

2011 Whitney LAND USE PLAN



Clark County Comprehensive Planning
P.O. Box 551741
Las Vegas, Nevada
89155-1741



Adopted June 8, 2011

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING AN UPDATE OF THE WHITNEY 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 278.230 inclusive; and

WHEREAS, Whitney 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 May 3, 2011, 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 Whitney 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, Whitney'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 "Whitney 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 3rd day of May, 2011.

CLARK COUNTY PLANNING COMMISSION

By: Vivian Kilariski
VIVIAN KILARSKI, CHAIR

ATTEST:

Nancy A. Lipski
Nancy A. Lipski
EXECUTIVE SECRETARY

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN UPDATE OF THE WHITNEY 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, Whitney 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 Certified Draft copy of a report entitled the "Whitney 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 June 8, 2011, 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 Whitney Land Use Plan with the following changes:

a. The Whitney Land Use Plan has been changed to include land use category descriptions, goals and policies, administrative procedures and a descriptive land use map.

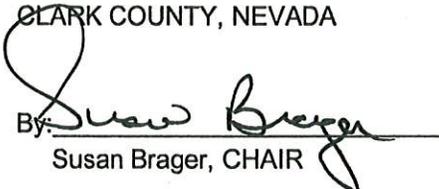
2. That the planned land use categories as set forth in the map legend do not designate any specific zoning classification. The color-coded areas constitute general categories of planned land uses with a range of options and do not guarantee property owners a particular zoning classification, density, 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 Whitney'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 "Whitney Land Use Plan", as an amendment to the Clark County Comprehensive Plan.

PASSED, ADOPTED, AND APPROVED this 8th day of June, 2011.

CLARK COUNTY, NEVADA

By: 

Susan Brager, CHAIR

ATTEST:



Diana Alba
COUNTY CLERK

ACKNOWLEDGEMENTS

Clark County Board of Commissioners:

Susan Brager, Chair
Steve Sisolak, Vice-Chair
Larry Brown
Tom Collins
Chris Giunchigliani
Mary Beth Scow
Lawrence Weekly

Planning Commission:

Vivian Kilarski, Chair
Edward Frasier III, Vice Chair
J Dapper
Greg Esposito
Randy Miller
Dan Shaw
Donna Tagliaferri

Whitney Town Advisory Board:

Kathleen Maciula, Chair
Germain Petuya, Vice-Chair
Paul Friedman
Sandra Sicks
Diana Storo

Office of County Manager:

Don Burnette, Manager
Randall J. Tarr, Assistant Manager
Jeff Wells, Assistant Manager

Department of Comprehensive Planning:

Nancy Lipski, Director
Mario Bermudez, Planning Manager

Planning Team:

Walter Cairns, Project Lead
Bob Klein, Assistant Project Lead
Kevin Smedley, Principal Planner
Jason Allswang, Assistant Planning Manager
Andrew Roether, Senior Planner
Darci Mayer, Planner
Christopher LaMay, GIS Analyst II

Technical Advisory Group:

Justin Williams, Park Planning
Judy Peterson, Clark County School District
Ron Gregory, Trails Planning Manager
Margie Yatson, Clark County Fire
Department
Tom Dombrowski, Nevada Energy
Ebrahim Juma, Clark County Water
Reclamation District
Lee Bice, Department of Air quality and
Environmental Management
Maureen Merry-Lamoureux, Department of
Aviation
Kevin Eubanks, Regional Flood Control
Ron Gregory, Clark County Department of
Comprehensive Planning, Trails
Paul Andricopulos, City of Henderson
Mike Pawlak, Clark County Department of
Community Resource Management

Table of Contents

Chapter 1	3
State Law	3
Background	3
Purpose of the Plan	4
Planning Process	4
Chapter 2	7
Existing Conditions	7
Utilities	25
Service Factors	31
Transportation	39
Land Use	43
Overlay Districts	47
Non-Overlay Impact Areas	48
Chapter 3	49
Issues and Challenges	49
Chapter 4	53
Land Use Goals and Policies	53
General	53
Single Family Attached and Detached	59
Multiple family Development	61
Office	65
Retail Commercial	67
Research and Business Parks	71
Industrial	73
Mixed Use	75
Property Maintenance	82
Transportation	85
Air Quality	88
Public Services and Facilities	91
Public and Quasi-Public Infrastructure	94
School Facilities	97
Parks and Other Recreational Facilities	99
Natural Environment	101
Surface and Groundwater	103
Wastewater	105
Waste Reduction / Recycling	106
Conservation Areas.....	107
Land Use Categories	109
Glossary	117
Appendices	125

Notes:

C HAPTER 1

S TATE LAW

The Nevada Revised Statutes (NRS) requires that all counties in Nevada, including Clark County, prepare and adopt a comprehensive, long-term master plan (comprehensive plan), that states, in part, “for the physical development of the city, county or region” (NRS §278.150). In order to fulfill this law, the Clark County Comprehensive Plan was adopted in December 1983. The Clark County Comprehensive Plan may include a variety of subject matter ranging from community design and land uses to transportation. The Plan also established a policy for the creation of separate planning areas for unincorporated towns having Town Advisory Boards (TAB’s). This document is the land use plan for the Whitney planning area. The land use plan consists of goals, policies and maps, identifying general development patterns. This document is also in compliance with NRS §278.160(1)(g) and fulfills the land use plan segment of the Comprehensive Plan.

B ACKGROUND

The Whitney planning area is approximately 24,416 acres or 38 square miles in size. There are three distinct areas covered by this land use plan: first, the unincorporated Town of Whitney, which covers about 22 square miles; secondly, there are 16 square miles northeast of the Town; and the third area (Black Mountain Industrial Complex) is surrounded by the City of Henderson. The Town of Whitney is generally bounded by Desert Inn Road on the north, Russell Road on the south, City of Henderson on the east, and Nellis Boulevard on the west. The 16 square miles discussed above include: the Sunrise Mountain Wilderness Study Area, Rainbow Gardens Geological Preserve, portions of the Las Vegas Wash, and the Clark County Desert Wetlands Park.

During the construction of the Boulder Dam (now known as the Hoover Dam) in the 1930’s, a road was built from Fremont Street in Las Vegas to Railroad Pass on the way to the dam site. The road, now known as Boulder Highway (State Highway 582), offered the first means of traversing the area that was to become Whitney. Because of that road construction, the ranch operated by Stowell E. Whitney (a dairy farmer in Las Vegas and Moapa Valley) was subdivided in 1931. At that time there were approximately 250 people in the Whitney area and on March 28, 1932, the first post office was established.

On February 6, 1942, the BCC created the Unincorporated Town of Whitney and set the boundaries. Then in 1955, 1956 and again in 1993 the boundaries for the Town of Whitney were expanded and changed. On October 7, 1958, the Town of Whitney was renamed to East Las Vegas. Clark County Ordinance 410 (adopted in 1973), created the East Las Vegas Citizen Advisory Council and is currently called the Whitney Town Advisory Board (TAB). The boundaries of East Las Vegas were prescribed by Clark County Ordinance Number 657 and were adopted in 1979. On August 31, 1993, Clark County Ordinance 1527 changed the name of East Las Vegas back to the Town of Whitney.

The established boundaries are “protected” by N.R.S. 268.580 which prohibits any Incorporated City from annexing within Unincorporated Town boundaries established before July 1983. However, not all of the land in the Town of Whitney is “protected”. Land eligible for annexation includes areas in Sections 34, 35 and 36 in Township 21 South, Range 62 East and areas in Sections 28, 29 and 33, Township 21 South, Range 63 East. Also the unincorporated County Islands located in the southern portion of the Whitney Planning Area are also available for annexation. Most of what was the original ranch is now within the City of Henderson.

PURPOSE OF THE PLAN

All master plan elements carry equal weight, but the land use plan components of the Clark County Comprehensive Plan are often perceived as the single most representative element of the master plan. The Whitney Land Use Plan provides a guide for decisions by the Whitney Town Advisory Board (TAB), Planning Commission (PC), and Board of County Commissioners (BCC) concerning growth and development. While it is to be used by policy makers to guide their decisions, it also serves as a reference for the private sector in making informed decisions. The land use plan map provides for the development of compatible land uses within a general development pattern and is intended to be used with the guidance of the goals and policies (Chapter 4) that are adopted as part of this plan. This plan contains a series of goals and policies used to define development standards, guide public investment, as well as public and private decision making.

PLANNING PROCESS

The planning process for the creation of a land use plan consists of four important steps. These steps are: 1) Formulation of Community Goals and Policies; 2) Development of a Draft Plan; 3) Adoption of the Plan; and 4) Monitoring and Evaluation of the Adopted Plan. There is a strong emphasis on public involvement throughout the planning process.

Formulation of Goals and Policies

During the formulation of the goals and policies, an open house style workshop was held for the Whitney community, which consists of, among others, property owners, residents, members of the development community, and other interested citizens. Public participation was elicited through the use of notices and presentations were given to the TAB, a flyer was posted on the County website. This occurred at the Whitney Community Center, 5712 Missouri Avenue, Las Vegas, Nevada, on October 7, 2010. The open house gave residents and property owners an opportunity to review and provide input on the issues, opportunities, and goals related to the update of the Whitney Land Use Plan.

Development of a Draft Plan

Based on the information generated at the open house workshop, County staff prepared a concept plan. This concept plan is a conceptual representation of appropriate land use patterns in the planning areas and functions as a base map/starting point from which staff may work to develop a more refined plan. It consists of a generalized land use map and related policies. The Concept Plan was reviewed by the Whitney Town Advisory Board (TAB) with the purpose of the TAB review being to provide feedback and opinions and further evaluate and refine the concept plan map and the goals and policies. The Whitney TAB review was at a regularly scheduled meeting and was held December 2, 2010 in the Whitney Community Center, 5712 Missouri Avenue, Las Vegas, Nevada.

Next, meetings with the service providers (Technical Advisory Group or TAG) were conducted to discuss the identified issues, opportunities, goals and policies of the concept plan. These meetings were held during the latter half of December, 2010 and first half of January 2011. After consideration and refinement of the concept plan by the communities, TAB, and TAG, a second open house was held on February 25, 2011. This open house was notified in the same manner as the first open house and was held at the Whitney Community Center, 5712 Missouri Avenue, Las Vegas, Nevada. The portion of the plan being changed and all the material was posted on the County website prior to the second Open House. This Open House was performed for property owners and interested citizens to review and provide additional input on the draft and adoption of the Plan.

Adoption

During the adoption step, the draft plan was presented through the traditional public hearing process for final refinements. The public hearing process consisted of a review and a recommendation by the Whitney TAB. The Draft Plan was then presented to the PC for recommendation and the Certified Draft was then presented to the BCC for adoption.

Evaluation and Monitoring

The final step is the on-going evaluation and monitoring of the plan by county staff with input from the Whitney TAB, Clark County PC and the Clark County BCC.

Notes:

C HAPTER TWO

E XISTING CONDITIONS

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

Individual topics reflect how each influences the possible density/intensity of land uses within the community. Information for this report was collected during the winter of 2010-11. Individually, the physical attributes of each topic may not significantly impact community development. However, when combined with other factors, critical areas of opportunity or concern will appear. This report will be used to determine the development constraints and opportunities within the Whitney Land Use Plan and constitutes a rational process in the identification of issues and the development opportunities for the community.

The natural conditions existing in Whitney present few constraints that cannot be mitigated through engineering. Several conditions such as air quality, habitat conservation, severe slope areas in and along flood plains, the subsidence faults in the planning area, as well as the flood zones directly adjacent to the washes that traverse Whitney may constrain certain types of development.

Clark County is divided into six Community Districts in order to establish alternative development standards particularly suited for different geographic areas. The Whitney Planning Area is within Community Districts One, Two, Three and Six. District One is defined as a “regional economic base and employment center” and District Two is defined as “the urban growth area.” These District designations indicate that there are sufficient services for development. District Three indicates a shortage of available services for immediate development and District Six is an open space and conservation district.

The Whitney Planning Area consists of 41 square miles or 26,240 acres. Allowing for easements and rights of way, there are 25,948 acres of developable land. As of July 2010 data, Whitney currently has 7,692 developed acres. Within the remaining 18,256 acres of developable land, is the Rainbow Gardens Conservation Area. Because there has been no formal land use to designate it as a conservation area, it is considered Vacant for existing land use purposes although there is a conservation easement on the site. In addition to

the vacant developable land, there are opportunities for community revitalization along Boulder Highway.

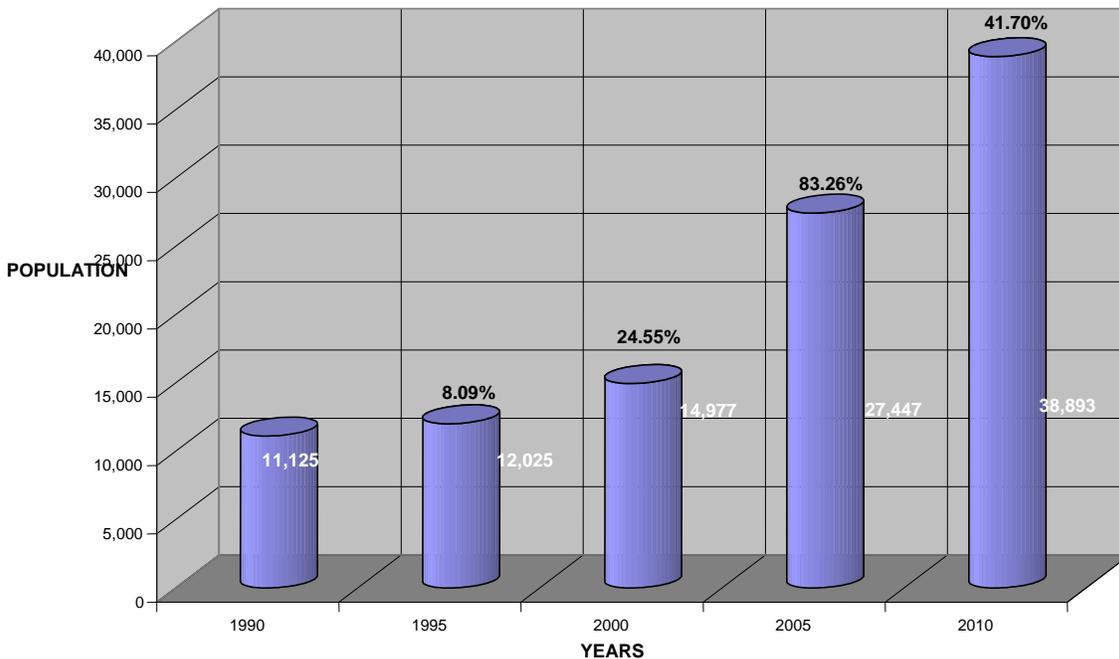
Demographics

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

Annual Population Growth Rates 1990-2006

Figure 1 shows the population change and the per year growth rate for Whitney from 1990 to 2010. In 1990, 11,125 people lived in Whitney. The Clark County Department of Comprehensive Planning estimates that 38,893 people live in Whitney as of 2010. This represents an increase of 27,768 people or 250 % over 20 years.

Figure 1: Whitney 5-Year Population and Growth Rates 1990 - 2010



Population in Relation to Clark County

To put the population in Figure 1 in perspective, Figures 2 and 3 show the 1990 and 2010 distribution of Population in Clark County and highlights Whitney. In 1990, Whitney represented 1.4% of the Clark County population. In 2010, Whitney represented 1.9% of the Clark County population.

Figure 2: Distribution of 1990 Clark County Population by Jurisdiction highlighting Whitney

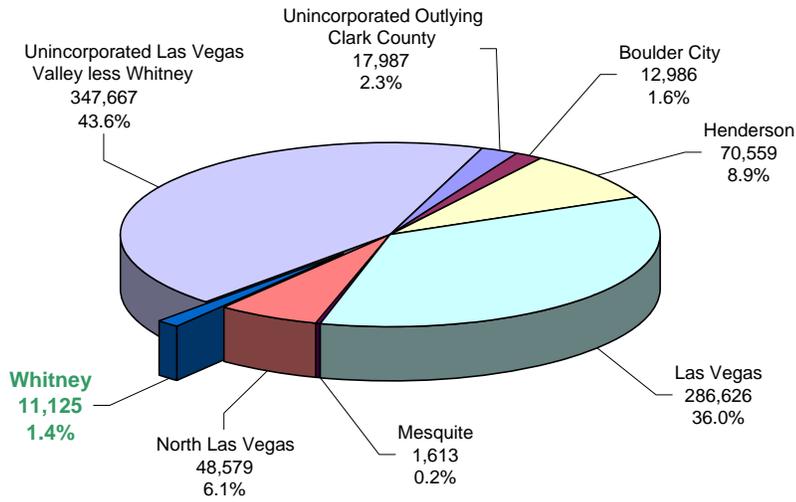
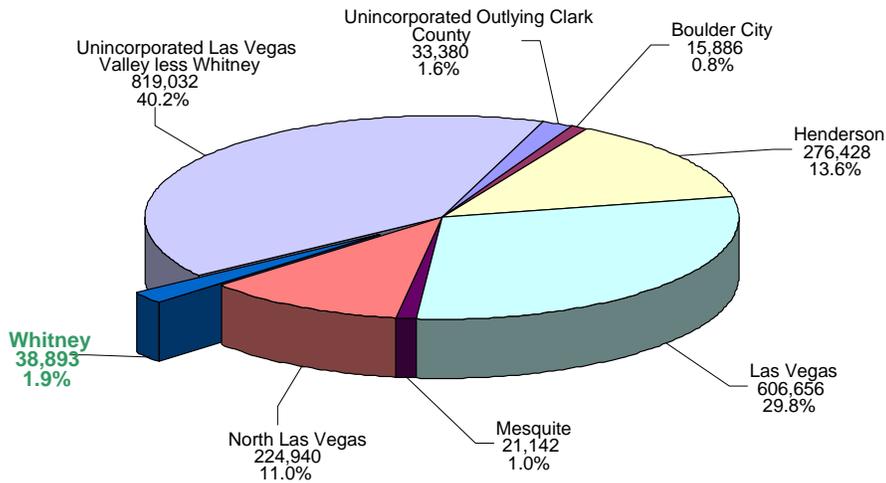


Figure 3: Distribution of 2010 Clark County Population by Jurisdiction highlighting Whitney



Population Density

Two significant factors that influence the density of a population are the size of residential lots and the distribution of multifamily residences. In areas where there are smaller lots and a large number of multifamily residences, the population density is higher than areas where there are larger lots and fewer multifamily residences.

