined in the Unified Development Code (Title 30).

**Policy 4.10**

Encourage the use of xeriscape landscaping treatments between the rights-of-way and any decorative block walls surrounding residential developments.

**Policy 4.11**

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

**Policy 4.12**

Developers of new higher density residential developments adjacent to lesser density developments should be encouraged to transition from the lesser density to the new greater density development through similar lot sizes and similar development standards adjacent to the lower density.

**Policy 4.13**

Encourage single family developments to incorporate pedestrian and bicycle circulation systems that connect to schools, commercial and recreational areas. Additionally, single family developments should connect with existing and planned trail systems, parks, and open spaces.

**Policy 4.14**

Encourage the variation of lot sizes and housing products in residential developments of more than 10 acres, in areas not planned Rural Residential.

**Policy 4.15**

Discourage residential development adjacent to industrial or hazardous uses. Examples include wastewater treatment facilities, power plants, landfills, mainline railways and other similar uses. In the event that a residential development is approved adjacent to an industrial or hazardous use, a separate disclosure statement should be issued to residents.

**Policy 4.16**

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

**Policy 4.17**

Encourage the varying or articulation of decorative block wall faces along streets, especially collectors and arterials, to avoid a monotonous continuous line. Incorporate elements to discourage graffiti: inclined grades, landscaping, terracing, and graffiti-resistant wall treatments. Block walls should meet Clark County codes for sight zones.

**Policy 4.18**

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

## **Multiple Family Residential**

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

### **Goal 5**

**Provide opportunities for traditional multiple family in appropriate, limited areas.**

#### **Policy 5.1**

Encourage the location of common areas, circulation paths, and building entry porches where they are most visible from the local street.

#### **Policy 5.2**

Ensure that multiple family developments are compatible with adjoining land uses and densities through site planning and building design. Appropriate buffers, setbacks, xeriscape landscaping, building height and materials, lighting, signage, and on-site and off-site circulation should be incorporated into multiple family developments.

#### **Policy 5.3**

Encourage the layout and design of multiple family buildings to be oriented in varying directions relative to each other, to avoid the monotony of a linear pattern.

#### **Policy 5.4**

Encourage design alternatives and spatial distribution rather than the massing of buildings (massing refers to the bulk of a building.) Design alternatives for massing include varied elevations, roof forms, and surface planes. Building heights should vary within a multiple family development with lower buildings adjacent to streets and surrounding residential uses.

#### **Policy 5.5**

Encourage multiple family developments to incorporate pedestrian and bicycle circulation systems that connect to schools, recreation and commercial areas. Multiple family developments should also connect with existing and planned trail systems, parks, and open space.

#### **Policy 5.6**

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

#### **Policy 5.7**

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

#### **Policy 5.8**

All multiple family developments should meet with the Fire Department Suppression and Prevention divisions at time of building permit submittal.

**Policy 5.9**

Encourage the use of xeriscape landscaping in all new developments and in retrofitting older areas. Landscaping should comply with the Drought Ordinance and other screening and landscaping standards outlined in the Unified Development Code (Title 30).

**Policy 5.10**

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

**Policy 5.11**

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

**Policy 5.12**

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 or parking areas.

**Policy 5.13**

Encourage the varying or articulation of decorative block wall faces along streets, especially collectors and arterials, to avoid a monotonous continuous line. Rod iron or similar is encouraged. Incorporate elements to discourage graffiti: inclined grades, landscaping, terracing, and graffiti-resistant wall treatments. Block walls should meet Clark County codes for sight zones.

## **Office Professional**

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

### **Goal 6**

**Provide opportunities for new office professional developments and for existing residential uses, in appropriate locations, to convert to office uses.**

#### **Policy 6.1**

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

#### **Policy 6.2**

Encourage the design of office projects adjacent to existing or proposed residential areas to be compatible, in terms of height and architectural treatments, with the existing residential uses in the area.

#### **Policy 6.3**

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

#### **Policy 6.4**

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

#### **Policy 6.5**

Residential uses that are proposed for conversion to an office project along an arterial and/or collector street should be designed to be consistent with the existing residential uses in the area.

#### **Policy 6.6**

Encourage new office projects adjacent to single family residential areas to be designed to maintain the architectural character of the neighborhood.

#### **Policy 6.7**

Encourage signage that is compatible with the area. Monument signs, as defined by the Unified Development Code (Title 30), are encouraged.

#### **Policy 6.8**

Encourage freestanding signs not to exceed the building heights of the office developments that they are located in.

**Policy 6.9**

Encourage new office projects or residential to office conversions to develop on an assemblage of contiguous parcels so as to reduce the number of driveway ingress and egress points and to allow for adequate on-site parking. Whenever possible, driveway access points should not access local residential streets.

**Policy 6.10**

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

**Policy 6.11**

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

**Policy 6.12**

Encourage the use of xeriscape landscaping in all new developments and in retrofitting older areas. Landscaping should comply with the Drought Ordinance and other screening and landscaping standards outlined in the Unified Development Code (Title 30).

**Policy 6.13**

All new sound and masonry walls should be decorative and designed to visually minimize the stark appearance of a monotonous block wall face by incorporating variations in surface planes, landscape pockets, heights, materials, or textures. Incorporate elements to discourage graffiti: inclined grades, landscaping, terracing, and graffiti-resistant wall treatments.

**Policy 6.14**

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

**Goal 7**

**Encourage appropriate building orientation and site planning of office projects.**

**Policy 7.1**

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

**Policy 7.2**

All outdoor storage areas are discouraged.

**Policy 7.3**

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

## **Retail Commercial**

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

### **Retail Commercial – General**

#### **Goal 8**

**Provide opportunities for appropriate commercial development.**

##### **Policy 8.1**

Encourage commercial projects to include a public plaza with benches, decorative light fixtures, ornamental waste receptacles, and enhanced paving at vehicular entrances. Pedestrian access from surrounding development should be included.

##### **Policy 8.2**

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

##### **Policy 8.3**

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

##### **Policy 8.4**

Outside storage areas, loading areas with roll-up/overhead doors, service areas, and areas intended for large truck parking should be screened from public streets, residential and other adjacent uses.

##### **Policy 8.5**

Promote perimeter and interior parking lot trees for shade and visual relief.

##### **Policy 8.6**

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

##### **Policy 8.7**

All exterior light sources should be shielded to direct light rays onto the subject parcel in accordance with the Unified Development Code (Title 30).

##### **Policy 8.8**

Promote comprehensive sign plans for multi-user commercial developments. Exterior signs for pad sites should be coordinated with signs for the entire commercial complex.

**Policy 8.9**

Encourage commercial developments to enter into cross access and parking agreements with adjoining commercial sites to reduce or limit points of ingress and egress on arterial or collector streets and on/off site traffic congestion and hazards.

**Policy 8.10**

Encourage freestanding signs not to exceed the building heights of the commercial developments that they are located in.

**Policy 8.11**

Commercial development adjacent to single family uses should provide access points on arterial and/or collectors and not on local neighborhood streets.

**Policy 8.12**

Multiple family uses in commercial projects may be allowed as a part of a mixed use development.

**Retail Commercial – Building Orientation and Site Planning****Goal 9**

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

**Policy 9.1**

Encourage buildings to site around pedestrian plazas and courts.

**Policy 9.2**

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

**Policy 9.3**

Encourage the use of xeriscape landscaping in all new developments and in retrofitting older areas. Landscaping should comply with the Drought Ordinance and other screening and landscaping standards outlined in the Unified Development Code (Title 30).

**Policy 9.4**

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, to reduce the potential of a monotonous, continuous row of buildings.

