

# **Spring Valley Land Use Plan**

Adopted  
September 2, 2009

**RESOLUTION  
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS  
ADOPTING AN UPDATE OF THE SPRING VALLEY 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, Spring Valley in Clark County, Nevada is a well established, but still evolving community and the Board directed the amendment to the Land Use Plan; and

WHEREAS, a final draft copy of a report entitled the "Spring Valley Land Use Plan" as approved 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 September 2, 2009, 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 Spring Valley Land Use Plan with the following changes:

a. The Spring Valley 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 Spring Valley'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.

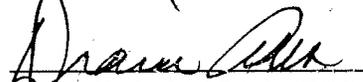
4. That the Clark County Board of County Commissioners adopts the Certified Draft copy of the report entitled the "Spring Valley Land Use Plan", as an amendment to the Clark County Comprehensive Plan.

PASSED, ADOPTED, AND APPROVED this 2<sup>nd</sup> day of September, 2009.

CLARK COUNTY, NEVADA

  
By: \_\_\_\_\_  
RORY REID, CHAIR

ATTEST:

  
\_\_\_\_\_  
SHIRLEY B. PARRAGUIRRE  
COUNTY CLERK

**RESOLUTION  
OF THE CLARK COUNTY PLANNING COMMISSION  
ADOPTING AN UPDATE OF THE SPRING VALLEY 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, Spring Valley in Clark County, Nevada is a well established, but still evolving community and the Board directed an update of the Land Use Plan; and

WHEREAS, on August 6, 2009, 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 Spring Valley Land Use Plan.

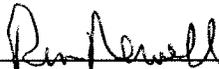
2. That the Planned Land Use categories as set forth in the Plan legends do not designate any specific zoning classification. The color-coded areas constitute general categories of planned land uses with a range of options and do not guarantee property owners a particular zoning classification, density, 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, Spring Valley's 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.

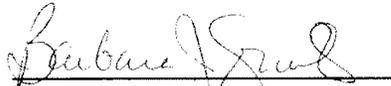
4. That the Clark County Planning Commission submits the certified copy of a report entitled the "Spring Valley Land Use Plan", which is an amendment to the Clark County Comprehensive Plan, to the Board of County Commissioners for their endorsement, adoption, and certification.

PASSED, ADOPTED, AND APPROVED this 6th day of August, 2009.

CLARK COUNTY PLANNING COMMISSION

By:   
\_\_\_\_\_  
RON NEWELL, CHAIRMAN

ATTEST:

  
\_\_\_\_\_  
BARBARA J. GINOULIAS  
EXECUTIVE SECRETARY

# ACKNOWLEDGEMENTS

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# ADDENDUMS

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November 30, 2010

- Page 9 removed weblink to Clark County webpage.
- Page 11 removed Clark County Fire Department web address.
- Page 11 removed Clark County Public Works web link.
- Page 12 removed Clark County Public Works web link.
- Page 18 removed weblink to Clark County webpage.
- Page 67 added “Within Unincorporated Clark County, there may be land developable in accordance with the existing zoning of the property despite the land use category designation of the site” under **IMPORTANT NOTE:**
- Page 68 added “A Note on Mixed Use Development (MUD)”
- Page 73 added “In certain areas planned as Public Facilities, there may be privately held lands eligible for residential development at densities in accordance with the existing zoning” to the end of Public Facilities.

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# Introduction

## State Law

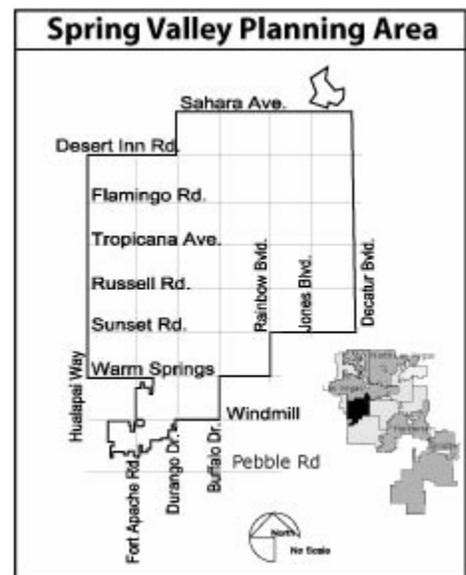
In accordance with Nevada State law, Clark County is required to prepare a master plan “for the physical development of the city, county or region . . .” (Nevada Revised Statutes (N.R.S.) §278.150). To help in the physical development of the County, the Master Plan may include elements that range from Community Design to Transportation. In December 1983, the Board of County Commissioners adopted the Clark County Comprehensive Plan, which established a policy for separate town plans. This document is a land use plan for the unincorporated Town of Spring Valley and consists of policies and maps, which provide for general development patterns. The Plan is in accordance with N.R.S. §278.160 (1) (f) and is a part of the Land Use Element of the Clark County Comprehensive Plan.

## Background

The first Spring Valley Land Use Plan was adopted in 1990. The land use plan covers approximately 35 square miles in the southwest portion of the Las Vegas Valley. Using major streets, the general boundary of the planning area is Sahara Avenue to the north, Decatur Boulevard to the east, Hualapai Way to the west, and just north of Pebble Road to the south.

## Purpose of the Plan

The Spring Valley Land Use Plan is intended to assist in guiding decisions made by the Spring Valley Town Advisory Board (TAB), Planning Commission (PC) and Board of County Commissioners (BCC). Additionally, the Plan provides residents with information about existing development and the potential locations and characteristics of future development. The plan consists of development goals, policies, specific land-use categories and maps. The plan compliments other elements in the Clark County Comprehensive Plan.



## Land Use Plan Update Process

The update process for the Spring Valley Land Use Plan is designed to encourage community involvement by creating forums to review, discuss, and share ideas, opportunities, and concerns about the Spring Valley area. The process included two “open house” style workshops for all Spring Valley property owners and interested parties. The process also included meetings with a Plan Advisory Group and Technical Advisory Group to further develop and refine the draft goals, policies and land use map that were developed after the first open house. The Spring Valley plan update team kept the public and Town Board members apprised of the update schedule to encourage public involvement.

After the final draft plan was completed, the plan was taken through the adoption process. The adoption process consisted of formal public meetings before the Spring Valley Town Board, Clark County Planning Commission and Board of County Commissioners.

## **Vision of the Plan**

The vision, developed during previous updates, has not been modified. It is: Spring Valley is a vibrant community having a diverse character. The Spring Valley Land Use Plan will ensure that our community remains a desirable area in which to live, work, and recreate. It protects existing neighborhoods while providing opportunities for growth.

# Chapter One – Existing Conditions

## Introduction

Existing Conditions were evaluated to provide information on development potential and constraints in Spring Valley. This included evaluation of the built and natural environment, public facilities service conditions, and population. A summary of the material evaluated is included in this chapter.

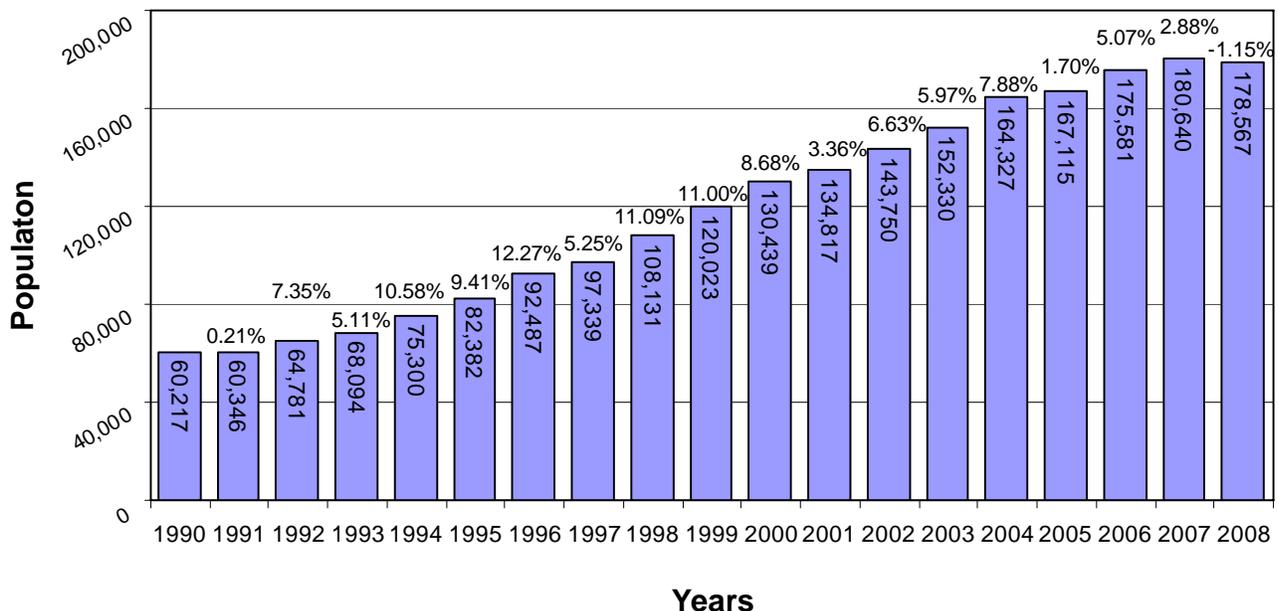
Individual sections reflect how each topic influences the possible density/intensity of land uses within the area. Information within this section was collected during October 2008 through March 2009. Individually, each topic may not significantly limit community development; however, when combined with other factors, critical areas of opportunity or concern may appear. The information has been used to determine the development constraints and opportunities within the Spring Valley Land Use Plan area and constitutes a rational process in the identification of issues and the development opportunities for the area.