The population of Whitney is fairly equalized throughout the developed areas of Whitney as both multifamily and single family residential areas are evenly distributed without any single area of density concentration. The peak densities are reached in section 15, the south half of section 21 and the north-east quarter of section 35 with a population density of 6,000 to 7,999 people per section. The least dense area is within the northeastern portion of Whitney within the conservation area and the County Islands in the southern portion of the Whitney Planning Area. As some areas redevelop along Boulder Highway, population density may increase due to mixed use development, and may result in future population distribution changes.

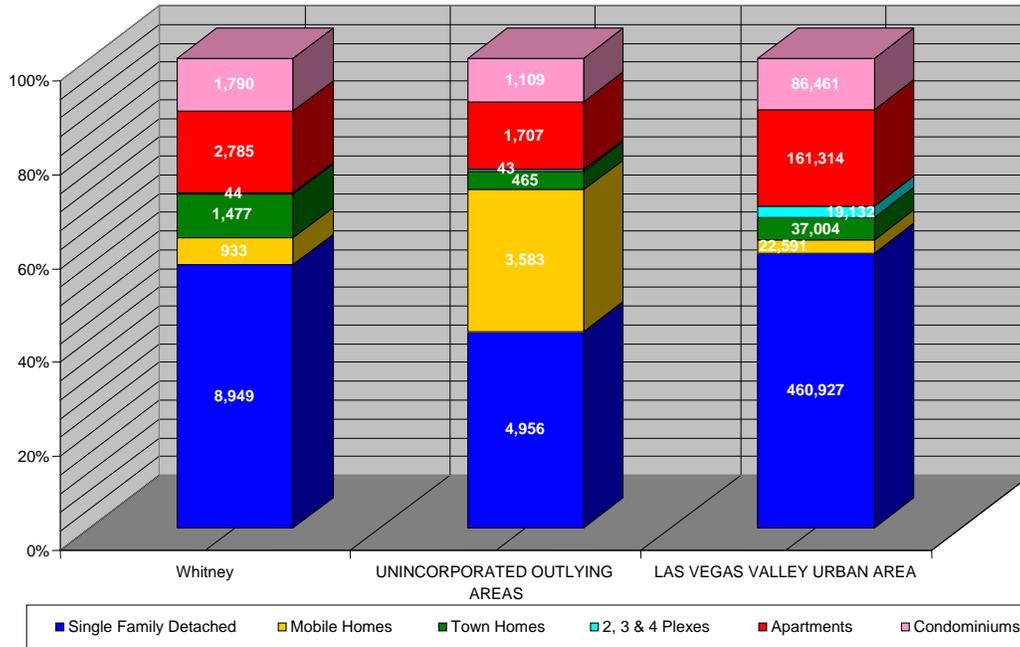
Housing Mix

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

-  Single Family Detached
-  Mobile Homes
-  Town Homes
-  2, 3, and 4 Plexes
-  Apartments
-  Condominiums

Whitney has a mixture of all tracked housing types. Figure 4 compares the housing mix for Whitney to the unincorporated outlying areas and the Las Vegas Valley Urban Area. The proportion of apartments is less than what is provided in other areas in Las Vegas Valley Urban Area (LVVUA). The combined single family detached and mobile homes categories in Whitney are consistent to the same proportional categories in the LVVUA. However, Whitney does have over twice the proportion of mobile homes than the LVVUA.

Figure 4: 2010 Housing Unit Mix



As a percent, single family detached homes in Whitney comprise 56.0% of all housing units. While apartment units are lower at 17.4%, condominiums at 11.2%, town homes at 9.2% and then mobile homes at 5.8%.

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

Geological Hazards

Soils

The United States Department of Agriculture (USDA) survey identifies potential and limitation of soil types. Soils within the Las Vegas Valley are primarily erosion remnants (sand, silt, etc.) from the surrounding mountains that have been deposited by flowing water to form alluvial fans.

Groundwater

Groundwater in the Valley is generally divided into two categories: principal and shallow. Principal groundwater is the source of 15% of our drinking water supply and is located several hundred feet below ground. Shallow groundwater is located near the surface in the central part of the Valley and along the washes to the east. Generally, the shallow groundwater is of poor quality. In areas with very shallow groundwater, dewatering is often necessary, especially areas near Boulder Highway.

Faults

Excessive groundwater withdrawal has contributed to subsidence faults in the Las Vegas Valley, including several parts of Whitney. Known faults lie in western Whitney within Sections 14 and 28 (see Map 1). These same areas also may have inferred and concealed faults. A combination of active faults and soluble material in soft soil increases the potential of sink/swell in the foundation of a development in Whitney. Multistory development in areas with soluble and clay material may not be suitable without appropriate engineering. The Federal Housing Administration (FHA) requires engineering studies and the development of possible mitigation measures for residential projects requesting federally-insured mortgages and located within 500 feet of a fault.

Slopes

Slopes are an important planning consideration that can highly impact the cost of construction. There are a few areas (Sections 13, 14 and 28) within central Whitney and another portion within eastern Whitney (Section 29) where development may be constrained by existing steep slopes of 12% or greater. Most of the steep slope areas are in the northeast portion of the Planning Area and within conservation areas.

Generally, public roads exceeding a 12% gradient are not approved based on inaccessibility of public services such as garbage pick-up and fire service (see Map 1). Slopes of 12% or greater may be graded to make it possible for road construction. Development in areas with severe slopes can be very expensive and is not recommended.

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

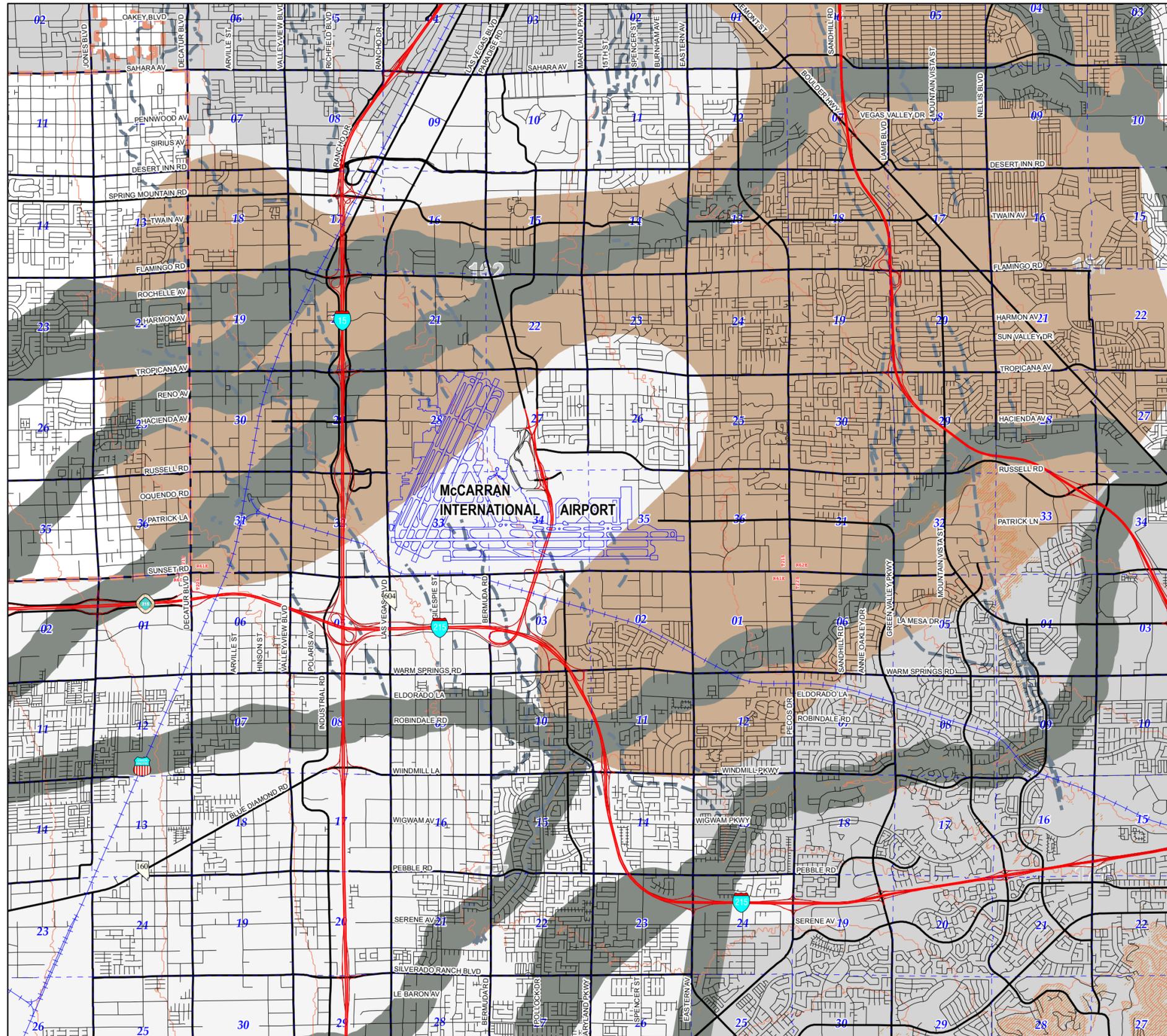
Additional information on soils, faults, and slopes can be found in the 1967 U.S. Department of Agriculture, Soil Conservation Service Soil Survey, Las Vegas and Eldorado Valleys Area, Nevada; Conservation Element of the Clark County Comprehensive Plan; and GISMO.

Notes:

Comprehensive Planning

Map 1 Geologic Hazards

Winchester/Paradise Planning Area



-  Planning Area Boundary
-  Fault Lines
-  100 Foot Contours
-  Slopes 12% and Greater
-  Drainage Soils
-  Hydro-Collapsible Soils
-  Incorporated Cities/Tribal Lands

Drainage Soils:
Potential drainage areas or recent sediment deposits. May also have solubility, clay swell, corrosion, gypsum salt, expansive or hydro-collapsible potential.

Hydro-Collapsible Soils:
Solubility, clay swell, corrosion, gypsum salt, expansive or hydro-collapsible potential.

0 2500 5000 7500 10000

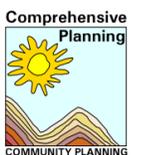


SCALE IN FEET

Map Created On: May 11, 2011

This information is for display purposes only.

No liability is assumed as to the accuracy of the data delineated hereon.
Categories denoted in the legend may not apply to a particular Planning Area.



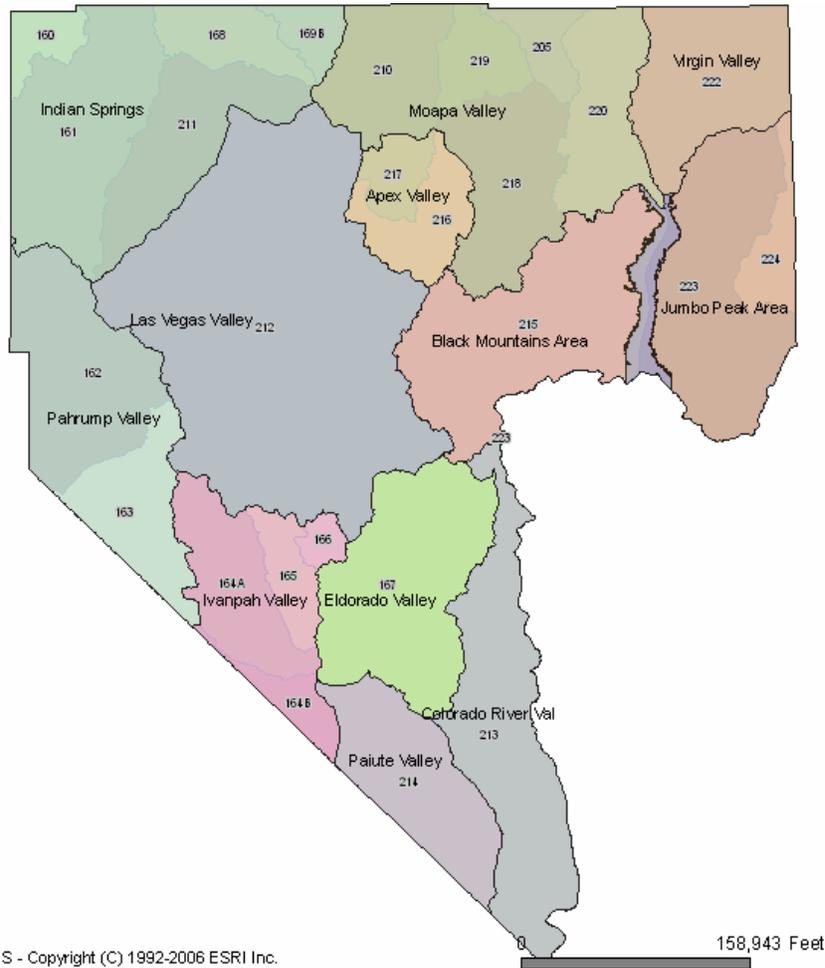
Natural Environment

Air Quality

The Whitney Planning Area is located within the Las Vegas Valley air shed and Hydrographic Area Boundary (HAB) 212 (see Figure 5). HAB 212 is in non-attainment for particulate matter (PM₁₀), carbon monoxide (CO) and ozone (O₃). This means the air quality does not conform to the national air pollution control standards set by the U.S. Environmental Protection Agency (EPA). Air Quality is under the jurisdiction of the Clark County Department of Air Quality and Environmental Management (DAQEM). Soon, the DAQEM will request to be designated in attainment for PM₁₀ in the Las Vegas Valley and establish a maintenance program per federal requirements.

Additional information about air quality can be obtained from the DAQEM web site.

Figure 5: Hydrographic Area Boundaries for Clark County



Habitat Conservation

There are multiple Bureau of Land Management (BLM) wildlife conservation, study, and management areas which encompass the entire Whitney Planning Area. The Clark County Multiple Species Habitat Conservation Plan (MSHCP) requires a mitigation fee prior to any disturbance of land. The regulations for this mitigation are established in the Clark County Unified Development Code (Title 30, Sections 30.32 and 30.80). This fee is used to implement the MSHCP.

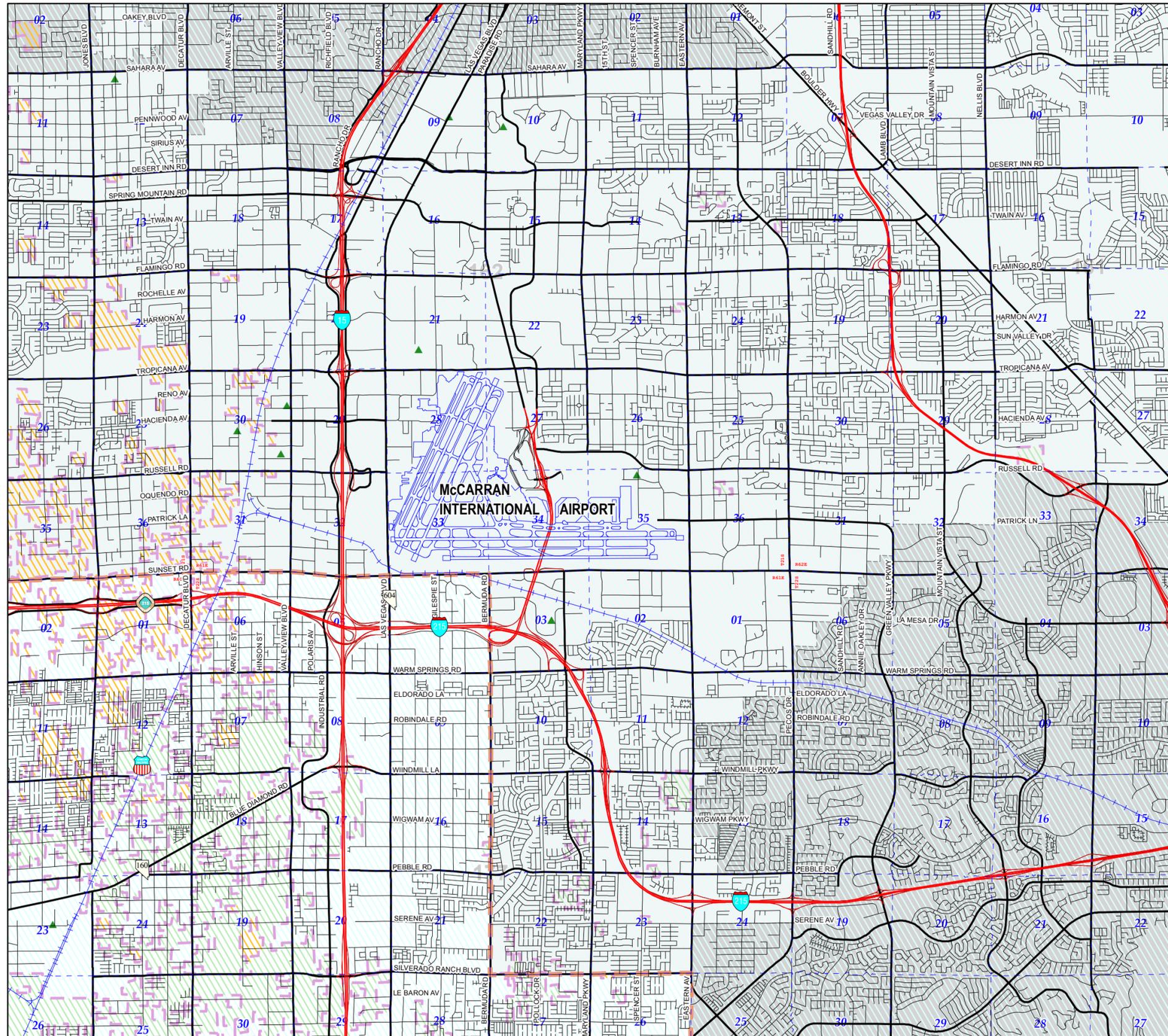
An analysis performed by University of Nevada, Reno as Science Advisor to the MSHCP of known species occurrences in the Whitney Planning Area identified presence of four species of interest to the MSHCP including the Desert Tortoise (*Gopherus agassizii*), the Las Vegas Bearpoppy (*Arctomecon californica*), the Mojave Gypsum Bee (*Andrena balsamorhizae*), and the Rosy Two-tone Beardtongue (*Penstemon bicolor ssp. roseus*).

