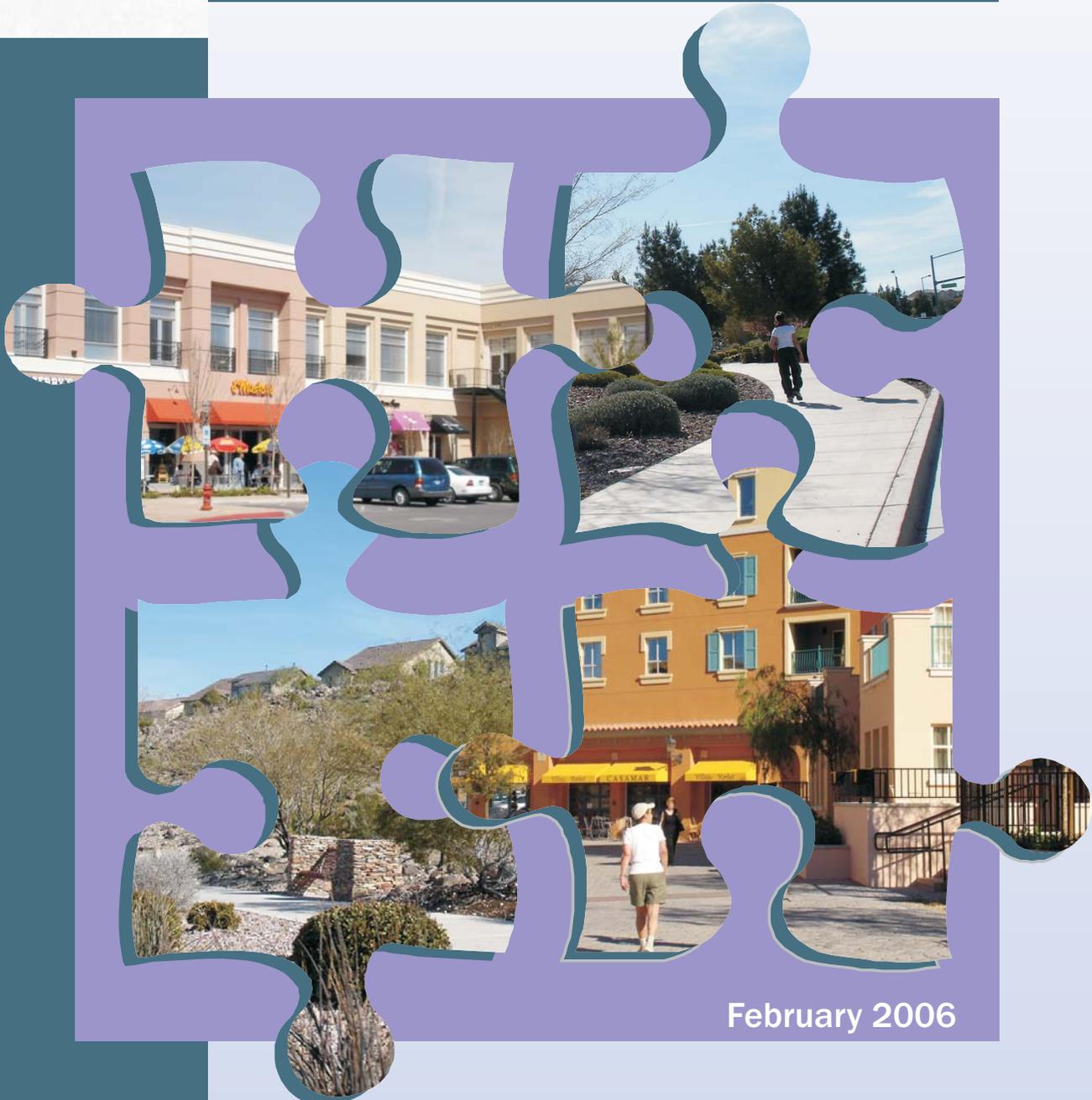


# City of Henderson

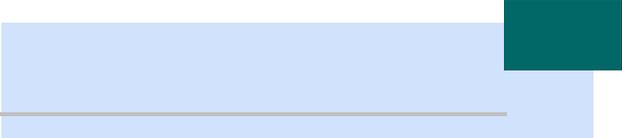


February 2006

# Comprehensive Plan



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# Acknowledgements

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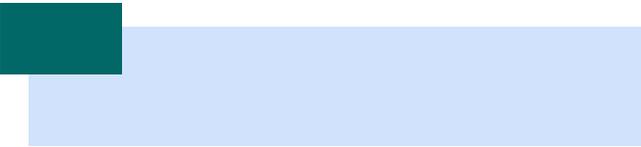
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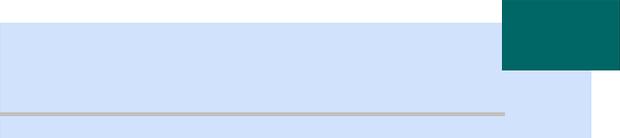
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# Chapter 1: Introduction and Plan Themes

## Introduction

The City of Henderson, Nevada is located at the southern edge of the Las Vegas Valley and serves as a gateway to one of the fastest growing metropolitan areas in the country. Beyond the mountains to the east is Lake Mead, one of the largest man-made lakes in the United States. Just a short distance to the northwest is the world famous tourist Mecca known as the Las Vegas Strip.

Incorporated in 1953, the city actually has its roots a few years earlier in the wave of industrial expansion necessitated by World War II. The original town site was created to house the workers of the new Basic Magnesium Plant. At the time of incorporation, Henderson comprised about 13 square miles and was home to 7,410 people. From these humble beginnings the city has blossomed into a diverse community of over 240,000 residents and is the second largest city in Nevada.

In the midst of the tremendous growth taking place throughout the valley, Henderson has been a leader in providing high quality master-planned communities in which its residents can live, work, and play. The intent of this Plan is to provide the guidance necessary to ensure that continued growth occurs with the same attention paid to preserving that quality of life.

## Henderson's Growth

The City of Henderson has been among the fastest growing cities in the nation, averaging nearly 12,000 new residents per year since 1990. Forecasts predict that this trend will continue for at least the next several years based on the availability of vacant land and the uses planned for that land. Since July 1, 2002, there have been on average 400 new dwelling units a month built to support this growth.

Population, which is currently just over 247,000 as of October 1, 2005, is likely to reach the 400,000 person mark around the year 2018. If the average of 2.5 persons per household continues, about 64,000 additional dwelling units will be needed at that time. Total build out, which is not expected to be reached until well after the last forecasted year of 2035, will exceed 500,000 people. These forecasts do not take into account the potential for annexation of additional

land into the city or a trend toward increased residential density, which could accelerate current growth patterns.

Population estimates are formally updated every September using a housing unit methodology shared through interlocal agreement by each entity in the valley. Housing units are multiplied by an occupancy rate provided by the United States Postal Service. Occupied housing units are then multiplied by the rate of persons per household, taken from the United States Census.

The City of Henderson's population forecast is based on the same rates of occupancy and persons per household, as well as the future land use plan to predict development of vacant areas. It is anticipated that the current level of growth will be sustained at least through 2015, with a gradual tapering off valley wide as the area reaches maturity. The portion of the valley's population residing in Henderson is predicted to remain close to the current level of 14.5%. The City of Henderson is truly a "Place to Call Home," with residents agreeing that the sense of community is strong here, which is important to our quality of life. Today, Henderson provides for an exceptional quality of life for people who live and work here—with exemplary master planned communities, parks, public safety, educational opportunities, and business and job recruitment.

## Plan Themes

The themes in this Comprehensive Plan highlight areas where Henderson aims to do better—to make this a stronger community than it is today. As our city continues to grow and change, different needs will emerge and we must continually chart a new direction to successfully adapt and continue to thrive. For instance, in our desert environment, it is important to evaluate water use and service areas and establish policies to ensure that citizens have adequate resources to keep pace with demand. In addition, as Henderson begins to reach its limits on available land, new emphasis will be placed on mixed-use development as well as infill and redevelopment.

This chapter highlights the five major themes of the Comprehensive Plan.

Henderson aims to **build community through...**

1. **Balanced Land Uses,**
2. **Quality Development,**
3. **Integrated Desert Environment,**
4. **Connected Places, and**
5. **Arts and Culture.**

These themes tie in with our community's Vision Statement:

### Henderson's Vision Statement

*We envision our city as a fully integrated, progressive, and engaged community of citizens and neighborhoods enjoying premier amenities, services, and opportunities.*

### Theme 1: Balanced Land Uses

*Henderson will build community through a pattern of Balanced Land Uses.*

A community with a balance of land uses has long-term economic stability. Residents need to have employment opportunities as well as a diverse choice of housing and retail services to maintain the city as a vital community. Henderson aims to ensure that an adequate inventory of lands is available so that the city is able to continue to recruit new businesses and provide space for locally expanding companies.





## **Theme 2: Quality Development**

### ***Henderson will build community through Quality Development.***

The City of Henderson is well known for its high quality master-planned communities, exemplary parks, and first-rate civic facilities and services. The city works with developers to provide well-designed and long lasting projects throughout the community. Overall, Henderson residents care a great deal about the appearance and cleanliness of our city.

This theme to build community aims to raise the bar higher on the quality of new design and development. By emphasizing quality development, the city will foster creativity and variety in development projects, promote stable neighborhoods that retain their quality over time, create beautiful public places within our city, and create variety rather than “sameness.” Good design also adds economic value to neighborhoods and commercial areas and contributes to reinvestment.

## **Theme 3: Integrated Desert Environment**

### ***Henderson will build community by integrating the Desert Environment.***



The Mojave Desert is home to many unique desert animals and plants. Especially notable in the desert are its lush washes---the lifelines for the animals and plants. Unfortunately, much of the natural environment has been paved or lost as the Las Vegas Valley has developed. The city wants to curb this trend and find ways to integrate the desert such that natural landscapes weave through the built environment to add beauty, provide wildlife corridors and habitat for birds, and to give our community a unique image and closer identity with our desert environment. Natural and open areas can also provide relief for citizens from the busy, built up areas. To conserve its natural resources for today and tomorrow and to provide beauty and access to the desert landscape, Henderson aims to protect, restore, and conserve these resources. We also recognize in an age of drought and energy shortages, we can ill-afford to waste precious resources if Henderson is to continue to thrive.

## Theme 4: Connected Places

### *Henderson will build community through Connected Places.*

A connected community brings us together through a local and citywide system of pedestrian walkways, bike trails, equestrian trails, public transit opportunities, and functional streets for vehicles. In a connected community, the transportation system is designed in such a way that alternatives to automobile use are possible, and vehicular congestion throughout the community is minimized. Public transit is designed so citizens find it convenient and feel safe and comfortable using it. Connectivity also provides a means of linking neighborhoods and places to one another, and to open spaces, bike trails, to other desirable recreational/outdoor places, and to transit.

When our neighborhoods and places are well-connected, this encourages social interaction and cultural events, allows outdoor experiences to be more spontaneous and accessible, decreases pollution by encouraging alternative transportation modes, and allows for healthier lifestyles by allowing walking and bicycling.



## Theme 5: Arts and Culture

### *Henderson will build community through Arts and Culture.*

Henderson's arts and culture are important aspects of the quality of life in the community. Serving as a basic part of educational and recreational offerings, arts and culture has the ability to strengthen neighborhoods and community involvement. Community art and culture also helps to foster new perspectives and appreciation while making the city a more attractive and appealing environment. For example, this can be as simple as an artistic sign or fence post, a statue, or a public art expression built into the everyday surroundings of the city. Community art and culture should be accessible to the public and have aesthetic, educational, or community-enriching qualities.

Artistic enrichment and cultural opportunity are vital to our community values, quality of life, and economic and social well-being and makes our community a unique and attractive place to live and for visitors to recreate. To build a stronger community, all citizens should have new opportunities for creative involvement, play, and cultural exchange.





# Chapter 2: Balanced Land Use

*A community with a balance of land uses has long-term economic stability. Continuing to make job opportunities, as well as a variety of housing types, available is a top quality of life issue in our community. Henderson aims to ensure that an adequate inventory of lands is available so that the city is able to continue to recruit businesses that provide jobs for residents. Residents need to have employment opportunities as well as a diverse choice of housing and retail services to maintain the city as a vital community.*



## Principles for Building Community through Balanced Land Uses

The Balanced Land Use principles focus on:

- Providing a citywide mix of land uses to accommodate future housing, jobs, recreation, preservation areas, and other needs;
- Promoting economic vitality of the city by targeting and reserving industrial and office land uses;
- Promoting a diverse mix of housing types and neighborhood experiences;
- Promoting infill and redevelopment; and
- Supporting a viable airport.

**Principle 1: Our city will contain a balanced mix of land uses.**

Henderson should contain a diverse mix of residential and non-residential land uses to provide opportunities for employment and retail services within or near neighborhoods in our city.

***Activity Center  
Development Criteria***

The development of designated Activity Centers should meet the following criteria:

**Location**

- Well served by roadway networks with many connections such as freeway and major arterial intersections
- Future transit station
- Must represent a destination or stop along bicycle paths and multi-use trails

**Design**

- Strong pedestrian orientation and connections to adjoining areas
- High quality urban environment
- Shade structures, plazas, open spaces, and other amenities that encourage people to gather and spend time

**Activity**

- Mix of uses
- High-density employment and residential uses
- Public entertainment and interaction

***Activity Center  
Designation***

Activity Centers should be designated on the city’s Future Land Use plan, including existing Activity Centers (such as The District) and proposed Activity Centers (such as Southedge Town Center). New Activity Centers may only be designated by a city-initiated Comprehensive Plan amendment.