**Policy 9.5**

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

**Policy 9.6**

All new sound and masonry walls should be decorative and designed to visually minimize the stark appearance of a monotonous block wall face by incorporating variations in surface planes, landscape pockets, heights, material, or texture. Incorporate elements to discourage graffiti: inclined grades, landscaping, terracing, and graffiti-resistant wall treatments.

**Policy 9.7**

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. In no instance should pavement for drive aisles or parking spaces directly abut the building footprint.

**Policy 9.8**

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

**Policy 9.9**

Encourage commercial buildings, 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.

**Retail Commercial – Pedestrian Circulation and Orientation****Goal 10**

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

**Policy 10.1**

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 should be provided to separate pedestrian and vehicular traffic. A change in grade or color, or use of enhanced paving is encouraged to clearly define pedestrian walkways.

**Policy 10.2**

Site amenities such as public plazas, pedestrian walkways, and site furnishings (benches, decorative lighting fixtures, ornamental waste containers, etc.) 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 users.

**Policy 10.3**

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

**Policy 10.4**

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

**Retail Commercial – On-Site Drives and Parking Areas****Goal 11**

**Provide for appropriate on-site drives and parking areas.**

**Policy 11.1**

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 vehicle headlights.

**Policy 11.2**

Encourage the use of shared parking areas and driveways, especially along arterials streets, to reduce the traffic hazards associated with numerous entrance and exit drives and to enhance the streetscape.

**Policy 11.3**

Encourage commercial developments to enter into cross access agreements with adjacent sites for the use of shared parking areas and driveways, especially along arterials streets, to reduce the traffic hazards associated with numerous entrance and exit drives and to enhance the streetscape.

**Policy 11.4**

Encourage the placement of required parking areas to be located behind building(s) on the site. At the same time appropriate buffering should be provided.

**Policy 11.5**

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

**Policy 11.6**

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

## **Retail Commercial – Building Design and Architecture**

### **Goal 12**

**Encourage enhanced building design and architecture for retail commercial uses.**

#### **Policy 12.1**

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

#### **Policy 12.2**

Encourage variations to a building's mass (mass refers to the height, bulk, and scale of a building). Variations include different elevations, roof forms, and surface planes.

#### **Policy 12.3**

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

#### **Policy 12.4**

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

#### **Policy 12.5**

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

#### **Policy 12.6**

Encourage commercial buildings, 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.

## **Commercial Tourist**

### **Goal 13**

**Encourage localized areas of concentration of commercial, office, recreational, entertainment, and public facility uses to enhance the economic, social and physical development and vitality of the South County planning area.**

#### **Policy 13.1**

The localized areas of Commercial Tourist development are intended to be the prime activity centers in the South County planning area and where hotels; resort hotels; entertainment uses; general business, professional and public offices; and commercial uses are located.

#### **Policy 13.2**

Single family residential and other low density and/or intensity uses should not be permitted within Commercial Tourist areas.

#### **Policy 13.3**

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

#### **Policy 13.4**

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

#### **Policy 13.5**

High Impact Projects (HIP) and Projects of Regional Significance (PRS) should coordinate land use applications with Nevada Department of Transportation (NDOT), Clark County Public Works, Regional Transportation Commission of Southern Nevada (RTC) and Comprehensive Planning in order to resolve transportation issues. Other issues involving schools, fire and police should also be coordinated at this time as well.

## **Commercial Tourist – Building Orientation and Site Planning**

### **Goal 14**

**Encourage appropriate building orientation and site design.**

#### **Policy 14.1**

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

#### **Policy 14.2**

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

**Policy 14.3**

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

**Policy 14.4**

Encourage usable and functional, pedestrian friendly developments where building entrances are clearly identifiable and directly accessible from public sidewalks.

**Policy 14.5**

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

**Policy 14.6**

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

**Policy 14.7**

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

**Policy 14.8**

Maintain the policy of having resort hotels provide primary access from existing/planned arterial streets.

**Policy 14.9**

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

**Policy 14.10**

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

**Policy 14.11**

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

## **Commercial Tourist – Pedestrian Circulation and Orientation**

### **Goal 15**

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

#### **Policy 15.1**

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

#### **Policy 15.2**

Both public and private pedestrian and transit systems are encouraged.

#### **Policy 15.3**

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

#### **Policy 15.4**

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

#### **Policy 15.5**

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

#### **Policy 15.6**

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

#### **Policy 15.7**

Where applicable, encourage the placement of bus turnouts in accordance with RTC standards.

## **Commercial Tourist – Buffering and Enhanced Streetscape**

### **Goal 16**

**Encourage appropriate buffering and enhanced streetscapes.**

#### **Policy 16.1**

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

## **Commercial Tourist – Building Design and Architecture**

### **Goal 17**

**Encourage appropriate building design and architecture.**

#### **Policy 17.1**

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

#### **Policy 17.2**

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

#### **Policy 17.3**

If the back of any building is oriented toward Interstate 15 (I-15) or State Highway, Las Vegas Boulevard South or other arterial street or a planned residential area, it should be of the same architectural style and color, constructed of the same building materials as the remainder of the building, and should be enhanced with materials to match the front of the building. Similarly, buildings located on corner lots should have facades that are enhanced to match the front of the buildings to emphasize their prominent location on the site.

#### **Policy 17.4**

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

#### **Policy 17.5**

Outdoor storage areas are discouraged. If developed, all outdoor storage areas should be screened from all adjacent parcels and from public rights-of-way.

## **Business and Design/Research Park**

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

### **Goal 18**

**Provide opportunities for business and design/research park development.**

#### **Policy 18.1**

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

#### **Policy 18.2**

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

#### **Policy 18.3**

Single family uses are not allowed in business and design/research park categories.

#### **Policy 18.4**

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

#### **Policy 18.5**

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 18.6**

To improve visual quality and compatibility, encourage business and design/research park developments to orient offices, similar less intensive uses, and landscaping adjacent to public rights-of-way (on the perimeter of the developments).

#### **Policy 18.7**

Encourage business and design/research park developments to orient more intensive uses (such as outside storage) away from public rights-of-way and residential areas. These uses should be internalized within the development.

**Policy 18.8**

Business and design/research park developments adjacent to residential uses areas shall provide intensive buffering and transitioning in order to reduce land use conflicts and to be in accordance with the Clark County Unified Development Code (Title 30).

**Policy 18.9**

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

**Policy 18.10**

Encourage business design/research park developments to be designed as centers or campuses with reduced points of ingress and egress on arterial and collector streets, coordinated architectural and signage programs, screened parking areas, and extensive landscaping.

**Policy 18.11**

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

**Policy 18.12**

All new sound and masonry walls should be decorative and designed to visually minimize the stark appearance of a monotonous block wall face by incorporating landscaping with climbing vegetation and/or variations in surface planes, landscape pockets, height, material, or texture. Walls should also incorporate elements to discourage graffiti: inclined grades, landscaping, terracing, and graffiti-resistant wall treatments.

**Policy 18.13**

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

**Policy 18.14**

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

**Policy 12.15**

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

**Policy 12.16**

Encourage right turn deceleration and left turn lanes into business and design/research park developments.

**Policy 12.17**

Encourage signage that is compatible with the area. Monument signs, as defined by the Unified Development Code (Title 30), are encouraged.

**Policy 12.18**

Encourage the use of xeriscape landscaping in all new developments in addition to retrofitting older areas. Landscaping should comply with the Drought Ordinance and other screening and landscaping standards outlined in the Unified Development Code (Title 30).

## **Industrial**

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

### **Goal 19**

**Provide opportunities for industrial development in appropriate areas.**

#### **Policy 19.1**

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

#### **Policy 19.2**

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

#### **Policy 19.3**

Single families residential, multi-family and residential in mixed-use developments are not appropriate in industrial areas.