Additional information on the natural environment can be found in the Clark County Multiple Species Habitat Conservation Plan; Conservation Element of the Clark County Comprehensive Plan; University of Nevada, Reno; and Clark County GISMO.

Comprehensive Planning

Map 2 Natural Environment

Winchester/Paradise Planning Area



- BLM Areas of Critical Environmental Concern
 - BLM Wilderness Areas
 - Red Rock Canyon National Conservation Area
 - Sloan Canyon National Conservation Area
 - Large Scale Tortoise Translocation Area
 - Desert Tortoise Conservation Center
 - Desert Wildlife Management Areas
 - Boulder City Conservation Easement
 - Nevada Natural Heritage Program Sites
- Conservation Management Areas**
- IMA: Intensively Managed
 - LIMA: Less-Intensively Managed
 - MUMA: Multiple Use Managed
 - UMA: Un-Managed
- MSHCP Areas**
- Sheep Fleabane
 - White-Margined Beardtongue
 - Yellow Twotone Beardtongue
 - Rosy Twotone Beardtongue
 - Southwestern Willow Flycatcher
 - MSHCP Covered Species Areas
 - MSHCP Covered Species: Bearpoppy Sites (RECON)
- Planning Area Boundary
 - Incorporated Cities/Tribal Lands

0 2600 5200 7800 10400



SCALE IN FEET

Map Created On: May 11, 2011

This information is for display purposes only.

No liability is assumed as to the accuracy of the data delineated hereon.
Categories denoted in the legend may not apply to a particular Planning Area.



Surface Hydrology

Floods are natural events that may become a problem when urban development competes with natural tributaries for use of the floodplain. The Pittman Wash and the Duck Creek Wash converge just north of Russell Road at Boulder Highway before dumping into the Las Vegas Wash (The Wetlands), as shown on Map 3. The Wetlands typically splits Whitney between the developable land to the west and the conservation area to the east and northeast. Land inside of these washes is not suitable for development. The weather and topography of this area contribute to the creation of 100-year floodplains that are capable of causing death, personal injury, and/or property damage. To reduce flood hazards, the Federal Emergency Management Agency (FEMA) requires developments located in the 100-year floodplain to be protected by physical structures and insurance.

The physical structures that are used to control flood hazards are drainage facilities. Drainage facilities are man made structures and include detention basins and conveyance systems. These facilities allow for land to be developed in and around flood zones. New flood control facilities will be outlined in the Flood Control section under Service Factors.

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

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

Flood Control

The wash systems in Whitney include the Flamingo Wash, the Las Vegas Wash (The Wetlands), Pittman Wash, and Duck Creek Wash as shown on Map 3. The Regional Flood Control District (RFCD) recommends that Master Plan projects be a combination of detention and conveyance structures, designed to detain 100 year flow streams long enough to reduce downstream flows. Information on this program can be found on their web page.

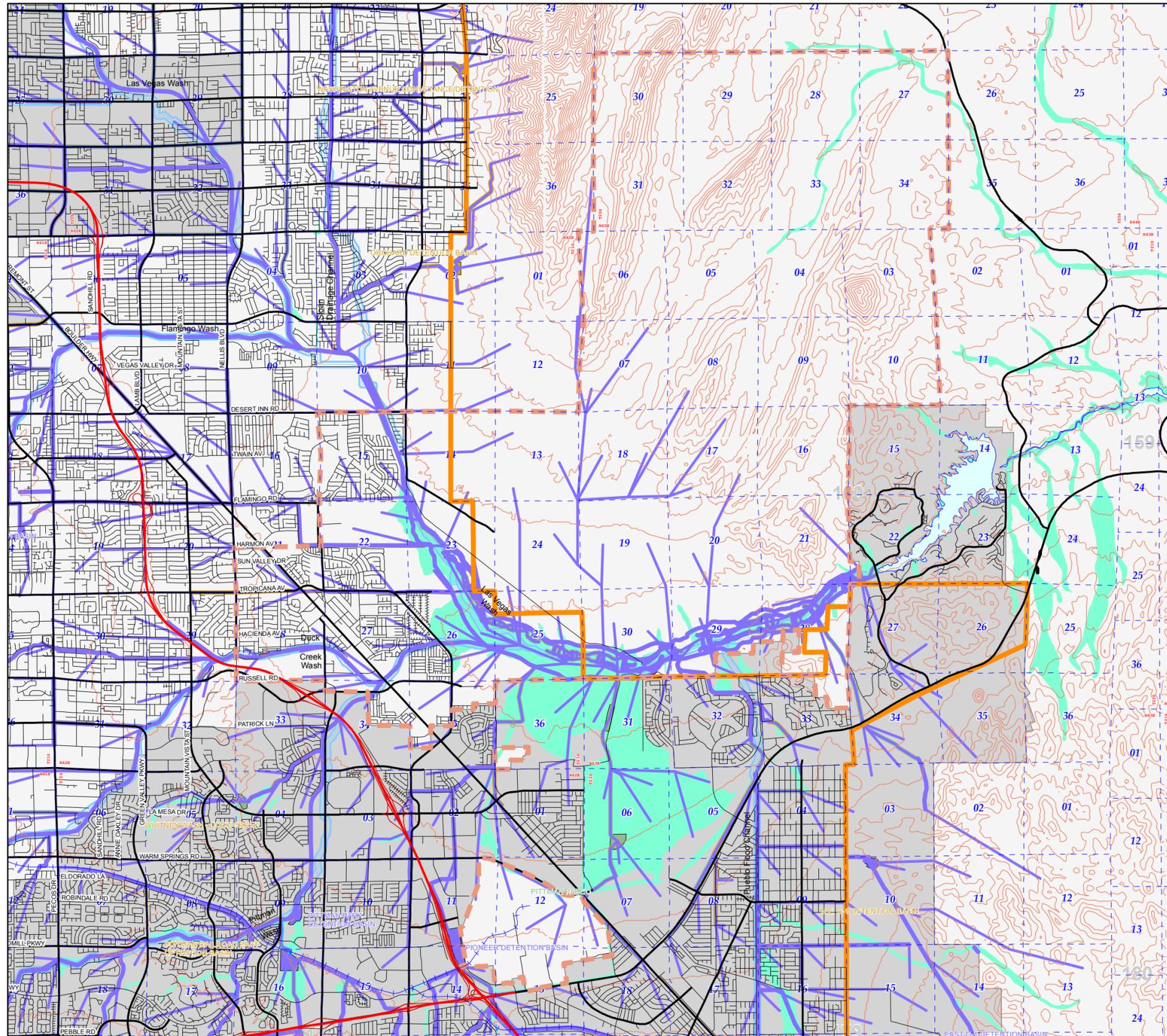
The RFCD has adopted Uniform Regulations for the control of drainage. These regulations include land development policies and construction procedures regarding drainage. The agency responsible for enforcing these regulations in the Whitney Planning Area is the CCDS. Guidelines for submitting drainage studies can be found on CCDS web page. Standards for drainage facilities can be found on the Regional Transportation Commission web page.

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

Additional information on flood control may be found in the Regional Flood Control District's Flood Control Master Plan; Conservation Element of the Clark County Comprehensive Plan; and GISMO.

Comprehensive Planning

Map 3 Surface Hydrology Whitney Planning Area



-  100 Year Flood Zone
-  Natural Lakes and Rivers
-  Completed Detention Basins
-  Detention Basins Under Construction
-  Proposed Detention Basins
-  Detention Basins to be Completed in 10 Years
-  Completed Flood Conveyances
-  Conveyances Under Construction
-  Proposed Conveyances
-  Conveyances to be Completed in 10 Years
-  100 Foot Contours
-  Planning Area Boundary
-  Incorporated Cities/Tribal Lands

0 3000 6000 9000 12000



SCALE IN FEET

Map Created On: May 11, 2011

This information is for display purposes only.

No liability is assumed as to the accuracy of the data delineated hereon.
Categories denoted in the legend may not apply to a particular Planning Area.



\\ccgis1\gisdata\prcomp\projects\ct\ExistCon\ec-03-surfaceh2o-17x11-mb.mxd

Utilities

Natural Gas Service

Southwest Gas (SWG) provides natural gas service to Whitney through a series of major and minor service lines. SWG has the ability to supply existing and future development through their expanding system.

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

For future expansion plans and a history of natural gas service you can contact SWG or go to their website.

Electric Service

Nevada Energy (NE) provides electricity to Whitney through a series of major and minor service lines. NE has the ability to supply existing and future development through their expanding system.

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

For energy conservation tips, future expansion plans, and a history of electrical service you can contact NE or go to their website.

Solid Waste

All solid waste in the Whitney Planning Area goes to the APEX Regional Waste Management Center located in the Northeast Planning Area of Clark County.

There are no convenience centers, transfer centers or landfills located in Whitney. However, there is a recycle center, Nevada-Pic-A-Part. Within Henderson is the Black Mountain Transfer Station as well as E-Z Recycling, Darling International, Inc., and Ribbon Factory which are recycling centers. Within Sunrise Manor is Abbie's Recycling Center. All these centers can serve the Whitney Township. There are two closed municipal landfills in proximity to the planning area.

Sunrise Landfill

Outside of the Whitney Planning Area is the closed Sunrise Landfill located between Desert Inn Road and Charleston Boulevard and approximately 1 mile east of Hollywood Boulevard. This 720-acre unlined municipal solid waste landfill operated from the 1960's until October 1993 when the APEX Regional Waste Management Center opened. There is an additional area in the northwest portion of Whitney that was part of an expansion to the landfill. At this time, it is undetermined if this site was used to store municipal solid waste. This facility was designed with a refuse capacity of approximately 61 million cubic yards. The landfill has an estimated 47 million cubic yards of waste in place.

The BLM-Henderson Landfill

This site is approximately 144 acres in size and was closed about 25 years ago. It is located just south of Whitney within Henderson. The site is designated as open space in the Henderson Open Space Plan.

Additional Information

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

Water Service

The Las Vegas Valley Water District (LVVWD) provides water to Whitney through a series of service lines, reservoirs and pressure zones. The water district has the ability to supply existing and future development through their expanding system. As the water district expands their service lines and facilities, development will follow.

The County Island west of Boulder Highway and north of Lake Mead Drive is not within the service area of the LVVWD. Water service to this site is provided privately or through the City of Henderson.

There are no constraints on land use associated with the water supply facilities in Whitney at this time. Developers have the responsibility to install adequate water services to new development.

For future expansion plans and a history of the water district, contact the LVVWD or go to their website.

Areas of Whitney developed before water service was available have private wells to provide water. Wells are regulated by the State Engineer. More information is available through the Nevada Department of Conservation and Natural Resources website.

Wastewater Services

Sewer Service

The Clark County Water Reclamation District (CCWRD) provides the primary sanitary sewer service to Whitney through a series of collection lines, lift stations and treatment plants. The sewer service map does not show private sewer and/or septic systems. The water reclamation district has the ability to supply existing and future development through their expanding system.

Their main facility is located at the east end of Flamingo Road in Whitney. It currently has a capacity of 115 million gallons per day. The water reclamation district is expanding this facility to handle 140 million gallons per day.

There are no constraints on land use associated with sanitary sewer facilities in Whitney at this time. All future land use alternatives will generate additional need for sanitary sewer capacity. Infrastructure installation and maintenance costs are generally less expensive per capita for higher intensity development when compared with lower intensity development. Property owners have the responsibility to connect new development to the existing system.

For future expansion plans, operations information or a history of the CCWRD, contact the agency or visit their website.

Septic Systems

Any property that operates on septic systems is regulated by the State of Nevada and the Southern Nevada Health District (SNHD) formerly known as the Clark County Health District. Within Whitney there are no concentrations of active septic systems with the exception of a subdivision (Fairfax Village) located on the southeast corner of Hollywood Boulevard and Hamilton Avenue. A few other active septic systems exist but are scattered and mostly associated with larger recreational facilities such as the Soccer Park or older industrial projects.

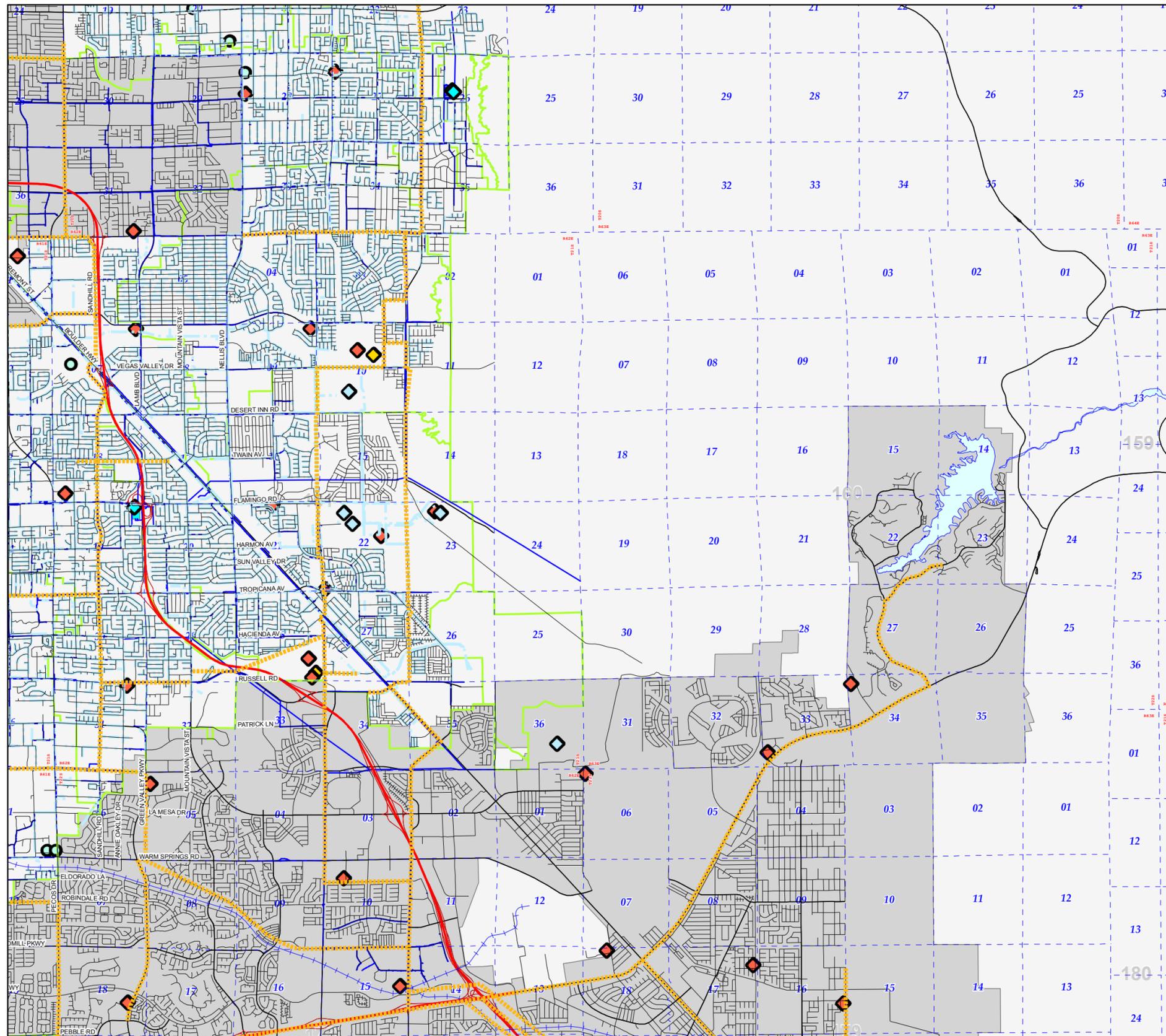
More information about obtaining permits for a septic system can be found on the SNHD website.

Notes:

Comprehensive Planning

Map 4 Utilities

Winchester/Paradise Planning Area



- Kern River Gas Pipeline
- Southwest Gas Lines
- Electrical Power Plants
- Power Substations
- Sewer Lines (Diameters 8" or >)
- Water Pressure Zones
- Water Service Lines (Diameters 10" or >)
- Reservoirs
- Water Pumping Substations
- Water Reclamation Facilities
- Wellheads
- Planning Area Boundary

0 2750 5500 8250 11000



SCALE IN FEET

Map Created On: May 11, 2011

This information is for display purposes only.

No liability is assumed as to the accuracy of the data delineated herein.
Categories denoted in the legend may not apply to a particular Planning Area.





Community Resources

The following existing community resources can be located on Map 4.

Libraries

The provision for library services does not restrict the growth or land uses in Whitney. However, some of developable area of the Whitney Area Planning lies outside of the two and one half mile service area. Population growth will lead to higher circulation numbers for the existing system. More facilities may be needed to keep up with the level of service adopted by the Las Vegas-Clark County Library District (LVCCLD) and the Henderson District Public Libraries (HDPL).

The Las Vegas-Clark County Library District

The LVCCLD plays an important role providing 23 urban, suburban and rural branches in unincorporated Clark County, the City of Las Vegas, the City of Mesquite and parts of Henderson and North Las Vegas. The library district is funded through property taxes, sales taxes and user fees. It is a separate municipal corporation from Clark County governed by a Board of Trustees. The district officially formed in 1985, although the LVCCLD has been operating as one consolidated library system since 1973.

There are two branches that serve the Whitney Planning Area. Each library is experiencing significant increases in circulation. The libraries include Green Valley Library at Green Valley Parkway and Sunset Road, and Whitney Library at Tropicana Avenue and Nellis Boulevard. Each library has a service area of approximately two and one half miles. The Green Valley Library opened in 1989 and the Whitney Library opened in 1994 and both include a conference room, multipurpose room, story-time room, an art gallery, and offer free wireless Internet access (Wi-Fi).