**Policy 1.a. Citywide Mix of Uses**

The city should use the Future Land Use Plan and Comprehensive Plan policies as the main tools for guiding decisions about development and growth. The Future Land Use Plan provides for a diverse and integrated mix of uses throughout the entire city, including a balance of residential and non-residential areas. The city will continue to actively monitor the levels of new development and reserve lands for future commercial, industrial, and residential areas, as necessary.

**Policy 1.b. Services and Amenities for Master Planned Communities**

Master Planned Communities should contain a balanced mix of homes, services, and amenities. These services should include fire, police, emergency and medical/health-care facilities, religious facilities, day-care and schools. Additionally, community-fostering amenities such as multi-use playing fields, connective sidewalks, clubhouses, transit, parks, trails, and open spaces should be incorporated into the design of such places.

**Policy 1.c. Designated Activity Centers**

Activity centers serve as important destinations within the city, and are characterized by their location along major travel corridors, high levels of activity, and a high standard of design quality. These places should be designated by the city on the Future Land Use Map, in accordance with the criteria described in the sidebar on this page. The development of designated activity centers as rich, vibrant mixed-use areas should be encouraged by the city through a combination of design guidelines and standards, and possibly incentives such as increased density provisions and streamlined approvals. These centers should be strongly pedestrian oriented, provide ample shade, and use architecture that is at a human scale to make them more inviting and comfortable to our residents.

## Principle 2: Redevelopment and infill will provide new opportunities in Henderson and provide for efficient use of land.

Henderson should encourage the redevelopment of underutilized areas in the city for new housing, retail, employment, and mixed-use opportunities.

### Policy 2.a. Vibrant Downtown City Center

Henderson should continue to promote downtown redevelopment to make the downtown an active and vibrant center for the community. The city should initiate business incentive programs to encourage retention and investments by businesses in the downtown area. The city will also bring vibrancy into the downtown area by actively encouraging tourism opportunities as well as arts and culture in downtown public settings and events.

### Policy 2.b. Plan Future Redevelopment Areas

The city should identify future redevelopment areas based on land values and areas in need of reinvestment and provide incentives to develop these areas. The city should monitor economic vitality at key commercial areas and prepare plans for future redevelopment if needed to assist specific projects and encourage redevelopment.

### Policy 2.c. Promote Mixed-Use Infill

Henderson should identify opportunities for mixed-use infill projects throughout the downtown and existing neighborhoods. The city will encourage new infill development to consider and be sensitive to the character of existing stable neighborhoods. Considerations shall include building scale, placement, size, height transitions, landscape, streetscape, access, and other design measures.



*A vibrant downtown center includes elements of art, pedestrian-friendly design, and active businesses.*



*Infill development will be identified and guided by compatibility standards.*

## Principle 3: Our community will include a diverse mix of housing types and neighborhood choices to support the needs of all residents.

Henderson should offer a variety of well-designed and maintained housing options in different settings—rural, suburban, and more mixed-use and “urban” parts of our community. Residents will have a choice of housing types ranging from large-lot rural homes, single-family neighborhoods, to apartments and lofts in mixed-use districts.

In addition, housing will range in price from “affordable” to “high end.”



*The city is surrounded by desert areas that will need to be designed carefully as growth extends.*



*Housing located above commercial centers increases activity within these areas.*

### **Policy 3.a. Protect Existing Rural Neighborhoods**

The integrity and character of the city’s existing rural neighborhoods should be protected by establishing density transition guidelines for new development near established rural neighborhoods. These design guidelines may include: placing transitions between neighborhoods, such as privately maintained open space, trails, landscaped buffers, and existing natural features; incorporating rural design elements within neighborhoods that are developed at similar rural densities (e.g., fencing, lighting, natural landscaping that are consistent with neighboring rural communities); and ensuring that major arterial or collector streets are located on the perimeter of rural neighborhoods rather than bisecting them with new roads.

### **Policy 3.b. Balance Single and Multi-Family Housing Stock**

Henderson should continue to monitor its housing stock in order to provide a range of single-family and multi-family types of housing that are safe and well-served for all age groups and special-needs groups. This includes a balance of single-family attached and detached, duplex, town homes, and other varieties of higher-density housing such as apartments and condominiums.

### **Policy 3.c. High Density Housing Location and Amenities**

High-density housing, including mid- to high-rise apartments, condominiums, and town homes, should be located near transit, activity and commercial centers, and mixed-use developments as well as being located near arterial and collector streets for optimal accessibility. High-density residential developments should also include features, such as a central courtyard, recreational facilities, or other outdoor community gathering spaces, to enhance its attractiveness and livability.

### **Policy 3.d. Community Workforce Housing as a Viable Option**

Workforce housing is essential to the strength of any community and the city should ensure that this is available in various locations throughout the community. In order to encourage the private sector to provide a mixture of housing types with varied price ranges and amenities, the city should initiate incentive programs such as density bonuses, streamlined development permit

processes, inclusionary programs, allowances for “granny flats”, and administrative approvals. The city should also implement programs that protect the quality and availability of the existing workforce housing supply.

**Policy 3.e. The city will promote and assist in the development of affordable housing, as defined by the United States Department of Housing and Urban Development.**

The city shall take the following measures to ensure an adequate supply of affordable housing is available to meet the needs of its residents.

1. Donating land owned by the City to a nonprofit organization to be used for affordable housing.
2. Requesting to purchase land owned by the Federal Government at a discounted price for the creation of affordable housing pursuant to the provisions of section 7(b) of the Southern Nevada Public Land Management Act.
3. Establishing a trust for affordable housing that must be used for the acquisition, construction or rehabilitation of affordable housing.
4. Providing money, support or density bonuses for affordable housing development that are financed, wholly or in part, with low-income housing tax credits, private activity bonds or money from a governmental entity for affordable housing.
5. Offering density bonuses or other incentives to encourage the development of affordable housing.
6. Providing direct financial assistance to qualified applicants for the purchase or rental of affordable housing.
7. Providing money for supportive services necessary to enable persons with supportive housing needs to reside in affordable housing in accordance with a need for supportive housing identified in the 5-year consolidated plan adopted by the United States Department of Housing and Urban Development for the city pursuant to 42 U.S.C 12705 and described in 24 C.F.R. Part 91.

***What is Workforce Housing?***

Community workforce housing is defined as housing suitable for working families and individuals for households earning between 80% and 120% of an area’s median income. For Henderson, that means between \$46,400 and \$69,500 for a typical household.

**Principle 4: Henderson will continue to be economically vital by maintaining its non-residential land base.**

Henderson is highly successful in efforts to recruit new businesses, strengthen existing businesses, diversify our

local economy, and maintain a pro-business climate. To continue to be economically sustainable, the city will work to maintain a supply of land for primary employment uses, despite market pressures to convert industrial and employment land to other uses.

**Policy 4.a. Employment-Oriented Uses**

The city will seek to maintain an adequate supply of land for uses that provide primary employment by identifying and reserving lands on the Future Land Use Plan map. The city should develop a systematic approach to monitor inventory of suitable lands for employment-oriented uses, in line with the city's Strategic Plan priority to expand the city's economic and employment opportunities by focusing its efforts on recruiting new businesses, strengthening existing businesses, and diversifying our local economy. Additionally, future land use plans should include components to attract target markets as defined by the needs of the city at the time.

**Policy 4.b. West Henderson**

The city will utilize opportunities in the West Henderson area created by the proximity of major thoroughfares and the Henderson Executive Airport to designate lands for primary employment uses. Appropriate locations will give consideration to existing residential uses and the Sloan Canyon National Conservation Area.

**Principle 5: The Henderson airport will continue to be viable for commercial air service.**

As growth continues around the Henderson Airport, the city will continue to work with the airport to plan for compatible adjacent development to ensure long-term viability of the airport. The city will identify compatible and incompatible land uses around the airport, particularly within safety zones (i.e. roadway/aviation noise, over flight traffic).

**Policy 5.a. Maintaining Economic Diversity**

New development around the airport should provide an economic base for the long-term benefit of the residents of Henderson, reflecting the fiscal responsibility of all stakeholders involved. The marketability of the land and planned uses surrounding the airport should reflect compatibility with the uses associated with an airport and the existing non-residential uses. This is an ideal area for the city to provide for an additional tax base that will diversify our economy.



*Non-residential uses such as this office complex contribute to the overall stability of the city.*



*A well-functioning airport contributes to healthy economic growth and stability.*

**Policy 5.b. Transitional Land Uses**

The city should identify a development plan for an appropriate transition between the airport and industrial uses to the surrounding residential areas. This plan should reflect the best interests, not just of the individual property owners, but of the city as a whole.

**Policy 5.c. Residential Growth**

With the amount of growth taking place in the Las Vegas Valley in the late 20<sup>th</sup> century and continuing into the 21<sup>st</sup> century, it is vital that the city prevent additional residentially-planned areas beneath heavily-used flight tracks. These areas should be reserved for compatible land uses that will not hinder the existing and planned operations of the airport.



*Future growth will reflect the interests of all citizens of Henderson.*

# Chapter 3: Quality Development

*The City of Henderson is well known for its high-quality master-planned communities, exemplary parks, and first-rate civic facilities and services. The city works with developers to provide well-designed and long-lasting projects throughout the community. Overall, Henderson residents care a great deal about the appearance and cleanliness of our city.*

*This theme to build community aims to raise the bar further on the quality of new design and development. By emphasizing quality development, the city can foster creativity and variety in development projects, promote stable neighborhoods that retain their quality over time, create beautiful public places within our city, and create variety rather than “sameness.” Good design also adds economic value to neighborhoods or commercial areas and contributes to reinvestment. By continuing to collaborate with the development and business community, as well as our residents, and striving for high quality development, Henderson will continue to be recognized for its livable neighborhoods, diversity of housing opportunities, and vital commercial and business areas.*



## Principles for Building Community through Quality Development

The Quality Development principles focus on:

- Achieving unique and long-lasting neighborhoods;
- Promoting superior business districts and commercial centers (including the downtown);
- Integrating new infill and redevelopment projects with older districts in a seamless fashion;
- Promoting vibrant and attractive mixed-use developments;
- Taking advantage of transit-related opportunities by promoting Transit-Oriented Design in appropriate locations; and
- Making lively, welcoming public spaces throughout our community.

**Principle 1: Each of our neighborhoods will have unique characteristics and will be designed to promote variety.**

Neighborhoods should include unique characteristics that make them distinctly identifiable. These may include design features such as architectural design, variety in housing types, common areas, and other features. Aspects of the natural environment should be incorporated within neighborhoods and developed areas where appropriate (*see also Theme 3: Desert Environment*).

**Policy 1.a. Variety in Neighborhood Design**

New neighborhoods should be varied in design through standards and regulations. These may include such criteria as a variety of lot sizes, building styles and colors; orientation of buildings and garages, roof pitches, and other unique architectural features on homes; and design of neighborhood streets to create variety and aesthetic interest.



*A variety of architectural features (including colors and styles) contributes to the overall aesthetic quality of a neighborhood.*

**Policy 1.b. Variety in Housing Types**

New neighborhoods should include a variety of housing types including single-family detached, attached homes, town homes, stacked dwellings (condominiums and/or apartments), and dwellings located in mixed-use buildings.

**Policy 1.c. Distinct Design of Neighborhood Common Areas**

Neighborhood common areas should include distinct right-of-way landscaping and materials, lights, signage, and other such design elements to distinguish a neighborhood from others (i.e., the areas shared by residents or the “semi-public” streets and amenities).

**Policy 1.d. Integrated Desert Landscape in Neighborhoods**

New neighborhoods should integrate aspects of the natural desert environment as part of the subdivision design, including drainage channels that can serve multiple purposes; for example, recreation, habitat protection, and flood control. Landscape materials in new neighborhoods should be drought tolerant (Xeriscape) and appropriate for a hot, dry climate (*see also Theme 3: Integrated Desert Environment*).



*This signage clearly indicates the entrance to a neighborhood.*

### **Policy 1.e. Enhancement & Stabilization of Established and Older Neighborhoods**

The city should utilize existing programs, (enforcement of Home Owner's Association maintenance requirements, etc.) as well as undertake programs targeted towards enhancement and stabilization of established neighborhoods, such as upkeep and preservation of older housing stock, design standards and guidelines for infill and redevelopment projects to encourage housing diversity, rehabilitation and upkeep of city infrastructure, and assistance for improvements to physical infrastructure.

## **Principle 2: Our neighborhoods will include accessible common spaces and amenities.**

Neighborhoods should contain amenities for residents of all ages, including parks and recreation areas. These common areas should be clearly marked, accessible, and conveniently located within neighborhoods. In addition, residential developments with small lot sizes or higher densities should contain adequate common outdoor space for residents.

### **Policy 2.a. Access to Parks and Recreation Areas**

Neighborhoods should contain neighborhood parks, recreation areas, playgrounds, tot lots, sidewalks on both sides of streets and roadways, off-street trails, and other amenities. These amenities should be clearly marked, accessible, and conveniently located within neighborhoods so that all residents are able to access and enjoy these amenities. In general, regional, community, and neighborhood parks should be developed and maintained as public facilities (to serve the immediate and adjoining neighborhoods), and pocket parks should be developed and maintained as private facilities (to serve the immediate neighborhood area).