## Demographics

The figure below shows the population change and the per year growth rate for Spring Valley from 1990 to 2008. In 1998, 108,131 people lived in Spring Valley. The Clark County Department of Comprehensive Planning estimates that 178,567 people live in Spring Valley as of July 2003. This represents an increase of 70,436 persons or 65% over 10 years.

Future projections show Spring Valley will have a continued population increase at the end of the five year planning cycle.

### Spring Valley Population 1990-2008

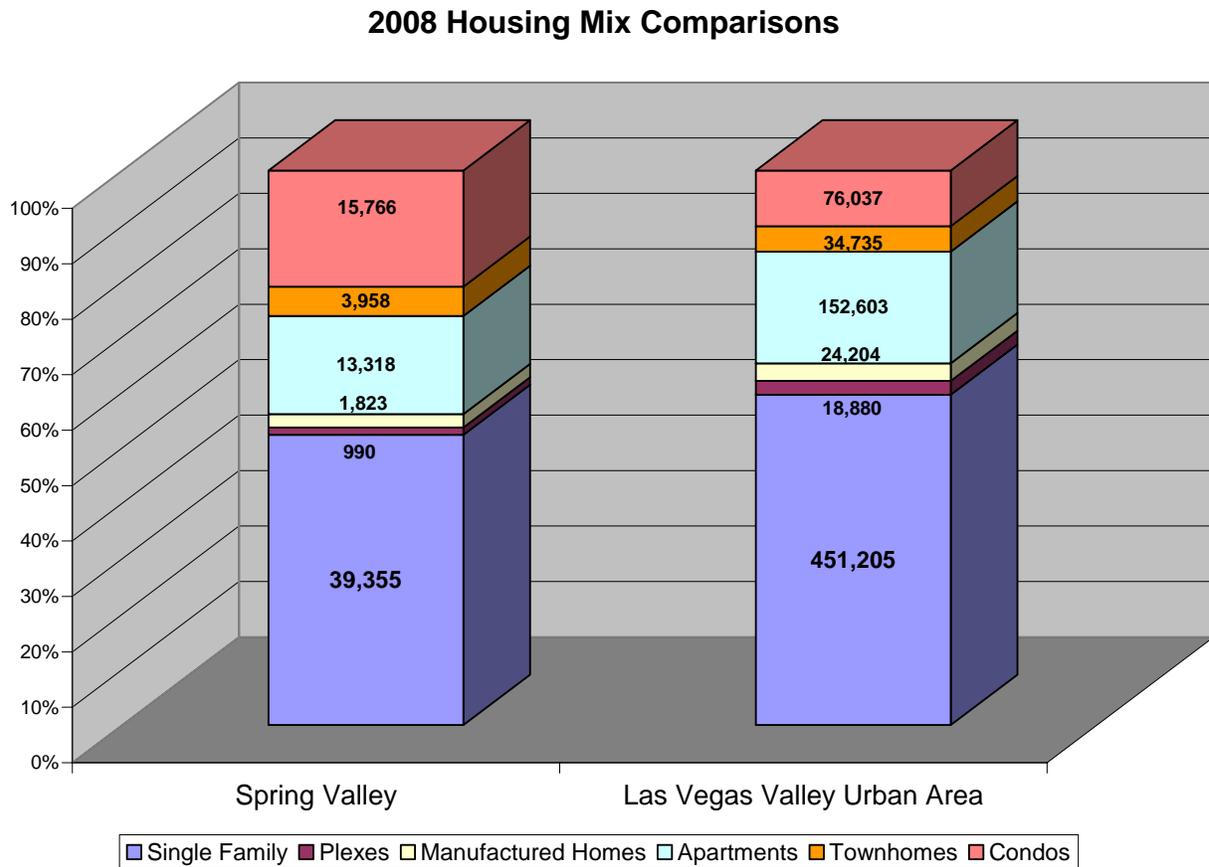


Source: Southern Nevada Consensus Population Estimate, July, 2008

## Housing Mix

There are several housing types tracked in Clark County, these include: Single Family Detached, Plexes, Manufactured Homes, and Apartments, Townhomes and Condominiums.

The figure below shows that Spring Valley’s mixture of housing types differ somewhat when compared to the Las Vegas Valley Urban Area (LVVUA). There were 75,210 housing units in Spring Valley, as of July 2008, compared to 757,664 in the LVVUA.



The total housing units in all of Clark County, including cities, were 784,688.

As a percentage, site built, single family homes are the predominant housing type in Spring Valley, accounting for 52.3% of housing units, compared to 59.6% in the LVVUA. Condominiums are the second most common housing type, at 21.0%, compared with 10.0% in the LVVUA. Apartments make up 17.7% of housing units, compared with 20.1% in the LVVUA. Townhomes account for 5.3% of housing units, compared with 4.6% in the LVVUA. Manufactured homes make up 2.4%, compared with 3.2% in the LVVUA and plexes account for 1.3%, compared with 2.5% in the LVVUA.

# **Natural Environment**

Natural environment constraints and issues affect land use and development within Spring Valley. The information used for this section was taken from published reports, interviews with service agency representatives, and approved plans. The text in this section were reviewed by the appropriate service providers.

Natural factors include flood hazards, drainage facilities, and geologic hazards. These factors identify natural features which could affect development in the Spring Valley Planning Area.

## **Flood Hazards**

The Town of Spring Valley is traversed by three major washes, as shown on the Geologic Hazards Map. Red Rock Wash and South Fork Flamingo Wash pass from east to west through the center of the area. Tropicana Wash crosses through southern Spring Valley. 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 requires developments located in the 100-year floodplain to be protected by physical structures and insurance.

## **Drainage Facilities**

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

Although a factor, drainage is not a primary concern when determining land use. The Regional Flood Control District's existing facilities, planned improvements, and various engineering documents as well as regulations in Title 22 (Buildings and Construction) and Title 30 (Unified Development Code) allow for land in Spring Valley to be developed in and around flood zones.

## **Geologic Hazards**

### **Soils**

Soil related corrosion is a concern in Spring Valley. Corrosion potential for uncoated steel is high in central parts of the planning area. Corrosion potential for concrete is high in the eastern part of Spring Valley. There is a lack of clay based soils within the planning area. Soil shrink/swell potential is low throughout Spring Valley. A low shrink/swell potential is a good soil characteristic for construction because soil movement resulting from water in clay soil can damage foundations. Areas that have high solubility and high shrink/swell soils are primarily located in the eastern part of Spring Valley. Some drainage areas also have a high shrink/swell clay soil, which runs through central Spring Valley from east to west and from the east central part of Spring Valley to the southwest corner.

The Clark County Building Division of the Development Services Department requires, through Title 22 (Building and Construction), an on-site soil analysis of proposed development sites in areas of the valley indicated on the most current soils information map. This is required in order to provide site-specific information that Soil Survey maps do not show. Please contact the Development Services Department to find out if you need to submit a soils analysis.

## **Faults**

Excessive groundwater withdrawal has contributed to subsidence faults in the Las Vegas Valley, including eastern parts of Spring Valley. A combination of active faults and soluble material in soft soil increases the potential of sink/swell in the foundation of a development in the eastern part of Spring Valley. Multi-story development in areas with soluble and clay material may not be suitable without appropriate engineering. The Federal Housing Administration 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 a couple of areas within the Spring Valley Planning Area where development is constrained by steep slopes of 12% or greater. These are primarily located in the north central and southwest sections of the planning area as shown on Map 3 on page 11. Two areas depicted on the map as having severe slope are functioning gravel mining operations. These are in sections 15 and 21 within the planning area. Generally, public roads exceeding 12% slope are not approved based on inaccessibility of public services such as garbage pick-up and fire service. Development in areas with severe slopes can be very expensive and is not recommended.

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, Comprehensive Plan for Clark County Nevada; and Clark County Geographic Information System Management Office (GISMO).

**Insert**

**Geologic Hazards Map  
(11X17)**

**Back of Geologic Hazards Map**

# **Public Facilities**

## **Libraries**

The Las Vegas-Clark County Library District serves Spring Valley with three branch locations. Each library is experiencing significant increases in circulation. The libraries include Sahara West at Grand Canyon Drive and Sahara, West Charleston at Jones Boulevard and Charleston Boulevard and Spring Valley at Twain and Jones. Each library has a service radius of approximately two and one half miles.