In April 2001, LVCCLD adopted a five year strategy service plan to address facility, service and other operational issues. More information is available at their website and from GISMO.

The Henderson District Public Libraries

This agency has a role for the southern portion of the Las Vegas Urban Valley Area and goes back to 1943 when a petition to create the Henderson School Public Library was introduced, and then approved by the BCC in 1944. The first library was located on Pacific Street in downtown Henderson during 1943. The Henderson School Public Library became a County Library District in 1956 during a special session of the Nevada

Legislature in a major overhaul of education laws. At that time, statutes were written to convert School Library Districts to County Library Districts with identical boundaries.

The HDPL serves the southern portion of the Whitney Planning Area with one branch. The James I. Gibson Library located at Basic Road and Water Street, has a service area of approximately two and one half miles. The facility opened in 1989 and is a full-service facility including a children's room. This library replaced the original library at this location.

For more information about the HDPL go to their website.

Schools

School District Service Area

Clark County School District (CCSD) provides public educational services to the entire County covering 8,060 square miles. It is a separate governmental entity from Clark County and divides the County into five regions. Under state law, each County in Nevada has one school district responsible for K-12 education. The school district is funded by local sales taxes, property taxes, state funding and other sources. In the 2010-11 school year there were 302,763 students in 326 schools in Clark County.

Whitney Schools

Based upon the 2010-2011 school zoning, Whitney is served by two high schools, two middle schools, and seven elementary schools as shown on Map 5. The University of Nevada, Las Vegas (UNLV) also serves this community but the main campus is located within Paradise. Sam Boyd Stadium (a.k.a. Silver Bowl) is the football stadium for UNLV that is located at the terminus of Russell Road in Whitney.

Table 1, shows the name and type of each school. Not all schools listed on the table are located within the Whitney Township, but do serve Whitney residents.

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. There is one proposed elementary school within Whitney located at Jimmy Durante Boulevard and Slow Bluff Drive. The latest round of school construction began with the 1998 Capital Improvement Program (CIP) as revised in 2002. This program includes new schools and rehabilitation and modernization of existing schools, several of which will serve Whitney. The timeline for program completion has also been accelerated due to the rapid population growth in Clark County, and is expected to be completed early. Other future school sites are included on the map.

More school sites may be necessary due to changes in land use and population growth since the last major plan update in 2007. 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 the CCSD.

More school district information may be found by visiting the Clark County School District website.

Table 1 Existing Schools Serving Whitney	
<i>Elementary Schools</i> with cross street locations	
Cynthia Cunningham	Jimmy Durante & Flamingo
Harley Harmon	Hacienda & Hillsboro
Edna F. Hinman	Merlayne & Melton
Jim Thorpe (K-2)	Galleria & Patrick
Harriet Treem (3-5)	Galleria & Patrick
J. M. Ullom	Sun Valley & Conrad
Sister R. J. Bailey	Tropicana & Stephanie
Whitney	
<i>Middle Schools</i> with cross street locations	
Francis H. Cortney	Hacienda & Morris
Thurman White	Galleria & Patrick
<i>High Schools</i> with cross street locations	
Basic	Palo Verde & Burkholder
Chaparral	Twain & Lamb
<i>Universities and Special Schools</i> with cross street locations	
University of Nevada, Las Vegas	Tropicana & Maryland

Parks, Recreation and Open Space Facilities

Public

Clark County provides a system of public parks, recreation and open space facilities. Facilities are managed through the Parks & Recreation Department. Statistics for parks are separated into four geographic areas referred to as quads. Whitney is in the Southeast Quad which includes Park Revenue Districts Three, Four and Five. In 1999 Clark County adopted the Clark County Nevada Parks & Recreation Master Plan 2000-2020. This plan contains information on facility standards or level of service, park classifications, implementation strategies and funding sources for parks in unincorporated Clark County. The current capital facilities programs are available from the Parks & Recreation Department.

Level of Service

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

Inventory of Facilities in Whitney

There are five park classifications used for the urbanized Las Vegas Valley. These are used as guidelines for future site and development activities. The Parks & Recreation Department offers the following facilities for parks.

Park Classifications

- Mini-Park (less than 5 acres)
- Neighborhood Park (5 to 25 acres)
- Community Park (26 to 160 acres)
- Regional Park (greater than 160 acres)
- Special Use Park (size varies)

The 2,640 acre (150 acres currently developed) Clark County Wetlands Park, located in central Whitney, provides a glimpse of the natural history of the region and the promise of the restoration of a valuable resource.

The Wetlands Park has significant opportunities not available elsewhere in Clark County. These opportunities consist of protecting and enhancing wetlands for wildlife habitat, environmental education, and recreation. The Clark County Wetlands Park Master Plan, which was created with substantial input, intends to use these opportunities to make the Las Vegas Wash an important resource for residents and visitors. At the Wetlands Information Center visitors can view videos, displays and photographs that explain the County plans for the area, and the ecological and esthetic riches of the wetlands.

Table 2. Whitney Existing Park Facilities			
Park Facility	Location	Acres	Facilities Offered
Silver Bowl Complex	Boulder & Russell	100	Ball Fields, Playground, RC Airfield, RC Dirt Track, RC Paved Track, Restrooms
Wetlands Park & Information Center	Broadbent & Wetlands Park	150	Center, Picnic Tables, Restrooms, Walking Course
Whitney Park & Information Center	Tropicana & Boulder	11	Basketball, Center, Picnic Tables, Playground, Restrooms, Tennis, Volleyball, Walking Course
	Total Acreage	261	

Private Facilities

There are private parks, common areas and leisure facilities in Whitney. 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. Stallion Mountain Golf Course is located within Whitney and Sunrise Manor. It is generally north of Flamingo Road and west of Hollywood Boulevard.

Land Use Considerations

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

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

Fire Protection

Public safety is of vital importance to every citizen and visitor in Clark County and is one of the most fundamental and valuable services provided by government. The key factor in minimizing loss of life and reducing property damage is the ability to quickly deliver sufficient personnel and equipment to the site of the fire or emergency medical incident. Therefore, it is critical for fire units to have the lowest response time to emergency incidents. Response time encompasses the travel distance required to get to the site and availability of personnel and equipment to respond. The Clark County Fire Department (CCFD) and the City of Henderson provides fire protection and emergency medical response to Whitney. The CCFD and City of Henderson currently have four fire stations that provide service to the area, Clark County Stations 17, 82 and City of Henderson Stations 83 and 86. These stations are located approximately 1.5 miles from each other to provide a five minute or less response time to a given area.

The Clark County Urban Fire Protection Services Element (Adopted 1/4/2000) defines where new stations will be located. Fire Stations 63 and Calico Ridge – Henderson are planned to be built to provide additional service to Whitney.

Denser or intense land uses should not occur outside fire response areas. CCFD service delivery should be taken into account when new developments are proposed in areas where proposed fire stations are not yet built. Additional information on fire response, risk, and operations can be found in the Clark County publication “Standards of Coverage” as well as visiting the fire department web page.

For more information about the Henderson Fire Department go to their website.

Police

The agency responsible for providing police protection in the Whitney Planning Area is the Las Vegas Metropolitan Police Department (METRO). The Southeast Area Command (pictured above), located at 3675 East Harmon Avenue is responsible for patrolling Whitney. METRO was created on July 1, 1973 under NRS 280 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.

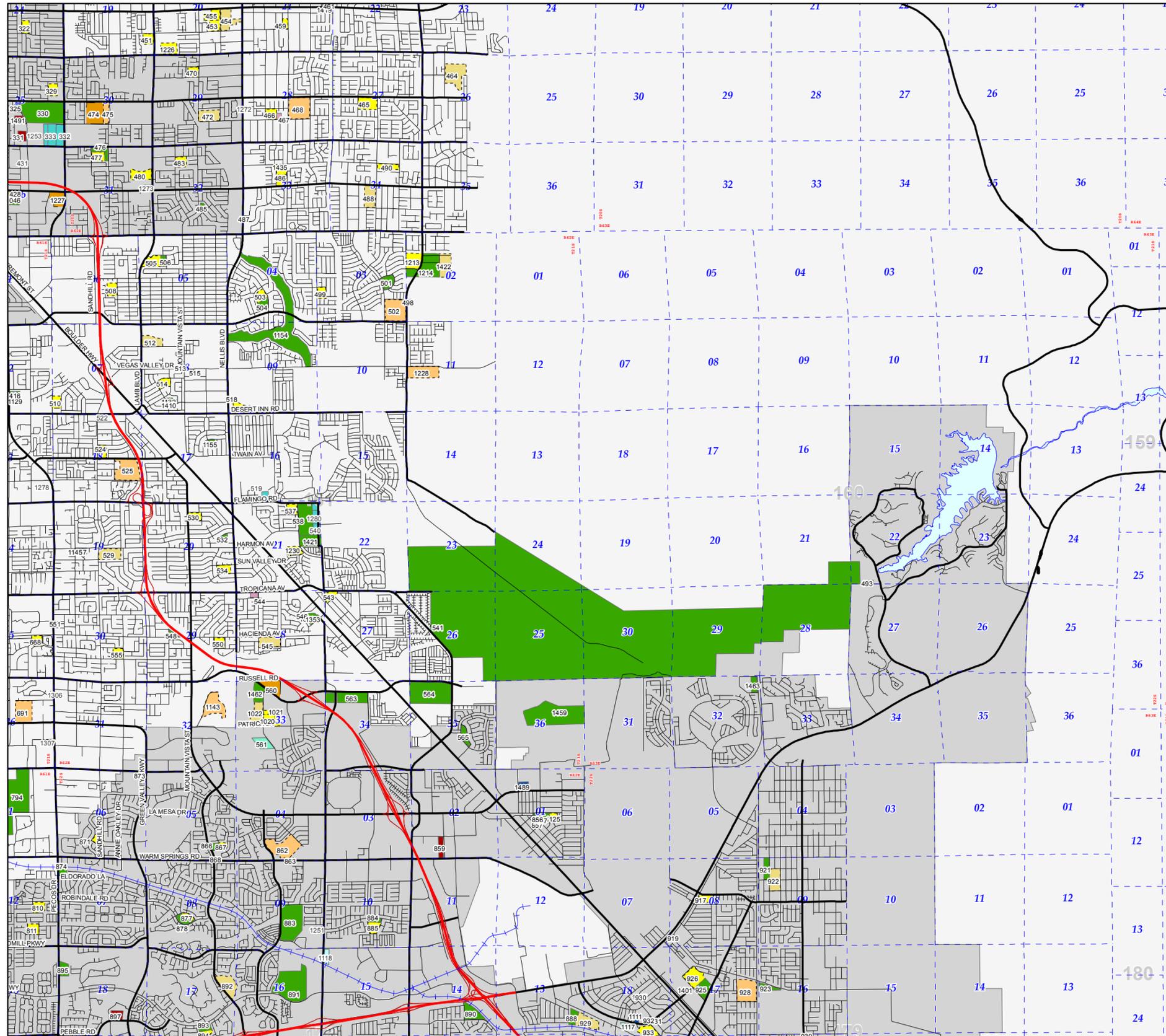
Based upon the latest data provided, in 2010, METRO had 2,050 commissioned police officers and 1,070 civilian support staff, not including Detention Services personnel. In Clark County, this equates to 1.7 commissioned officers and 1.0 civilian support staff per 1,000 residents in 2010. This was below the national average of 2.5 to 4.5 commissioned officers per 1,000 residents.

The Police Element of the Clark County Comprehensive Plan was adopted by the Board of County Commissioners on December 2, 2003. This document guides planning as it pertains to METRO. METRO's mission is to provide the best public safety and service in partnership with our community. In order for this occur the Police Element needs to be utilized to guide new development that occurs within the Township of Whitney.

Comprehensive Planning

Map 5 Facilities

Whitney Planning Area



Public Schools

- Elementary
- Middle
- High
- Alternative

Government Facilities

- County
- State
- Federal
- Military

Miscellaneous Facilities

- Police
- Fire
- Park
- Library
- College
- Community Center
- Recreation Center

- Planning Area Boundary
- Incorporated Cities/Tribal Lands

0 3000 6000 9000 12000

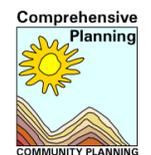


SCALE IN FEET

Map Created On: May 11, 2011

This information is for display purposes only.

No liability is assumed as to the accuracy of the data delineated hereon.
Categories denoted in the legend may not apply to a particular Planning Area.



Transportation

Surface Transportation

The Whitney Planning Area has a surface transportation network that is somewhat consistent with a series of Arterial, Collector and Local streets following the Las Vegas square mile grid pattern (see Map 6). Arterial streets vary in right-of-way width from 100 to 150 feet, collectors are typically 80 feet, and local streets are anything less than 80 feet. Arterials and Collectors provide higher traffic capacity than local streets and are more appropriate locations for intense land uses. Traffic is distributed throughout the network.

There are two regional roads and a railroad spur within Whitney. Boulder Highway and a portion of Interstate 515 (U.S. Highway 93/95) traverse the western portion of Whitney. I-515 has access from Russell Road. The railroad line spur exists in the Southern County Island.

The right-of-way width and functional class for the Freeway, Arterial and Collectors in the Whitney Planning area are consistent with the adopted Clark County Transportation Element and Clark County Public Works design criteria. All Capital Improvement Projects are planned, designed and constructed by Clark County Public Works.

Air Transportation

The McCarran International Airport is located in Paradise. McCarran International Airport is operated by the Clark County Department of Aviation (CCDOA). New facilities are continually being added to keep ahead of passenger demand. The Whitney Planning Area is located east of the airport and is outside of the airport noise impact areas used for airport compatible land use planning. A portion of Whitney is located within the Airport Airspace Overlay as shown in Appendix A.

Transit

The Clark County Regional Transportation Commission of Southern Nevada (RTC) is the public transit provider for Clark County. Numerous routes are operated in Whitney. Schedules and routes change to meet passenger demand. As part of an effort to improve transit options in the Valley, the RTC is planning bus rapid transit for Boulder Highway. This system will connect the City of Henderson with downtown Las Vegas. The Boulder Highway BRT is one of several branches of the regional fixed system planned for the Las Vegas Valley. A long term phase of this system would have the Resort Corridor at its center and extend north through the City of North Las Vegas to the Northern Beltway and south into the City of Henderson.

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

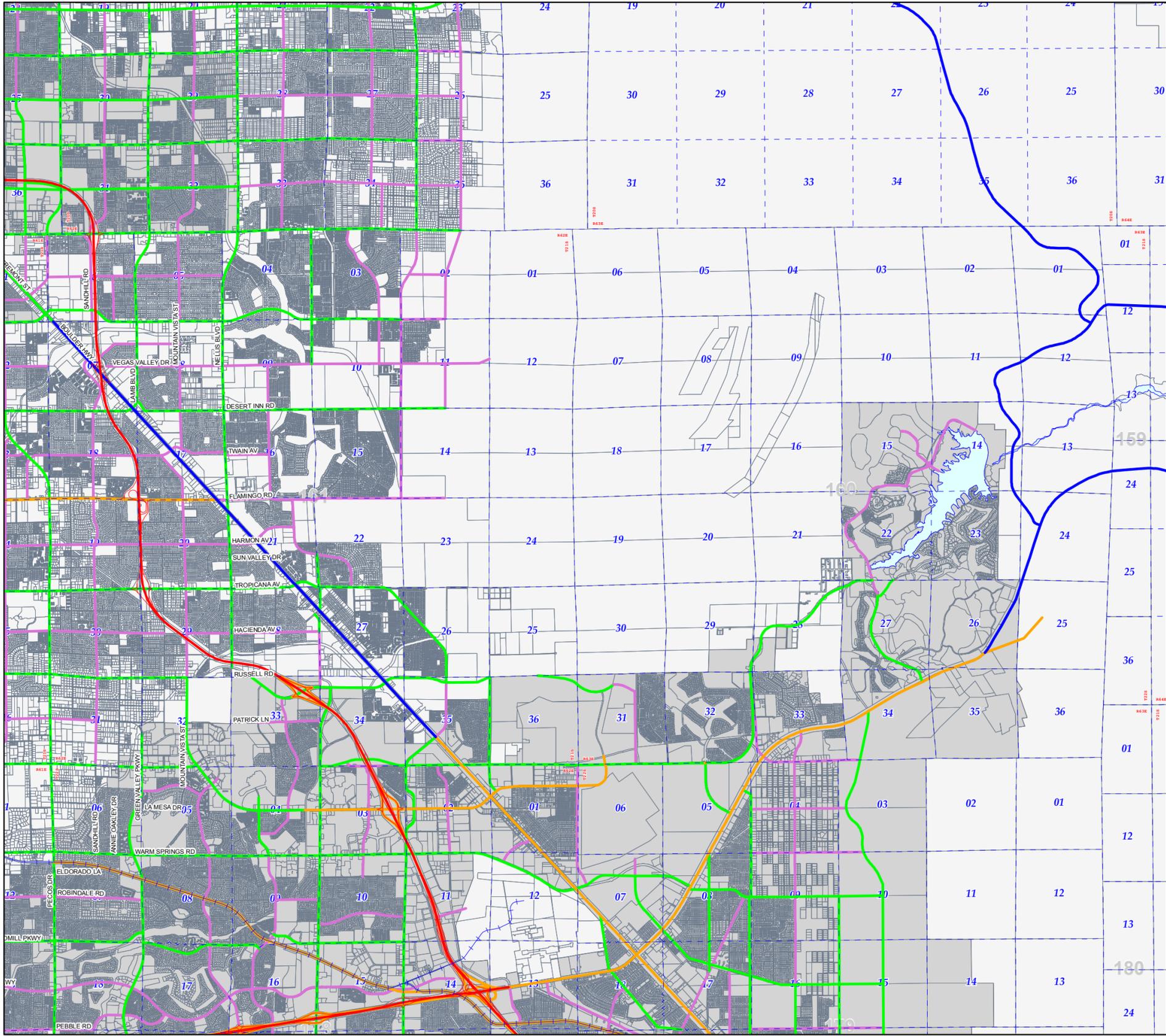
RTC studied the Boulder Highway corridor for potential Transit Orientated-Development (TOD). The intersections of Tropicana Avenue, Kentucky Avenue, and Russell Road have been sites selected for future TOD locations. The Metropolitan Area Express (MAX) system is scheduled to accommodate the TOD demands along Boulder Highway and is commenced operations by 2010. For more information about the MAX system and the routes available, go to the website.