Goal 7.4.2.1 of the Parks and Recreation Master Plan states that 5.5 acres of parks per 1000 residents are needed to meet our needs. To ensure an adequate inventory of park space is available, Master Planned Communities, communities created through Development Agreements, or any other equivalent type of development as determined by the Planning Commission shall be required to meet that standard. Community Parks have been identified as a significant facility need, however park space may be comprised of Neighborhood Parks, Community Parks or Open Space, as determined by needs of the area.



*Well-designed public spaces and parks promote opportunities for play.*



*This children's park has been designed to be accessible, in close proximity to homes, and away from traffic.*

### Policy 2.b. Amenities in Higher Density Neighborhoods

Provide centralized neighborhood-gathering spaces and pocket parks in neighborhoods large enough for residents to congregate, especially where lot sizes are small. These shall include landscaped areas that are suitable for children’s play areas, including appropriately-sized turf areas. These facilities should also be designed with safety in mind, following principles of “defensible space” such as appropriately located and designed lighting, fencing, and landscaping. Placing parks in open areas that are easily monitored and accessible will not only promote more use, but also provide a sense of security to their users.



*Commercial areas that separate sidewalks from vehicles increase pedestrian safety.*



*Commercial areas that are well-designed for pedestrians will have features including sidewalks, benches, and crosswalks.*

### Principle 3: Commercial areas will be vibrant and attractive places.

The city is flexible to accommodate the mix of uses that the market demands to make commercial areas economically viable. Commercial areas should be designed to be compatible and integrated with surrounding developments, and they should incorporate design features to provide for the comfort and safety of people.

#### Policy 3.a. Commercial Areas Integrated with Surrounding Developments

Commercial areas should provide transitions for surrounding developments through proper scale of buildings, architectural character, and function and uses. Commercial developments should also include sidewalks and walkways for pedestrians to connect through parking areas to adjacent neighborhoods, commercial areas, and street rights-of-way.

#### Policy 3.b. Attractive Appearance of Commercial Areas

Henderson has a number of attractive commercial developments. The focus for future commercial areas is to develop a site design approach that is oriented toward local streets and public right-of-way, rather than being dominated by parking lots. Commercial developments should include innovative designs with extensive architectural features and building articulation. The design should include extensive features to promote comfort for patrons, with overhangs and walkways for shade.

**Policy 3.c. Transit-Supportive Design**

New development should include transit-supportive design features, including buildings that are located close to the street frontage with entries located close to transit stops; incorporation of transit stops where appropriate; streetscape amenities to enhance the pedestrian environment; and clearly marked pedestrian routes between buildings, transit facilities, and stops.

**Policy 3.d. Commercial Areas Safe and Comfortable for Pedestrians**

Commercial sites should incorporate pedestrian-friendly design, including uninterrupted sidewalks, shade trees, shade structures, landscaping, outdoor seating areas, benches, and other site furnishings. Walkways in commercial areas should be clearly defined and separated from vehicles with safe crosswalks and should be shaded (to the extent possible) and adequately lit for nighttime use.

**Policy 3.e. Desert Landscape in Commercial Areas**

Commercial developments should integrate natural features such as drainages into site designs, and new landscaping should be desert suitable and drought tolerant.

**Policy 3.f. Energy Efficient Commercial Developments**

Commercial developments should incorporate green building techniques and energy-efficient elements in their design (*see also Theme 3: Desert Environment*).

## **Principle 4: Infill projects will seamlessly integrate with existing areas and improve property values.**

Infill should be compatible in scale and use with existing stable areas, and should enhance and improve upon the value of the area. By developing compatibility standards or guidelines for infill development, citizens and the city can work together to promote growth that efficiently uses land.

**Policy 4.a. Compatible Infill for Stable Areas**

In stable areas of Henderson, infill development should be compatible with surrounding neighborhoods. The city will work with neighborhoods to define appropriate projects and compatibility. Key considerations should



*Enhancement projects for stable neighborhoods may include incorporating parks, open spaces, or trail connections.*

include the identification of appropriate transitions between land uses and developments of varying intensities, and incorporation of roadway, park, open space, and trail/pedestrian connections.

**Principle 5: Mixed-use areas will be thoughtfully designed and of high quality.**



*Vertical mixed-use projects can include high-density residential uses that create a distinct community.*

Mixed-use developments offer opportunities for residents to work, live, and play all within one neighborhood or district. To be successful, mixed-use projects should contain a mix of complementary and connected uses (such as retail, offices, and residential), with a variety of densities, as well as lively public spaces. Furthermore, the design of mixed-use areas should emphasize pedestrian comfort and safety and should include and support connections to other parts of the community. Mixed-use development can occur in two primary configurations: *Vertical Mixed-Use* or *Horizontal Mixed-Use*.

*Vertical mixed-use* refers to the integration of two or more land-use types within a building, occurring on different floors, one of which is residential. A typical example of a vertical mixed-use building would incorporate active uses such as stores, offices, and restaurants, at the street level, and residential or office uses on the upper floors.

*Horizontal mixed-use* refers to a pattern where several types of uses or buildings, together with residential, are included, as part of a cohesive development in proximity to each other, with each building containing its own separate use. An example would be a development site that might include an area for residential uses, an office building, and a retail center. They would be designed as a set of coordinated uses, with common parking areas, strong pedestrian connections, and similar design features, but would contain separate uses in each building.

**Policy 5.a. Complementary Uses**

New mixed-use developments should contain complementary and connected uses that are mutually supportive such as lofts and retail uses, residential with commercial and/or office, or hotel and restaurant uses.

**Policy 5.b. Variety of Density**

Mixed-use developments should provide a variety of high-density residential uses that create a distinct community where people of diverse ages and incomes interact on a daily basis. This will allow residents and visitors to take advantage of the pedestrian-oriented environment, and accommodate varying needs within our community.



*Design features such as sidewalks, benches, and landscaping promote pedestrian use.*

**Policy 5.c. Variety of Sizes**

Mixed-use developments may occur at a variety of sizes and scales appropriate to the market they are designed to serve and the context of the area in which they are located.

**Policy 5.d. Transportation Options**

Mixed-use developments should be designed to offer a variety of transportation options, including transit, walking, and bicycling as well as cars.

**Policy 5.e. Public Spaces Designed for Pedestrians**

Mixed-use developments should be designed for pedestrians and should include wide sidewalks, shade trees and structures, benches, lighting, public art, landscaped public spaces such as plazas, ground level retail (with outdoor restaurant seating), appropriately scaled parking lots or garages, and other design features to make them vibrant and inviting places.

**Policy 5.f. Pedestrian Connectivity**

Mixed-use developments should be designed to allow for a continuous pedestrian system. Pedestrian safety as well as links to mass transit should be an integral part of the design of mixed-use developments within the city.



*Trails have the ability to connect neighborhoods while enhancing the overall image of the city.*

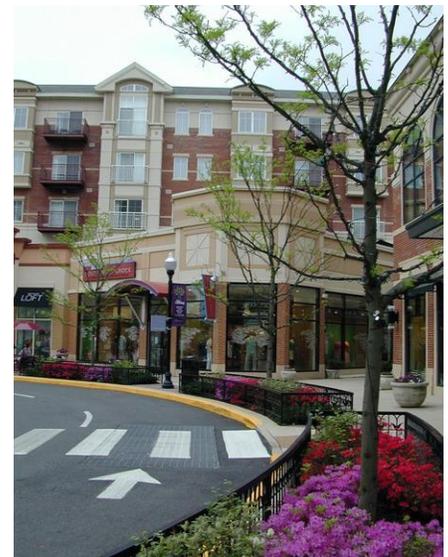
## **Principle 6: Transit-Oriented Development will be encouraged in appropriate locations.**

Transit-oriented development (TOD) is a pedestrian-friendly form of development that is typically focused around a major transit access point such as a light rail or bus rapid transit station. TOD areas should be pedestrian-oriented, provide opportunities for local services and connections to regional and local transit systems, and function as a gathering place for area workers, residents, and visitors. Elements of TOD areas usually include compact, mixed-use development; incorporated transit station (or close proximity to one); and facilities and design that enhance the environment for pedestrians.

**Policy 6.a. Areas Surrounding Transit Stations Designed as Distinctive, Pedestrian-friendly Places**

To become great places for people, TOD areas should:

- Be compactly designed with short blocks (e.g., 400 feet or less is preferred) with buildings that relate to the streets and walkways;



*Distinctive, pedestrian-friendly places such as this development are one of the goals that TOD areas should exemplify. (Arlington, Virginia)*



*TOD areas should provide signage, pedestrian connections, and transit shelters.*

- Be focused around at least one distinctive and attractive public space (e.g., a mini-park or plazas) near the transit station; and
- Include pedestrian facilities and amenities such as wide sidewalks (generous enough in width to allow at least two people to pass each other in opposite directions), attractive and inviting streetscapes, seating, designated crosswalks, trees and landscaping, ground-level retail, park-and-ride opportunities, and other features that help foster a unique identity and encourage walking.

The city should consider developing special streetscape design standards for TOD areas that are compatible with a transit environment.

### **Policy 6.b. Link TOD Areas to the Larger Community**

Provide connected and convenient streets, sidewalks, bicycle lanes, and trail linkages from the TOD area to surrounding areas to allow nearby residents to take advantage of TOD areas without requiring the use of an automobile.

### **Policy 6.c. Residential and Employment Density in TOD Areas Sufficient to Support Transit**

To provide a critical mass of people to support transit, TOD areas should contain enough residential units that are of sufficient density and close proximity to allow the residents to walk to the transit station, and contain employment densities sufficient to generate demand for transit service from walkable locations.

### **Policy 6.d. Identify Transit Corridors in Future Growth Areas**

As the city continues to grow, potential transit corridors and stops should be identified within new developments that can support them. These corridors should be designed and planned in such a way that they connect to existing routes or corridors already in place.



*Nearby housing helps generate enough activity to support transit.*

## **Principle 7: Our public spaces will be attractive and designed to accommodate people.**

Public spaces are the building blocks of a thriving city. Successful public spaces support many activities and uses, are comfortable and attractive, and are accessible. Henderson recognizes the benefits of creating good public spaces. They support the local economy, attract

business, promote tourism and cultural activity, decrease crime, promote public health (through walking), and give identity to our city.

### **Policy 7.a. Public Spaces to Accommodate Social Events and Interaction**

Outdoor public spaces such as plazas and civic centers, should encourage social interaction and foster a distinct sense of place. They should also include amenities that provide comfort and relaxation in all seasons. Above all, Henderson’s public spaces should be interesting, memorable, and reinforce our sense of community.

### **Policy 7.b. Connected Public Spaces**

Trails and walkways should connect public spaces as destinations for bicyclists and pedestrians (*see also Theme 4: Connected Places*).

The Parks and Recreation Master Plan has identified a need for an increased amount of walking and biking trails, particularly in the central, southwest, and northeast regions of the City. The City shall pursue opportunities to increase connectivity and add to the existing trail inventory in those areas through new development, redevelopment, SNPLMA projects, or some other resource.

### **Policy 7.c. Attractive Public Realm to Enhance City’s Image**

The city will continue to enhance its image through high quality design of the public realm, including creating attractive city gateways, preserving views, and providing attractive public right-of-way landscaping.



*Public trails designed to connect with destinations such as this picnic shelter provide added opportunity for social gathering.*

## **Principle 8: Historically significant neighborhoods shall be preserved.**

Our city’s history and reputation of providing high quality neighborhoods for its residents is a sense of pride for the community. As these neighborhoods mature over time, the City shall identify those that are deemed to have cultural, architectural or historical significance in Henderson’s rise from industrial town to full-service city.



*Historic “Welcome to Henderson” Sign*

### Policy 8.a. Survey of Historic Neighborhoods



*Henderson Circa 1953*

Neighborhoods thought to be historically significant should be verified by conducting a survey to document the qualifications of each structure against State and Federal criteria. The City should actively engage in public outreach to enlist and ensure property owner interest and support in the creation of an historic district.

### Policy 8.b. Establishment of Historic Districts and Neighborhoods



*Old Downtown*

In any eligible neighborhood where the City and a significant majority of property owners concur in the desire to establish a historic designation, the City will take measures to accomplish that goal. Those measures could include creating a new zoning district, development standards and design guidelines, incentives, etc., as necessary.

## Principle 9: Above Ground Utilities Will Be Appropriately Located to Minimize Impact on Existing and Future Development

### Policy 9.a Existing Utility Corridors

As required by NRS 278.160(e)(3), the City of Henderson shall plan for the location of transmission lines designed and/or designated to operate at 200 kv or greater that is consistent with any Bureau of Land Management Resource Management Plan, any transmission plan prepared by the Office of Energy, and is coordinated with the plans of adjacent jurisdictions. Utility Providers will locate transmission lines within an established corridor, as depicted on the adopted Above Ground Utility Corridor Map, and in compliance with all zoning and permitting requirements, whenever technically feasible, and when it can be accomplished without undue impact on existing and planned development.