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

Clark County provides a system of public parks, recreation and open space facilities. Facilities are managed through the Parks & Recreation Department. Statistics for parks are separated into four quads. Spring Valley is in the Southwest Quad which includes Park Revenue Districts six, seven and Park District Summerlin. Existing Spring Valley Parks and Facilities are listed in the table below. Clark County has a goal of 2.5 acres of programmable park area per 1,000 residents for parks. Programmable park area does not include special use facilities. Special use facilities include canine, equestrian, golf courses and other facilities dedicated to a specific purpose.

The 2002 level of service for programmable park acres in the Southwest Quad was 434 acres based on a population estimate of 173,735 persons in 2002. The existing programmable park acres are 236, which leaves a gap of 198 acres. Other facility needs assessments are available from the Parks & Recreation, Parks Planning Division. Overall, as the population grows in Spring Valley and other areas of the Las Vegas Valley, more programmable park area and ancillary facilities will be needed.

Existing Spring Valley Parks and Facilities

<b>Park Facility</b>	<b>Location</b>	<b>Acres</b>
Cashman School Park	4622 W. Desert Inn Rd	9
Davis Park	2796 Redwood St.	8.41
Desert Breeze Park	8425 Spring Mountain Rd.	105
Durango School Park	7100 W. Dewey Dr.	3
Guinn School Park	4150 S. Torrey Pines Dr.	10
Laurelwood Park	4300 Newcastle Rd.	3.95
Paul Meyer Park	4525 New Forest Dr.	12.65
Potosi Park	2750 Mohawk St.	3.66
Prosperity Park	7101 Parasol Ln.	8.69
Red Ridge Park	7027 S. El Capitan	27.50
Spring Valley Park	4220 Ravenwood Dr.	4.01
West Flamingo Park	6255 W. Flamingo Rd.	15.21

There are numerous private parks, common areas and leisure facilities in Spring Valley. 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. Golf courses in Spring Valley include Spanish Trails and Rhodes Ranch.

For more information on park recreation and open space, please contact the Clark County Parks & Recreation Department or go to their website.

## Schools

Clark County School District (CCSD) provides public educational services to the entire County covering 8,060 square miles. It is a separate governmental entity from Clark County and divides the County into five regions. Under state law, each county in Nevada has one school district responsible for K-12 education. The school district is funded by local sales taxes, property taxes, state funding and other sources. In the 2006-07 school year there were 302,763 students in 328 schools. Spring Valley is served by five high schools, seven middle schools, and sixteen elementary schools in the Southwest Region. The table below shows the name, location and type of each school. Not all schools listed on the table are located within the Spring Valley Planning Area, but serve Spring Valley residents.

### **EXISTING SCHOOLS**

<i>Elementary Schools</i>			
Alamo	El Camino & Eldorado	Gray	Torrey Pines & Flamingo
Batterman	Quail & Hualapai	Hancock	Decatur & Oakey
Bendorf	Kevin & El Capitan	Hayes	Twain & Park
RM Bryan	Katie & Durango	Jydstrup	Duneville & Reno
Decker	Redwood & Viking	Kim	Tenaya & Peace Way
Diskin	Ravenwood & Westbrook	Rogers	Riley & Diablo
Dondero	Jones & Peace Way	Roundy	Mohawk & Eldora
M. Earl	Reno & Redwoods	Steele	Eldorado & Rainbow
Forbuss	Grand Canyon & Ford	Tanaka	Maule & Quarterhorse
Goolsby	Ridge Hollow & Desert Inn	Wynn	Edna & Duneville
<i>Middle Schools</i>			
Canarelli	Torrey Pines & Robindale	Guinn	Torrey Pines & Flamingo
Cashman	Desert Inn & Warnock	Hyde Park	Charleston & Valley View
Faiss	Maule & Fort Apache	Lawrence	Juliano & Rochelle
Fertitta	Mesa Vista & Grand Canyon	Sawyer	Redwood & Mesa Vista
<i>High Schools</i>			
Bonanza	Del Ray & Torrey Pines	Sierra Vista	Robindale & Cimarron
Clark	Pennwood & Arville	Spring Valley	Twain & Buffalo
Durango	Dewey & Timber Creek		

### **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. The latest round of school construction began with the 1998 Capital Improvement Program as revised in 2002. This program includes new schools and rehabilitation and modernization of existing schools. The timeline for program completion has been accelerated due to the rapid growth in Clark County, and is expected to be completed early. Schools built in recent years include Batterman, Forbuss, Roundy and Steele Elementary Schools and Faiss Middle School. Other future school sites are included on the land use map. More school sites may be necessary due to changes in land use and population growth. Each school type has a different level of service and requires a certain functional land area.

The most current level of service and functional land area for schools is available from CCSD by visiting their website.

## **Fire Protection**

The Clark County Fire Department (CCFD) provides fire protection and emergency medical response to Spring Valley. The CCFD currently has four fire stations that provide service to the area, Stations 21, 22, 26 and 34. These stations are located within 1.5 miles of each other to provide a five minute or less response time to a given area. Current coverage concentrates fire coverage in the north and east of the planning area. Station 22 was originally built in 1981 and is scheduled to be rebuilt within the next few years. The Clark County Urban Fire Protection Services Element (Adopted 1/4/2000) defines where new stations will be located. Proposed Fire Station 35 is planned to be built within the next ten years. In addition, the eventual development of stations 30 and 64 will provide coverage for the entire planning area.

Dense or more intense land uses should not occur outside fire response areas. Until the completion of Stations 30 and 64, higher density land uses would not be appropriate in the southwest corner of the planning area. Additional information on fire response, risk, and operations can be found on the fire department web page.

## **Police**

The agency responsible for providing police protection in the Spring Valley Planning Area is the Las Vegas Metropolitan Police Department (METRO). Most of Spring Valley is patrolled by officers from the Enterprise Area Command, located at 6975 W. Windmill Lane. The area of Spring Valley north of Desert Inn and east of Jones is patrolled by officers from the Bolden Station Area Command, located at 1851 Stella Lake. METRO was formed by the Legislature in 1972 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. In 2003, METRO provides 1.7 commissioned officers and 1.0 civilian support staff per 1,000 residents in 2003. This is below the U.S. average of 2.5 to 4.5 commissioned officers per 1,000 residents.

## **Transportation**

### **Street Network**

The Spring Valley Planning area has a transportation network that is 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 120+ feet, Collectors are typically 80 feet, and Local streets anything less than 80 feet. Arterials and Collectors provide higher traffic capacity than Local streets and are more appropriate locations for intense land uses. Traffic is distributed throughout the network. The Spring Valley planning area is also traversed by the Bruce Woodbury Beltway (CC-215), classified as a freeway with a right-of-way width of 250 feet. The right-of-way width and functional class for the Freeway, Arterial and Collectors in the Spring Valley planning area are consistent with the Clark County Transportation Element adopted July 16, 2003. All Capital Improvement Projects (CIP) are planned, designed and constructed by Clark County Public Works. Further information on the CIP can be obtained from the Clark County Public Works website.

### **Mass Transit**

The Regional Transportation Commission of Southern Nevada (formerly the Clark County Regional Transportation Commission of Southern Nevada) is the public transit provider for Clark County. Numerous routes operate in Spring Valley, connecting the area to the rest of the Las Vegas Valley. Schedules and routes change to meet passenger demand. The SNRTC 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. For more information and the routes available go to the SNRTC website.

Additional information about transportation, future projects, and transportation issues can be found at the Clark County Public Works or from the SNRTC websites.

## **Sustainability**

Quality of life for Clark County's residents is dependent upon the availability and use of natural resources. 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. As referenced in the resolution, "*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. 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. Participation in sustainable practices by everyone in Clark County will make things better for everyone across the community. These areas of focus are included here to help educate and encourage broad involvement in practices that will help to sustain our community.

The existing conditions related to sustainability in Clark County are the following:

### **Air Quality**

The Department of Comprehensive Planning incorporates land development and zoning principles to promote sustainable development in Clark County. These include: promoting Transit Oriented Development (TOD) within 1,320 feet walking distance from existing and proposed transit; addressing cumulative impacts of development and mixed uses; improving the jobs/housing balance; facilitating alternative modes of transportation; and placing high-polluting facilities away from residential, schools, hospitals, and parks.

The Department of Air Quality and Environmental Management is charged with monitoring air quality components and enforcing air quality regulations throughout Clark County. They currently monitor for CO (carbon monoxide), O<sub>3</sub> (ground-level ozone) and PM<sub>10</sub> (suspended particulate matter of 10 microns or less in size). They issue air permits for power plants, chemical plants, dry cleaners, commercial buildings and gas stations. They administer a program with incentives to replace gasoline powered lawn mowers with cordless electric mowers (gas mowers emit as much pollution as 40 new or late-model cars operating over the same time period). They process more than 380 dust control permits each month and monitor active permits.