#### **Policy 19.4**

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

#### **Policy 19.5**

All exterior light sources shall be shielded to direct light rays onto the subject parcel in accordance with the Unified Development Code (Title 30).

#### **Policy 19.6**

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

#### **Policy 19.7**

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

#### **Policy 19.8**

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 19.9**

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

**Policy 19.10**

Building heights should be transitioned so that a structure adjacent to a less intense use is of a similar height.

**Policy 19.11**

Encourage signage that is compatible with the area. Monument signs, as defined by the Unified Development Code (Title 30), are encouraged.

**Policy 19.12**

Encourage the use of xeriscape landscape design techniques in new developments and in retrofitting older areas. Landscaping should comply with the Drought Ordinance outlined in the Unified Development Code (Title 30).

**Policy 19.13**

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 paved area. In no instance should pavement for drive aisles or parking spaces directly abut the building footprint.

**Policy 19.14**

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

**Policy 19.15**

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

## **Mixed Use**

Limited mixed use may be appropriate in the Town Center of Searchlight and should comply with the following goal and as well as the requirements of the Mixed Use Overlay District in the Unified Development Code (Title 30).

### **Goal 20**

**Provide limited opportunities for mixed use development within South Clark County.**

#### **Policy 20.1**

Mixed use developments should reflect the small town character of the South Clark County planning area through design and scale that are appropriate and should only be permitted in designated Town Center areas.

#### **Policy 20.2**

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

#### **Policy 20.3**

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

#### **Policy 20.4**

Mixed use projects should demonstrate that adequate public facilities (police and fire stations, schools, community parks, open space and community centers) currently exist, or will be provided for, concurrent with the development.

## **Mixed Use – Building Orientation and Site Planning**

### **Goal 21**

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

#### **Policy 21.1**

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

#### **Policy 21.2**

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

**Policy 21.3**

Encourage the placement of off-street parking areas to be internalized or located behind the building(s) on the site.

**Policy 21.4**

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

**Policy 21.5**

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

**Policy 21.6**

Encourage the use of xeriscape landscape design techniques in new developments and in retrofitting older areas. Landscaping should comply with the Drought Ordinance outlined in the Unified Development Code (Title 30).

**Policy 21.7**

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

**Policy 21.8**

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

**Policy 21.9**

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

**Policy 21.10**

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

**Mixed Use – Building Design and Architecture****Goal 22**

**Encourage innovative building design and architecture for mixed use developments.**

**Policy 22.1**

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; pitched or hipped roofs.

**Policy 22.2**

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 22.3**

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

**Policy 22.4**

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

**Policy 22.5**

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

**Policy 22.6**

All new sound and masonry walls should be decorative and designed to visually minimize the stark appearance of a monotonous block wall face by incorporating variations in surface planes, landscape pockets, height, material, or texture. Incorporate elements to discourage graffiti: inclined grades, landscaping, terracing, and graffiti-resistant wall treatments.

**Policy 22.7**

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

**Policy 22.8**

Encourage signage that is compatible with the area. Monument signs, as defined by the Unified Development Code (Title 30), are encouraged.

**Mixed Use – Pedestrian Circulation and Orientation****Goal 23**

**Encourage mixed use developments that are pedestrian friendly, with locally supporting services within walking distance.**

**Policy 23.1**

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

**Policy 23.2**

Site amenities such as public plazas, pedestrian walkways/links, and site furnishings (benches, decorative light fixtures, ornamental waste containers, etc.) 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 inviting and comfortable for users.

**Policy 23.3**

Encourage the placement of pedestrian furnishings adjacent to public walkways and open spaces to create visual continuity, reinforce pedestrian character and provide outdoor use areas. These amenities may consist of items such as: seats and tables, benches, drinking fountains, trash receptacles, and directories.

**Policy 23.4**

Buildings should provide street side entrances for pedestrians, where appropriate.

**Policy 23.5**

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

**Policy 23.6**

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

## **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 surface 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.

### **Goal 24**

**Encourage an integrated network of roads, mass transit (where feasible), bicycle, and pedestrian routes in order to provide transportation choice and alternatives.**

#### **Policy 24.1**

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

#### **Policy 24.2**

Encourage right turn deceleration lanes into major developments.

#### **Policy 24.3**

Encourage ride sharing in areas of heavy travel demand.

#### **Policy 24.4**

Encourage center two way left turn lanes to be constructed with new developments on all arterial and collector roads.

## **Property Maintenance**

Certain areas of Clark County's commercial and housing stock are aging or are otherwise deteriorating. As structures deteriorate, more attention to keep the building 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. The following goal and polices are established regarding property maintenance, neighborhood appearances and preservation.

### **Goal 25**

**Maintain developed properties 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 25.1**

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 25.2**

Ensure that paint on building surfaces, structures, enclosures and walls is not decayed or peeling such that will render them unsound and unsightly.

#### **Policy 25.3**

Maintain all stucco on structures in good repair. Stucco that has significantly cracked or fallen should be repaired or replaced and painted to match the remaining stucco.

#### **Policy 25.4**

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 25.5**

Roofing materials should be uniform in type and shape. Missing roof materials should be replaced with similar materials. Roofs should be maintained in good condition, free of tarps and coverings except for immediate repair work, which should not exceed 10 days.

#### **Policy 25.6**

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 25.7**

All landscaped 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. Maintenance of any landscaping between the curb of any street abutting a parcel or site is the responsibility of the parcel owner or property owners association (if applicable) to maintain. Title 30.64 landscaping standards are to be complied with on all developed properties.

**Policy 25.8**

All vacant lots should be kept free of debris. Debris includes accumulation of tree limbs, yard waste, grass clippings, building materials, abandoned vehicles, trailers, furniture or similar items.

**Policy 25.9**

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 25.10**

All windows and window screens should be operational and without holes, breaks and tears. All architectural features such as shutters (louvers), dormers, fascia boards and frames should be maintained in good repair. Replacement of window areas is to be done by an equivalent glazing material.

**Policy 25.11**

Repairs, replacement or changes to structures are to be done with similar materials as the original, to avoid an unfinished appearance. Enclosing porches and front patio areas should be done with similar materials as the original porch. No mixture of materials and finishes is to be done, giving the appearance of an unfinished area or boarded-up enclosure. Plywood (finished or unfinished) is not an acceptable material for an exterior residential structure.

**Policy 25.12**

No debris, junk, old building materials should be stored where it can be seen from an adjacent property or a public right-of-way. Old furniture, appliances, auto parts, etc., should not be placed in the front yard for storage or usage except in designated patio areas. Inoperable vehicle should not 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.

## **Public Services and Facilities**

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

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

- Promote public health, safety, morals, 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

### **Important Note:**

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

**Regional scale Public and Quasi-Public services and facilities include, but are not limited to, regional parks, bus barns, flood control facilities, universities, 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.

## **Fire and Police Protection**

### **Goal 26**

**Ensure that development within South Clark County is in conformance with the Fire Protection Services Element.**

#### **Policy 26.1**

Discourage development that causes the Clark County Fire Department to fall short of accepted level of service standards or which may require additional equipment that is not normally needed for fire suppression in rural areas.

#### **Policy 26.2**

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

**Policy 26.3**

Development within South Clark County should demonstrate the ability to provide adequate fire protection services in any area outside the Fire Service District.

**Policy 26.4**

New construction, outside a Fire Protection Service Zone, is encouraged to incorporate fire suppression sprinkler systems into all new structures.

**Goal 27**

**Ensure that development within South Clark County is in conformance with the adopted Police Element.**

**Policy 27.1**

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 27.2**

Development within South Clark County should be encouraged in areas where adequate police protection services exist or can be efficiently provided.