*Example of transmission lines within a corridor.*

### Policy 9.b New Utility Corridors

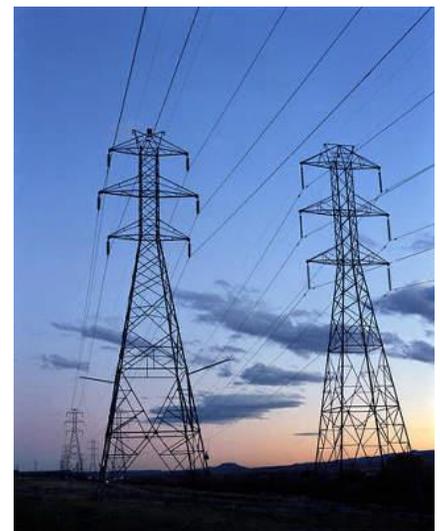
A developer of aboveground utility projects may request an amendment to the Comprehensive Plan to create, amend, or delete utility corridors as designated on the Above Ground Utility Corridor Map. As part of this process, and prior to any public workshops or hearings, the applicant will coordinate with the following entities to ensure consistency and continuity with other aboveground utility plans: any electric transmission service providers within the City of Henderson; adjacent jurisdictions; the Nevada State Office of Energy; and the Bureau of Land Management. The applicant will hold at least one public workshop to discuss the location of the aboveground utility corridors and provide information to the public about proposed changes to the Aboveground Utility Corridor Map. The City Council shall use the following criteria to approve or deny the amendments to the Comprehensive Plan:

- 1) Creation or amendment of corridors must involve cooperation with adjacent jurisdictions, the Nevada State Office of Energy, and the Bureau of Land Management (BLM) to ensure that the aboveground utility plan is consistent with any resource management plan prepared by the BLM, any transmission plan adopted by the Office of Energy or any above ground utility plan of any adjacent jurisdiction;
- 2) Corridors must not conflict with any existing or planned infrastructure or utility projects;
- 3) Proximity of the proposed corridor to any school, hospital, or urban residential area with a dwelling density greater than 2 units per gross acre should be taken into consideration and appropriate setbacks should be applied.
- 4) The project must be designed to ensure safety and minimize the impact on the community.

Upon approval by the City Council, a copy of the Aboveground Utility Plan section, or changes to the Aboveground Utility Plan section, of the Comprehensive Plan must be submitted to:

- 1) The Public Utilities Commission of Nevada, and
- 2) The Nevada State Office of Energy.

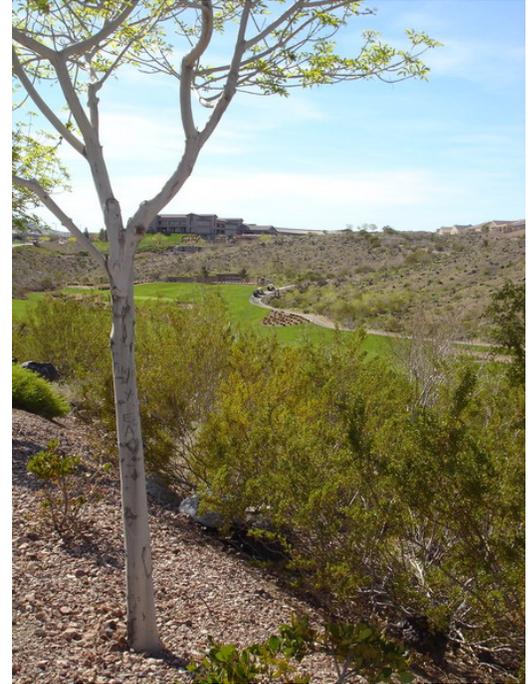
Compliance with all zoning regulations will be required prior to the issuance of any building permits.



*Example of transmission lines within a corridor.*

# Chapter 4: Integrated Desert Environment

*The Mojave Desert is home to many unique desert animals and plants. Especially notable in the desert are its lush washes—the lifelines for the animals and plants. Unfortunately, many of the natural environments have been paved or lost as the Las Vegas Valley has developed. The city wants to curb this trend and instead seek to find ways to respect nature and integrate the desert environment into our community as it grows. The city aims to integrate the desert environment such that natural landscapes weave through the built environment to add beauty, provide recreational access to open space, provide wildlife corridors and habitats for birds, and to give our community a unique image and sense of place. Natural and open areas can also provide relief for citizens from the busy, built up areas. To conserve its natural resources for today and tomorrow, and to provide beauty and access to the desert landscape, Henderson aims to protect, restore, and conserve these resources. We also recognize in an age of drought and energy shortages, we can ill-afford to waste precious resources if Henderson will continue to thrive.*



## Principles for Building Community by Integrating the Desert Environment

The Integrated Desert Environment principles focus on:

- Weaving open space and natural areas within the city's built areas;
- Using beautiful desert-inspired and drought-tolerant landscaping;
- Designing environmentally-sensitive buildings that provide comfort and energy efficiency in the desert environment; and
- Conserving energy and water resources and improving air quality.

**Principle 1: Our community will integrate open spaces and natural features within built places.**

Drainage corridors, trails, open space corridors, and other desert landscape features will weave through neighborhoods and other parts of our city and create a connected network of natural features.

**Policy 1.a. Enhance and Integrate the Open Space System**

Henderson’s open space system will conserve resources, provide relief from the urban setting, and provide both recreational and educational opportunities. Henderson will integrate a system of drainage corridors, utility corridors, trails, open space preservation, and special resources into our neighborhoods and the urban environment.

**Policy 1.b. Long-term Environmental Stewardship**

Environmental stewardship is part of Henderson’s civic responsibility and is vital for the long-term protection and preservation of open space resources and environmentally sensitive areas, including wildlife habitat, significant watercourses, historic or cultural features, and hillsides. The city will preserve and manage such areas through a variety of applicable approaches, including the establishment of management plans, obtaining necessary funding, fostering volunteerism and education, developing partnerships with non-profits, and appropriate enforcement measures.

**Policy 1.c. Provide a Connected Trails System**

The city will provide an uninterrupted trail system that links natural areas and special places within the community to parks, schools, neighborhoods and employment areas. An adequate inventory of trails should be provided to serve the entire population of Henderson and to meet the needs of a wide variety of user groups, including cyclists, hikers, and equestrians.

The benchmark inventory to be reached is 0.4 miles per 1000 residents, as established by the Parks and Recreation Master Plan. Henderson should continue to identify landmark trails, which link regionally significant recreational destinations, to provide unique user experiences.

**Policy 1.d. Well-Designed Storm Drainage Areas**

Storm drainage areas should be integrated into future land use planning to act as “Desert Shorelines” within the built environment. In order to promote the protection of



*Integration of trails, proper drainage, and desert landscaping conserves resources and offers aesthetic value.*



*Multi-use areas serve as both a natural drainage system and a park for equestrian use.*



*A well-designed storm drainage area will protect other areas of the city.*

native habitat areas and provide natural community separators, drainage areas in future growth areas should remain natural to the greatest extent possible, and be restored to more natural conditions in existing areas where feasible. Adequate easements should be provided adjacent to storm-drainage systems and at intersections with roadways. In addition, the design of storm drainage basins should consider joint use with parks and recreation facilities, as well as provisions for emergency and utility maintenance equipment. Design of flood control facilities should involve public participation.

**Policy 1.e. Appropriate Transitions at the “Desert Edge”**

The city will encourage development patterns and design standards at the Desert Edge through provisions for transitions at the desert-urban interface to preserve scenic resources, allow for public access to natural areas, and provide more gradual transitions between developed areas and the desert landscape.



*The transition between the desert edge and urban development must be respected and carefully managed.*

**Policy 1.f. Mojave Desert Education**

In an effort to encourage residents to learn more about, appreciate, and respect the Mojave Desert, the city should increase efforts to promote public education about this unique desert environment through interpretation and programming.



*Wildlife preserves offer the public opportunities for education and recreation.*

**Policy 1.g. Locate and Design Future Development to Avoid Natural Resources**

In order to more effectively protect hillsides, drainage ways, habitat areas, and other sensitive lands, future developments should be located and designed to avoid natural resources such as streams, floodplains, and steep slopes.. In addition, the City of Henderson should actively take part in the Bureau of Land Management auction process to ensure the proper management of these resources.

**Policy 1.h. Continue implementation of Regional Open Space Plan “Via Verde” Vision for Southern Nevada**

Through the development of the Southern Nevada Regional Policy Plan, local agencies and partners have identified a vision of providing an open space system surrounding the entire urban area, which would offer protection of the Valley’s surrounding hillsides and a buffer between these visually significant ridgelines and the urban area. The City of Henderson should continue to collaborate with local agencies, the development



*Open space and surrounding views are valuable resources for all citizens.*

community, and others to implement this initiative known as the “Via Verde” vision.

*Note: Please see the Henderson Open Space Plan for more detailed policies related to the integration of natural areas within built places.*

## **Principle 2: Landscaping in new developments will reflect the desert environment.**

The desert landscape provides inspiration with variety and texture of plants that are also designed to conserve water. Our city will continue to promote the use of regionally appropriate landscape materials.



*This local community garden features native plants that naturally thrive in a desert environment.*

### **Policy 2.a. Encourage Drought Tolerant Plants**

To help ensure the efficient use of our water resources, landscaping in new or converted developments should emphasize drought-tolerant plants. The use of turf should be limited to functional purposes only and not applied as decorative landscaping.

### **Policy 2.b. Efficient Watering Techniques**

In public spaces or recreational common areas deemed appropriate, turf, sub-surface irrigation, or other high efficiency systems should be used to provide for more efficient watering.

## **Principle 3: Buildings will be designed to provide comfort and energy efficiency in the desert environment.**

Through the application of smart and environmentally-friendly building techniques that are especially designed for unique desert environments, the city can look forward to a future of sustainable structures and healthy communities.



*Houses in Civano, Arizona are designed to use less than 50% of the energy of a conventionally built home and utilize solar water heaters.*

### **Policy 3.a. Utilize Green Building Techniques**

Developments within the City of Henderson are encouraged to incorporate green building techniques into their design. These may include solar-based building orientation, use of energy-efficient and/or recycled building materials, use of recycled non-potable water for landscape irrigation, and proper indoor air ventilation systems.

### **Policy 3.b. Encourage Energy Efficient Development**

Energy efficient building design and the achievement of Leadership in Energy and Environmental Design (LEED) standards are encouraged within city developments.

### **Policy 3.c. Protect Water Quality**

Developments should be designed to minimize negative impacts on water quality caused by soil erosion and runoff.

### **Policy 3.d. Integrate Natural Desert Environment In Design**

All developments within the City of Henderson are encouraged to incorporate the natural environment in their site plans and design. Projects should minimize the amount of necessary grading by trying to match topography, thus reducing the need for retaining walls and structures.

## **Principle 4: Henderson will manage its natural resources.**

Henderson will protect and conserve our natural resources for future generations of residents.

### **Policy 4.a. Conserve and Reduce Water Consumption**

The City of Henderson has implemented the “Water Watchers” initiative to increase public awareness of the current drought and the need to conserve water resources. Building upon this effort, the city should encourage homeowners and commercial property owners who redesign landscaping with drought-tolerant plants to reduce their demand for water. As we grow in a manner that recognizes our desert environment, parks will become even more important and will be the “green oasis” in the community.

### **Policy 4.b. Match Water and Wastewater Resources with Growth**

As Henderson continues to grow through infill and development, our demand for water resources will also continue to grow at a rate that may outpace current supplies. The city should continue to identify additional resources and promote conservation to ensure that water needs for future residents and business owners are met.



*Protecting common water resources will ensure future supply of water for drinking, recreation, and industry.*



*A system of sidewalks and trails throughout the city provides ozone-friendly travel options.*

#### **Policy 4.c. Improve Air Quality through Use of Alternative Transportation Modes**

Alternative transportation modes, including walking, bicycling, buses, light rail, and other mass transit such as car and van pooling, should be promoted throughout the city in order to reduce vehicle miles traveled and the resulting emissions. By promoting public awareness and through the proper design and location of streets, buildings (exterior, as well as interior features such as shower facilities for bicyclists, etc.), sidewalks, and trails, present and future communities will have more opportunities for reducing the reliance on motorized vehicles and heightening the safety and comfort levels of pedestrians and bicyclists.

# Chapter 5: Connected Places

*A connected community brings us together through a local and citywide system of pedestrian walkways, bike trails, equestrian trails, public transit opportunities, and functional streets for vehicles. In a connected community, the transportation system is designed in such a way that alternatives to automobile use are possible, and vehicular congestion throughout the community is minimized. Public transit is designed in a way that citizens find it convenient and feel safe and comfortable using it. Connectivity also provides a means of linking neighborhoods and places to one another, and to open spaces, bike trails, to other desirable recreational/ outdoor places, and to transit.*



*When our neighborhoods and places are well-connected, this encourages social interaction and cultural events, allows outdoor experiences to be more spontaneous and accessible, decreases pollution (through alternative transportation modes including walking), and allows for healthier lifestyles by allowing walking and bicycling.*

## Principles for Building Community through Connected Places

The Connected Places principles focus on:

- Ensuring connections at the local and regional levels through local streets and sidewalks that link neighborhoods together; and
- Promoting development of public transportation and land uses to support it.

**Principle 1: Our neighborhoods will be connected through local streets, sidewalks, and trails.**

New developments should provide local street, pedestrian, and bicycle connections between neighborhoods and to services, parks, and transit.