The Department of Aviation reduces air pollution at Clark County airports by using electric power and A/C units for aircraft at gates, using low volatile organic compound paints, placing dust suppressants on unpaved areas, regular sweeping of hard surfaces, maintaining vapor recover systems of fuels facilities, and utilizing automated vehicle systems which decrease congestion and trips of taxis to McCarran.

In order to reduce emissions and emit cleaner exhaust, Clark County Department of Finance's Automotive Services, the Regional Transportation Commission, Las Vegas Valley Water District and Clark County School District utilize alternative fuel vehicles, hybrid vehicles, CNG vehicles, hybrid diesel-electric propulsion, biodiesel and hydrogen powered vehicles in their fleets.

## **Water**

In the desert, water is the most valuable resource. Clark County acquires nearly 90% of its water from the Colorado River. Conservation and wise use of this resource are essential. Over that past several years, Clark County has implemented a number of practices to ensure an adequate supply of water for the community, including adoption of the Southern Nevada Water Authority Drought Plan. Among other things, this plan applies outdoor watering restrictions and restrictions on the amount and location of turf in new construction.

The Department of Parks and Recreation has installed MAXICOM master valves and flow sensors in all urban Clark County parks, that adjust watering to weather conditions. They have also replaced 286,000 square-feet of turf in many traffic medians and have a high priority to replace all turf in medians. In Sunset and Desert Breeze parks, 647,000 square feet of grass has been replaced with drought-resistive landscape materials. Since 2003, 277,000 square feet of turf has been removed from 5 athletic fields. New park designs aim to further reduce water consumption. These practices have reduced the annual water use by approximately 92 million gallons. When their Water Conservation Action Plan is fully implemented it will save over 250 million gallons of water annually over previous practices.

Since 1996, the Department of Aviation has converted more than 9 acres of grass into desert landscaping, resulting in annual water savings of 15.3 million gallons of water.

Southern Nevada Water Authority has a Water Smart Landscapes Rebate Program that helps property owners convert turf to xeriscape, by providing \$1.50 for each square foot of grass they replace with water-efficient plants. This has reduced significantly the amount of water used in landscapes. They also provide coupons to reduce the cost of pool covers, irrigation rain sensors and Smart Irrigation Controllers, which adjust watering based on weather conditions.

Clark County Water Reclamation District (WRD) supplies reclaimed water to five community golf courses. This saves on water pumping, treatment costs and reduces the need for fertilizer. They supply reclaimed water to the playing fields and landscape of Silver Bowl Park. All WRD facilities are irrigated with reclaimed water. Reclaimed water is used as a coolant at a number of power generation plants in Clark County. And reclaimed water is available in some areas of Clark County for use by contractors for dust control.

## **Land Use / Habitat Protection**

Sprawling growth and inadequate open space protection can lead to an imbalance in meeting community needs and maintaining a high quality of life. There are a number of ways to help to keep a good balance. During the past five years, the Board of County Commissioners have adopted land use plans and made changes to Title 30 to address appropriate use of resources and reducing the impact to the natural environment. The Mixed Use Overlay District and Asian Overlay District ordinances are designed to encourage more urban development and alternative housing options where transit is in place or planned. This compact form of development reduces demand for land beyond the urban / suburban core and is increasing in demand as households have decreased in size.

The Clark County Federal Lands Program provides for ongoing coordination between the county and the six federal land management agencies that administer land in Clark County. The Trails Program

facilitates development of a recreational trail system which connects the urban and rural areas of Clark County.

The Desert Conservation Program administers conservation programs that benefit native species and ecosystems.

The Department of Aviation owns 110 acres of unimproved land at the North Las Vegas Airport that is one of the largest and last remaining areas for rare plant species, namely the Las Vegas bearpoppy (*Arctomecon California*).

The Southern Nevada Water Authority has worked restore and protect the Las Vegas Wash, which is home to more than 500 species of plants and animals. They recently acquired the 1,200 acre Warm Springs Ranch to protect the Moapa dace, a threatened fish species found only in the Muddy River and its tributaries. SNWA also actively participates in the Lower Colorado River Multi-species Conservation Program, the Clark County Multi-Species Conservation Plan and the Lower Virgin River Recovery Implementation Team.

### **Waste Reduction / Recycling**

Clark County and other public agencies actively participate in the waste reduction and recycling. This practice helps to extend the life of the regional landfill at APEX. Products that can be reused or recycled and do not end up in the landfill contribute to sustainability and better quality of life.

Republic Services, Inc., provides curbside recycling to Clark County residents, but it is not mandated. As more people actively participate, the life of the landfill will be extended and the need to use more land for a landfill will be reduced.

### **Transportation**

Traffic congestion results in costly delays and wastes natural resources. An over-reliance on automobiles also leads to low-density and intensity land use patterns which can consume precious land and create habitat fragmentation. In a sustainable community, citizens have access to affordable, effective and reliable public transportation. The Transportation Element of the Comprehensive Plan encourages an integration of roads, mass transit, bicycle and pedestrian paths. The Regional Transportation Commission operates the Citizen Area Transit (CAT), including the Metropolitan Area Express (MAX) system (a hybrid between bus and rail systems), which provides affordable, effective and reliable transportation to a growing number of riders.

Regular road maintenance is essential to keeping the transportation system sustainable. Clark County Public Works uses a number of means to extend the life and improve levels of road service, including, slurry seals, grinding of deteriorating streets to recycle as a new base-layer for asphalt paving, crack sealing to prevent deterioration of street surfaces, pothole repair, street sweeping to reduce air and water pollution and construction of the 215 beltway and widening projects to help traffic movement.

### **Green Building**

Green buildings are energy efficient, water conserving, durable, and nontoxic, with high-quality spaces and high use of recycled-content materials. Green building practices result in operating cost saving, enhanced building comfort and life, and reduced use of natural resources. The United States Green

Building Council (USGBC) has developed the Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ to certify buildings at four levels of certification. Certification is based on site selection, water and energy efficiency, indoor air quality, material choices, and innovative design.

The Department of Comprehensive Planning has been encouraging the use of LEED compliant designs in new construction throughout Clark County. The Real Property Management Department is evaluating the benefits of adopting LEED building guidelines for new county facilities and existing structure retrofits which will result in cost savings. The Department of Aviation requires all new construction to be designed with day-lighting and xeriscaping, as well as energy-efficient fixtures to be installed on all remodeled areas and new construction. The Southern Nevada Water Authority has directed all its departments to incorporate the use LEED framework when designing new buildings or retrofitting existing structures.

## **Energy Use**

Most energy used in Clark County is produced by burning nonrenewable fossil fuels such as coal, petroleum, and natural gas. This impacts air quality. In a sustainable community, energy use is efficient and comes from clean, renewable resources such as solar, wind and other emerging technologies, whenever possible.

Comprehensive Planning has developed the Clark County Sustainable Energy Report, which provides a high level of analysis and recommendations for use of alternative energy sources. Some of the renewable energy sources currently operating or proposed in Clark County include: Solar One, the third largest solar plant in the world generating 64mW as of June 2007; Nellis PV System, a 15mW photovoltaic system at Nellis AFB which supplies 25% of the energy used at the base; and the Clark County Government Center Demonstration Project, a conceptual 30mW photovoltaic system which could be installed at the Government Center.

There are also an number of practices being used in Clark County buildings to reduce energy use including: automatic building temperature controls, retrofitting traffic lights with LED (Light Emitting Diode) lights, replacing high mercury vapor street lights with high pressure sodium lights, and reducing the wattage and numbers of lights used in government facilities.

## **Cooperative Management Area (CMA)**

In the Spring Valley Land Use Plan, the Cooperative Management Area (CMA) boundary outlines the primary airspace used for aircraft traffic to and from McCarran International Airport. Special goals, policies and restrictions are included in the land use plan to ensure that development is compatible with the CMA. The CMA is approximately 20,543 acres, but only 8,084 acres is in the Spring Valley Planning Area. The remaining portion of the CMA is located in the northeast portion of the Town of Enterprise and the central portion of the Town of Paradise.

Under the provisions of the Southern Nevada Public Land Management Act (SNPLMA) of 1998, approximately 5,226 acres of federal land holdings and interests, located within the CMA, were transferred to Clark County in March 1999. The 5,226 acres under the 1992 Cooperative Management Agreement between Clark County and the Bureau of Land Management (BLM) define land uses considered compatible with the airport and its associated aircraft operations. Only those land uses

deemed compatible will be permitted on the CMA parcels acquired by Clark County under the terms of the SNPLMA of 1998. The CMA and Deed Restricted Property Map shows the deed restricted properties within the CMA as of May 2009.