Additional information about transportation, future projects, and transportation issues can be found at the RTC website.

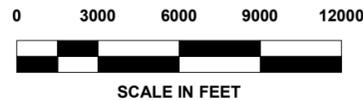
Comprehensive Planning

Map 6 Transportation

Whitney Planning Area

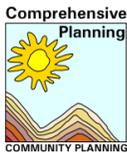


- Railroads
- Planning Area Boundary
- Monorail
- Las Vegas Blvd (300+ ft R-O-W)
- Las Vegas Blvd (200+ ft R-O-W)
- Interstates/State Hwys (200+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Incorporated Cities/Tribal Lands



Map Created On: May 11, 2011

This information is for display purposes only.
No liability is assumed as to the accuracy of the data delineated hereon.
Categories denoted in the legend may not apply to a particular Planning Area.



Land Use

Public Facilities Needs Assessment (PFNA), Major Projects and Redevelopment Areas

There are no PFNA or Major Project areas within the Whitney Planning Area. The closest Major Project is “The Quarry” located on the southeast corner of Hollywood Boulevard and Sahara Avenue in Sunrise Manor. In addition, nothing has been officially designated for redevelopment within the Whitney Planning Area.

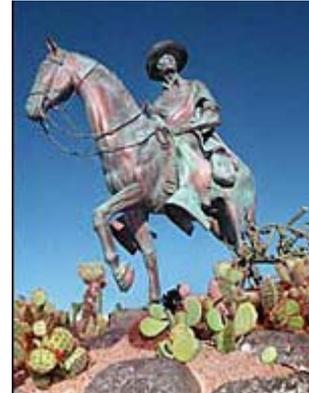
Historical Sites, Historical Markers, and Points of Interest

At this time, there appears to be no record of any National Historical Sites or Nevada Historical Markers within the Whitney Planning Area, but there are some in the vicinity.

Nevada Historical Marker 141 is located on State Route 41 about a half mile south of Lake Mead National Recreation Area. The historical marker commemorates the Old Spanish Trail (Armijo's Route). On January 8, 1830, the first pack train to pass from Santa Fe, New Mexico, to Los Angeles crossed the Las Vegas Valley. Antonio Armijo, a Santa Fe merchant, commanded the train and 30 drivers. The successful completion of the journey opened a trade route between the two former Mexican provinces of New Mexico and California.

Described as the "longest, crookedest, most arduous pack mule route in the history of America," Armijo's party brought manufactured goods to Los Angeles, California and returned driving herds of mules and horses. Later termed the Old Spanish Trail, this route was a principal means of reaching the Pacific Coast until the termination of the war with Mexico in 1848.

Nevada Historical Marker 214 is located south of Russell Road at the former Mountain Vista Road entrance to Southern Nevada Vocational Technical Center (formerly Vo-Tech High School). The historical marker commemorates the valor and service of Rafael Rivera, the first non-Indian of record to view and traverse the Las Vegas Valley. In January 1830, as a scout in Antonio Armijo's sixty-man trading party from Abiquiu, New Mexico, he was sent in search of water. After days of being lost in the desert, he found himself at the top of a mountain looking down at a lush, fertile valley. In his journals he called it "Las Vegas," meaning "the meadows" in Spanish. Although he was believed to be dead by the rest of the party, he found his way back to them after two weeks and led them to the valley. Rivera's pioneering route became a vital link in the Old Spanish Trail, with Las Vegas Springs a most essential stop on this popular route to Southern California.



Rainbow Gardens Geological Preserve is a point of interest that can be accessed from the northeastern portion of the Whitney Planning Area on State Route 41. This area contains scenic volcanic gorges and rock art.

The Green Shack was opened by Mattie Jones in 1929 and was known as the *Colorado*; it had previously been the *Swanky Club*. With the addition of an old Union Pacific Railroad barracks as an expansion, it was renamed *The Green Shack* in 1932. The green paint on the addition was the source of the new name. The site was listed on the National Register of Historic Places on June 3, 1994. *The Green Shack* closed in May of 1999 and was demolished a few years later. When it closed, *The Green Shack* was the oldest restaurant in the City of Las Vegas. The site is located on the west side of Fremont Street south of Charleston Avenue within the City of Las Vegas. All that remains is the freestanding sign.

Whitney Elementary School is a point of interest that began as a one room school then named Duck Creek School in 1927 as part of the Duck Creek School District (DCSD). In 1941, the DCSD took over the government's Civilian Conservation Corp barracks and converted the building into a desperately needed school. A year later, the government lent the DCSD \$30,500 to construct a new school building. In order to receive the mortgage for the six room school, all property owned by the DCSD was turned over to the government.

The new school was dedicated on Thursday, June 17, 1943. In 1951, the DCSD became property of the CCSD when the last mortgage payment was made and the mortgage was burned.

Existing Land Use

Using data from the Clark County Assessor's Office, staff performed an analysis on the existing land uses and separated the uses into the following categories: single family residential, multi-family residential, commercial, industrial, mineral extraction, public facility, vacant land, and government land not available for development. The acreage and percentage of these existing land uses is in Table 3.

Table 3: Whitney Existing Land Use		
Land Use	Approximate Acres	Percent of Land Use
Single Family	1,345	6%
Multi-Family	356	1%
Industrial	510	2%
Mineral Extraction	0	0%
Commercial	239	1%
Public Facilities	5,078	21%
Government Land Not Available For Development	14,363	59%
Vacant	2,525	10%
Total	24,416	100%

Whitney currently has 7,528 developed acres, leaving 2,525 vacant developable land or 10% of the planning area available for development. There are also opportunities for community revitalization along Boulder Highway.

Planned Land Use

In the currently adopted Whitney Land Use Plan, the Planned Land Uses are broken down by acreage and percentage of total area of the plan shown in Table 4:

Table 4: Whitney Planned Land Uses		
Land Use Category	Approximate Acres	Percent of Land Use
OL	16,133	66%
RL	82	< 1%
RS	1,450	6%
RM	220	< 1%
RH	71	< 1%
RUC	329	1%
RHRC	86	< 1%
CG	291	1%
BDRP	37	< 1%
IND	78	< 1%
HI	1,283	5%
CT	106	< 1%
PF	3,939	16%
Right-of-Way	311	1%
Total	24,416	100%*

* figures rounded up to nearest %

Resort Corridor

In Whitney, the resort corridor runs along Boulder Highway. This area functions as the region's primary employment and activity center. Commercial land use in the resort corridor is characterized by employment centers such as resort hotels, casinos, automobile dealerships, manufactured housing sales lots, recreational vehicle rental/sales yards, and associated service businesses. The intensity of residential uses could increase within the corridor in the form of condominium units and mixed use development.

Ownership

Out of the 24,416 total acres of land in the Whitney Planning Area, 20,568 acres or approximately 84% of Whitney is controlled by different government entities, including federal, state and local entities. Table 5 shows a breakdown of the acreages.

Table 5: Whitney Land Ownership	
Government Entity	Acreage
Federal Government	17,603
Other Exempt Lands	161
Clark County	2,814
Municipal Land	48
State of Nevada	0
School Board of Trustees & University Board of Regents	103
Private Land	3,687
Total Acreage	24,416

Zoning

Title 30, the Clark County Unified Development Code, is the implementation tool of the Comprehensive Plan of Clark County. It is adopted under the authority of Chapter 278 (Planning and Zoning) of the Nevada Revised Statutes (NRS). It sets forth the regulations that govern the subdivision, use, and/or development of land, divides the county into Zoning Districts, and sets forth the regulations pertaining to such districts. The Official Zoning Maps are maintained by CCDS. The Official Zoning Map is changed at every Board of County Commission meeting.

To review the current zoning or see an aerial view of an existing parcel go to Open Web Info Mapper.

Overlay Districts

Additional information about the following overlay districts is located within Title 30.48 which can be found at the County's website.

Airport Airspace Overlay

The Airspace Overlay restricts structures and other obstructions from intruding into the airspace utilized by, and thereby jeopardizing the safety of, aircraft operating from McCarran International Airport in the Whitney Planning Area (Appendix A).

Gaming Enterprise District Overlay

The Gaming Enterprise District Overlay (Appendix B) identifies the areas for potential expansion of gaming activities and identifies areas not suitable for gaming. This avoids incompatible development with residential, schools, or place of worship uses from developments of resort hotels and the impacts associated with such intense uses. This overlay typically includes property along the Boulder Highway Corridor north of Tropicana Avenue.

Mixed Use Overlay

The Mixed Use Overlay is intended 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, and/or institutional. It provides a mechanism to encourage new housing and innovative urban design that is less dependent on automobile transit and can be used to revitalize older commercial corridors and increase opportunities for infill housing. Properties surrounding the Boulder Highway/Fremont Street Corridor are included in the Mixed Use Overlay District (see Appendix C).

Non-Overlay Impact Areas

These are areas that have special designations from other agencies that are not established as an overlay district within Title 30, the Clark County Unified Development Code.

C HAPTER THREE

I SSUES AND CHALLENGES

There are a number of issues affecting existing and future land uses within the Whitney Planning Area. These issues include revitalization needs in portions of the planning area, changes in land prices and demand for residential uses and finally, outside influences such as lack of land availability.

School Sites in Whitney

In 2004, the portions of Whitney west of the Broadbent Boulevard alignment received a “Cautious Impact” designation by the Clark County School District (CCSD). The CCSD is concerned about increasing housing units in this area prior to the establishment of additional school sites to accommodate the growth. This increase even pertains to conforming zone changes to the land use plan. Since 2004, one elementary school site (Sister R. J. Bailey) was acquired and the school opened in August 2007. It is located just south of the Nevada Palace resort hotel within a single family subdivision east of Boulder Highway and west of Jimmy Durante Boulevard. Because of this, the CCSD has removed the “Cautious Impact” designation. But as the Mixed Use Overlay intensifies development and possible residential development in recently annexed land in the City of Henderson, without additional school sites in the Whitney area, this designation could be reinstated.

Code Enforcement

Input received from the TAB during public meetings has made it clear that a major issue in the planning area was the need for property maintenance. Whitney contains some of the oldest areas in the Valley and as a result the need for maintaining and/or improving older residential and commercial areas becomes much more readily apparent. Rising property values will eventually foment improvement in most commercial and industrial districts but few residential areas will be improved without direct intervention from the County via a deliberate and methodical application of code enforcement.

Workforce Housing

A consequence of inflating real property values in the valley are the resultant changes that are now happening. Most of these changes are positive. However, there is one major drawback as some of the more affordable housing within the valley becomes a

target for demolition and replacement. There is a high social cost of not having sufficient available housing for the workforce within the valley. This results in a jobs/housing imbalance and a declining economic competitiveness. This is not a local issue but is regional in scope and is being addressed regionally by the Southern Nevada Regional Planning Coalition (SNRPC).

Mixed Use Development

Mixed Use goals and policies were integrated into a former section called “Boulder Highway Corridor Enhancement” portion of the plan and are intended to be used for all projects developed along the Boulder Highway.

Mixed Use is defined for the purposes of this plan as, “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.” Mixed Use developments often combine retail and residential in one structure. Many of these developments allow for a live-work situation, providing pedestrian amenities similar to what was desired in the former Boulder Highway Corridor, and are often located adjacent to transit corridors. Commercial and business park uses can also be integrated into mixed use developments. The Mixed Use goals and policies help to guide the development of mixed uses in the Whitney Planning Area by making sure that they are compatible with the adopted Mixed Use Overlay Districts and could encourage revitalization along Boulder Highway (see Appendix C for map).

Non-Conforming Zone Changes

Zone Boundary Amendments (zone changes) are non-conforming when the zoning district being requested is outside of the range of densities and intensities permitted in the land use category. Whitney has received numerous applications for Non-Conforming Zone Changes since the last plan update. These Non-Conforming Zone Changes have been the cause of many of the changes to the land use map. Non-Conforming Zone Changes result in areas developing in unexpected and unanticipated ways from those planned. This often has a significant impact on public facilities such as schools, police, fire, transit and transportation. These zone changes can be controversial and can lead to dramatic changes in existing neighborhoods. Following the adoption of this plan, there will be a two year hiatus on Non-Conforming Zone Changes.

County legislation now requires that all Non-Conforming Zone Changes for the Whitney Planning Area will be received for accumulative concerns not normally received as a single application, have a pre-application conference, a neighborhood meeting with public hearings at the TAB, PC, and BCC. In addition a Non-Conforming Zone Boundary Amendment has submittal restrictions for two years after the adoption of a land use plan.

Environmental Issues

Air Quality

The planning area is designated as non-attainment for particulate matter (PM₁₀), carbon monoxide (CO) and ozone (O₃). DAQEM encourages policies pertaining to energy efficient equipment. HVAC equipment and water heating units in new developments provide optimal air quality benefits by reducing the demand for electrical generation, heating fuels and the burning of fossil fuels.

Water Issues

Septic systems are degrading ground water quality. Shallow groundwater is located near the surface in the central part of the Valley and along the washes to the east. In areas with very shallow groundwater, dewatering is often necessary, especially areas near Boulder Highway.

Open Space Issues for Mixed Use and Urban Areas

Open urban spaces should provide for a myriad of different activities such as outdoor cafés, vendors and social events. At the same time they should encourage surrounding activities around the perimeter of the plaza devoted to retail. While urban open space is a major component in the urban context it is extremely important to link this system to the suburban open spaces in the Whitney planning area in particular, and to the regional open space network in general.

In an urban context, open spaces should be planned for a pleasant microclimate. A north facing plaza that gets almost no sunlight is not likely to be attractive, even in a desert climate. People like to sit in the sun on a cold day and be protected from the wind. On hot days they look for shade and a cool breeze. Good public open space design should be able to create both conditions. Open space development should accommodate seating and site furniture. The essence of an inviting, vibrant and active open space should provide the ability to sit down and participate through observation with the ability to linger as long as the users wish. When creating opportunities for social observation, seating areas should be facing circulation areas and the central focal point of the plaza or square.

Notes:

C HAPTER 4

L AND USE GOALS AND POLICIES

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

General

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

Goal 1

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

Policy 1.1

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

Policy 1.2

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

Policy 1.3

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

Policy 1.4

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

Policy 1.5

Discourage non-conforming zone changes.

Policy 1.6

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

Policy 1.7

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

Policy 1.8

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

Policy 1.9

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

Policy 1.10

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

Policy 1.11

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

Policy 1.12

Developers should design projects to accommodate recycling.

Policy 1.13

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

Policy 1.14

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

Policy 1.15

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

Policy 1.16

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

Policy 1.17

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

Policy 1.18

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

Policy 1.19

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

Policy 1.20

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

Policy 1.21

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

Policy 1.22

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

Policy 1.23

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

Policy 1.24

Encourage drive-thru facilities and stacking lanes, when contiguous to any public right-of-way, residential use, or pedestrian gathering area to be obscured from view by more intensive landscape buffer consistent with Title 30. Call boxes should be located and oriented away from residential areas.

Policy 1.25

Increase the variety of housing choices for all income levels.

Policy 1.26

Discourage the premature vacation of local streets.

Policy 1.27

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

Goal 2

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

Policy 2.1

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

Policy 2.2

New perimeter walls and fences should be decorative and designed to visually minimize the stark appearance of a monotonous block wall face by incorporating variations in surface planes, landscape pockets, heights, materials, or textures. To discourage graffiti, wall designs should incorporate inclined grades, landscaping, terracing and graffiti resistant treatments.

Policy 2.3

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

Policy 2.4

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

Policy 2.5

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

Policy 2.6

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

Policy 2.7

All development is encouraged to provide sidewalks on both sides of any street with ADA compliant curbs incorporated except in areas covered by “Minimum Road Design Standards for Non-Urban Roadways”. Encourage the development of sidewalks that exceed the five (5) foot minimum requirement especially in commercial and mixed use areas. Sidewalks should be designed to be unobstructed to allow for safe and unimpeded pedestrian traffic.

Policy 2.8

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

Policy 2.9

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

Policy 2.10

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

Policy 2.11

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

Policy 2.12

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

Policy 2.13

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

Single Family Attached & Detached

Recent trends in development patterns have shown significant increases in densities for single family development. All single family residential development proposals should demonstrate compliance with the following goals and policies.