*This development shows multiple travel options (path, sidewalk, street).*



*Local streets allow residents to have a safer pedestrian experience.*



*This automobile-free area of Lake Las Vegas allows a unique pedestrian experience.*

**Policy 1.a. New Developments Provide Multiple Options for Travel**

Future development will be planned to accommodate pedestrians and bicycles along all streets via an enhanced network of connected sidewalks (on both sides of the street) that includes crosswalks, benches, signs, and shelters. Streets should be as narrow as possible to reduce vehicle speeds and improve the pedestrian environment and increase pedestrian safety, but still allow for emergency vehicle access requirements and accommodate multiple utility uses (i.e. water, sewer, storm, etc.). Narrower streets will provide space to develop routes for other modes of transportation, such as bicycle lanes and wider sidewalks with landscape buffers. Whenever possible, sidewalks and bikeways should be detached and wide enough to accommodate various pedestrian and bicycle uses, as well as multiple directions of travel.

**Policy 1.b. Neighborhood Streets Kept as Local Streets**

Local streets are an integral part of a larger network of routes and Henderson should ensure that they be designed to provide access to neighborhoods, shops, and businesses. While neighborhood streets will be extensively interconnected to foster movement, they should also be designed to protect neighborhoods from high-speed, cut-through traffic.

**Policy 1.c. Pedestrian and Bicyclist Activity Promoted**

Henderson’s downtown, activity centers, shopping areas, and transit stations will give equal consideration to the pedestrian and bicyclist during the design of such places. By minimizing the width of local streets (while still allowing for emergency vehicles); adding pedestrian amenities (such as sidewalks, crosswalks, and clearly marked signs); shortening block lengths and adding through-block connections; the city will provide direct walkway and bicycle routes to schools, parks, and community facilities.

**Policy 1.d. Connected Community Design**

The city should promote neighborhood designs that foster multiple connections instead of restricting them. By limiting the future development of cul-de-sacs, gated developments, or other designs that restrict connectivity, more neighborhoods will be networked through a system of trails, sidewalks, local streets, and other direct multi-modal linkages.

**Policy 1.e. Clearly Marked Destination Trails**

The city should ensure that it has a well-distributed system of local trails and that these trails are an adequate width with ample, clear connections to open space and parks. Additionally, trails should be designed as destination facilities for recreation, and should be primarily located within drainage ways or other corridors that provide a safe and uninterrupted experience.

**Policy 1.f. Recreational and Equestrian Trails**

The city will pursue opportunities for recreational trails on surrounding public lands. The city will also include trails with equestrian opportunities in appropriately designated places, such as rural areas and public lands.

**Policy 1.g. Connected Trail System**

The city shall ensure that the development of its various trail systems (i.e., recreational trails, destination trails, and sidewalks) is integrated so that we have a connected system that is viable for both travel and recreation.

Trails shall be required and constructed in accordance with adopted land use plans, the Master Streets and Highways Plan, and the Parks and Recreation Master Plan to ensure that they align appropriately, have safe crossings at streets and interchanges, and are of appropriate width.

**Policy 1.h. Compatible Infill Includes Pedestrian Linkages to Existing Networks**

When the development of new housing or other buildings on scattered vacant sites in a built-up area occurs, it is important that this infill be sensitive not only to the established character of the surrounding area, but also to the established network of sidewalks and trails. New developments should continue to promote pedestrian activity through smaller block sizes. When longer blocks are already in place, mid-way pedestrian walkways will be inserted.



*This trail marker is both clear and reflects the desert environment.*



*Trails can serve the city both as a recreational facility and a means of travel by walking or bicycling.*

**Principle 2: Our arterial street system will foster connectivity to destinations around the community.**

Arterial streets will serve as primary connectors between areas of the city and to the larger region.



*Arterials with bike lanes and traffic signals create a safer environment for pedestrians and cyclists.*

**Policy 2.a. Efficient Arterial Streets**

The city should continue to utilize its arterial streets for efficiently moving vehicles throughout the city. Where necessary, the city should construct arterial street connections to reduce cut-through traffic in neighborhoods and provide better traffic flow to all areas of the city. Other considerations regarding arterial streets should include street widening, additional turn lanes, traffic signal timing and progression projects, and intersection improvements. The Regional Transportation Commission of Southern Nevada provides alternative street standards for use by developers.

**Policy 2.b. Amenities for Arterial Streets**

Arterial streets should include detached sidewalks with a significant separation between the curb and sidewalk and safe crosswalks to provide an attractive and safe environment for pedestrians and bicyclists. These sidewalks should be linked throughout the city to ensure a seamless network for alternative modes of transportation, recreation, and outdoor fitness. They should clearly communicate interactivity with vehicles through use of signage, pavement materials, grade separations, and other means.

**Principle 3: Community destinations will be linked by transit and a balanced transportation system.**

Our transportation network will include a balanced system of roadways, regional transit, and bicycle and pedestrian facilities.



*A well-developed bus system allows alternative modes of travel throughout the city.*

**Policy 3.a. Transit Linkages**

Development of future transit linkages will continue to promote the bus system and regional rail transit as efficient and viable alternatives to automobile transportation. The city will continue to work with the Regional Transportation Commission of Southern Nevada (RTC) to identify appropriate transit technologies for the Las Vegas Valley and be part of the planning for the Regional Fixed Guideway System.

**Policy 3.b. Public Transit Accessibility & Connectivity**

Pedestrian access to public transit should be consistent and clearly marked throughout the city in order to promote awareness and use. Particular emphasis shall be placed on neighborhood pedestrian access and walkability to transit stops. Shelters for pedestrians and bicyclists should be added to all mass-transit stations.

**Policy 3.c. Coordinated Master Transportation Plan**

To promote consistency, connectivity, and functionality, the Master Streets and Highways Plan and the Master Bicycle Plan and Trails Plan shall be incorporated into an overall Master Transportation Plan. Interdepartmental collaboration and review will ensure that each facet of transportation is reflected and conveyed accurately across all documents.



*Connectivity of the Master Bicycle Plan provides a means of linking neighborhoods and places to one another.*



# Chapter 6: Arts and Culture

*Henderson's arts and culture are important aspects of quality of life in the community. Serving as a basic part of educational and recreational offerings, arts and culture has the ability to strengthen neighborhoods and community involvement. Community art and culture also helps to foster new perspectives and appreciation while making the city a more attractive and appealing environment. For example, this can be as simple as an artistic sign or fence post, a statue, or a public art expression built-in into the everyday surroundings of the city. Community art and culture should be accessible to the public and have aesthetic, educational, or community-enriching qualities.*



*Artistic enrichment and cultural opportunity are vital to our community values, quality of life, and economic and social well-being and makes our community a unique and attractive place to live and for visitors to recreate. To build a stronger community, all citizens should have new opportunities for creative involvement, play, and cultural exchange.*

## Principles for Building Community through Arts and Culture

The Arts and Culture principles focus on:

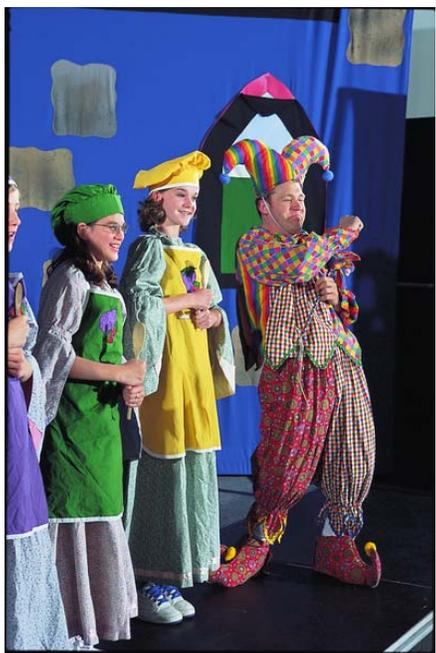
- Encouraging community art and culture by strengthening support of public programs;
- Creating public spaces for arts and cultural events to take place; and
- Bringing arts and culture to everyday settings in our city, making it an enriching and vital place to live and work.

**Principle 1: Our community will promote, encourage, and stimulate community art and cultural development.**

Henderson recognizes that arts and culture are important elements in our vision for the community, and we will work as a city to promote opportunities for participation in art and cultural activities throughout our community. We will seek to develop “marquee features” that create a distinct sense of place, including such features as gateways, community squares and performance places, and other active areas.



*Outdoor activities connected with holiday events add festivity and foster community interactions.*



*Community theatre or other programs for children allow art and cultural experiences.*

**Policy 1.a. Increased Arts & Culture Availability**

Educational and recreational opportunities for all ages will be provided in both citywide and neighborhood settings through various means, such as public art displays, classes, special events, and cultural activities. The city will work with public and private partners to identify areas that may be underserved or neglected and provide plans to make these programs available and affordable to all citizens.

**Policy 1.b. Maximizing Public Involvement**

Programs should be coordinated in such a way that activities coincide with appropriate holidays, special events, or other public events. Aligning these programs will help to maximize benefits to the public by increasing accessibility and visibility.

**Policy 1.c. Neighborhood Revitalization**

Where appropriate, the city should use art in efforts to revitalize neighborhoods by providing aesthetic improvements and economic stimuli, such as retail attractions or employment opportunities. Special neighborhood events should be organized in such a way that there are benefits for the residents in the neighborhood. Arts and cultural events should promote a sense of pride and ownership of the residents.

## Principle 2: Our community will support development of public spaces that promote participation in local gathering and cultural events.

By promoting continued development of lively and attractive public spaces, the city can promote cultural events. The city will support development of community squares, plazas, and recreation and community centers that allow for community gatherings and that are venues to display public art.

### Policy 2.a. Public Gathering Places

The city should support the development of a variety of public spaces, from small plazas to large parks, to foster a variety of social gatherings and cultural events. While Henderson has been very successful at providing venues for large social gatherings, we should also focus on smaller public spaces throughout the community that will promote this type of interaction in our neighborhoods.

### Policy 2.b. Artistic Involvement

To the extent possible, the city will provide venues for artistic and cultural displays in our parks, civic centers, rights-of-way, transit stations, and other public spaces. Architectural design of these facilities will consider and attempt to incorporate any unique characteristics of the surrounding area in order to portray or reflect the traits of the neighborhood. The city should also promote local special events and rotating displays in order to provide a range of exposure for our residents. Local artists and designers should be involved at an early stage of design for community arts and cultural facilities and events.



*Public spaces should be designed to accommodate outdoor social gatherings or performances.*



*Community art can add character to all aspects of a city, such as this bus shelter. (Tempe, Arizona.)*

## Principle 3: Parks will provide access to arts and culture.

The city's parks and recreation facilities will include opportunities for display of public art, and will include venues for performing arts, both formal and informal.

### Policy 3.a. Welcoming Environment

The city will develop guidelines for facilities within public spaces that can accommodate optimal presentation and display of performing and visual arts. These venues should assist in providing a warm welcome and safe atmosphere for residents using the facility.



*Well-designed facilities are safe and allow optimal presentation.*



*Open lawn venues provide a more casual setting for citizens to enjoy a performance.*

### **Policy 3.b. Increased Use of Public Spaces**

It is important that citizens have places where they feel comfortable in gathering. By providing local park venues, facilities with appropriate amenities, and dedicated spaces, the city is encouraging local citizen groups to convene and participate in community arts and cultural activities.

### **Policy 3.c. Performance Venues**

When possible, public facilities should provide opportunities for the performing arts, both organized and casual, such as amphitheaters, open lawns, natural stages, and other provisions as appropriate.

# Chapter 7: Land Use Plan

## Land Use Plan Introduction

The City of Henderson's Land Use Plan consists of a Future Land Use Map and Land Use Category descriptions for Residential, Non-Residential, and Other (which includes Public and Semi-Public Uses and Planned Community). This chapter details each land use category and includes a listing of primary and secondary uses, a description of the general characteristics and location of each land use type, and the range of allowable densities (when applicable).

At the end of this chapter, a summary table of the various land use categories serves as a quick reference guide.

## Residential Categories

Henderson's residential areas have a variety of characteristics and densities. The locations of residential areas are designed to be compatible with existing and proposed development and site constraints; however, in some cases the densities listed may not be achievable given unique conditions. The City will determine appropriate density during the development review process, taking into consideration site constraints and adjacent development. The Plan represents a shift towards a more flexible, neighborhood-oriented approach to residential development than is typical of more recent development patterns in the community. The intent, where appropriate, is to encourage new neighborhoods to incorporate a diversity of housing (both in terms of housing type and density) and an array of services, such as shopping, schools, and parks that can meet many residents' day-to-day needs within a close proximity.

### Very Low Density Residential (VLDR)

*Primary Uses: Single-family detached residences.*

#### *Secondary Uses:*

Open space, trails, schools, places of worship, and other public facilities. Appropriate for residents interested in a more open-space lifestyle, custom-built homes, equestrian uses, fewer public street lights and sidewalks, and no mandatory Conditions, Covenants, and Restrictions (CC&Rs) or homeowner's associations.



*Very Low Density Residential (example)*

***Characteristics and Location:***

Generally located in areas near trail access and the mountainous regions around the city, these areas will offer the preservation and development of rural neighborhoods. Modified street sections and a reduction in light pollution (by reducing adjacent nighttime activities and street and house lighting) may be offered to allow for a less urban environment conducive to the pastoral setting citizens residing here desire.

***Density:***

Up to 2 units per gross acre.

