

# Chapter Three – Land Use Goals and Policies

**NOTE: The suggested changes in black are staff recommended changes. The suggested changes in blue were submitted by Mr. Getter. Numbering will be cleaned up once the policies are adopted.**

## **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**

**Spring Valley is a suburban area offering a diverse mix of neighborhoods, lifestyles, small-to-medium businesses, ethnicities, and uses associated with a vibrant growing township. Housing options range from rural to high density. There is a recognition that businesses and other developments must meet prescribed standards for compatible appearance as well as safety and building standards. Compatible employment opportunities will be encouraged with a special focus on healthcare, high-technology and logistics. Areas designated for such job creation will be protected from encroachment by uses which might limit their development.**

#### **Goal 2**

**Implement a comprehensive land use plan compatible with Goal 1 by promoting development that is compatible with adjacent land uses, the natural environment, and well integrated with an appropriate circulation system, services, and facilities. Utilize land use planning to encourage affordable housing, work force housing, mass transit, compact development forms and pedestrianism to foster a more vital, interactive and secure community, to conserve infrastructure as well as to be more environmentally sensitive.**

#### **Policy 1.1**

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

#### **Policy 2.2**

**Encourage compatible suburban growth patterns using ideas such as: limited increased densities and intensities, neo-traditional development, and transit oriented development. These planning principles**

should promote focused employment opportunities, reduce automobile dependence, support of alternative modes of transportation, and which reduces air pollution.

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~~ Non-conforming zone changes shall be discouraged. Approvals for ~~approved~~ nonconforming zoning requests should be conditioned to provide any required or appropriate desired buffering from adjacent conforming properties. ~~New Uses in adjacent~~ conforming developments zones should not be responsible ~~for to~~ for providing any additional buffering (including, but not limited to, ~~increased~~ height restrictions, setbacks or additional landscaping) to accommodate non-conforming proposals. ~~uses.~~

**Goal 2**

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

Policy 2.1

Residential development ~~within Spring Valley~~ should provide a variety of housing to match demand across income levels as compatible with Goal One.

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 bonded 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. [Residential uses in AEOD outside of the AE-65 environment shall not be prohibited.](#) *[sound attenuation is required in this area]*

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

### Goal 3

**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, when appropriate, 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 [or similar structures](#) abutting the large lot areas and provide an intense landscape buffer.

Policy 3.12

In order to help ~~create~~ support 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 zoning 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 areas designated for 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 front property lines ~~and~~, reduced visual dominance of garages from the street, varied rooflines, and/or varied architectural elements on all sides.

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

Policy 4.16

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. Incorporate elements to discourage graffiti: inclined grades, landscaping, terracing, and graffiti-resistant wall treatments. Block walls should meet Clark County codes for sight zones.

Policy 4.18

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~~ assemblage 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. Incorporate elements to discourage graffiti: inclined grades, landscaping, terracing, and graffiti-resistant wall treatments.

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 required ~~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 (mass refers to the height, bulk, and scale of a building). 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). Lighting design should be sensitive to on-site residential uses.

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.

## **Commercial Tourist**

### **Goal 13**

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

#### **Policy 13.1**

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

#### **Policy 13.2**

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

#### **Policy 13.3**

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

#### **Policy 13.4**

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

#### **Policy 13.5**

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

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

### **Goal 14**

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

##### **Policy 14.1**

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

##### **Policy 14.2**

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

##### **Policy 14.3**

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

##### **Policy 14.4**

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

##### **Policy 14.5**

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

##### **Policy 14.6**

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

##### **Policy 14.7**

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

##### **Policy 14.8**

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

##### **Policy 14.9**

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

##### **Policy 14.10**

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

##### **Policy 14.11**

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

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

### **Goal 15**

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

#### **Policy 15.1**

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

#### **Policy 15.2**

Both public and private pedestrian and transit systems are encouraged.

#### **Policy 15.3**

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

#### **Policy 15.4**

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

#### **Policy 15.5**

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

#### **Policy 15.6**

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

#### **Policy 15.7**

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

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

### **Goal 16**

**Encourage appropriate buffering and enhanced streetscapes.**

#### **Policy 16.1**

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

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

### **Goal 17**

**Encourage appropriate building design and architecture.**

#### **Policy 17.1**

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

#### **Policy 17.2**

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

#### **Policy 17.3**

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

#### **Policy 17.4**

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

#### **Policy 17.5**

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

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

Business and design/research park 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 and left turn lanes into business and design/research park developments. ~~major retail developments of regional significance as defined by The Unified Development Code (Title 30).~~

Policy 12.19

Encourage signage that is ~~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 19**

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

##### Policy 19.1

Encourage the use of telecommuting when and where feasible.

##### Policy 19.2

Encourage the expanded use of video conferencing to conduct business.

##### Policy 19.3

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

##### Policy 19.4

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 19.5

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

##### Policy 19.6

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

#### Policy 19.7

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 20**

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

#### Policy 20.1

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 20.2

Place Drought Policies from other areas here

#### Policy 20.3

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 21**

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

#### Policy 21.1

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

#### Policy 21.2

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

### **Waste Reduction / Recycling**

#### **Goal 22**

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

#### Policy 22.1

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

#### Policy 22.2

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 23**

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

#### **Policy 23.1**

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

#### **Policy 23.2**

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

#### **Policy 23.3**

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

#### **Policy 23.4**

Encourage the use of telecommuting when and where feasible.

## **Green Building**

### **Goal 24**

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

#### **Policy 24.1**

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 24.2**

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

## **Energy Use**

### **Goal 25**

**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 25.1**

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

Policy 25.2

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 25.3

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 25.4

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 25.5

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 26**

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

#### Policy 26.1

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 26.2

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

#### Policy 26.3

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

#### Policy 26.4

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 26.5

Continue to participate in the National Flood Insurance Program.

## **Surface and Ground Water**

### **Goal 27**

#### **Protect groundwater quality**

#### Policy 27.1

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

#### Policy 27.2

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

### **Goal 28**

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

#### Policy 28.1

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

#### Policy 28.2

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 29**

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

##### **Policy 29.1**

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 29.2**

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

## **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).