Ideally, the CMA should develop as a multi-use employment and activity center for office, light manufacturing, service, and retail uses. As defined by the McCarran International Airport's Airport Environs Overlay District (AEOD), residential uses are incompatible with high levels of aircraft noise. Therefore, residential uses are not encouraged within the CMA. However, residential land uses are used on the land use plan map inside of the CMA. Residential land uses are only used to address existing residential land uses and residential zoning as of April 2000, and residential land uses may not occur on deed restricted parcels or be within the AE-65 Airport Overlay Noise Zone (or greater). Sound studies, adopted in June 2008, show a reduction in noise contours due to new generation aircraft that have reduced engine noise (these changes are reflected in the Airport Environs Map). The following uses are deemed incompatible by the Cooperative Management Agreement and are prohibited on the parcels acquired from the BLM. Incompatible uses include, but are not limited to:

- Residential Uses of any Density
- Transient Lodging (hotels, motels, resorts, trailer parks, etc.)
- Hospitals
- Churches
- Care Centers and Nursing Homes
- Concert Halls, Outdoor Sports Arenas and Auditoriums
- Group Quarters
- Amusement Parks
- Zoos
- Schools

It is also important to note that the land use limitations imposed by the Cooperative Management Agreement apply only to those properties acquired by Clark County. All privately owned properties within the CMA may be developed in accordance with the adopted Spring Valley Land Use Plan and applicable Clark County land use regulations.

Development in this area must comply the design guidelines of the CMA Design Overlay District in Title 30. The intent is to encourage and promote a high level of quality developments that will produce a stable environment in harmony with existing and future development and protect the use and enjoyment of neighboring properties. Because of the amount of land acquired from the BLM, the County also intends to develop a system of paths, open space, trails, and parks within the CMA to serve the southwest Las Vegas Valley.

The land uses planned for the CMA are intended to be compatible and complement each other, any adjacent, existing or planned land uses, and any natural or man-made features. The same land use categories are used in the CMA as in the rest of Spring Valley. A few additional policies help to further define the specific issues and limitations of the Cooperative Management Area.

## **OVERLAY DISTRICTS**

In Spring Valley, there are a number of Overlay Districts that have specific development requirements for properties within these districts. These overlays districts are part of Title 30, the zoning code. A brief description is given here for convenience. Specific information and maps showing the location(s) for each overlay districts is located within Title 30.48 which can be found on Clark County's website in the Department of Comprehensive Planning.

### **Airport Environs Overlay District**

The purpose of this overlay is to comply with Federal Aviation Administration (FAA) regulations by providing for a range of uses compatible with airport accident hazard and noise exposure areas. The Airport Environs are generally located in the southern portion of Spring Valley.

### **Cooperative Management Agreement (CMA) Area Design Overlay**

Much of the southern and western portions of Spring Valley are within this design overlay. The CMA Design Overlay District was established to encourage and promote a high level of quality developments to produce a stable environment in harmony with existing and future development and protect the use and enjoyment of neighboring properties.

### **Desert Inn Road Transition Corridor**

This Transition Corridor Overlay is located adjacent to or within 300 feet from back of curb on Desert Inn Road between Buffalo Drive and Decatur Boulevard. It is intended to augment and/or complement the regulations and standards established for non-residential development through the application of special design standards required for specific area locations in transition from residential to non-residential uses. This overlay is designed to preserve existing single family residential buildings for nonresidential reuse where traffic patterns and the characteristics of existing structures no longer encourage a single-family environment. The overlay allows for a smooth transition between viable residential uses and major streets while maintaining an aesthetic visual character reflecting the historic pattern of development within specific area locations.

### **Gaming Enterprise District (GED)**

The GED identifies the 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.

### **Mixed Use Overlay District**

The purpose of the Mixed Use Overlay District is to encourage a diversity of compatible land uses, including a mixture of residential with at least one or more of the following: commercial, office, educational, institutional, and other appropriate urban uses. These are is generally located along the I-215 beltway and specific arterials in Spring Valley.

Insert CMA Deed Restricted Map

Back of CMA Deed Restricted map

Insert Airport Environs Map

Back of Airport Environs Map

Insert Transportation Map

Back of Transportation Map

# Chapter Two – Issues and Opportunities

## Issues and Opportunities

During the update of the Spring Valley Land Use Plan, input was received from residents, property owners, business owners, and appointed and elected officials. The issues and opportunities and goals were used to formulate policies, which in turn provided a framework for the development of the Spring Valley Land Use Plan. The following list summarizes the issues and opportunities that were identified specific to land use planning.

### **Issues**

- Some established neighborhoods are not served by certain public facilities (these may include public water, community recreation, and community sewer facilities).
- The Airport Environs Overlay District and the Cooperative Management Agreement Area (CMA) impact land uses allowed within the noise exposure zones surrounding McCarran International Airport. The Southern Nevada Public Land Management Act (SNPLMA) places restrictions on the land uses within the CMA. Large areas within the CMA contain deed restrictions that do not permit residential uses of any density.
- “Strip commercial” development covers large areas of Sahara Avenue, Durango Drive, Fort Apache Road and Flamingo Road and is forming along other major streets. Traffic flow on these and adjacent streets is hindered by the large numbers of access points with resulting impacts on the air quality.
- As the Spring Valley community continues to grow, it is important to maintain existing Rural Neighborhood Preservation areas.
- Planning for future land use, closure and reclamation of existing mining operations in Spring Valley.
- As Spring Valley develops, traffic congestion increases on the road network as residents travel further for employment and recreation opportunities.
- As Spring Valley matures, some areas are beginning to decline in the level of maintenance.
- There are vacancies in some commercially developed areas.
- There are more Office Professional planned areas than will realistically be built. The designation seems to be encouraged by residential property owners as a way to keep land vacant around residential areas.

### **Opportunities**

- To plan for a balanced mix of land uses that complement each other.
- To provide pedestrian friendly neighborhoods.
- To enhance community character by encouraging a variety of architectural styles, colors and elevations.
- To reduce traffic congestion and improve air quality by encouraging mixed use development.
- To coordinate with the RTC in identifying potential corridors for future mass transit routes.
- To encourage the development of businesses which provide an employment base near the many residents of Spring Valley.
- Restricted uses within the CMA provide an ideal environment for developing and expanding a broader economic base in the area.

## **Issues and Opportunities Clarification**

The land use issues and opportunities brought forward from the open house have primarily been addressed through the goal and policy development process. However, two of the issues and one of the opportunities need further clarification so that there is a consistent interpretation by elected officials, appointed officials, county staff and the general public. They include the Cooperative Management Area, existing mining operations and clarifying the nonconforming zone change process.

### **Cooperative Management Area (CMA)**

The Cooperative Management Area (CMA) is an area encompassing parcels that have deed restrictions to not allow any residential development and limits certain other types of uses. However, surrounding parcels do not have the deed restrictions. Many of these deed restricted parcels are adjacent to established residential uses. This large area, with deed restricted parcels scattered throughout, creates unique challenges to establishing a land use mix that serve all the needs of the community. More details can be found in Chapter 1.

### **Existing Mining Operations**

There are two sand and gravel mining operations sites in Spring Valley. Rinker Materials West LLC operates the mine located on the south side of Peace Way between Buffalo Drive and Durango Drive. This mine began operation in 1965. The Rinker Mine operated under a use permit until October 6, 2006. The applicant is conditioned to submit a reclamation plan in conformance with the Spring Valley Land Use Plan. The applicant is also conditioned to bring Peace Way back to its original grade as a part of the reclamation plan. The majority of the sight has been mapped for residential uses.

Wells Cargo Inc. operates the second mine in Spring Valley. This mine is located on the north side of Twain Avenue between Montessouri Street and Buffalo Drive. This mine has been in operation since 1963. Discussions with owners indicate that the mine will continue asphalt plant and mining operations for 15 or more years. The applicant is conditioned to level and round off the pit at the time of abandonment.

The underlying zoning on both mining sites is Rural Estates (R-E), which allows for residential development at 2 dwelling units per acre. The land use designation for Wells Cargo sites is Major Development Project. The majority of the Rinker sites is designated as residential, with a portion still designated Major Development Project. The intents is that Prior to the future development of either of the sites, the applicant will be required to go through the Major Development Application Processing outlined in Title 30, Unified Development Code that requires the development of a concept/neighborhood plan, a Standard Development Agreement, obtain zoning entitlements, neighborhood meetings, town board meetings, and public hearings before the Planning Commission and Board of County Commissioners. Please see Title 30, Unified Development Code for the latest Major Development Application Processing requirements.

As Spring Valley has developed, the mining operations have been surrounded by residential development. Any future development should be required to be compatible with the existing residential development in the area. Expected future uses are new residential, recreational, or neighborhood

serving commercial retail or office professional uses that are compatible with the existing residential development in the area. There are policies within the Spring Valley Land Use Plan that encourage and support the compatibility of future development with existing residential land uses.



# Chapter Three – Land Use Goals and Policies

## Land Use Goals and Policies

The following goals and policies have been developed as part of the land use component of the Spring Valley Land Use Plan. These guidelines have evolved from existing County goals and policies, planning workshops, and public meetings with community stakeholders, the Spring Valley Town Advisory Board, Planning Commission, and Board of County Commissioners. While the land use plan lists policies, the Unified Development Code (Title 30) is the implementation tool for the plan and defines specific requirements (i.e. permitted uses, setbacks, etc.)