**Policy 27.3**

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

**Public and Quasi-Public Infrastructure****Goal 28**

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

**Policy 28.1**

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

**Policy 28.2**

Where possible, require all new development, including single family residences, to connect to, or be ready to connect to, existing and future sewer lines or incorporate sewage line extension into the scope of the project. Discourage the use and establishment of septic systems.

**Policy 28.3**

Encourage existing single family residences, where service is made available, to connect to sewer lines.

**Policy 28.4**

Where a public wastewater system exists, discourage the use of septic tanks or sewage lagoons where soils are subject to seepage, poor filters or in flood prone areas. This will minimize health hazards associated with slow absorption, surfacing of effluent, hillside seepage or groundwater contamination.

**Policy 28.5**

In accordance with Southern Nevada Health District (SNHD) 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 28.6**

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

**Policy 28.7**

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

**Goal 29**

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

**Policy 29.1**

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 29.2**

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

**Goal 30**

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

**Policy 30.1**

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

**Policy 30.2**

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 take into consideration access for routine and emergency transmission line maintenance.

**Policy 30.3**

Encourage the upgrade and use of existing corridors whenever possible to minimize the overall number of corridors established within South Clark County communities.

**Goal 31**

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

**Policy 31.1**

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

**Policy 31.2**

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

**Policy 31.3**

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

**Policy 31.4**

Encourage the BLM to protect from other development any sites on federal land identified by the Department of Aviation as necessary for stormwater/flood control facilities for the Ivanpah Airport.

**School Facilities****Goal 32**

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

**Policy 32.1**

Encourage coordination between developers and CCSD.

**Policy 32.2**

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

**Policy 32.3**

Developers should take into consideration the cumulative impact that their developments will have on area schools. They should work closely with the Clark County School District to ensure

that adequate facilities are in place and/or to provide for the facilities if they are not readily available.

**Policy 32.4**

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

**Parks and Other Recreational Facilities**

**Goal 33**

**Provide for the development of parks, cultural venues, and other recreational facilities that meet the needs of the residents within the South County planning area.**

**Policy 33.1**

Encourage a diverse system of parks, open space, recreational facilities and services meeting/exceeding the established standard of 2.25 acres of non-programmable park land per 1,000 residents and 6 acres of programmable park land per 1,000 residents to meet the needs of the outlying communities within the South County planning area.

**Policy 33.2**

Encourage the development of park and recreational facilities to correspond with expected population and needs of area residents.

**Policy 33.3**

Encourage all development to employ ample active and passive open spaces in their overall site design and integrate those open spaces, where possible, with connectivity to adjoining properties, trail systems, view sheds, preservation of historical value, schools and public park facilities in an effort to meet the needs of the community.

**Policy 33.4**

Encourage planning and development of trails and trail systems within communities, including connectivity to trails located on federal lands or other regional trail systems located in the South County planning area.

**Policy 33.5**

Encourage the Department of Parks and Recreation, Public Works, and the Regional Flood Control District to coordinate during their planning and design phase to incorporate multiple uses of flood control facilities.

**Policy 33.6**

Encourage adequate on-site parking at all new park developments.

**Policy 33.7**

Encourage public art spaces within the community.

## **Airport Environs**

### **Goal 34**

**Provide for compatibility between airport operations and existing or proposed land uses. In order to provide adequate protection for future operations at the Ivanpah Airport, discourage development in the Ivanpah Airport Environs District that would be incompatible with operation of the Ivanpah Airport.**

#### **Policy 34.1**

Ensure that new and existing development projects located in the Ivanpah Airport Environs District should be compatible with noise exposure levels associated with the Airport's projected operations.

#### **Policy 34.2**

Avoid buildings and structures in the Ivanpah Airport Environs District that would constitute a hazard to air navigation or would otherwise be determined to pose a significant adverse impact on airport or aircraft operations.

#### **Policy 34.3**

Avoid uses in the Ivanpah Airport Environs District that would create electrical interference with navigational signals or radio communication between the airport and aircraft or otherwise endanger or interfere with movement of aircraft.

#### **Policy 34.5**

Except when located within the Primm disposal areas, residential uses are incompatible with the airport and should be excluded from the Ivanpah Airport Environs District.

#### **Policy 34.6**

Avoid land uses in the Airport Environs District that would act as wildlife attractants.

#### **Policy 34.2**

Encourage development patterns and standards compatible with the continuing operation of airports.

#### **Policy 34.6g**

Encourage BLM to retain ownership of public lands in the I-15 corridor, and encourage BLM to restrict uses in the corridor to those that will be compatible with construction and operation of the Ivanpah Airport.

## **Interstate-15 Corridor Policies**

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.

The purpose of the following land use goals and policies is to provide practical solutions to facilitate the development of the Ivanpah Airport, to facilitate only compatible development, 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.

### **Goal 35**

**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 35.1**

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 35.2**

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

#### **Policy 35.3**

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

#### **Policy 35.4**

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 35.5**

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 35.6**

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

**Policy 35.7**

Development within the I-15 Corridor which is in conflict with the uses planned for the airport should be discouraged.

**Policy 35.8**

Encourage development in the I-15 Corridor, both inside and outside the Ivanpah Airport Environs District, that complies with FAA regulations and guidance relating to safety standards for land uses around airports, including avoiding wildlife attractants.

**Policy 35.9**

Except when located within areas designated Commercial Tourist or Major Development Project, residential uses are incompatible with the airport and should be excluded from the Ivanpah Airport Environs District.

**Policy 35.10**

Commercial General and Commercial Tourist uses should be located only in Sloan, Jean, and Primm. Inside the Ivanpah Airport Environs District, avoid commercial uses that do not meet requirements established by the Department of Aviation to provide for safe flight, radar, and navigational aids, or that create a hazard under the Federal Aviation Administration's regulations at 14 C.F.R. Part 77.

**Policy 35.11**

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 (including Prevention of Significant Deterioration increment pursuant to the Clean Air Act) are not appropriate in Hydrographic Areas 164a and 164b, and should be strongly discouraged.

**Goal 36**

**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 areas of needed infrastructure, and to provide alternative transportation choices for the Ivanpah Airport and existing development within the I-15 Corridor.**

**Policy 37.1**

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 37.2**

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 37.3**

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

**Policy 37.4**

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

**Policy 37.5**

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

**Policy 37.6**

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

**Policy 37.7**

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

**Policy 37.8**

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 37.9**

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

**Policy 37.10**

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 38**

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

#### **Policy 38.1**

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 38.2**

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 38.3**

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 38.4**

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

#### **Policy 38.5**

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 38.6**

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.

## **Sustainability**

On December 4, 2007 the Board of County Commissioners passed the Eco-County Initiative Resolution to address quality of life in Clark County through sustainability. *In a sustainable state, consumption of resources is in balance with nature's ability to replenish them.* Working groups initiated by the resolution put together a report that was received by the BCC in October 2008. Seven principal areas were included for sustainability: air quality, water, land use/habitat protection, waste reduction/recycling, transportation, green building, and energy use. The following policies are based on the Initiative and report. Although these policies were originally intended to address Clark County government practices, a strong recommendation of the report was to educate and engage the public and community partners in order to have greater positive impact on addressing sustainability in Clark County, so policies are included here to help educate and encourage broad involvement in practices that will help to sustain our community. Only Goals and Policies that can be address through land use action are listed below.

All development proposals are encouraged to demonstrate compliance with the following sustainability goals and policies.

### **Sustainability – Air Quality**

#### **Goal 39**

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

#### **Policy 39.1**

Encourage the use of telecommuting when and where feasible.

#### **Policy 39.2**

Encourage the expanded use of video conferencing to conduct business.