Goal 3

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

Policy 3.1

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

Policy 3.2

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

Policy 3.3

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

Policy 3.4

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

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

Policy 3.5

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

Policy 3.6

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

Policy 3.7

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

Policy 3.8

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

Policy 3.9

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

Policy 3.10

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

Policy 3.11

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

Multiple Family Developments

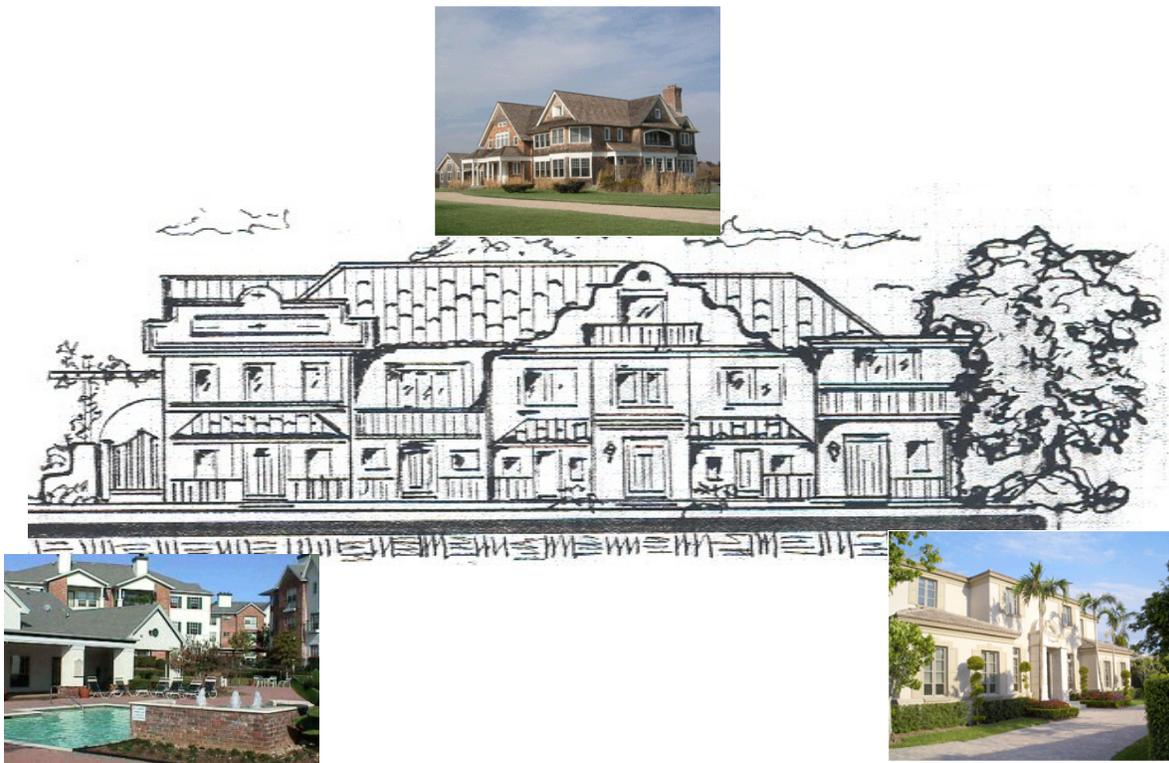
All multiple family development proposals should demonstrate compliance with the following goals and policies.

Goal 4

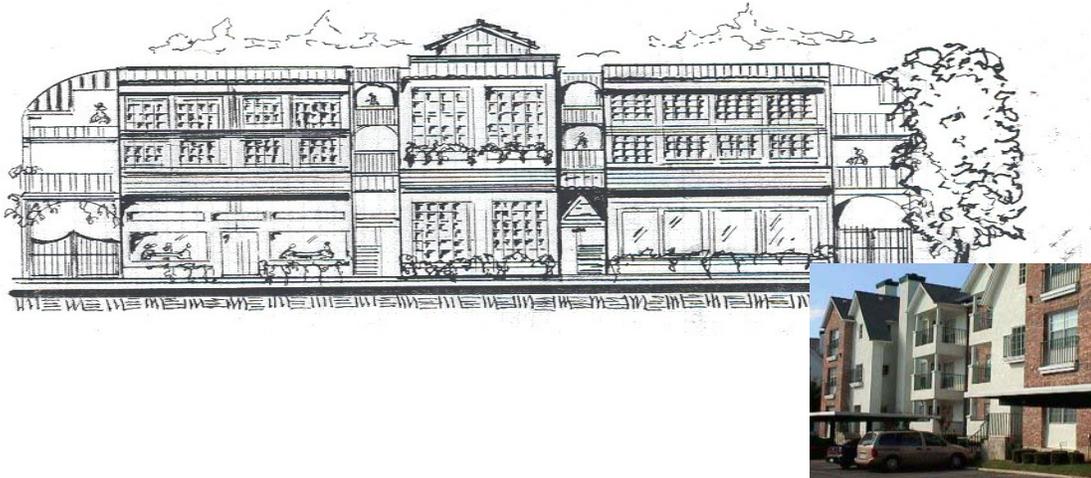
Provide opportunity for innovative multi-family developments as well as incrementally incorporate new design principles and multi-unit concepts. These developments should provide or be located near a variety of supporting amenities.

Policy 4.1

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



Mansion Homes combine several residences within one large structure. They require special architectural concerns: While pitched roof forms are desirable to express the specific architectural style, flat roof areas at the center of the structure are allowed to reduce the overall building height and provide location for mechanical equipment. In addition to roof form, building articulation and entry expression are considered when designing a Mansion Home.



Lofts typically organize double-height living spaces, one over another. Upper and lower units are accessed in pairs from both the front and rear from shared entries located between the units.



Row House designs display the urban qualities conveyed through the implementation of parapet-style architecture, flat main roofs and secondary roof accents. The principal design component in the Row House grouping is repetition of architectural elements like entries, bays, cornices, and parapets. At the same time, visual interest and streetscape diversity are promoted by varying the offsetting of building walls, choice of materials, parapet height and color. Achieving balance between repetition and variety creates harmony.

Policy 4.2

Encourage multi-family projects to locate common areas, circulation paths, and building entry porches where they are most visible from local streets and from home interiors.

Policy 4.3

When constructed on corners of intersections, orient multi-family structures so the front of the building faces both streets or is architecturally detailed with a façade.

Policy 4.4

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

Policy 4.5

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

Policy 4.6

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

Policy 4.7

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

Policy 4.8

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

Policy 4.9

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

Policy 4.10

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

Policy 4.11

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

Policy 4.12

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

Office

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



Goal 5

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

Policy 5.1

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

Policy 5.2

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

Policy 5.3

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

Policy 5.4

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

Policy 5.5

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

Policy 5.6

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

Policy 5.7

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

Policy 5.8

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

Policy 5.9

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

Policy 5.10

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

Retail Commercial

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



Goal 6

Provide opportunities for appropriate retail commercial development.

Policy 6.1

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

Policy 6.2

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

Building Orientation and Site Planning

Goal 7

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

Policy 7.1

Encourage placement of buildings around pedestrian plazas and courts.

Policy 7.2

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

Policy 7.3

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

Policy 7.4

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

Policy 7.5

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

Policy 7.6

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

Policy 7.7

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

Policy 7.8

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

Policy 7.9

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

Policy 7.10

Site amenities such as public plazas, pedestrian walkways, and site furnishings (benches, decorative light fixtures, ornamental waste receptacles and enhanced paving) along linkages are encouraged. Where such amenities are provided, the use of landscaping, building overhangs and canopies should be implemented in order to provide shade and to make the areas comfortable for the users.

Pedestrian Circulation and Orientation

Goal 8

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

Policy 8.1

On-site pedestrian circulation should be separated from vehicular traffic, sidewalks should be wider than the five (5) foot minimum standard, designed to be unobstructed and allow for safe and unimpeded pedestrian traffic. In developments where substantial traffic volumes occur on certain stretches of on-site drives, a detached or meandering sidewalk or walkway should be provided to separate pedestrian and vehicular traffic. A change in grade or color, or use of enhanced paving to clearly define pedestrian walkways is encouraged.

Policy 8.2

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

On-Site Drives and Parking Areas

Goal 9

Provide for appropriate on-site drives and parking areas.

Policy 9.1

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

Policy 9.2

Commercial developments should enter into cross access easements with adjoining sites for the use of shared parking areas and driveways, especially along arterial and collector streets, to reduce the traffic hazards associated with numerous entrance and exit drives and to enhance the streetscape.

Policy 9.3

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

Policy 9.4

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

Building Design and Architecture

Goal 10

Encourage enhanced building design and architecture for retail commercial uses.

Policy 10.1

Scale relationships between buildings and adjacent developments should be carefully considered. Stair-stepping/terracing building height and shifting building placement can provide appropriate transitions between different building scales and intensities.

Policy 10.2

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

Policy 10.3

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

Policy 10.4

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

Research and Business Parks



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

Goal 11

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

Policy 11.1

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

Policy 11.2

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

Policy 11.3

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

Policy 11.4

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

Policy 11.5

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

Policy 11.6

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

Policy 11.7

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

Policy 11.8

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

Policy 11.9

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

Policy 11.10

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

Industrial



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

Goal 12

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

Policy 12.1

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

Policy 12.2

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

Policy 12.3

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

Policy 12.4

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

Policy 12.5

Encourage industrial developments to orient more intensive land uses (such as outside storage) away from rights-of-way and residential areas. These uses should be internalized within the development as much as possible.

Policy 12.6

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

Policy 12.7

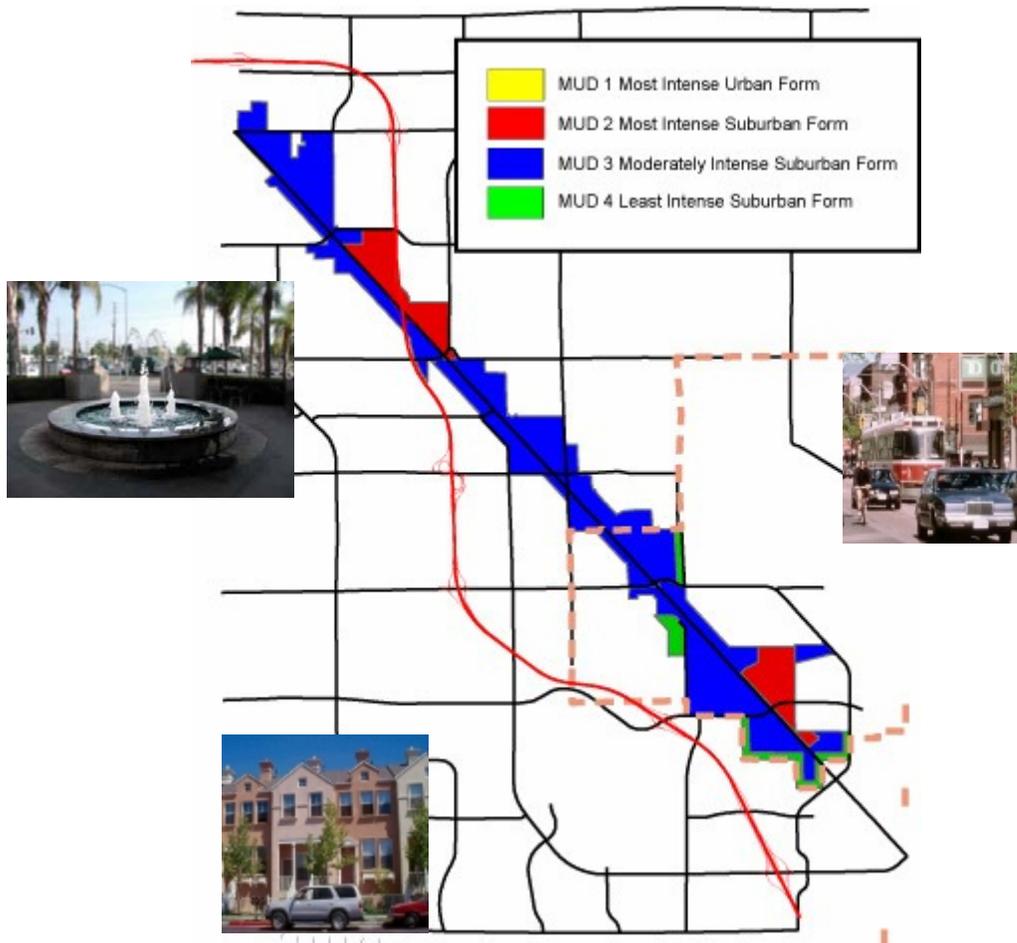
The public access portion of all building footprints visible from a right-of-way or a residential use should have a landscape area between the building and parking area. In no instance should pavement for parking aisles or spaces directly abut the building footprint.

Mixed Use



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

The mixed use goals and policies provide a general framework to guide the density, intensity and development standards for mixed use development in the Whitney planning area. To maintain flexibility in the plan for mixed use developments, a specific mixed use land use category was not created and specific areas for mixed use were not designated on the land use plan map. Instead, the mixed use goals and policies are intended to be used to support the Mixed Use Overlay District (see Appendix C for map) which designates the location and defines the density, intensity and development standards for any mixed use project. A mixed use development that meets the goals and policies in this section and the requirements of the Mixed Use Overlay District(s) will be considered as conforming to the land use plan.



Goal 13

Provide opportunities for well designed mixed use development within Whitney.

Policy 13.1

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

Policy 13.2

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

Policy 13.3

More intense mixed use developments should be sited with at least one boundary adjacent to an arterial street or collector street which is identified as being a public transit corridor. Less intense mixed use projects may be adjacent to local streets.

Policy 13.4

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

Policy 13.5

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

Policy 13.6

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

Policy 13.7

Encourage Live/Work units in Mixed Use Districts 3 and 4. These should be developed with entrances having recessed entry or awnings that will allow direct access at grade. This is similar to “Main Street” store front patterns and these units will generally be found in mixed use designated areas.

Policy 13.8

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

Policy 13.9

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

Policy 13.10

Work-force housing units should be incorporated into mixed use developments and other areas. Work force housing units should not be segregated and clustered in large numbers in a localized area; rather they should be dispersed throughout the appropriate mixed use districts within Whitney.

Policy 13.11

Encourage mixed use developments to develop along the principal routes served by public rapid and enhanced mass transit systems as defined by the RTC. This will allow easy access to services and employment not offered on site.

Policy 13.12

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

Building Orientation and Site Planning

Goal 14

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



Policy 14.1

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

Policy 14.2

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

Policy 14.3

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

Policy 14.4

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

Policy 14.5

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

Building Design and Architecture

Goal 15

Encourage innovative building design and architecture for mixed use developments.

Policy 15.1

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

Policy 15.2

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

Policy 15.3

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

Policy 15.4

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

Policy 15.5

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

Pedestrian Circulation and Orientation

Goal 16

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



Policy 16.1

On-site pedestrian circulation should be separated from vehicular traffic. In developments where substantial traffic volumes occur on certain stretches of on-site drives, a sidewalk or walkway may be necessary to separate pedestrian and vehicular traffic. The use of enhanced paving, a change in grade or color, to clearly define pedestrian walkways is encouraged.

Policy 16.2

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

Policy 16.3

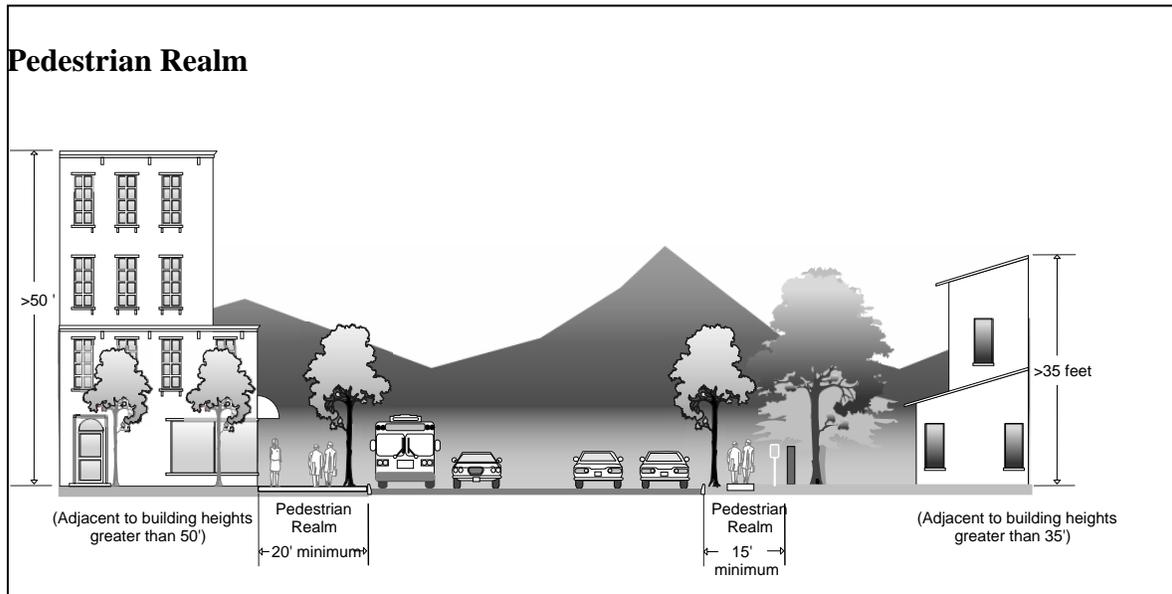
Encourage the placement of pedestrian scale site furnishings along public streets and open spaces to create visual continuity, reinforce the pedestrian character with wider sidewalks and provide outdoor use areas along public walkways. These amenities may consist of seats and tables, drinking fountains,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

Policy 16.4

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

Policy 16.5

Site amenities such as public plazas, public art, pedestrian walkways/links or site furnishings along linkages are encouraged. Where such amenities are provided, the use of landscaping, building overhangs and canopies should be implemented in order to provide shade and to make the areas comfortable for the users.



Goal 17

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

Policy 17.1

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

Policy 17.2

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

Policy 17.3

Workforce housing projects are encouraged in this area.

Policy 17.4

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

Property Maintenance

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

Goal 18

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

Policy 18.1

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

Policy 18.2

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

Policy 18.3

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

Policy 18.4

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

Policy 18.5

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

Policy 18.6

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

Policy 18.7

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

Policy 18.8

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

Policy 18.9

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

Policy 18.10

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

Policy 18.11

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

Policy 18.12

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

Transportation

On July 16, 2003 the BCC adopted the Clark County Transportation Element into the Clark County Comprehensive Plan. The Transportation Element was created to address the transportation issues and needs within each of the land use planning areas. All development proposals should demonstrate compliance with the following goal and policies as well as the Transportation Element (see Map 5). Some transportation projects and plans are specific to the Whitney Planning Area.



Goal 19

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

Policy 19.1

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

Policy 19.2

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

Policy 19.3

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

Policy 19.4

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

Policy 19.5

Protect and maintain turning sight lines at all intersections.

Policy 19.6

Discourage the premature vacation of arterial and collector streets designated in the Clark County Transportation Element and/or the RTC Transportation Plan to maximize levels of service.

Goal 20

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

Policy 20.1

Transportation system improvements should be constructed for all non-motorized modes in accordance with the concepts and alignments approved in various alternative transportation mode plans.

Policy 20.2

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

Policy 20.3

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

Policy 20.4

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

Policy 20.5

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

Policy 20.6

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

Policy 20.7

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

Goal 21

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

Policy 21.1

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

Policy 21.2

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

Policy 21.3

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

Policy 21.4

Encourage the use of telecommuting when and where feasible.