VLDR ZONING DISTRICTS	DENSITY
DH (Development Holding)	1 unit per 5 gross acres
RS-1 (Single-Family Residential)	1 unit per gross acre
RS-2 (Single-Family Residential)	2 units per gross acre
PS (Public and Semipublic)	----

**Low Density Residential (LDR)**



*Low Density Residential (example)*

***Primary Uses: Single-family detached residences, single-family attached residences, mobile home estates.***

***Secondary Uses:***

Open space, trails, schools, places of worship, and other public facilities. This is the broadest category in terms of both land area and allowable density, providing for typical suburban development with considerations for adjacent land uses.

***Characteristics and Location:***

This designation will be located throughout the city in appropriate areas. Sites adjacent to rural neighborhoods are expected to properly buffer those neighborhoods with lower densities. Projects located around commercial or industrial areas should be properly buffered to protect both the interests of the residents and the business owners.

***Density:***

Up to 8 units per gross acre.

LDR ZONING DISTRICTS	DENSITY
DH (Development Holding)	1 unit per 5 gross acres
RS-1 (Single-Family Residential)	1 unit per gross acre
RS-2 (Single-Family Residential)	2 units per gross acre
RS-4 (Single-Family Residential)	4 units per gross acre
RS-6 (Single-Family Residential)	6 units per gross acre
RS-8 (Single-Family Residential)	8 units per gross acre
RMH Mobile Home Residential	8 units per gross acre
PS (Public and Semipublic)	--

### Medium Density Residential (MDR)

*Primary Uses: Single-family detached efficiency lot residences, single-family attached residences, mobile homes, cluster housing, duplexes, townhouses, condominiums, apartments, and other multi-family residences.*

**Secondary Uses:**

Open space, trails, schools, places of worship, and other public facilities.

**Characteristics and Location:**

Appropriate locations for this type of development can be found near more urban areas with activity centers. Landscaped open space should be provided for residents.

**Density:**

Up to 16 units per gross acre.



Medium Density Residential (example)

MDR ZONING DISTRICTS	DENSITY
DH (Development Holding)	1 unit per 5 gross acres
RMH (Mobile Home Residential)	8 units per gross acre
RS-8 (Single-Family Residential)	8 units per gross acre
RM-10 (Medium-Density Residential)	10 units per gross acre
RM-16 (Medium-Density Residential)	16 units per gross acre
PS (Public and Semipublic)	--



High-Density Residential (example)

## High Density Residential (HDR)

**Primary Uses:** Cluster Housing, duplexes, townhouses, condominiums, apartments, and other multi-family residences.

**Secondary Uses:**

Open space, trails, schools, places of worship, and other public facilities.

**Characteristics and Location:**

High Density Residential should be located in and around urban settings that provide non-residential services to the residents. They are generally found in areas that offer mobility, including along collector or arterial streets or near transit centers. Private recreational facilities should be provided in the project, such as: swimming pools, tot lots, and landscaped open space.

**Density:**

Up to 36 units per gross acre.

HDR ZONING DISTRICTS	DENSITY
RH-24 (High-Density Residential)	24 units per gross acre
RH-36 (High-Density Residential)	36 units per gross acre
PS (Public and Semipublic)	--

## Downtown Low-Density Residential (DRL)

**Primary Uses:** Single-family detached residences.

**Secondary Uses:**

Open space, trails, places of worship, and other public facilities.

**Characteristics and Location:**

Located in the downtown area, the purpose of this category is to improve the quality and visual appearance of the area while providing opportunities for low-density residential development on smaller lots. The category is intended to preserve the general character of existing residential development in downtown neighborhoods, while encouraging compatible infill development and redevelopment.

**Density:**

Based on specific criteria – see the City of Henderson Development Code.

DRL ZONING DISTRICTS	DENSITY
DRL (Downtown Low-Density Residential)	--

**Downtown Medium-Density Residential (DRM)**

*Primary Uses: Single-family attached residences, townhouses, condominiums, and other multi-family residences.*

**Secondary Uses:**

Open space, trails, places of worship, and other public facilities.

**Characteristics and Location:**

Located in the downtown area, the purpose of this category is to encourage a greater mix of housing types by allowing single-family attached homes on individual small lots. A greater number of housing opportunities results in more people to support and invigorate the downtown area at all hours of the day and night.

**Density:**

Based on specific criteria – see the City of Henderson Development Code.

DRM ZONING DISTRICTS	DENSITY
DRM (Downtown Medium-Density Residential)	--
DR (Downtown Residential)	--

**Downtown High-Density Residential (DRH)**

*Primary Uses: Single-family attached residences, townhouses, condominiums, apartments, and other types of multi-family residences.*

**Secondary Uses:**

Open space, trails, places of worship, and other public facilities.



*Downtown High-Density Residential (examples)*

***Characteristics and Location:***

Located in the downtown area, the purpose of this category is to encourage a greater mix of housing types and to increase the number of residents by providing opportunities for high-density residential uses.

***Density:***

Based on specific criteria – see the City of Henderson Development Code.

DRH ZONING DISTRICTS	DENSITY
DRH (Downtown High-Density Residential)	--

**Rural Neighborhood Preservation 1 (RNP-1)**

***Primary Uses: Single-family detached residences.***

***Secondary Uses:***

Open space, trails, schools, places of worship, and other public facilities. Appropriate for residents interested in a more open-space lifestyle, custom-built homes, equestrian uses, fewer public street lights and sidewalks, and no mandatory Conditions, Covenants, and Restrictions (CC&Rs) or homeowner’s associations.

***Characteristics and Location:***

Generally located in areas populated with residents that have a common interest in more open-space lifestyles than experienced in urban neighborhoods. The intent of this district is to preserve the rural character of the neighborhood by identifying and maintaining the density unique to each of these rural neighborhoods. This is accomplished by adhering to the criteria set forth in the City of Henderson’s Rural Neighborhood Overlay District found in the Development Code.

***Density:***

1-5 acres per dwelling

RNP-1 ZONING DISTRICTS	DENSITY
DH (Development Holding)	1 unit per 5 gross acres
RS-1 (Single-Family Residential)	1 unit per gross acre
PS (Public and Semipublic)	--



*Rural Neighborhood Preservation (examples)*

## Rural Neighborhood Preservation 2 (RNP-2)

*Primary Uses: Single-family detached residences.*

### **Secondary Uses:**

Open space, trails, schools, places of worship, and other public facilities. Appropriate for residents interested in a more open-space lifestyle, custom-built homes, equestrian uses, fewer public street lights and sidewalks, and no mandatory Conditions, Covenants, and Restrictions (CC&Rs) or homeowner's associations.

### **Characteristics and Location:**

Generally located in areas populated with residents that have a common interest in more open-space lifestyles than experienced in urban neighborhoods. The intent of this district is to preserve the rural character of the neighborhood by identifying and maintaining the density unique to each of these rural neighborhoods. This is accomplished by adhering to the criteria set forth in the City of Henderson's Rural Neighborhood Overlay District found in the Development Code.

### **Density:**

0.5-5 acres per dwelling

RNP-2 ZONING DISTRICTS	DENSITY
DH (Development Holding)	1 unit per 5 gross acres
RS-1 (Single-Family Residential)	1 unit per gross acre
RS-2 (Single-Family Residential)	2 units per gross acre
PS (Public and Semipublic)	--

## Non-Residential Categories

The non-residential categories on the Land Use Plan have a variety of uses, development intensities, and characteristics. The development and uses are designed to be compatible with existing and proposed development, site constraints, and market demand. The commercial and industrial categories are described below. The following sections describe the various non-residential land use categories contained in the Plan.

### Commercial (COM)



*Commercial use example*

**Primary Uses:** *Commercial services such as banks, restaurants, grocery stores, office complexes, theaters, and repair services. The Commercial designation is intended to provide a location for more intense commercial uses that will serve a broader population than the immediate neighborhood.*

**Secondary Uses:**

Open space, recreational amenities, trails, and other public facilities.

**Characteristics and Location:**

The Commercial designation should be located at major intersections such as a highway and an arterial street or two arterial streets. They may also be located along major arterial streets.

COM ZONING DISTRICTS	DENSITY
CC (Community Commercial)	--
CO (Commercial Office)	--
CN (Neighborhood Commercial)	--
CH (Highway Commercial)	--
CA (Auto Mall Commercial)	--
MN (Neighborhood Mixed-Use)	--
MC (Corridor/Community Mixed-Use)	--
MR (Regional Mixed-Use)	--

## Tourist Commercial (TC)

*Primary Uses: Hotels, resorts, and mixed-use residential/commercial developments.*

### **Secondary Uses:**

Open space, trails, recreational amenities, trails, places of worship, and other public facilities.

### **Characteristics and Location:**

Located in areas that will serve the local community as well as tourists, convention attendees, and other visitors to Henderson. This district should be found in the regions of the city that foster tourist activities, including gateways and major attractions.



*Tourist Commercial use (example)*

TC ZONING DISTRICTS	DENSITY
CT (Tourist Commercial)	--
CC (Community Commercial)	--
MC (Corridor/Community Mixed-Use)	--
MR (Regional Mixed-Use)	--

## Transit Oriented Development (TOD)

*Primary Uses: Multi-family residential and mixed-use residential/commercial developments.*

### **Secondary Uses:**

Trails, parks, and other public facilities.

### **Characteristics and Location:**

Generally located within ½ mile of major transit corridors and stops, these areas are intended to accommodate a compact pattern of mixed-use development with medium to high densities. Densities will vary by the location and size of the development, as well as the surrounding neighborhood context. Most intense development should generally be concentrated within ¼ mile of transit stops to promote transit ridership and encourage pedestrian activity.

Reduced parking requirements and other incentives may be provided to promote transit-supportive development intensities and a broader mix of uses.



*Transit-Oriented Development (example)*

TOD ZONING DISTRICTS	DENSITY
MC (Corridor/Community Mixed-Use)	Single Use Residential: minimum 15 (or 30 in activity centers) units per gross acre Non-residential/Mixed-use: Up to 3.0 FAR. Varies by location and mix of uses.
RH-36 (High-Density Residential)	36 du (max.) per gross acre

### Neighborhood Commercial (NC)



Neighborhood Commercial (example)

**Primary Uses:** High quality office (low rise), neighborhood retail, and neighborhood services.

**Secondary Uses:**

Open space, trails, recreational amenities, places of worship, and other public facilities.

**Characteristics and Location:**

Generally located at the intersection of two arterial streets or an arterial street and a collector street, the Neighborhood Commercial category includes retail centers that provide shopping and services to the surrounding neighborhoods and areas.

NC ZONING DISTRICTS	DENSITY
CN (Neighborhood Commercial)	--
CO (Commercial Office)	--
MN (Neighborhood Mixed-Use)	--

### Downtown Highway Commercial (DHC)

**Primary Uses:** Commercial, retail, government and private offices, and visitor accommodations.

**Secondary Uses:**

Places of worship, schools, parks, trails, and other public facilities.

**Characteristics and Location:**

Located in the downtown area, the purpose of this category is to create an inviting gateway to the downtown that transitions from auto-oriented uses on Lake Mead Parkway and Boulder Highway to the more pedestrian-oriented Downtown Core Commercial category

by consolidating smaller lots and providing access from arterial streets.

DHC ZONING DISTRICTS	DENSITY
DHC (Downtown Highway Commercial)	--
DX (Downtown Mixed Use)	--

## Downtown Core Commercial (DCC)

*Primary Uses: Pedestrian friendly commercial, retail, office, arts, and entertainment.*

**Secondary Uses:**

Places of worship, schools, parks, trails, and other public facilities.

**Characteristics and Location:**

Located in the downtown area, the purpose of this category is to create an attractive, pedestrian-oriented environment that functions as the shopping, office, arts and entertainment center of downtown.



*Downtown Core Commercial (example)*

DCC ZONING DISTRICTS	DENSITY
DCC (Downtown Core Commercial)	--
DX (Downtown Mixed Use)	--

## Business Industrial (BI)

*Primary Uses: Industrial, warehousing, manufacturing, and business parks.*

**Secondary Uses:**

Supporting retail and office, open space, trails, and other public facilities.

**Characteristics and Location:**

The Business Industrial category is meant to be in less-invasive areas of the city, typically where regulations are less restrictive to allow typical industrial uses to take place. Surrounding residential should be limited and appropriately buffered from the effects of the industrial use.



*Business Industrial Use example*

<b>BI ZONING DISTRICTS</b>	<b>DENSITY</b>
IP (Industrial Park)	--
IL (Light Industrial)	
IG (General Industrial)	

### **Light Business Industrial (LBI)**



*Light Business Industrial Use (example)*

**Primary Uses:** *Light industrial, light warehousing, manufacturing, and business parks.*

**Secondary Uses:**

Associated retail, office, open space, trails, and other public facilities.

**Characteristics and Location:**

Similar to the Business Industrial district, this designation should be located in less invasive areas of the city, but with less intense uses, and can be situated closer to residential and other commercial uses. Light Business Industrial uses are meant to encourage development that will minimally impact the surrounding area

<b>LBI ZONING DISTRICTS</b>	<b>DENSITY</b>
IP (Industrial Park)	--
IL (Light Industrial)	

## Other Categories

### Public and Semi-public (PS)

*Primary Uses: Parks, libraries, community centers, fire stations, utilities, open space, trails, and other public uses.*

**Secondary Uses:**

Hospitals, government offices, schools, places of worship, and cultural institutions.