#### **Policy 39.3**

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

#### **Policy 39.4**

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 39.5**

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

**Policy 39.6**

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

**Policy 39.7**

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

**Sustainability – Water****Goal 40**

**Engage in practices which conserve our desert community's most vital resource – water.**

**Policy 40.1**

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

**Policy 40.2**

Encourage the use of xeriscape landscaping in all new developments in addition to retrofitting older areas. Landscaping should comply with the Drought Ordinance and other screening and landscaping standards outlined in the Unified Development Code (Title 30).

**Policy 40.3**

Encourage property owners to participate in the Water Smart Landscapes rebate program, when they apply for any type of land use action.

**Sustainability – Land Use / Habitat Protection****Goal 41**

**Engage in land use practices that contribute to sustainable growth and preservation of open spaces and native habitat.**

**Policy 41.1**

Encourage the use of compact, transit oriented development, where appropriate, to accommodate growth without contributing to sprawl.

**Policy 41.2**

Encourage the use of infill parcels, within the urban/suburban core.

## **Sustainability – Waste Reduction / Recycling**

### **Goal 42**

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

#### **Policy 42.1**

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

#### **Policy 42.2**

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.

## **Sustainability – Transportation**

### **Goal 43**

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

#### **Policy 43.1**

Encourage an integrated network of roads, mass transit, bicycle paths and pedestrian routes to provide alternate transportation choices to all residents.

#### **Policy 43.2**

Encourage developments to incorporate properly placed bicycle and walking paths leading to commercial and public areas as an alternative to automobile use.

#### **Policy 43.3**

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

#### **Policy 43.4**

Encourage the use of telecommuting when and where feasible.

## **Sustainability – Green Building**

### **Goal 44**

**Green building is the normal practice of all development in Clark County.**

#### **Policy 44.1**

Encourage all developers to follow United States Green Building Council's Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ standards, or other similar rating system, in building orientation, design and construction.

**Policy 44.2**

Encourage the review of Clark County codes to remove roadblocks and to provide for Green Building initiatives.

**Sustainability – Energy Use****Goal 45**

**Clark County engages in the conservation of energy and provides for the development and utilization of clean energy sources in providing for the energy needs of the community.**

**Policy 45.1**

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

**Policy 45.2**

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 45.3**

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 45.4**

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 45.5**

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

# **Natural Environment**

## **Introduction**

Regional planning and coordination is necessary when developing environmental plans. In South Clark County, a number of environmental issues may impact land use. Environmental guidance for the South Clark County Land Use Plan is referenced through the following Clark County environmental plans. They should be used in concert with the South Clark County Land Use Plan:

Clark County Air Quality Plans  
Clark County 208 Water Quality Management Plan  
Clark County Multiple Species Habitat Conservation Plan  
Regional Flood Control Master Plan  
Clark County Comprehensive Plan:  
Federal Lands Element  
Conservation Element  
Wellhead Protection Ordinance

## **Purpose**

Conservation and management of natural resources and open spaces is critical to the quality of life in Clark County. The South Clark County Plan 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.

## **Goals and Policies**

The following goals and policies have been developed as environmental guidelines to the South Clark County 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 TAB, PC, and BCC. The guidelines reflect the understanding that environmental policies are interrelated with land use decisions. In this section, natural resources and environment protection will be emphasized.

Environmental issues identified were generally categorized as protection of air and water quality, and planning for urban conservation areas. Specific issues were identified as reduction of dust, groundwater and flood protection, reducing 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, enclosed or piped drainage, or by incorporating the use of retention and detention basins. The storm drainage system within South Clark County consists of 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 the entire County. These facilities are a combination of detention and conveyance structures.

## **Goal 46**

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

### **Policy 46.1**

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.

### **Policy 46.2**

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

### **Policy 46.3**

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

### **Policy 46.4**

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 46.5**

Continue to participate in the National Flood Insurance Program.

## **Surface and Groundwater**

## **Goal 47**

**Protect groundwater quality.**

### **Policy 47.1**

Encourage the development of a wellhead protection plan that includes land use practices that would protect the aquifer from contamination.

### **Policy 47.2**

Clark County should lead in coordinating the implementation of the Clark County 208 Plan recommendations in regard to future development.

### **Policy 47.3**

Promote connection to municipal water service.

**Policy 47.4**

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

**Goal 48**

**Improve surface water quality.**

**Policy 48.1**

Encourage the use of Structural Best Management Practices using landscape and design for buffering, erosion, runoff control, and storm water control.

**Policy 48.2**

Encourage the placement of regional storm water placards in existing neighborhoods and in new developments to reduce pollution in drains.

**Policy 48.3**

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

**Wastewater****Goal 49**

**Insure proper planning for and management of development in relation to sewer systems to minimize hazards to public health and protect future water resources.**

**Policy 49.1**

Promote existing development served by septic systems to connect to a municipal sewer system, when available.

**Policy 49.2**

Encourage septic systems connection to municipal sewer during property entitlement processes.

**Policy 49.3**

New wastewater treatment facilities should be located away from any planned residential areas.

## **Conservation**

### **Goal 50**

**Encourage Conservation Areas.**

#### **Policy 50.1**

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 50.2**

Encourage preservation and protection of washes and waterways.

#### **Policy 50.3**

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

#### **Policy 50.4**

Encourage development to provide access to existing and planned trail facilities.

#### **Policy 50.5**

Discourage vacating streets that abut or connect with trail/open space.

#### **Policy 50.6**

Clark County should encourage the preservation of areas with slopes of 12% or more for parks, open space, conservation and other compatible uses.

#### **Policy 50.7**

Environmentally sensitive lands should be buffered by using sound development design and having low intensity uses next to these lands.

#### **Policy 50.8**

Roads ending at conservation/sensitive lands should be properly terminated to prevent: vehicles from traversing vegetated areas; use of unimproved/undedicated rights-of-way; and illegal dumping.

## **Air Quality**

### **Goal 51**

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

#### **Policy 51.1**

Utility Roads, infrastructure alignments and other pioneered roads created along recently constructed infrastructure (water, gas, sewer, etc.) are a problem in this area. These alignments are turned into roads which then 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.

#### **Policy 51.2**

Trespass, shortcut roads and other pioneering of unpaved shortcut roads across vacant property exists in the South Clark County planning area. These roads should be properly terminated preventing vehicles from traversing unimproved and/or undedicated rights-of-way.

#### **Policy 51.3**

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

#### **Policy 51.4**

All vacant land with in non attainment areas should be stabilized for dust as Section 90 of the Air Quality Regulations requires stabilization of vacant land.

#### **Policy 51.5**

Promote the use of alternative modes of transportation to the automobile including: walking, and bicycling through appropriate site and building design to improve air quality.

#### **Policy 51.6**

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

#### **Policy 51.7**

Encourage site design, construction techniques, and materials that promote energy conservation in new developments to provide optimal air quality benefits by reducing the demand for electrical generation and heating fuels.

# **CAL-NEV-ARI GOALS & POLICIES**

## **Goal 52**

**To promote development that is compatible with the natural environment and consistent with the history of Cal-Nev-Ari.**

### **Policy 52.1**

Due to the area's limited resources and its rural nature, expansion of the developed area beyond current private land (mainly in Sections 30 and 31) should not be allowed.

### **Policy 52.2**

Federal lands surrounding the developed area of Cal-Nev-Ari are designated as OL (Open Land) and should remain in public ownership.

### **Policy 52.3**

The Detail Area map acknowledges the area's existing development pattern by designating most of the area east of the airfield and the area between Bellanca Road and Cheyenne Road as Residential Low (RL) with a maximum density of 3 dwelling units per acre. New development at this density should be located so that it can be easily served by utilities and so that it is as far from the airfield as possible for noise and safety reasons.

### **Policy 52.4**

Areas designated as Residential Rural (RR) with a maximum density of 1 dwelling unit per 2 acres allow for some growth and development while recognizing the area's limited groundwater resources.