Air Quality

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

Goal 22

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

Policy 22.1

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

Policy 22.2

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

Policy 22.3

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

Policy 22.4

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

Policy 22.5

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

Policy 22.6

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

Policy 22.7

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

Policy 22.8

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

Policy 22.9

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

Policy 22.10

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

Policy 22.11

Utility roads, infrastructure alignments and other pioneered roads created along newly constructed infrastructures produce fugitive dust emissions that adversely impact adjacent land uses and air quality. These roads should be developed in accordance with Section 30.32.070 of Title 30.

Goal 23

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

Policy 23.1

Encourage the use of telecommuting when and where feasible.

Policy 23.2

Encourage the expanded use of video conferencing to conduct business.

Policy 23.3

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

Policy 23.4

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

Policy 23.5

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

Policy 23.6

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

Policy 23.7

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

Public Services and Facilities

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



CLARK COUNTY LIBRARY

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

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

Important Note:

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

Regional scale Public and Quasi-Public services and facilities, such as museums, regional parks, bus barns, flood control facilities, hospitals, large places of worship, etc. should be considered on a case by case basis to ensure compatibility with surrounding existing and planned land uses. Appropriate siting and buffering should be used to reduce impacts to the local community.

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

Police and Fire Protection



FIRE STATION 33

Goal 24

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

Policy 24.1

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

Policy 24.2

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

Policy 24.3

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

Policy 24.4

Encourage directional signage for locating Fire and Police Stations.

Goal 25

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

Policy 25.1

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

Policy 25.2

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

Policy 25.3

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

Public and Quasi-Public Infrastructure



Goal 26

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

Policy 26.1

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

Policy 26.2

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

Policy 26.3

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

Policy 26.4

Prohibit the use of septic tanks or sewage lagoons where soils are subject to seepage, having poor filtration or in flood prone areas. This will minimize health hazards associated with slow absorption, surfacing of effluent, hillside seepage or groundwater contamination.

Policy 26.5

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

Policy 26.6

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

Goal 27

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

Policy 27.1

Encourage the installation of public and quasi-public infrastructure (e.g., electrical substations, water pumping stations, etc.) with enhanced designs which utilize low profile equipment, decorative block walls, drought-tolerant landscaping and features which integrate with adjacent development.

Policy 27.2

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

Goal 28

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

Policy 28.1

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

Policy 28.2

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

Policy 28.3

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

Goal 29

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

Policy 29.1

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

Policy 29.2

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

Policy 29.3

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

Policy 29.4

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

Policy 29.5

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

School Facilities



CORTNEY JUNIOR HIGH SCHOOL

Goal 30

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

Policy 30.1

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

Policy 30.2

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

Policy 30.3

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

Policy 30.4

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

Policy 30.5

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

Policy 30.6

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

Policy 30.7

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

Parks and Other Recreational Facilities



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

Goal 31

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

Policy 31.1

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

Policy 31.2

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

Policy 31.3

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

Policy 31.4

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

Policy 31.5

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

Goal 32

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

Policy 32.1

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

Policy 32.2

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

Policy 32.3

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

Policy 32.4

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

Natural Environment

Introduction

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

Purpose

Conservation and management of natural resources and open spaces is critical to the quality of life in Clark County. The Town of Whitney seeks to establish a network of protected open spaces that correspond to significant regional natural features. Protecting open space provides regional, environmental, economic, social, educational, and recreational benefits. Some of these benefits are more quantifiable than others, but they all have an influence on the lives of present and future generations.

Goals and Policies

The following goals and policies have been developed as environmental guidelines to the Whitney Land Use Plan. These guidelines are based upon federal and state environmental regulations, existing County regulations, goals and policies, planning workshops, citizen advisory groups and public meetings with the Town Advisory Board (TAB), Planning Commission (PC), and Board of County Commissioners (BCC). The guidelines reflect the understanding that environmental policies are interrelated with land use decisions. In this section, natural resources and environment protection will be emphasized.

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

Flood Control

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

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

Goal 33

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

Policy 33.1

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

Policy 33.2

In coordination with Regional Flood Control District and other community stakeholders, encourage the preservation of natural washes and unlined channels to an extent practical and consistent with the need for flood protection, erosion control, and water quality.

Policy 33.3

Promote continued participation in the National Flood Insurance Program.

Policy 33.4

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

Surface and Ground Water



Goal 34

Protect groundwater quality.

Policy 34.1

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

Policy 34.2

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

Goal 35

Improve surface water quality.

Policy 35.1

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

Policy 35.2

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

Goal 36

Ensure proper planning for and management of development patterns in relation to public potable water systems to minimize hazards to public health and protect future water resources.

Policy 36.1

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

Policy 36.2

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

Policy 36.3

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

Policy 36.4

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

Wastewater



**WATER RECLAMATION DISTRICT
MAIN FACILITY**

Goal 37

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

Policy 37.1

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

Policy 37.2

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

Policy 37.3

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

Waste Reduction / Recycling

Goal 38

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

Policy 38.1

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

Policy 38.2

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

Conservation Areas



Desert Tortoise
(Gopherus agassizii)



Las Vegas Bearpoppy
(Arctomecon californica)

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

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

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

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

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

Goal 39

Encourage the conservation of wilderness and preservation lands.

Policy 39.1

Encourage the integration of funding and goals to build multi-purpose projects that fully use land set aside for public purpose; specific funds from flood control, transportation, recreation, and other agencies should be focused on multiple objective projects.

Policy 39.2

Clark County should encourage the preservation of areas that exceed two and one half acres in size with slopes of 12% or greater for parks, open space conservation and other similar compatible uses (see Title 30, Section 30.56 – Hillside Development Standards).

Policy 39.3

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

Policy 39.4

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

Policy 39.5

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

LAND USE CATEGORIES

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

IMPORTANT NOTE:

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

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

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

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

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

A Note on Planned Unit Development (PUD)

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

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

A Note on Mixed-Use Development (MUD)

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

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

OL - Open Land

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

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

RR - Residential Rural [up to 0.5 dwellings (du)/1 acre (ac) (up 0.63 du/ac with an approved PUD)]¹

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

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

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

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

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

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

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

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

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

RN - Rural Neighborhood [up to 2 du/ac (up to 2.5 du/ac with an approved PUD)]²

The Rural Neighborhood (up to 2 du/ac) category allows a maximum of 2 dwelling units per gross acre. The predominant housing type in Rural Neighborhood (up to 2 du/ac) is detached single family residential development at low densities. Multiple family dwellings are not appropriate. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

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

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

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

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

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

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

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

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

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

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

Residential Medium (from 3 du/ac to 14 du/ac) category permits a range from 3 dwelling units per gross acre up to 14 dwelling units per gross acre. The Residential Medium (from 3du/ac to 14 du/ac) category allows for single family uses and planned unit developments. It is appropriate for single family attached, but not multiple family housing. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

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

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

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

The Residential High (from 8 du/ac to 18 du/ac) category permits a range from 8 dwelling units per gross acre to 18 dwelling units per gross acre. This category allows a variety of housing types including single family, residential multiplexes, town houses, and low density apartments. Density ranges within this category are dependent on development and design. In addition to the residential uses, mixed uses are permitted within appropriate zoning districts. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

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

RUC - Residential Urban Center (from 18 du/ac to 32 du/ac)

The Residential Urban Center (from 18 du/ac to 32 dwelling units/per acre) category permits a range from 18 dwelling units per gross acre up to 32 dwelling units per gross acre. This category allows a variety of housing types including single family, residential multiplexes, town homes, and apartments. In addition to the residential uses, mixed uses are permitted within appropriate zoning districts. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

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

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

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

The category includes the following zoning districts: Apartment Residential (R-5), and Public Facility (P-F).

OP - Office Professional

The Office Professional category applies to areas where the primary uses are low intensity business and professional services and accessory service uses. With appropriate mitigation and design criteria, this category may provide a good buffer between higher intensity land uses and residential land uses. Typical uses include offices where medical, legal, financial, day care services and other business/professional services are performed. Accessory commercial uses are appropriate when associated with the principal use. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

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

CN - Commercial Neighborhood

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

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

CG - Commercial General

The Commercial General category allows medium to high intensity retail and service commercial uses that serve primarily regional area patrons, and include more intense general commercial characteristics. Examples include shopping malls, banks, restaurants (with alcohol consumption), taverns, hardware stores, and other larger retail and service uses. This category also includes offices either singly or grouped as office centers with professional and business services. Public facility uses are also allowed in this category. Commercial General uses should be developed as nodes or centers and not configured in a “Strip commercial” pattern.

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

CT - Commercial Tourist

The Commercial Tourist category designates areas for commercial establishments that primarily cater to tourists. The predominant land uses include casinos, resorts, hotels, motels (greater than three stories), recreational vehicle parks, time shared condominiums, amusement or theme parks. Planned hotel/resort gaming establishments are restricted to the Gaming Enterprise Overlay District as defined by Title 30 (Unified Development Code). Public facility uses are also allowed in this category.

The category includes the following zoning districts: Commercial Residential Transitional (CRT), Office and Professional (C-P), Local Business (C-1), General Commercial (C-2), Recreational Vehicle Park (R-V-P), Apartment Residential (R-5), Limited Resort and Apartment (H-1), and Public Facility (P-F).

MDP - Major Development Project

The Major Development Project category is most often applied to areas outside of the Community District 2 Boundary as referenced in Clark County's Community District Element. It indicates areas where land uses of greater densities than two residential units per acre are considered premature and/or inappropriate unless guided by the County's Major Projects Review Process. This process is designed to accommodate the timely and comprehensive review of projects and their impacts to the local community. Details of the Major Projects are found in Title 30, the Clark County Development Code.

Some areas located outside of Community District 2 have been planned with a specific land use category. Although these areas have been planned, they are still considered premature for urban development unless they are developed in accordance with the County's Major Projects Review Process or the Community District 2 boundary is amended to include these areas.

BDRP – Business and Design/Research Park

The Business and Design/Research Park category applies to areas where low intensity manufacturing and assembly developments, wholesale and distribution, office, professional services associated with warehousing, and other similar activities that promote industry and support a diversified economic base are intended. These developments are designed to assure minimal impact on surrounding areas. Major uses in the category include research and development, incubator businesses, wholesale businesses – such as food sales and distribution, postal and data processing centers, vehicle sales and repair (inside), general non-hazardous warehousing. Public facility uses are also allowed in this category with appropriate buffering and setbacks.

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

IND - Industrial

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

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

HI - Heavy Industrial

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

The category includes the following zoning districts: Designed Manufacturing (M-D), Light Industrial (M-1), Industrial (M-2) and Public Facility (P-F).

IL – Institutional

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

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

PF - Public Facilities

The Public Facilities category allows public parks and recreational areas such as public and private golf courses; trails and easements; drainage ways and detention basins; storm water control facilities; and any other large areas of permanent open land. Public Facilities include public schools, colleges and universities, governmental building sites and complexes, libraries, police and fire facilities.

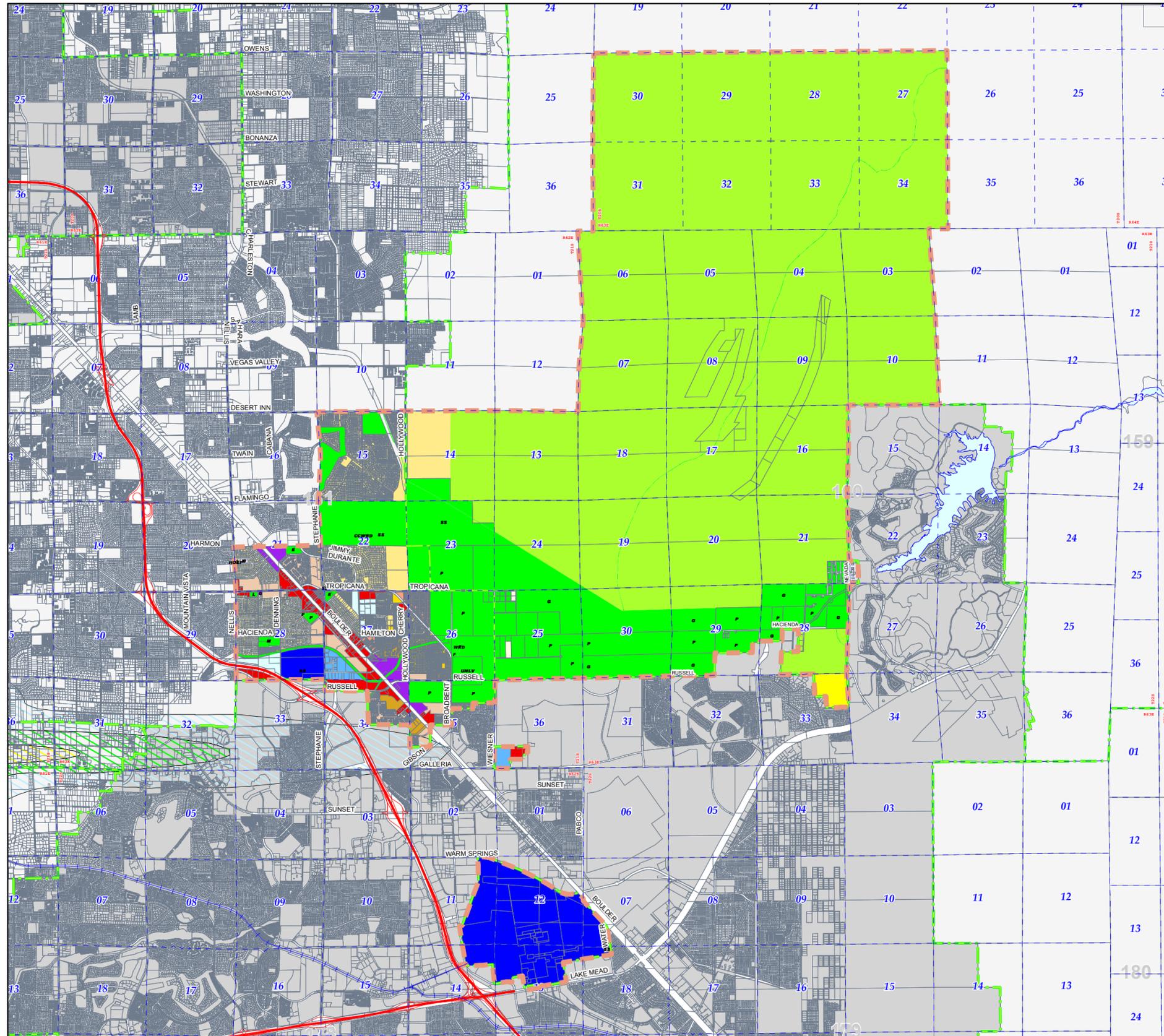
The appropriate zoning district for these uses would be the Public Facility (P-F) zone.

Comprehensive Planning

Planned Land Use Whitney Planning Area

Map 7

Adopted on June 8, 2011



- | | |
|--|---|
| Open Lands | Residential High Rise Center
Greater than 32 du/1 ac |
| Residential Rural
Up to 0.5 du/1 ac | Office Professional |
| Residential Agricultural
Up to 1 du/1 ac | Commercial Neighborhood |
| Rural Neighborhood Preservation
Up to 2 du/1 ac | Commercial General |
| Rural Neighborhood
Up to 2 du/1 ac | Commercial Tourist |
| Residential Low
Up to 3.5 du/1 ac | Business and Design
Research Park |
| Residential Suburban
Up to 8 du/1 ac | Industrial |
| Residential Medium
Up to 3 du/1 ac to 14 du/1 ac | Heavy Industrial |
| Residential High
Up to 8 du/1 ac to 18 du/1 ac | Public Facilities |
| Residential Urban Center
Up to 18 du/1 ac to 32 du/1 ac | Institutional |
| Cooperative Management Area | Major Development Projects |
| Community Districts | Planning Area Boundary |
| Airport Arrival RPZ | Incorporated Cities
Tribal Lands |
| Airport Arrival and Departure RPZ | Noise Environs AE-60 |
| Airport Departure RPZ | Noise Environs AE-65 |
| Military Facilities | Noise Environs AE-70 |
| | Noise Environs AE-75 |
-
- | | |
|--------------------------------|------------------------------------|
| CCSD = School District | L = Library |
| E = Elementary | P = Park |
| M = Middle | W = Place of Worship |
| H = High | SS = Electrical Sub-Station |
| G = Government Facility | PW = Public Works |
| GC = Golf Course | WD = Water District |
| F = Fire Station | U = Utility |

Vivian Kilarski
VIVIAN KILARSKI
CHAIR, PLANNING COMMISSION

Nancy Lipski
NANCY LIPSKI
EXECUTIVE SECRETARY

Susan Brager
SUSAN BRAGER
CHAIR, BOARD OF COUNTY COMMISSIONERS

Diana Alba
DIANA ALBA
COUNTY CLERK

Map Created On: July 20, 2011

This information is for display purposes only.
No liability is assumed as to the accuracy of the data delineated hereon.
Categories denoted in the legend may not apply to a particular Planning Area.



\\ccgis1\gisdata\prcomp\projects\ct\planmaps\pm-07-draft-plu-17x11-mb.mxd

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”.

Arcade – A series of arches supported by columns, piers, or pillars, either freestanding or attached to a wall to form a gallery.

Areas of Critical Environmental Concern (ACEC) – Areas within public lands where special management attention is required to protect and prevent irreparable damage to important historical, cultural, or scenic values, fish and wildlife resources, or other natural systems or processes, or to protect life and safety from natural hazards.

BLM (Bureau of Land Management) – The BLM is an agency of the federal Department of the Interior responsible for administering a majority of the federal lands in Clark County. BLM’s policies on lands include a variety of public uses, conservation, resource management, and realty actions.

Buffering – Transitional land or space that is used between different or incompatible land uses and is often accomplished with landscaping (see [Title 30](#)).

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

Community District Element – The Community District Element of the [Clark County Comprehensive Plan](#) provides a framework for identifying lands for urban expansion based on infrastructure availability and provision. The Element divides Clark County into six geographic districts, each of which has development guidelines for appropriate land uses and densities. The Community District boundaries are shown on the Enterprise Land Use Map.

Compact Building Design – Encourages buildings to grow vertically incorporating structured rather than surface parking, so communities can reduce the footprint of new construction, and preserve more open space.