**Characteristics and Location:**

The purpose of this category is to provide community services to the surrounding areas. The location of such facilities is reliant on the character of the neighborhood, community, or region that the particular facility will serve.



Public Use (example)

PS ZONING DISTRICTS	DENSITY
PS (Public and Semipublic)	--

### Downtown Public (DP)

*Primary Uses: Cultural institutions, government offices, hospitals, parks, community services, schools, and conventions.*

**Secondary Uses:**

Places of worship, open space, trails, and other public facilities.

**Characteristics and Location:**

Located in the downtown area, the purpose of this category is to provide an attractive, functional arts and entertainment hub, government services, recreational opportunities, and medical services for downtown Henderson.



Downtown Public Use (example)

DP ZONING DISTRICTS	DENSITY
DP (Downtown Public)	--

## Planned Community (PC)

*Primary Uses: Dependent on the final development agreement, this area should develop with ideas and projects that are modern and innovative, following the best planning practices available as the venture moves forward.*

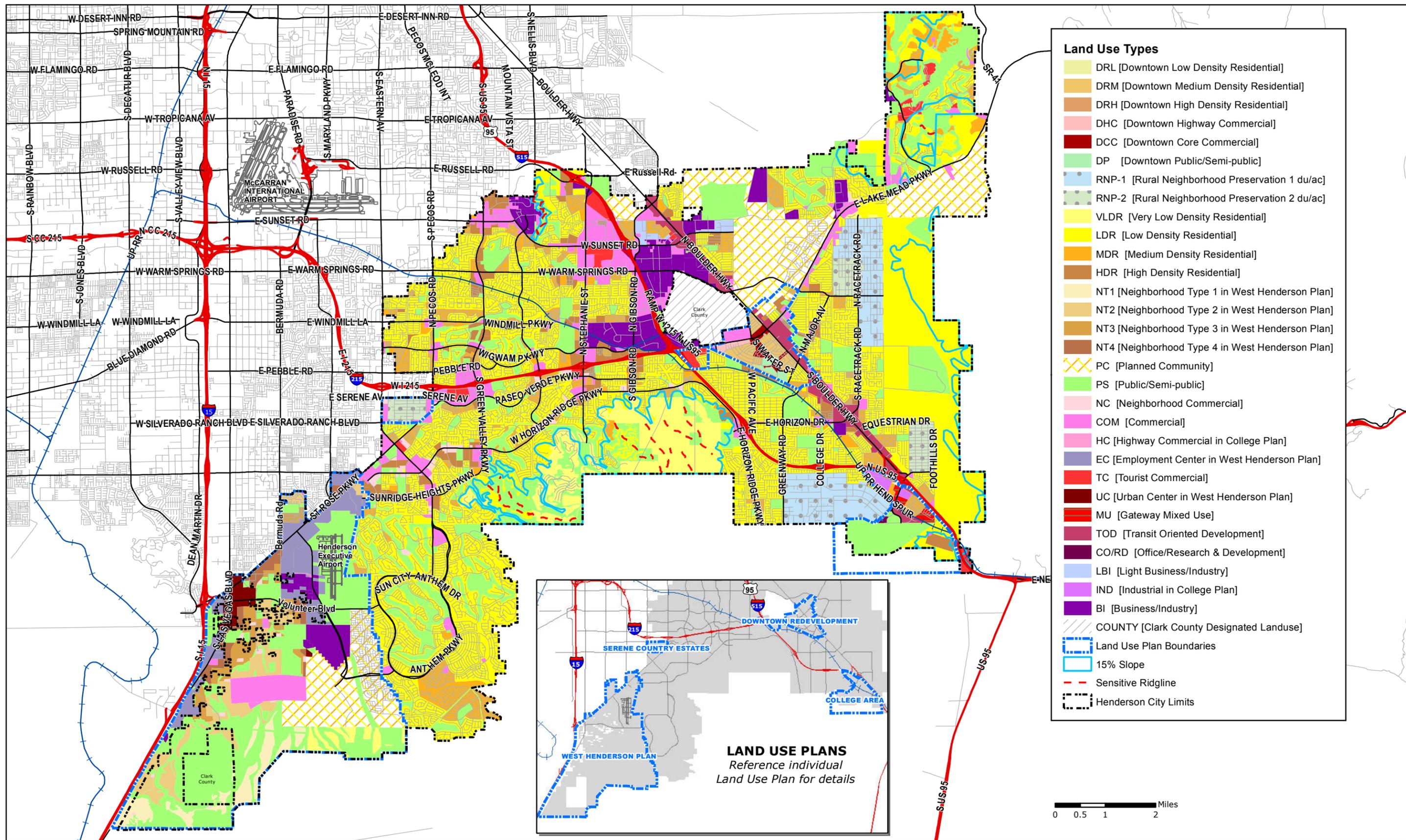
**Secondary Uses:**

(Not applicable.)

**Characteristics and Location:**

Typically found on large tracts of vacant land, the purpose of this category is to ensure comprehensive planning of the area to create efficient and stable developments offering a combination of planned uses. This designation gives maximum flexibility to the City Council and the developer in implementing a development agreement that is in the best interests of the community and provides all the necessary facilities and amenities for the subsequent development of the land.

PC ZONING DISTRICTS	DENSITY
PC (Planned Community)	--



- Land Use Types**
- DRL [Downtown Low Density Residential]
  - DRM [Downtown Medium Density Residential]
  - DRH [Downtown High Density Residential]
  - DHC [Downtown Highway Commercial]
  - DCC [Downtown Core Commercial]
  - DP [Downtown Public/Semi-public]
  - RNP-1 [Rural Neighborhood Preservation 1 du/ac]
  - RNP-2 [Rural Neighborhood Preservation 2 du/ac]
  - VLDR [Very Low Density Residential]
  - LDR [Low Density Residential]
  - MDR [Medium Density Residential]
  - HDR [High Density Residential]
  - NT1 [Neighborhood Type 1 in West Henderson Plan]
  - NT2 [Neighborhood Type 2 in West Henderson Plan]
  - NT3 [Neighborhood Type 3 in West Henderson Plan]
  - NT4 [Neighborhood Type 4 in West Henderson Plan]
  - PC [Planned Community]
  - PS [Public/Semi-public]
  - NC [Neighborhood Commercial]
  - COM [Commercial]
  - HC [Highway Commercial in College Plan]
  - EC [Employment Center in West Henderson Plan]
  - TC [Tourist Commercial]
  - UC [Urban Center in West Henderson Plan]
  - MU [Gateway Mixed Use]
  - TOD [Transit Oriented Development]
  - CO/RD [Office/Research & Development]
  - LBI [Light Business/Industry]
  - IND [Industrial in College Plan]
  - BI [Business/Industry]
  - COUNTY [Clark County Designated Landuse]
  - Land Use Plan Boundaries
  - 15% Slope
  - Sensitive Ridgeline
  - Henderson City Limits



This map is offered as a general reference guide only. Neither warranty of accuracy is intended nor should any be assumed. Land Use data per City Council: 4/19/2016. [//gis/workareas/landuse/mxds/all\\_landuse\\_11x17](#)

# Future Land Use Plan for the City of Henderson, Nevada



Community Development & Services  
 Geographic Information Services  
 (702) 267 - 1500  
 April 2016

# Summary of Land Use Categories

RESIDENTIAL			
LAND USE CATEGORY	ZONING DISTRICTS	USES AND DENSITY	CHARACTERISTICS & LOCATION
Very Low Density Residential (VLDR)	<p><u>DH (Development Holding)</u></p> <p><u>RS-1 (Single-Family Residential)</u></p> <p><u>RS-2 (Single-Family Residential)</u></p> <p><u>PS (Public and Semi-public)</u></p>	<p><b>Primary Uses:</b> Single-family detached residences.</p> <p><b>Secondary Uses:</b> Open space, trails, schools, places of worship, and other public facilities. Appropriate for residents interested in a more open-space lifestyle, custom-built homes, equestrian uses, fewer public street lights and sidewalks, and no mandatory Conditions, Covenants, and Restrictions (CC&amp;Rs) or homeowner’s associations.</p> <p><b>Density:</b> Up to 2 units per gross acre (depending on zoning category)</p>	<p>Generally located in areas near trail access and the mountainous regions around the City, these areas will offer the preservation and development of rural neighborhoods. Modified street sections and a reduction in light pollution (by reducing adjacent nighttime activities and street and house lighting) may be offered to allow for a less urban environment conducive to the pastoral setting residents residing here desire.</p>
Low Density Residential (LDR)	<p><u>DH (Development Holding)</u></p> <p><u>RS-1 (Single-Family Residential)</u></p> <p><u>RS-2 (Single-Family Residential)</u></p> <p><u>RS-4 (Single-Family Residential)</u></p> <p><u>RS-6 (Single-Family Residential)</u></p> <p><u>RS-8 (Single-Family Residential)</u></p> <p><u>RMH (Mobile Home Residential)</u></p> <p><u>PS (Public and Semi-public)</u></p>	<p><b>Primary Uses:</b> Single-family detached residences, single-family attached residences, mobile home estates.</p> <p><b>Secondary Uses:</b> Open space, trails, schools, places of worship, and other public facilities. This is the broadest category in terms of both land area and allowable density, providing for typical suburban development with considerations for adjacent land uses.</p> <p><b>Density:</b> Up to 8 units per gross acre (depending on zoning category)</p>	<p>This designation will be located throughout the city in appropriate areas. Sites adjacent to rural neighborhoods are expected to properly buffer those neighborhoods with lower densities. Projects located around commercial or industrial projects should be properly buffered to protect both the interests of the residents and the business owners.</p>

RESIDENTIAL			
LAND USE CATEGORY	ZONING DISTRICTS	USES AND DENSITY	CHARACTERISTICS & LOCATION
Medium Density Residential (MDR)	<p><u>DH (Development Holding)</u></p> <p><u>RMH (Mobile Home Residential)</u></p> <p><u>RS-8 –(Single-Family Residential)</u></p> <p><u>RM-10 (Medium-Density Residential)</u></p> <p><u>RM-16 (Medium-Density Residential)</u></p> <p><u>PS (Public and Semi-public)</u></p>	<p><b>Primary Uses:</b> Single-family detached homes, single-family attached homes, townhomes, condominiums, patio homes and apartments.</p> <p><b>Secondary Uses:</b> Complimentary uses include parks and recreation amenities. Neighborhood-based commercial activity, places of worship, schools, senior housing facilities and other civic uses could also be located along nearby arterial and collector streets.</p> <p><b>Density:</b> Up to 16 units per gross acre (depending on zoning category)</p>	<p>Appropriate locations for this type of development can be found near more urban areas with activity centers. Landscaped open space should be provided for residents.</p>
High Density Residential (HDR)	<p><u>RH-24 (High-Density Residential)</u></p> <p><u>RH-36 (High-Density Residential)</u></p> <p><u>PS (Public and Semi-public)</u></p>	<p><b>Primary Uses:</b> Cluster Housing, duplexes, townhouses, condominiums apartments, and other multi-family residences.</p> <p><b>Secondary Uses:</b> Open space, trails, schools, places of worship, and other public facilities.</p> <p><b>Density:</b> Up to 36 units per gross acre</p>	<p>High Density Residential should be located in and around urban settings that provide non-residential services to the residents. They are generally found in areas that offer mobility, including along collector or arterial streets or near transit centers. Private recreational facilities should be provided in the project, such as, swimming pools, tot lots, and landscaped open space.</p>
Downtown Low -Density Residential (DRL)	<p><u>DRL (Downtown Low-Density Residential)</u></p>	<p><b>Primary Uses:</b> Single-family detached residences.</p> <p><b>Secondary Uses:</b> Open space, trails, schools, places of worship, and other public facilities.</p> <p><b>Density:</b> Based on specific criteria – see City of Henderson Development Code</p>	<p>Located in the downtown area, the purpose of this category is to improve the quality and visual appearance of the area while providing opportunities for low-density residential development on smaller lots. The category is intended to preserve the general character of existing residential development in downtown neighborhoods, while encouraging compatible infill development and redevelopment.</p>

RESIDENTIAL			
LAND USE CATEGORY	ZONING DISTRICTS	USES AND DENSITY	CHARACTERISTICS & LOCATION
Downtown Medium - Density Residential (DRM)	<p><u>DRM (Downtown Medium-Density Residential)</u></p> <p>DR (Downtown Residential)</p>	<p><b>Primary Uses:</b> Single-family detached residences, townhouses, and condominiums, and other multi-family residences.</p> <p><b>Secondary Uses:</b> Open space, trails, schools, places of worship, and other public facilities.</p> <p><b>Density:</b> Based on specific criteria – see City of Henderson Development Code</p>	<p>Located in the downtown area, the purpose of this category is to encourage a greater mix of housing types by allowing single-family attached homes on individual small lots. A greater number of housing opportunities results in more people to support and invigorate the downtown area at all hours of the day and night.</p>
Downtown High-Density Residential (DRH)	<p><u>DRH (Downtown High-Density Residential)</u></p>	<p><b>Primary Uses:</b> Single-family detached residences, townhouses, condominiums, apartments, and other multi-family residences.</p> <p><b>Secondary Uses:</b> Open space, trails, schools, places of worship, and other public facilities.</p> <p><b>Density:</b> Based on specific criteria – see City of Henderson Development Code</p>	<p>Located in the downtown area, the purpose of this category is to encourage a greater mix of housing types and to increase the number of residents by providing opportunities for high-density residential uses.</p>
Rural Neighborhood Preservation 1 (RNP-1)	<p><u>DH (Development Holding)</u></p> <p><u>RS-1 (Single-Family Residential)</u></p> <p>PS (Public and Semi-public)</p>	<p><b>Primary Uses:</b> Single-family detached residences.</p> <p><b>Secondary Uses:</b> Open space, trails, schools, places of worship, and other public facilities. Appropriate for residents interested in a more open-space lifestyle, custom-built homes, equestrian uses, fewer public street lights and sidewalks, and no mandatory Conditions, Covenants, and Restrictions (CC&amp;Rs) or homeowner’s associations.</p>	<p>Generally located in areas populated with residents that have a common interest in more open-space lifestyles than experienced in urban neighborhoods. The intent of this district is to preserve the rural character of the neighborhood by identifying and maintaining the density unique to each of these rural neighborhoods. This is accomplished by adhering to the criteria set forth in the City of Henderson’s Rural Neighborhood Overlay District found in the Development Code.</p>