### **Policy 52.5**

Clustering of residential uses should be allowed where appropriate to mitigate environmental or other concerns and only when overall planned densities are not exceeded.

### **Policy 52.6**

An area designated Commercial General (CG) is shown along U.S. Highway 95 south of Spade Road. This area should be used for community-serving commercial or business uses, as well as some limited visitors services. Due to the community's rural nature and the commercial area's location, CG building heights should not exceed 2 stories and should adequately screen or buffer adjacent residential uses.

### **Policy 52.7**

Where appropriate, rural development standards should be created and applied to new single-family residential developments in Cal-Nev-Ari 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, adequate drainage, and domestic water should be provided or be available.

**Policy 52.8**

The existing fire station site should be combined together with some additional land in order to accommodate future public facilities as needed. PF uses should be located together where possible in order to create a defined civic center for Cal-Nev-Ari.

**Policy 52.9**

The existing recreation center site should also be combined together with some additional land in order to accommodate future public facilities as needed. PF uses should be located together where possible in order to create a defined civic center for Cal-Nev-Ari.

**Policy 52.10**

All commercial and industrial developments within the wellhead protection zones are restricted to the approved list of uses (when adopted). All such developments should meet any applicable requirements of the Clark County Wellhead Protection Ordinance until such a time as the existing well is no longer in service and is properly capped in accordance with Clark County and State of Nevada regulations.

**Policy 52.11**

A few business park land uses may be appropriate in the Cal-Nev-Ari area but they are restricted due to the proximity of potable water wells.

# **E**LDORADO VALLEY GOALS & POLICIES

## **Goal 53**

**To promote the public health, safety and general welfare of Eldorado Valley.**

### **Policy 53.1**

Several industrial and heavy industrial uses have been established in the Eldorado Valley. Future heavy industrial uses should be directed to the Apex area. The remainder of the Eldorado Valley is designated as CD 3/6 and is premature for or constrained from intensive development at this time.

### **Policy 53.2**

Intensive development in the unincorporated portion of the Eldorado Valley is inappropriate due to the lack of supporting infrastructure (including, but not limited to storm water, sewer, potable water, schools, fire protection and police protection).

## **Goal 54**

**Encourage environmentally sensitive architecture, landscaping and signage along Highway 95.**

### **Policy 54.1**

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

### **Policy 54.2**

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 54.3**

Landscaping and buffering requirements should not be waived, but may be deferred until such time as a public water source is made available.

### **Policy 54.4**

Encourage the application of desert landscape material along Highway 95 and on focal points in accordance with Title 30 (Clark County Unified Development Code).

### **Policy 54.5**

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 54.6**

Encourage the use of public art along Highway 95 including upgraded finishes, colors, decorative boulders and sound walls with southwest art components that evoke the heritage of Clark County.

**Policy 54.7**

Encourage the usage of a sensitive signage program that will provide compatibility with the Highway 95 landscape and design components and will insure uniformity and consistency.

**Policy 54.8**

Since Highway 95 is a gateway to Clark County and the Las Vegas Valley, aesthetics and visual impacts caused by any type of proposed or expanded development, should be controlled.

# **G**OODSPRINGS GOALS & POLICIES

## **Goal 55**

**To promote development that is compatible with the natural environment and consistent with the history of Goodsprings.**

### **Policy 55.1**

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.

### **Policy 55.2**

Federal lands surrounding the developed area of Goodsprings are designated as OL (Open Land) and should remain in public ownership.

### **Policy 55.3**

The Detail Area map designates much of Goodsprings 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.

### **Policy 55.4**

Do not vacate or abandon the alleys within Goodsprings because they are part of the historic development pattern of the community.

### **Policy 55.5**

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.

### **Policy 55.6**

The hill north of SR 161 on the east side of the town is designated 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.

### **Policy 55.7**

An area designated Commercial General (CG) is shown along Spring Street between Fayle and Revere Streets. This area should be used for community-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.

### **Policy 55.8**

Rural development standards should be 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.

**Policy 55.9**

Multi-family, tourist commercial, and industrial land uses are not appropriate in the Goodsprings area.

**Policy 55.10**

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

# **N**ELSON GOALS & POLICIES

## **Goal 56**

**To promote development that is compatible with the natural environment and consistent with the history of Nelson.**

### **Policy 56.1**

Land in the Nelson area was privatized for mineral exploration and processing purposes. This is the recommended land use for the area. Residential uses associated with mining operations are appropriate, provided they are established meeting proper building and safety codes.

### **Policy 56.2**

Clustering of residential uses should be allowed where appropriate to mitigate environmental or other concerns and only when overall planned densities are not exceeded.

# **P**ALM GARDENS GOALS & POLICIES

## **Goal 57**

**To promote development in Palm Gardens that is compatible with the natural environment.**

### **Policy 57.1**

Palm Gardens, has been established along U.S. Highway 95 near the Laughlin Highway (SR 163). Development of Palm Gardens is linked to limited water resources. Expansion of the developed area beyond current private property holdings should not be considered.

### **Policy 57.2**

All commercial and industrial developments within the wellhead protection zones are restricted to the approved list of uses. All such developments should meet any applicable requirements of the Clark County Wellhead Protection Ordinance (when adopted) until such a time as the existing well is no longer in service and is properly capped in accordance with Clark County and State of Nevada regulations.

### **Policy 57.3**

Clustering of residential uses should be allowed where appropriate to mitigate environmental or other concerns and only when overall planned densities are not exceeded.

# **P** RIMM GOALS & POLICIES

## **Goal 58**

**Promote development in Primm to become a full service community.**

### **Policy 58.1**

New land uses should be fully compatible with the operation of the Ivanpah Airport.

### **Policy 58.2**

Encourage new development to incorporate local commercial services for the resident population.

# **S**ANDY VALLEY GOALS & POLICIES

## **Goal 59**

**To promote development that is compatible with the natural environment and consistent with the history of Sandy Valley.**

### **Policy 59.1**

Due to limited water resources in Sandy Valley, federal land within disposal boundaries should be carefully studied to determine adequate water availability before being disposed of through auction, sale or trade.

### **Policy 59.2**

Sandy Valley's main land uses are single-family homes built on 2.5 acre or larger parcels. 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.

### **Policy 59.3**

Beyond the residential area, federal lands are designated as OL (Open Land). Public lands should remain in public ownership.

### **Policy 59.4**

Undeveloped parcels in the Platina and Mandolin (Quartz Avenue and Kolo Street) areas should be assembled into 2.5 acre parcels wherever possible.

### **Policy 59.5**

Rural development standards should be 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.

### **Policy 59.6**

Multi-family, heavy industrial, and commercial tourist uses are not appropriate in the Sandy Valley area.

### **Policy 59.7**

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 uses and restricted to two areas along Quartz Avenue: at the intersection of Hopi Street and the intersection of Mohawk Street. Adjacent commercial uses should use similar architectural styles based on a western theme whenever possible.

**Policy 59.8**

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.

**Policy 59.9**

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.

**Policy 59.10**

The area near Kingston Road and Hopi Street is designated as Business and Design/Research Park (BDRP) 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.

**Policy 59.11**

A Public Facility (PF) site is indicated on the northeast corner of Shoshone Street and Diamond Avenue. This site is designated for potential emergency or public safety service facilities in the northwest parts of the Sandy Valley area.

**Policy 59.12**

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 school needs with population growth.

**Policy 59.13**

The area adjacent to the existing Community Center is designated PF and includes senior center, park, and fire station, and to accommodate possible future public facilities such as a police substation, or general government center. These types of uses create a defined civic center for the area.