### **General**

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

#### **Goal 1**

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

##### Policy 1.1

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

##### Policy 1.2

Promote infill development by encouraging compatible developments to locate in existing neighborhoods where little or no additional infrastructure investment is required.

##### Policy 1.3

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

##### Policy 1.4

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

#### **Goal 2**

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

##### Policy 2.1

Residential development within Spring Valley should provide a variety of housing 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 or land use.

#### Policy 2.3

Encourage any requests for changes, permit modifications, or extensions of time on existing mining operations to be accompanied by a plan to reduce their visual impacts and a phasing plan for reclamation. Discourage the location of future sand and gravel mining operations within Spring Valley.

#### Policy 2.4

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

#### Policy 2.5

All developments outside of rural areas should provide sidewalks on both sides of any public street.

#### Policy 2.6

Encourage the development of detached sidewalks that exceed the five (5) foot minimum requirement. Sidewalks should be designed to be unobstructed to allow for safe and unimpeded pedestrian traffic.

#### Policy 2.7

Land uses inside the Cooperative Management Area (CMA) should be compatible with the flight operations of McCarran International Airport. Residential development of any kind (including Mixed-use residential) and other uses as described within the CMA are prohibited from developing within the Air Environ AE-70 (and above) as found in the Airport Environs Overlay District (AEOD). Such uses should also be discouraged in the Air Environ-65.

#### Policy 2.8

Encourage building and structures that comply with the Airspace Zoning Map unless deviations are deemed appropriate by the Airport Hazard Areas Board of Adjustment. Contact Clark County Current Planning or the Department of Aviation for information regarding the Airspace Zoning Map.

#### Policy 2.9

Encourage development patterns and standards compatible with the continuing flight operation of airports. The CMA falls within McCarran International Airport's Airport Environs Overlay District (AEOD), and is subject to aircraft noise. To learn more about the AEOD regulations, contact the Clark County Department of Aviation.

#### Policy 2.10

Encourage the use of xeriscape landscape 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).

## **Large Lot Residential**

Large lot residential is considered to be residential use on ½ an acre or larger parcel. 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 rural lifestyle goal and policies.

### **Goal 3**

**Provide opportunities for low-density rural/ large lot living as a lifestyle choice.**

#### **Policy 3.1**

Maintain developed neighborhood integrity by discouraging reclassification of viable 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 to existing homes.

#### **Policy 3.3**

Encourage new homes within large lot areas to access county roads classified as local streets. New homes should avoid direct access or fronting onto collector or arterial streets.

#### **Policy 3.4**

Encourage the preservation of the rural character of the viable large lot areas by implementing the provision contained within the **Minimum Road Design Standards for Non-Urban Roadways** handbook, as adopted by Clark County – available at the Clark County Public Works Department. Those standards address issues such as design, right-of-way width, drainage, lighting and road surface for local streets within large lot areas.

#### **Policy 3.5**

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

#### **Policy 3.6**

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

#### **Policy 3.7**

When residential developments are proposed adjacent to any RNP area, adjacent lots of 10,000 square feet or larger should be encouraged as a transition.

#### **Policy 3.8**

Encourage new residential development adjacent to existing large lot areas to transition at appropriate densities and lot sizes. Smaller lot sizes should be located beyond any appropriate transition area.

#### **Policy 3.9**

When any type of commercial development or residential development above two dwelling units per acre is proposed adjacent to large lot areas, discourage noise caused by incompatible uses, lighting, and signs that detract from and are not consistent with the existing rural atmosphere.

Policy 3.10

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

Policy 3.11

When development of higher residential density or commercial development are proposed next to large lot areas, encourage block walls abutting the large lot areas and provide an intense landscape buffer.

Policy 3.12

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

Policy 3.13

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

Policy 3.14

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

Policy 3.15

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.

## **Single Family Residential**

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 goal 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 reclassification for non-residential uses inconsistent with the land use plan map.

#### **Policy 4.2**

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 use is approved adjacent to an industrial or hazardous use, a separate disclosure statement should be issued to residents.

#### **Policy 4.3**

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 4.4**

Encourage specific buffering in accordance with the Unified Development Code (Title 30), between existing single family areas and higher density residential and commercial designations. Buffering should take place on the parcel with the higher density residential or commercial designations if the project does not conform to the land use plan.

#### **Policy 4.5**

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

#### **Policy 4.6**

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 4.7**

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

#### Policy 4.8

In higher density developments, single family housing may be arranged in clusters or enclaves around courtyards, providing residential courts and other opportunities for increased useable open space and recreation facilities without compromising densities. Appropriate buffers, setbacks, landscaping, building height and materials, lighting, signage, on-site and off-site circulation should be included in single family residential developments.

#### Policy 4.9

Single family residential lots should not have direct access to arterial and collector streets.

#### Policy 4.10

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

#### Policy 4.11

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

#### Policy 4.12

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 façade 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 façade.

#### Policy 4.13

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

#### Policy 4.14

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

#### Policy 4.15

Encourage the use of xeriscape landscape 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 4.16

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

#### Policy 4.17

Encourage the varying or articulation of block wall faces along the street, especially collectors and arterials, to avoid a monotonous, continuous line. The block walls should meet Clark County codes for sight zones.

Policy 4.18

Encourage building designs that de-emphasize the garage façade, without sacrificing parking. This may be accomplished by garages having access off a private common street, usually located at the rear of the lot or by having a greater setback to the garage than the main building. Other innovative building designs may be employed.

Policy 4.19

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

Policy 4.20

Encourage recreation areas and useable open space (defined by Title 30) within single family developments to be located away from arterial and collector streets.

Policy 4.21

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

Policy 4.22

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 adjacent to the lower density.

## **Multiple Family Residential**

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

### **Goal 5**

**Provide opportunities for multiple family developments in appropriate areas.**

#### **Policy 5.1**

Encourage multiple family developments to be located where transit, pedestrian, and road networks can accommodate the higher residential density.

#### **Policy 5.2**

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

#### **Policy 5.3**

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

#### **Policy 5.4**

When a non-multiple family development is approved in an area designated for multiple family development on the Land Use Plan Map, required buffering should occur on the parcel with the non-multiple family development.

#### **Policy 5.5**

In order to minimize impacts on surrounding single family neighborhoods and necessary public services and facilities, encourage multiple family developments to be dispersed or combined with other uses.

#### **Policy 5.6**

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

#### **Policy 5.7**

Encourage the use of xeriscape landscape 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 5.8**

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

#### **Policy 5.9**

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 5.10

Encourage design alternatives and spatial distribution rather than the massing of a 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 with a multiple family development with lower buildings adjacent to streets and surrounding residential uses.

Policy 5.11

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 5.12

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

Policy 5.13

Encourage recreation areas and usable open space (as defined by Title 30) within multiple family developments to be located away from arterial and collector streets.

## **Office Professional**

All office professional development should demonstrate compliance with the following goal 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 that are planned adjacent to existing or proposed residential areas to be compatible in terms of height and architectural treatments, with existing residential uses in the area.

#### **Policy 6.3**

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 6.4**

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

#### **Policy 6.5**

Encourage various architectural treatments and design components in 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 6.6**

Encourage new office or residential to office conversions to develop on an assembly of contiguous parcels to reduce the number of driveway access points and to allow for adequate on-site parking. Encourage driveways that are circular and/or combined with adjacent properties. Whenever possible, the driveway access points should not access local residential streets.

#### **Policy 6.7**

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

#### **Policy 6.8**

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

#### **Policy 6.9**

Encourage the use of xeriscape landscape 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 6.10**

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

**Policy 6.11**

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

**Policy 6.12**

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

**Policy 6.13**

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

**Policy 6.14**

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

**Policy 6.15**

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

**Policy 6.16**

Office professional developments along the Sahara Avenue corridor in Spring Valley should not take access from local streets. Local streets are described in the Clark County Transportation Element.

## **Retail Commercial**

Retail Commercial developments should demonstrate compliance with the following goal and policies.

### **Goal 7**

#### **Provide opportunities for appropriate commercial development.**

##### **Policy 7.1**

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

##### **Policy 7.2**

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

##### **Policy 7.3**

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

##### **Policy 7.4**

Commercial developments along the Sahara Avenue corridor in Spring Valley should not take access from local streets as described in the Clark County Transportation Element.

##### **Policy 7.5**

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 7.6**

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

##### **Policy 7.7**

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

##### **Policy 7.8**

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

##### **Policy 7.9**

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 7.10**

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

Policy 7.11

Encourage commercial projects to include a public plaza with benches, decorative light fixtures, ornamental waste receptacles, and enhanced paving at vehicular entrances.

Policy 7.12

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

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

### **Goal 8**

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

Policy 8.1

Encourage buildings to cluster around pedestrian plazas and courts.

Policy 8.2

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

Policy 8.3

Encourage the use of xeriscape landscape 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 8.4

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. This reduces the potential of a monotonous, continuous row of buildings.