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

Cooperative Management Area (CMA) – An area established through an agreement signed in November 1992 between Clark County and the U.S. Bureau of Land

Management, located to the west and south of McCarran International Airport, the boundaries of which are defined by aircraft departure flight corridors and the 60 DNL noise contour. Most Clark County owned property within the CMA is subject to the terms of the Southern Nevada Public Lands Management Act of 1998, which restricts that County land to those uses defined in the Agreement as compatible with aircraft operations.

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

Dewatering – A process to remove water from soil to lower the water table permitting development. This can be achieved by several possible methods including sump pumps.

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

Facade – The face of a building, especially the principal face.

Fascia – A flat horizontal band or member between moldings.

Fenestration – The design and placement of windows and doors on building walls.

Floor Area Ratio (FAR) – The gross floor area of all buildings or structures on a lot divided by the total lot area. The floor area ratio is a means of measuring intensity of land use.

Goal – A concise statement describing a condition to be achieved. It does not suggest specific action, but describes a desired outcome.

Housing – Includes but is not limited to, apartments, condominiums, townhomes, manufactured housing, duplexes, multiplexes, single family dwellings, etc.

Incidental Take Permit (ITP) – This allows a lawful removal of a protected species from its habitat to permit the development of a site.

Infill – The development or redevelopment of vacant or underutilized land in economically, physically static or declining areas.

Land Use Plan – A document that is used to guide development in a defined area of Clark County. A plan brings together information about community values,

land use trends, public services, the natural environment and other factors and makes recommendations regarding future land uses in the area. Land use plan categories, maps and goals and policies serve as important guides for future zoning and land use decisions.

Leapfrog Development – Development which is not contiguous to existing utilities, streets and/or other public infrastructure.

Mixed Use Development (MUD) – The development of a tract of land, building, or structure with a variety of complementary and integrated uses, such as, but not limited to, residential, office, manufacturing, retail, public, or entertainment, in a compact urban form.

Neo-traditional – Development that promotes neighborhoods having a mix of uses, a variety of housing types inter-connecting streets and open space. The goal is to integrate live, work and play activities all within walking distance linked with mass transit.

Off-site Circulation – The movement of pedestrians and/or vehicles off the project site. Off-site circulation patterns normally affect site design.

Parapet – A low protective wall or railing along the edge of a raised structure such as a roof or balcony.

Physical terminus – A focal point found at the end of a pedestrian sidewalk/trail and/or a street.

Pioneered Road – An unimproved road developed/established without County approval.

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

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

Policy – A specific statement to guide decision making, derived from goals of the plan.

Public Access Portion – That portion of the facility or project which has been designed for use by the general public.

Quasi-public – A facility under private ownership or control which is similar to a public facility; examples include: electrical substations, water facilities, places of worship, schools, and hospitals.

Spot Zoning – Reclassification of an isolated parcel of land which is detrimental or incompatible with the existing or planned uses of the surrounding area, particularly when such an act favors a particular owner.

Streets – Include all arterial, collector and local streets as defined by Section 52.30 of [Title 30](#).

Strip Commercial – Intensive commercial use of properties, that are independently owned, abutting a right-of-way and configured in a linear pattern. Additionally, strip commercial is not developed in accordance with a coherent development plan that addresses project design issues such as: unified signage, unified architecture, shared parking and circulation systems, and coordinated ingress and egress points.

Structural Best Management Practices – Accepted structural methods for controlling non-point source pollution as defined by the 1977 Clean Water Act: may include one or more conservation practices.

Title 30 – This is the current “Clark County Unified Development Code”.

Traditional Development – Compact mixed use neighborhoods where residential, commercial and civic buildings are within close proximity to each other.

Transitional Land Uses – Land uses that consist of placing uses of intermediate density or intensity between two incompatible uses. An example is placing an urban residential development between a residential suburban development and a neighborhood commercial development.

Trellises – Arbors or arches made of latticework.

Workforce Housing – Multiple and single family housing near employment centers where the housing unit does not consume more than 30 percent of the household’s income (for rental) or is affordable to households making 80 percent of the median income for the zip code that it is located in.

Xeriscape – A method of landscaping that minimizes water consumption while creating a vibrant landscape. It follows seven basic principles, which are proper planning and design, soil analysis and improvement, functional turf areas, appropriate plant selection, efficient irrigation, mulching and appropriate maintenance.

Zoning – A set of regulations, districts and administrative procedures governing the use of land. Zoning is the tool used to implement the goals and policies of a land use plan. A zoning ordinance contains many specific land use districts, whereas a land use plan utilizes categories which describe generalized ranges of appropriate land uses, each containing several zoning districts.

Notes:

Appendices

Appendix A	Airport Environs Overlay District
Appendix B	Overlay Districts
Appendix D	Mixed Use Overlay District

NOTES:

Comprehensive Planning

Appendix A Air Environs

Whitney Planning Area

-  Airport Noise Environ AE-60
-  Airport Noise Environ AE-65
-  Airport Noise Environ AE-70
-  Airport Noise Environ AE-75
-  McCarran International Airport
-  Airport Arrival RPZ
-  Airport Arrival and Departure RPZ
-  Airport Departure RPZ
-  Nellis AFB Environs
-  Air Space Overlay
-  Cooperative Management Area
-  Planning Area Boundary
-  Incorporated Cities/Tribal Lands

0 2800 5600 8400 11200

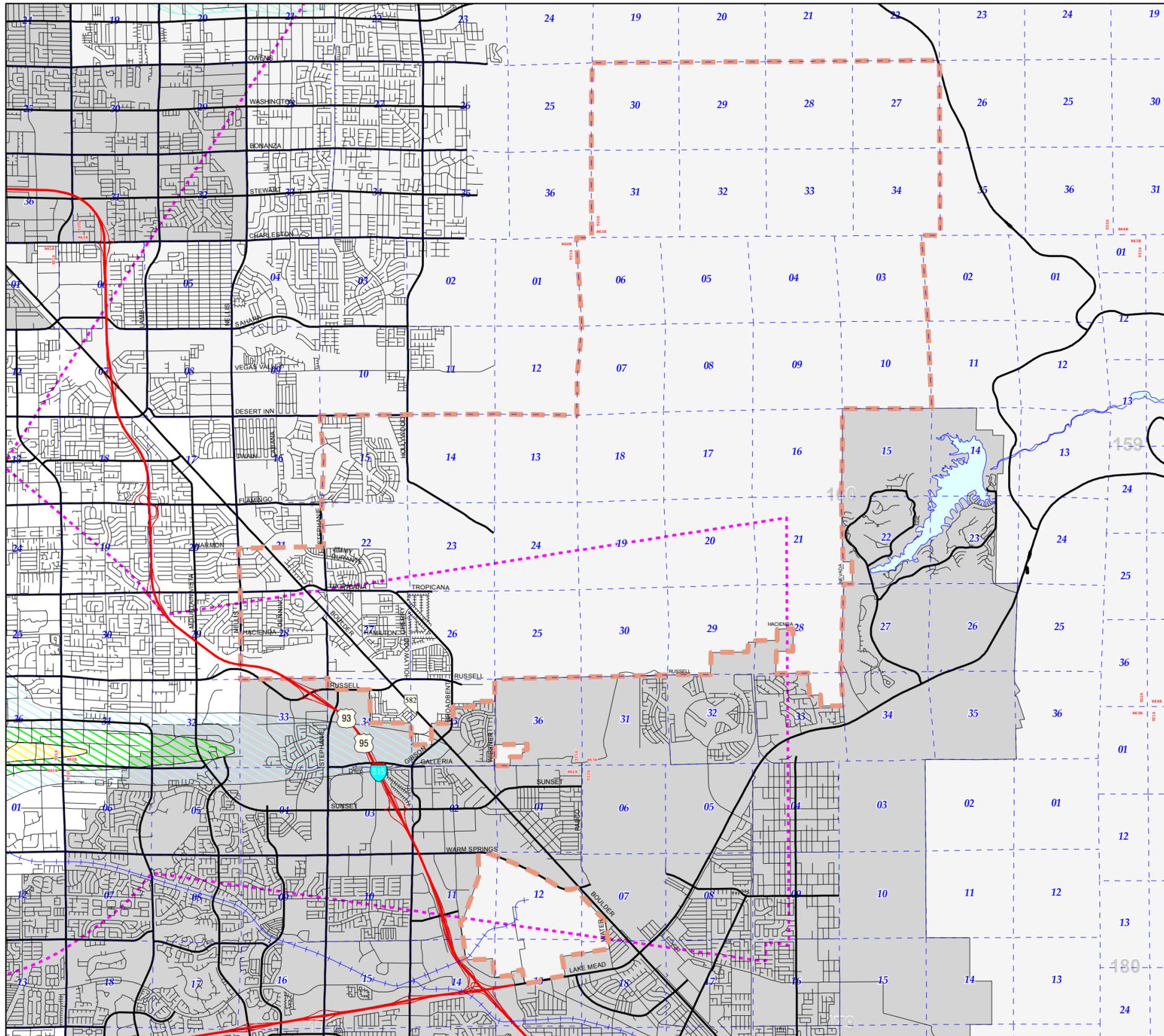


SCALE IN FEET

Map Created On: March 24, 2011

This information is for display purposes only.

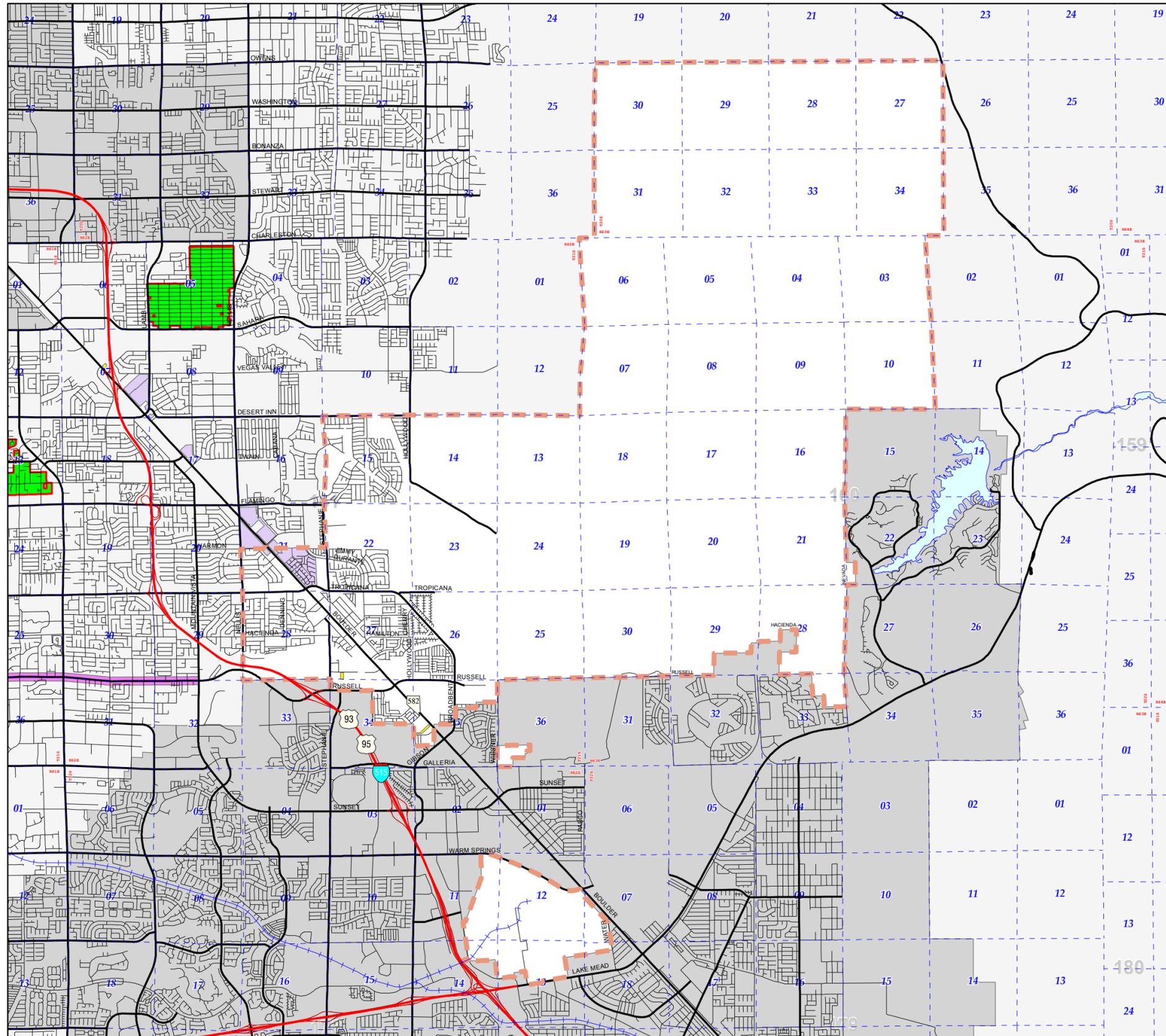
No liability is assumed as to the accuracy of the data delineated hereon.
Categories denoted in the legend may not apply to a particular Planning Area.



Comprehensive Planning

Appendix B Overlay Districts

Whitney Planning Area



-  Adult Use
-  Las Vegas Blvd Corridor
-  Master Plan Resort/Hotel
-  Asian Design
-  Existing Adult Use
-  SOSA
-  Desert Inn Transition Corridor
-  Russell Transition Corridor
-  Gaming Enterprise
-  Residential Neighborhood Preservation
-  Planning Area Boundary
-  Incorporated Cities/Tribal Lands
-  Military Facilities

0 2800 5600 8400 11200



SCALE IN FEET

Map Created On: October 28, 2010

This information is for display purposes only.

No liability is assumed as to the accuracy of the data delineated herein.

Categories denoted in the legend may not apply to a particular Planning Area.

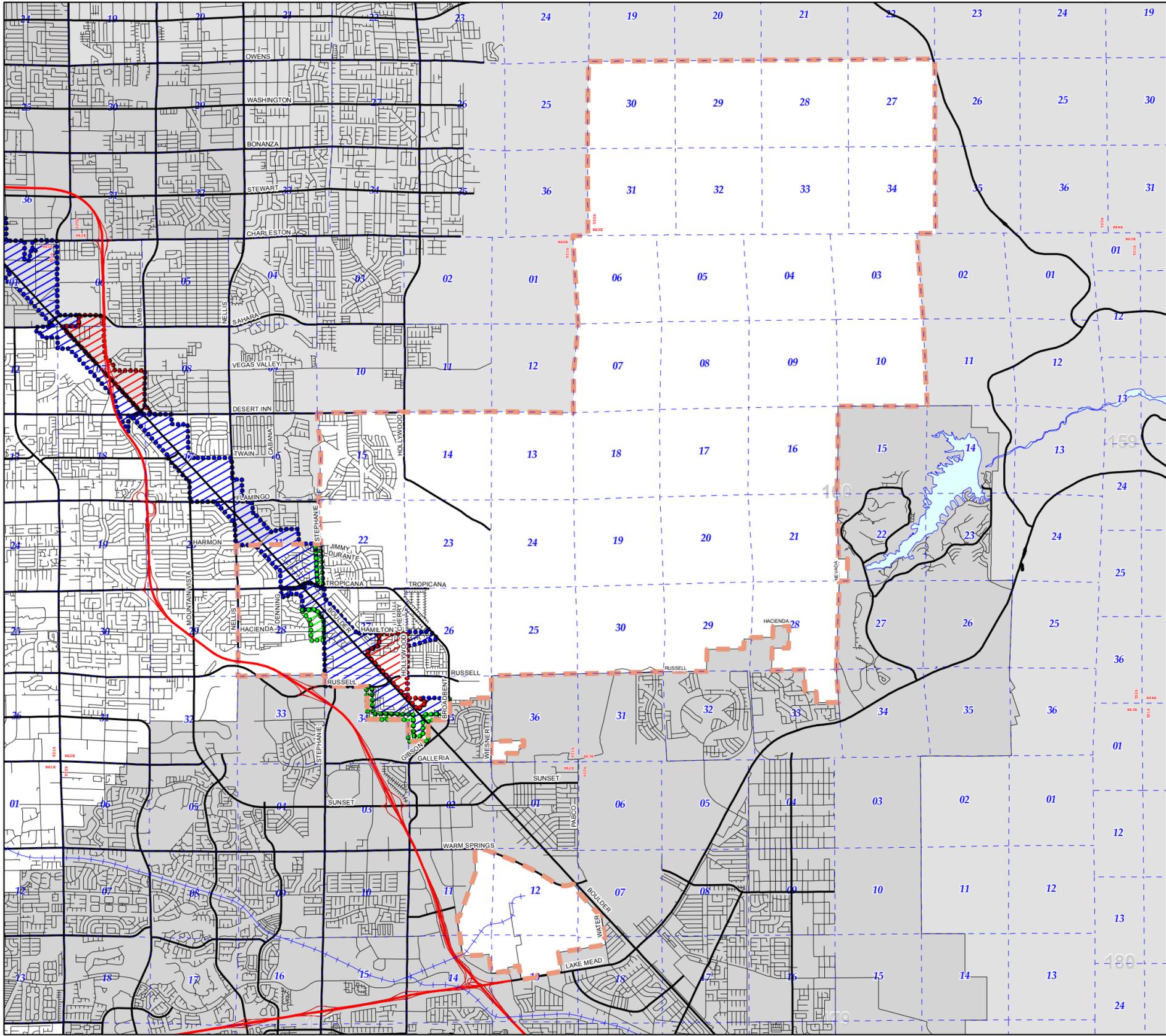


Comprehensive Planning

Appendix C Mixed Use Overlay Districts

Whitney Planning Area

-  MUD 1 Most Intense Urban Form
-  MUD 2 Most Intense Suburban Form
-  MUD 3 Moderately Intense Suburban Form
-  MUD 4 Least Intense Suburban Form
-  Planning Area Boundary
-  Incorporated Cities/Tribal Lands



0 2800 5600 8400 11200
SCALE IN FEET

Map Created On: March 24, 2011

This information is for display purposes only.
No liability is assumed as to the accuracy of the data delineated hereon.
Categories denoted in the legend may not apply to a particular Planning Area.