# SEARCHLIGHT GOALS AND POLICIES

## **Mixed Use**

Limited mixed use may be appropriate in the Town Center of Searchlight and should comply with the following goal and as well as the requirements of the Mixed Use Overlay District in the Unified Development Code (Title 30).

### **Goal 60**

**Provide limited opportunities for mixed use development within South Clark County.**

#### **Policy 60.1**

Mixed use developments should reflect the existing historical town character of the Searchlight planning area through design and scale that are appropriate and should only be permitted in designated areas.

#### **Policy 60.2**

A mixed use development should have at least 20% of the gross floor area of the project dedicated to retail/office uses. As an alternative, the mixed use development should have at least 10% of the required area onsite, with the remaining 10% existing stand alone retail (not part of another mixed use) within 1,320 feet of the project connected with a pedestrian realm. This space should include a grocery store.

### **Goal 61**

**To promote development in Searchlight that is consistent with its history.**

#### **Policy 61.1**

Historically, Searchlight's residential development pattern has been 5 dwelling units per subdivided acre. The community desires to maintain that trend in the older residential areas east of Highway 95. The Land Use Map will reflect that density by showing the historical residential neighborhood as Residential Suburban (RS) with a maximum density of 5 dwellings per subdivided acre.

#### **Policy 61.2**

Where possible, public facilities should lead growth in the Searchlight area.

#### **Policy 61.3**

Clustering of residential uses should be allowed where appropriate to mitigate environmental or other concerns and only when overall planned densities are not exceeded.

#### **Policy 61.4**

Commercial Tourist (CT) uses should be located only along U.S. Highway 95 with the most intense uses near the intersection of State Route 164 and Cottonwood Cove Road.

**Policy 61.5**

Commercial projects should be adequately screened and buffered from residential areas and their building heights should not exceed 50 feet.

**Policy 61.6**

Within the U.S. Highway 95 Corridor, each non-residential project should provide fully improved street frontages to control traffic and pedestrian access and to improve the appearance of commercial development.

**Policy 61.7**

Airport facilities are located south of the developed area and are designated as Industrial (I) uses. Due to potential safety and noise hazards, airport expansions must be carefully considered.

**Policy 61.8**

Heavy Industrial (HI) land uses are not appropriate in the Searchlight area.

**Policy 61.9**

The area around the existing community center/school is designated Public Facility (PF) in order to accommodate future public facilities as needed. PF uses should be located together in order to create a defined civic center for Searchlight.

**Policy 61.10**

Give consideration for the use of golf carts as a community wide mode of transportation within the Searchlight planning area.

**Policy 61.11**

Searchlight should undergo a visioning process to determine if an architectural theme would be appropriate for the community and to gain an insight as to what would be the most suitable businesses and industries to pursue given Searchlight's opportunities.

**Policy 61.12**

Chain link should be deemed as a suitable fencing material in Searchlight.

**Policy 61.13**

All new non-residential development and signage should architecturally reflect the historical mining character of Searchlight.

# **S**LOAN GOALS & POLICIES

## **Goal 62**

**To promote development in Sloan that is compatible with the Las Vegas image and is consistent with its function as a gateway into the Las Vegas Valley.**

### **Policy 62.1**

Non-residential projects must be adequately screened and buffered from residential areas other than residential development in the Open Lands category.

### **Policy 62.2**

Each non-residential project should provide fully improved street frontages to control traffic and pedestrian access and to improve the area's appearance.

### **Policy 62.3**

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 Title 30. Uses involving outdoor storage or assembly are not appropriate for projects within 1,000 feet of Interstate 15.

### **Policy 62.4**

Heavy Industrial land uses are not appropriate in the Interstate 15 Corridor area.

### **Policy 62.5**

Public lands within highway and freeway rights-of-way including the transportation and utility corridor identified by the Bureau of Land Management (BLM) should be used as open space, future right-of-way, or for other public purposes, and should remain in public ownership.

### **Policy 62.6**

Where possible, public facilities should lead growth in the Sloan area.

### **Policy 62.7**

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.

### **Policy 62.8**

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

### **Policy 62.9**

Since Las Vegas Boulevard is part of the major gateway into the Las Vegas Valley, aesthetics and visual impacts caused by any type of proposed or expanded development, should be controlled.

**Policy 62.10**

Any proposed development along Las Vegas Boulevard 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 along Las Vegas Boulevard.

**Policy 62.11**

Uses involving outdoor storage or assembly are not appropriate adjacent to Las Vegas Boulevard and are discouraged.

**Policy 62.12**

Any proposed development should provide rights-of-way dedications for the placement of bus turnouts and park and ride facilities in accordance with Regional Transportation Commission standards.

**Policy 62.13**

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

**Policy 62.14**

Any development should provide an appropriate transportation plan for pedestrian and vehicular traffic.

**Goal 63**

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

**Policy 63.1**

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

**Policy 63.2**

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 63.3**

Landscaping and buffering requirements should not be waived, but may be deferred until such time as a public water source is made available.

**Policy 63.4**

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 63.5**

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 63.6**

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

**Policy 63.7**

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.

**Policy 63.8**

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

# LAND USE MAP

The land use maps (**Maps 6 through Map 17**) were developed through a process including two open houses held in each of three communities, interaction with community stakeholders, the Goodsprings and Sandy Valley Citizens Advisory Councils (CACs), the Searchlight Town Advisory Board (TAB), Comprehensive Plan Steering Committee, Planning Commission (PC) and Board of County Commissioners (BCC). The maps reflect the planning area's diverse character and vision.

The process used for developing the development of the South County land use maps included, but was not limited to the following:

- The maps were examined against existing conditions, and current zoning. This illustrated development trends that differed from the original land use map.
- Issues, opportunities, goals and policies were used to develop criteria for map changes within the planning areas.
- Additional changes were made from the suggestions of the Workshops held in the various communities and from the Technical Advisory Group (TAG):
  - Lack of, or insufficient development of public infrastructure precludes or reduces development opportunities in most of the communities which make up the South County planning area.
  - Protecting and maintaining existing single family residential land use designations from increasing pressure for reduced lot sizes and commercialization.
  - There is a need for better code enforcement and more effective property maintenance ordinances.
  - There is a need for development standards which are more reflective of the history and needs of some communities.

## **Administrative Map & Text Updates**

Amendments proposed for the unincorporated portions of the South County Land Use Planning Area will be processed in accordance with state law. The County may administratively update the South County Land Use Plan map and text to reflect all approved annexations or other information that may result from actions made by the Incorporated Cities or other governing bodies. Other informational maps are also included in the Appendix. These maps may be administratively updated and/or included when they are legally amended or created without requiring a re-adoption or amendment of this plan.

***[See maps on the South County Land Use web page]***

## 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.

### **A Note on Planned Unit Development (PUD)**

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

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

## **OL - Open Land**

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

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

## **RR - Residential Rural [up to 1 dwelling unit (du)/2 acre (ac) (up 0.63 du/ac with an approved PUD)]<sup>1</sup>**

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

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

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

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

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

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

## **RN - Rural Neighborhood [up to 2 du/ac (up to 2.5 du/ac with an approved PUD)]<sup>2</sup>**

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).

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

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

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

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

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

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

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

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

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

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

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

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 3 du/ac to 14 du/ac) category allows for single family uses and residential planned development. It is appropriate for single family attached, but not multiple family housing. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

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

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

The Residential High (from 8 du/ac to 18 du/ac) category permits a range from 8 dwelling units per gross acre to 18 dwelling units per gross acre. This category allows a variety of housing types including, 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).