Policy 8.5

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

Policy 8.6

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

Policy 8.7

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

Policy 8.8

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

Policy 8.9

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

Policy 8.10

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

Policy 8.11

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

**Retail Commercial – Pedestrian Circulation and Orientation**

**Goal 9**

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

Policy 9.1

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, a sidewalk or walkway should be provided, detached if possible, to separate pedestrian and vehicular traffic. A change in grade, color and the use of enhanced paving is encouraged to clearly to define pedestrian walkways.

Policy 9.2

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 comfortable for the users.

Policy 9.3

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

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

**Goal 10**

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

Policy 10.1

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 10.2

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

#### Policy 10.3

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

#### Policy 10.4

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

#### Policy 10.5

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 The Unified Development Code (Title 30).

#### Policy 10.6

Encourage right turn deceleration lanes into major retail developments of regional significance as defined by The Unified Development Code (Title 30).

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

#### **Goal 11**

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

#### Policy 11.1

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

#### Policy 11.2

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

#### Policy 11.3

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

Policy 11.4

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

Policy 11.5

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

Policy 11.6

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

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

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

### **Goal 12**

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

##### **Policy 12.1**

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, as well as proximity to single family uses, buffering, transitional land uses, and proper siting and storage of hazardous materials.

##### **Policy 12.2**

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 adjoining land uses and densities should be considered and integrated into commercial and business and design/research park developments.

##### **Policy 12.3**

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

##### **Policy 12.4**

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

##### **Policy 12.5**

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

##### **Policy 12.6**

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

##### **Policy 12.7**

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) to improve visual quality.

#### Policy 12.8

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

#### Policy 12.9

Business and design/research park developments adjacent to Rural Neighborhood Preservation areas should provide buffering in accordance with the Unified Development Code (Title 30).

#### Policy 12.10

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 inconsistent architectural style.

#### Policy 12.11

Encourage business and 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 12.12

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

#### Policy 12.13

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

#### Policy 12.14

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

#### Policy 12.15

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, and/or texture.

#### Policy 12.16

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

#### Policy 12.17

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 12.18

Encourage right turn deceleration lanes into major retail developments of regional significance as defined by The Unified Development Code (Title 30).

Policy 12.19

Signage should be compatible with the area. Monument signs, as defined by the Unified Development Code (Title 30), are encouraged.

Policy 12.20

Encourage the use of xeriscape landscape 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 12.21

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

## **Mixed Use**

The mixed use goals and policies provide a general framework to guide the density, intensity and development standards for mixed use development. To maintain flexibility in the plan for mixed use developments, a specific mixed use land use category was not created and specific areas for mixed use were not designated on the land use plan map. Instead the mixed use goals and policies are intended to be used to support the Mixed Use Overlay District, which is part of the Zoning Code (see Title 30), which designates the locations and defines the density, intensity and development standards for any mixed use project.

### **Goal 13**

#### **Provide opportunities for mixed use development.**

##### Policy 13.1

Mixed use developments should be located adjacent to an arterial or collector street.

##### Policy 13.2

Encourage mixed use developments to take place along routes served by rapid and enhanced mass transit as defined by the Regional Transportation Commission.

##### Policy 13.3

Mixed use developments should incorporate general business, professional and public offices, multiple family residential uses and supporting commercial uses.

##### Policy 13.4

Promote revitalization of older commercial corridors by encouraging new mixed use development.

##### Policy 13.5

Developers of any low intensity uses and single family projects developed where mixed use is allowed shall be responsible for providing any required/desired buffers from adjoining higher density/higher intensity projects.

##### Policy 13.6

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

##### Policy 13.7

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 13.8

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

#### Policy 13.9

Workforce housing units should be incorporated into mixed use developments. Workforce housing units should not be segregated and clustered in large numbers, rather they should be dispersed throughout the community.

#### Policy 13.10

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 14**

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

#### Policy 14.1

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

#### Policy 14.2

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

#### Policy 14.3

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

#### Policy 14.4

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

#### Policy 14.5

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

#### Policy 14.6

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 14.7

Encourage the use of xeriscape 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 14.8

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

Policy 14.9

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.

Policy 14.10

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

**Mixed Use – Building Design and Architecture**

**Goal 15**

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

Policy 15.1

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

Policy 15.2

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

Policy 15.3

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

Policy 15.4

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

Policy 15.5

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

Policy 15.6

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

Policy 15.7

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

Policy 15.8

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 16**

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

Policy 16.1

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, a sidewalk or walkway should be provided, detached if possible, to separate pedestrian and vehicular traffic. A change in grade, color and the use of enhanced paving is encouraged to clearly define pedestrian walkways.

Policy 16.2

Site amenities such as public plazas, pedestrian walkways/links or 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 comfortable for the users.

Policy 16.3

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

Policy 16.4

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

Policy 16.5

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

Policy 16.6

Encourage the placement of bus turnouts and other enhanced transit facilities in accordance with RTC standards.

## **Major Development Projects**

A major development project (master planned community) should demonstrate compliance with the following major goal and policies

### **Goal 17**

**Provide opportunities for the development of Major Development Projects.**

#### **Policy 17.1**

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

#### **Policy 17.2**

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

#### **Policy 17.3**

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

#### **Policy 17.4**

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

#### **Policy 17.5**

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

#### **Policy 17.6**

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

#### **Policy 17.7**

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

Policy 17.8

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

Policy 17.9

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

## Transportation

On July 16, 2003 the Board of County Commissioners adopted the Clark County Transportation Element into the Clark County Comprehensive Plan. The Transportation Element was created to address the transportation issues and needs within each of the land use planning areas. All development proposals should demonstrate compliance with the following goal and policies and the Transportation Element. Some transportation projects and plans have applicability specifically to the Spring Valley area.

### Goal 18

**Encourage an integrated network of roads, mass transit, bicycle, and pedestrian routes in order to provide transportation choices and alternatives.**

#### Policy 18.1

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

#### Policy 18.2

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

#### Policy 18.3

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

#### Policy 18.4

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

#### Policy 18.5

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

## **Public Services and Facilities**

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

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

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

### **Important Note:**

**Public and Quasi-Public services and facilities including, but not limited to, parks and other recreational facilities; 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, such as regional parks, bus barns, flood control facilities, hospitals, etc. should be considered on a case by case basis to ensure compatibility with surrounding existing and planned land uses. Appropriate siting and buffering should be used to reduce impacts to the local community.**

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

## **Police and Fire Protection**

### **Goal 19**

**Ensure that development within Spring Valley is in conformance with the adopted Urban Fire Protection Services Element.**

#### **Policy 19.1**

Discourage development that causes the Clark County Fire Department to fall short of accepted level of service standards.

#### **Policy 19.2**

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

#### **Policy 19.3**

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

## **Goal 20**

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

### Policy 20.1

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

### Policy 20.2

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

## **Public and Quasi-public Infrastructure**

## **Goal 21**

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

### Policy 21.1

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

### Policy 21.2

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

### Policy 21.3

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

### Policy 21.4

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

### Policy 21.5

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 ground water contamination.

### Policy 21.6

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

### Policy 21.7

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

## **Goal 22**

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

### **Policy 22.1**

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 22.2**

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

## **Goal 23**

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

### **Policy 23.1**

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

### **Policy 23.2**

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

### **Policy 23.3**

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

## **School Facilities**

## **Goal 24**

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

### **Policy 24.1**

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

### **Policy 24.2**

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

### **Policy 24.3**

The Clark County School District and Clark County should coordinate the development of land use plans to encourage collocation of District facilities and schools with other public facilities, such as parks and libraries that function as complementary uses with an emphasis placed on pedestrian connectivity.

#### Policy 24.4

To ensure the best possible use of the site, wherever possible, school, and park sites should be developed jointly. In the planning, siting, land acquisition, and development of a new District facility, school facility or significant renovation or expansion, the District should coordinate with Clark County on the availability of public facilities, services and grounds (especially for the purposes of collocating parks, libraries, ball fields, community centers, and public safety, parking, drainage or other appropriate facilities.

#### Policy 24.5

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

#### Policy 24.6

The County and District, when applicable, are encouraged to promote the coordination of possible land exchanges for the effective planning and utilization of existing and future District sites in order to meet existing and future student demand.

#### Policy 24.7

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

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

#### **Goal 25**

**Provide for the development of parks and other recreational facilities that meet the needs of the residents.**

#### Policy 25.1

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

#### Policy 25.2

Encourage the development of community and neighborhood parks and community centers to correspond with expected population and needs of area residents, by utilizing existing and proposed site guidelines.

#### Policy 25.3

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

Policy 25.4

Encourage developments to provide land to help extend or coordinate a trail system as indicated in the latest RTC Regional Trails Development Report and the most current edition of RTC's Pedestrian/Bicycle Trails System - Las Vegas Valley.