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

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

## **RUC - Residential Urban Center [from 18 du/ac to 25 du/ac (up to 32 du/ac with an approved PUD)]**

The Residential Urban Center [from 18 du/ac to 25 du/ac (32 dwelling units/per acre with an approved PUD)] 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 residential multiplexes, town-homes, condominiums 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), Multiple-Family Residential (high density) –Planned Unit Development (R-4 PUD), 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 (R-V-P) 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 (R-V-P) 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. 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), and general non-hazardous warehousing. Public facility uses are also allowed in this category with appropriate buffering and setbacks.

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

## **IND - Industrial**

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

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

## **HI - Heavy Industrial**

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

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

## **PF - Public Facilities**

The Public Facilities category allows public parks and recreational areas such as public and private golf courses; trails and easements; drainage ways and detention basins; storm water control facilities; and any other large areas of permanent open land. Public Facilities include governmental building sites and complexes, public transit facilities, police and fire facilities, public schools, colleges and universities, libraries, golf courses, and other public utility facilities.

Suggested zoning district would include: 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.

# C Chapter 5

## **Plan Implementation**

The South County Land Use and Development Plan will be implemented primarily through the zoning process and public facilities expenditures. Development and rezoning applications are evaluated for compliance with the Plan. Public facilities should be developed in accordance with the policies of this plan.

The South County Land Use and Development Guide is intended to guide growth and development in the planning area. The plan will be reviewed periodically, but no more frequently than once a year, to determine if changes are warranted.

The plan review process gives Comprehensive Planning staff the opportunity to periodically evaluate land use planning conditions in each area of unincorporated Clark County where a land use plan or guide has been adopted. Staff's charge is to determine if significant changes (see note below) have resulted or are anticipated that may warrant changes to land use policies or planned land use recommendations. Plan amendment request submitted by the general public, County agencies, and public decision-makers will be reviewed within this context.

Spot planning amendment request, i.e., changing planned land use designations (colors) or policies in the absence of significant changes to planning area conditions will not be supported by staff.

### **NOTE: Significant changes to planning area conditions include:**

- (1) Large-scale changes to public services and facilities such as drainage, the water and sewer service area, and the major street network.
- (2) Changes in land use and development conditions as demonstrated by the Board of County Commissioners' approval of non-conforming land uses in excess of 50 percent in a given calendar year.
- (3) Airport noise studies that lead to changes within the Airport Environs established by the Board of County Commissioners.

## **Zoning**

One of the main methods of implementing any general land use plan is through the development approval process (commonly called the zoning process). This process is designed to give the public, adjacent property owners, service providers, and advisory boards an opportunity to voice their opinions on specific development proposals.

In a plan each parcel of land is given a land use designations (a color on the plan page). Some land use designations match only one of the County's Zoning Districts, while others may be compatible with several Zoning Districts.

## **Residential Areas**

In residential areas an appropriate density must be chosen for each proposed project. The land use plan helps make this choice by setting a maximum allowable density. However, the land use plan cannot deal with the specific details that need to be considered for each project. This is the reason for the public development review process.

During the development review process, the following issues should be considered by the public, advisory boards, and elected officials to determine appropriate residential densities:

As designed, is the proposal-

- Compatible with adjacent residential densities?
- Similar in height to surrounding buildings?
- Likely to adversely affect schools, emergency services, transportation facilities or utilities?
- Likely to adversely affect air or water quality or other aspects of our environment?

## **Non-residential**

In non-residential areas both the type of use and the intensity of that use must be chosen for each proposed project. The land use plan helps make this choice by designating a specific non-residential land use for each parcel. However, many different kinds of uses may be allowed in each non-residential land use category. Some uses may not be appropriate in some locations. Because of the variety of non-residential uses, the land use plan cannot deal with the specific details that need to be considered for each project.

During the development review process, the following issues should be considered in addition to those listed for residential areas:

As designed, is the proposal-

- Compatible with adjacent non-residential uses?
- Providing adequate vehicle and pedestrian access and parking?

## **Other Implementation Measures**

### **Zoning Regulations**

Implementation of this plan will be more effective with concurrent modifications to Title 30, the Clark County Zoning Ordinance.

To effectively implement the Plan:

- Encourage the Clark County Department of Comprehensive Planning to examine rezoning remote public lands from R-U, Rural Open Land to O-S, Open Space or other zoning districts

consistent with the Open Lands (OL) land use category. Allow for mining and mineral extraction by conditional use permit in this district.

## **Conservation and Environmental Protection**

“Threatened and “endangered” species inhabit the South County Planning Area.

To balance multiple use public lands while providing for protection of threatened and endangered species:

- Encourage continued multiple use and recognized historic uses of the public lands.
- Continue to cooperate with federal agencies that administer Desert Tortoise Habitat Conservation Plans. Detailed plan implementation information can be obtained from the Office of the County Manager.

## **Historic and Archaeological Protection**

South Clark County is rich in both prehistoric and more recent historical sites.

To protect the South County’s archaeological and historic sites:

- Encourage appropriate state and federal agencies to inventory archaeological and historic sites.
- Encourage the appropriate agencies to develop policies that direct new development to respect significant archaeological and historic sites and areas.

## **Community Development**

A wider variety of public and community services are needed within the South County Planning Area.

To initiate improvements in these areas:

- Encourage Clark County to implement a set of Rural Design Standards that are tailored to meet the needs of Community District 5 areas.
- Encourage Clark County to continue to implementation of rural street signing and addressing system.

## **Public Services and Facilities**

Future development in the planning area will require additional public services and facilities.

To continue public services and facility improvements:

- Encourage the Regional Flood Control District to continue implementation of flood control improvements and 100-year floodplain remapping.
- Encourage government organizations, including federal, state, and local agencies to work cooperatively in developing public services/facility projects that are of public benefit to the region.

- Encourage the Clark County School District to work with the communities within the planning area to designate pedestrian rights-of way to and from schools.

To promote cooperation between Clark County public service providers and to serve the needs of South Clark County residents and visitors:

- Encourage all public service providers to use the South County Land Use and Development Guide as a tool for planning future services and facilities.

### **Transportation Facilities**

Transportation issues in South Clark County include lack of paved road access to many neighborhoods.

To improve transportation services in South Clark County:

- Work with the Clark County Department of Public Works to develop right-of-way and road standards that address local rural conditions and traffic patterns.
- Encourage the communities of South Clark County to work with the Clark County Department of Public Works to develop street system plans, including designated truck routes.

### **Bureau of Land Management (BLM)**

Vast amounts of land in the planning area are held by the BLM.

To ensure the health and general welfare of visitors and residents of South Clark County:

- Encourage the BLM to keep the area designated as CD 6, and the parts of CD 3 without dedicated water rights, in public ownership.
- Encourage the BLM to withdraw all community well sites from mineral entry.
- Encourage the BLM to work with the communities of the South County to resolve mineral and property rights disputes.

# GLOSSARY

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

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

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

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

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

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

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

**Community District Element** – The Community District Element of the Clark County Comprehensive Plan provides a framework for identifying lands for urban expansion based on infrastructure availability and provision. The Element divides Clark County into six geographic districts, each of which has development guidelines for appropriate land uses and densities. The Community District boundaries are shown on the South County Land Use Maps.

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

**Cooperative Management Area (CMA)** – An area established through an agreement signed in November 1992 between Clark County and the U.S. Bureau of Land Management, located to the west and south of McCarran International Airport, the boundaries of which are defined by aircraft departure flight corridors and the 60 DNL noise contour. Most Clark County owned property within the CMA is subject to the terms of the

Southern Nevada Public Lands Management Act of 1998, which restricts that County land to those uses defined in the Agreement as compatible with aircraft operations.

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

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

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

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

**Fascia** – A flat horizontal band or member between moldings.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Streets** – Include all arterial, collector and local streets as defined by Section 52.30 of Title 30.

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

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

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

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

**Trellises** – Arbors or arches made of latticework.

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

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

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