Policy 25.5

Encourage the Parks and Community Services Department, Public Works, and the Regional Flood Control District to coordinate during their planning and design phase to incorporate multiple uses of flood control facilities. Primary emphasis should be given to public safety and secondary recreational opportunities.

## **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.

### **Air Quality**

#### **Goal 26**

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

##### Policy 26.1

Encourage the use of telecommuting when and where feasible.

##### Policy 26.2

Encourage the expanded use of video conferencing to conduct business.

##### Policy 26.3

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

##### Policy 26.4

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 26.5

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

##### Policy 26.6

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

#### Policy 26.7

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.

### **Water**

#### **Goal 27**

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

#### Policy 27.1

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

#### Policy 27.2

Encourage the use of xeriscape landscape 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 27.3

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

### **Land Use / Habitat Protection**

#### **Goal 28**

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

#### Policy 28.1

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

#### Policy 28.2

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

### **Waste Reduction / Recycling**

#### **Goal 29**

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

#### Policy 29.1

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

Policy 29.2

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.

**Transportation**

**Goal 30**

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

Policy 30.1

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

Policy 30.2

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

Policy 30.3

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

Policy 30.4

Encourage the use of telecommuting when and where feasible.

**Green Building**

**Goal 31**

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

Policy 31.1

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

Policy 31.2

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

**Energy Use**

**Goal 32**

**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 32.1

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

Policy 32.2

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 32.3

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 32.4

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 32.5

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 the Town of Spring Valley, water quality, air quality, and flood control have been identified as critical issues. Environmental guidance for the Spring Valley Land Use Plan is referenced through the following Clark County environmental plans. They should be used in concert with the Spring Valley Land Use Plan:

- Clark County Air Quality Plans
- Las Vegas Valley 208 Water Quality Management Plan Amendment
- Clark County Comprehensive Plan:
- Federal Lands Element
- Regional Flood Control Master Plan

## Purpose

Conservation and management of natural resources and open spaces is critical to the quality of life in Clark County. The Spring Valley 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. Some of these benefits are more quantifiable than others, but they all have an influence on the lives of present and future generations.

## Goals and Policies

The following goals and policies have been developed as environmental guidelines to the Spring Valley Land Use Plan. These guidelines are based upon federal and state environmental regulations, existing county regulations, goals and policies, planning workshops, citizen advisory groups and public meetings with the Spring Valley Town Board, Planning Commission, and Board of County Commissioners. 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 for Spring Valley were generally categorized as protection of air and water quality, and planning for urban conservation areas. Specific issues were identified as reduction of dust, groundwater and flood protection, reducing urban and storm water runoff, and retaining open space in and around washes in their natural state.

## Flood Control

Storm drainage systems can be developed that emphasize the use of natural and/or open drainage or they can be developed emphasizing enclosed or piped drainage. The storm drainage system within Spring Valley consists of storm sewers, as well as natural and improved drainage channels. Specific improvements will continue to be needed to resolve existing flooding problems and to mitigate potential impacts associated with new development in the area.

The Clark County Regional Flood Control District (CCRFCD) Master Plan, covers both unincorporated Clark County and the incorporated cities within Clark County. The Master Plan describes facilities that are planned for the entire Las Vegas Valley. These facilities are a combination of detention and conveyance structures.

### **Goal 33**

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

##### Policy 33.1

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

##### Policy 33.2

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

##### Policy 33.3

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

##### Policy 33.4

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 33.5

Continue to participate in the National Flood Insurance Program.

### **Surface and Ground Water**

#### **Goal 34**

##### **Protect groundwater quality**

##### Policy 34.1

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

##### Policy 34.2

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

#### **Goal 35**

##### **Improve surface water quality**

##### Policy 35.1

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

##### Policy 35.2

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

## **Conservation Areas**

### **Goal 36**

#### **Encourage Multiple Function Conservation Areas**

##### **Policy 36.1**

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 36.2**

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

# Land Use Categories

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

## **IMPORTANT NOTE:**

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

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

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

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

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

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

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

The PUD shall minimize adverse impacts on surrounding property. The 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.

### **A Note on Mixed Use Development (MUD)**

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

The MUD shall minimize adverse impacts on surrounding property. **THE STATED MAXIMUM DENSITIES AND INTENSITIES IN NO WAY OBLIGATE THE COUNTY TO APPROVE MUD DEVELOPMENTS AT A GIVEN DENSITY OR INTENSITY, BUT IS EXPECTED TO APPROVE ONLY SUCH LEVEL OF DENSITY OR INTENSITY THAT IS APPROPRIATE FOR A PARTICULAR LOCATION.** The Commission or Board may require, as a condition of approval, any condition, limitation or design factor which will promote proper development and the use of effective land use transitioning.

## **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).

### **Residential Rural [up to 0.5 dwelling (du)/1 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).

### **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

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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).

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).

### **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).

### **Rural Neighborhood [up to 2 du/ac (up to 2.5 du/ac with an approve 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), and Public Facility (P-F).

### **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).

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

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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).

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).

### **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) allows a maximum of 14 dwelling units per gross acre. The Residential Medium (from 3du/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), Residential Urban District (RUD), and Public Facility (P-F).

### **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 of up to 18 dwelling units per gross acre. This category allows a variety of housing types including single family, residential multiplexes, town houses, and low density apartments. Density ranges within this category are dependent on development and design. In addition to the residential uses, mixed uses are permitted within appropriate zoning districts. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Medium Density Residential (R-2), Manufactured Home Residential (R-T), Residential Urban District (RUD), Multiple-Family Residential (R-3), and Public Facility (P-F).

### **Residential Urban Center (from 18 du/ac to 32 du/ac)**

The Residential Urban Center (from 18 du/ac to 32 dwelling units/per acre) category permits a range of up to 32 dwelling units per acre. This category allows a variety of housing types including single family, residential multiplexes, town houses, and apartments. In addition to the residential uses, mixed uses are

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<sup>3</sup> 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).

<sup>4</sup> 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).

permitted within appropriate zoning districts. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

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

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

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

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

### **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).

### **Commercial Neighborhood**

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

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

### **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 alcoholic consumption), taverns, hardware

stores, and other larger retail and service uses. This category also includes offices either singly or grouped as office centers with professional and business services. Public facility uses are also allowed in this category. Commercial General uses should be developed as nodes or centers and not configured in a “strip commercial” pattern.

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

## **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).

## **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.

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

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

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

## **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 aesthetics 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).

## **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).

## **Public Facilities**

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

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



# LAND USE MAP

The land use map was developed through a process of community meetings and interaction with stakeholders, and the Spring Valley Town Advisory Board. The map reflects the planning area's community character along with the vision, opportunities, and goals.

The process for developing the Spring Valley land use map development included but was not limited to the following:

- The map was 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 area.
- The old land use plan map was converted to a set of standardized land use categories approved by Board of County Commissioners.
- The map was examined in light of the market trends contained in Spring Valley Marketing Report.
- Additional changes were made from the suggestions of the Planning Advisory Group (PAG), Technical Advisory Group (TAG) or second open house.
  - The PAG pointed out that there was too much Office Professional planned within Spring Valley. Office Professional areas were examined and changes were made where appropriate.
  - Sahara Ave. reflects development trends by being planned as Commercial General or Commercial Neighborhood, instead of parcels being split between Commercial General and Office Professional uses. Policies were added to ensure that access will be from Sahara Ave. and not Laredo Street.
  - The PAG suggested that higher density residential should be used instead of commercial along major arterials to avoid "strip commercial" development.
  - Areas of the plan could be appropriate for mixed use development. This development should be developed according the goals and policies of the plan.
  - Maintaining residential land use designations of areas outside the CMA to lessen the encroachment of residential development within traditional Business and Research Park areas.



**Insert  
Map Land Use  
(11X17) insert here**

## **Back of Land Use Map (11X17)**

# Glossary

The following general definitions were developed to assist in using the Enterprise 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.”

**Airport Environs (AE)** - The airport environs is the area near McCarran International Airport that is affected by elevated noise levels and/or increased accident hazards from aircraft operations.

**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** – Open spaces, natural barriers, landscaped areas, fences, walls, berms or any combination thereof used to physically separate or screen one use or property from another so as to visually shield or block noise, lights, or other incompatible features. The two basic types of criteria for buffers are width and type of materials to be planted or installed (see Title 30).

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

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

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

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

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

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

**Façade** – 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, town-homes, manufactured housing, duplexes, multiplexes, single family dwellings, etc.

**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 Used** – 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.

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

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

**Policy** - A specific statement to guide development, 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.

**RTC** – RTC is the acronym for the Regional Transportation Commission of Southern Nevada.

**Rural Neighborhood Preservation (RNP)** – An area where low density residential, not to exceed two dwelling units per acre, is to be preserved along with the rural character of the area.

**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 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.

**Transitional Land Use** – A transitional land use is a land use of intermediate intensity by level of activity, scale or density located between a more intensive and less intensive use. One example of a transitional use is locating an office development or an attached residential development between a detached single family development and a retail 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 households 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** – It is 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 plan 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 potentially containing several zoning districts.