RESIDENTIAL			
LAND USE CATEGORY	ZONING DISTRICTS	USES AND DENSITY	CHARACTERISTICS & LOCATION
Rural Neighborhood Preservation 2 (RNP-2)	<u>DH (Development Holding)</u> <u>RS-1 (Single-Family Residential)</u> <u>RS-2 (Single-Family Residential)</u> <u>PS (Public and Semi-public)</u>	<p><b>Primary Uses:</b> Single-family detached residences.</p> <p><b>Secondary Uses:</b> Open space, trails, schools, places of worship, and other public facilities. Appropriate for residents interested in a more open-space lifestyle, custom-built homes, equestrian uses, fewer public street lights and sidewalks, and no mandatory Conditions, Covenants, and Restrictions (CC&amp;Rs) or homeowner’s associations.</p>	<p>Generally located in areas populated with residents that have a common interest in more open-space lifestyles than experienced in urban neighborhoods. The intent of this district is to preserve the rural character of the neighborhood by identifying and maintaining the density unique to each of these rural neighborhoods. This is accomplished by adhering to the criteria set forth in the City of Henderson’s Rural Neighborhood Overlay District found in the Development Code.</p>

COMMERCIAL			
LAND USE CATEGORY	ZONING DISTRICTS	USES	CHARACTERISTICS & LOCATION
<b>Commercial (COM)</b>	<u>CC (Community Commercial)</u> <u>CO (Commercial Office)</u> <u>CN (Neighborhood Commercial)</u> <u>CH (Highway Commercial)</u> <u>CA (Auto Mall Commercial)</u> <u>MN (Neighborhood Mixed-Use)</u> <u>MC (Corridor/Community Mixed-Use)</u> <u>MR (Regional Mixed-Use)</u>	<p><b>Primary Uses:</b> Commercial services such as banks, restaurants, grocery stores, office complexes, theaters, and repair services. The General Commercial designation is intended to provide a location for more intense commercial uses that will serve a broader population than the immediate neighborhood area.</p> <p><b>Secondary Uses:</b> Open space, recreational amenities, trails, and other public facilities.</p>	<p>The General Commercial designation should be located at major intersections such as a highway and an arterial street or two arterial streets. They may also be located along major arterial streets.</p>
<b>Tourist Commercial (TC)</b>	<u>CT (Tourist Commercial)</u> <u>CC (Community Commercial)</u> <u>MC (Corridor/Community Mixed-Use)</u> <u>MR (Regional Mixed-Use)</u>	<p><b>Primary Uses:</b> Hotels, resorts, and mixed-use residential/commercial developments.</p> <p><b>Secondary Uses:</b> Open space, trails, recreational amenities, places of worship, and other public facilities.</p>	<p>Located in areas that will serve the local community as well as tourists, convention attendees, and other visitors to Henderson. This district should be found in the regions of the city that foster tourist activities, including gateways and major attractions.</p>

COMMERCIAL			
LAND USE CATEGORY	ZONING DISTRICTS	USES	CHARACTERISTICS & LOCATION
Transit Oriented Development (TOD)	<u>MC (Corridor/Community Mixed-Use)</u> <u>RH-36 (High Density Residential)</u>	<b>Primary Uses:</b> Multi-family residential and mixed-use residential/commercial developments  <b>Secondary Uses:</b> Trails, parks, and other public facilities	Generally located between ¼ and ½ mile of major transit corridors and stops, these areas are intended to accommodate a compact pattern of mixed-use development with medium to high-densities. Densities will vary by the location and size of the development, as well as the surrounding neighborhood context. Most intense development should generally be concentrated within ¼ mile of transit stops to promote transit ridership and encourage pedestrian activity. Minimum densities are required for residential and non-residential/mixed-use development. Reduced parking requirements and other incentives may be provided to promote transit-supportive development intensities and a broader mix of uses.
Neighborhood Commercial (NC)	<u>CN (Neighborhood Commercial)</u> <u>CO (Commercial Office)</u> <u>MN (Neighborhood Mixed-Use)</u>	<b>Primary Uses:</b> High quality office (low rise), neighborhood retail, and neighborhood services.  <b>Secondary Uses:</b> Open space, trails, recreational amenities, places of worship, and other public facilities.	Generally located at the intersection of two arterial streets or an arterial street and a collector street, the Neighborhood Commercial category includes retail centers that provide shopping and services to the surrounding neighborhoods and areas.
Downtown Highway Commercial (DHC)	<u>DHC (Downtown Highway Commercial)</u> <u>DX (Downtown Mixed-Use)</u>	<b>Primary Uses:</b> Commercial, retail, government and private offices, and visitor accommodations.  <b>Secondary Uses:</b> Places of worship, schools, parks, trails, and other public facilities.	Located in the downtown area, the purpose of this category is to create an inviting gateway to the downtown that transitions from auto-oriented uses on Lake Mead Parkway and Boulder Highway to the more pedestrian-oriented Downtown Core Commercial District by consolidating smaller lots and providing access from arterial streets.
Downtown Core Commercial (DCC)	<u>DCC (Downtown Core Commercial)</u> <u>DX (Downtown Mixed-Use)</u>	<b>Primary Uses:</b> Commercial, retail, government and private offices, and visitor accommodations.  <b>Secondary Uses:</b> Places of worship, schools, parks, trails, and other public facilities.	Located in the downtown area, the purpose of this district is to create an attractive, pedestrian-oriented environment that functions as the shopping, office, arts and entertainment center of downtown.

BUSINESS/INDUSTRIAL			
LAND USE CATEGORY	ZONING DISTRICTS	USES	CHARACTERISTICS & LOCATION
<b>Business Industrial (BI)</b>	<u>IP (Industrial Park)</u> <u>IL (Light Industrial)</u> <u>IG (General Industrial)</u>	<b>Primary Uses:</b> Industrial, warehousing, manufacturing, and business parks.  <b>Secondary Uses:</b> Supporting retail and office, open space, trails, and other public facilities.	The Industrial category is meant to be in less-invasive areas of the city, typically where regulations are less restrictive to allow typical industrial uses to take place. Surrounding residential should be limited and appropriately buffered from the effects of the industrial use.
<b>Light Business Industrial (LBI)</b>	<u>IP (Industrial Park)</u> <u>IL (Light Industrial)</u>	<b>Primary Uses:</b> Light industrial, light warehousing, manufacturing, and business parks.  <b>Secondary Uses:</b> Associated retail, office, open space, trails, and other public facilities.	Similar to the Business Industrial category, this designation should be located in less invasive areas of the city, but with less intense uses, can be situated closer to residential and other commercial uses. Light industrial is meant to encourage development that will minimally impact the surrounding area.

OTHER			
LAND USE CATEGORY	ZONING DISTRICTS	USES	CHARACTERISTICS & LOCATION
Public and Semi-Public (PS)	<u>PS (Public and Semipublic)</u>	<p><b>Primary:</b> Parks, libraries, community centers, fire stations, utilities, open space, trails, and other public uses.</p> <p><b>Secondary:</b> Hospitals, government offices, schools, places of worship, and cultural institutions.</p>	The purpose of this category is to provide community services to the surrounding areas. The location of such facilities is reliant on the character of the neighborhood, community, or region that the particular facility will serve.
Downtown Public (DP)	<u>DP (Downtown Public)</u>	<p><b>Primary:</b> Cultural institutions, government offices, hospitals, parks, community services, schools, and conventions.</p> <p><b>Secondary:</b> Places of worship, open space, trails, and other public facilities.</p>	Located in the downtown area, the purpose of this category is to provide an attractive, functional arts and entertainment hub, government services, recreational opportunities, and medical services for downtown Henderson.
Planned Community (PC)	<u>PC (Planned Community)</u>	<p><b>Primary:</b> Dependent on the final development agreement. This area should develop with ideas and projects that are modern and innovative, following the best planning practices available as the venture moves forward.</p>	Typically found on large tracts of vacant land, the purpose of this category is to ensure comprehensive planning of the area to create efficient and stable developments offering a combination of planned uses. This designation gives maximum flexibility to the City Council and the developer in implementing a development agreement that is in the best interests of the community and provides all the necessary facilities and amenities for the subsequent development of the land.

# Subarea Plans

## East Henderson

This section is in reference to an area on the east side of Henderson, bounded by Pueblo Channel, Burkholder Boulevard, Magic Way, and Newport Drive. In order to preserve the character of this neighborhood, the City of Henderson conducted a series of meetings with residents and in July of 2003, amended the Comprehensive Plan to cap residential densities at 4 units per acre. In keeping with the intent of that amendment, any densities proposed in this area greater than 4 units per acre will be considered nonconforming to the city's Comprehensive Plan.

## West Henderson

### *West Henderson Plan Area*

The West Henderson area is generally located southwest of the Henderson Executive Airport; bounded to the north by St. Rose Parkway and to the east by the Anthem Development.

### *West Henderson Public Facilities and Infrastructure Financing Program*

The West Henderson Public Facilities and Infrastructure Financing Program is intended to provide for the construction of all public infrastructure in the plan area in a timely manner. Approval of any development in this area will be contingent upon an agreement to participate in this program by refunding the appropriate proportional cost of the infrastructure serving a particular site.

### *Open Space Issues and Opportunities*

Development within the West Henderson area will be required to adhere to the policies and objectives of the City of Henderson Open Space Plan. Specifically, washes and flood channels will be preserved in their natural state wherever possible to serve a dual purpose for trail alignments.

### *Sloan Canyon NCA*

Development in close proximity to the boundary of the Sloan Canyon National Conservation Area must be sensitive in use and design so as not to create a hard "edge". Uses will be limited to low

density residential or community open space. If developed with single-family homes, buildings closest to the NCA shall be situated so that they face the NCA so that the border is not defined by a block wall.

### ***Existing Residential Development***

Except where already designated for commercial uses, land immediately adjacent to the existing residential uses will remain designated for low density residential or public/semi-public uses. The existing homes are clustered on the north side of Larson Lane, east and west of Bermuda Road.

### ***West Henderson Executive Airport Safety and Noise Attenuation Buffer Area***

In 2000, the Department of Aviation entered into an agreement with the Bureau of Land Management to establish an approximately 60 acre no build area immediately south of the Henderson Executive Airport. The purpose of the area is to serve as a buffer at the end of a new runway which is subject to increased noise and potential hazards from aircraft using the airport.

### ***Limited Transition Area***

The City of Henderson has entered into an agreement with the Bureau of Land Management to develop a business park on approximately 500 acres of land. This area, designated as a limited transitional area, is located south of the Henderson Executive Airport, adjacent to the South Edge Development.

### ***St. Rose Parkway Gateway***

St. Rose Parkway, previously known as Lake Mead Drive and State Route 146, has been a well-traveled route for many years. In the past, only limited development occurred along this route, including the Henderson Executive Airport, some industrial uses, and scattered rural residences.

More recently, as development has grown around this route bringing upscale residential areas, mixed-use development, and high-quality commercial centers, St. Rose Parkway has become a major gateway into Henderson. As such, a flexible approach to future development along St. Rose Parkway is needed to address the dynamic nature of development trends in the area and to fully realize the opportunities inherent in this route's role as a "gateway." To that end, development along St. Rose Parkway shall be encouraged to complement the planned and existing land uses while incorporating varied and complementary uses and architecture appropriate for a primary entry into the city.

## *Transit Corridor*

The City of Henderson has been coordinating with the Regional Transportation Commission (RTC) to provide opportunities for mass transit, including a future potential bus rapid transit (BRT) route in West Henderson. This route is part of the RTC's long-range plan and will form a loop consisting of Las Vegas Boulevard, Via Inspirada, and Starr Road. To promote the success of this transit opportunity, development within ¼-mile and up to ½-mile of the transit corridor in places shall be designed as transit-oriented development where practicable.

## *Section 10 Study Area*

The Section 10 Study Area (legally described as a portion of the South ½ of Section 10, Township 23 South, Range 61 East) is generally bounded by Volunteer Boulevard to the north, Bermuda Road to the west, Larson Lane to the south, and Via Inspirada to the east. This area (designated as the "Section 10 Study Area" on the West Henderson Land Use Plan map) requires special consideration given its proximity to the Henderson Executive Airport, the future Bus Rapid Transit corridor on Via Inspirada and the nearby Limited Transition Areas.

In the past, this area has been partially developed with low-density residential uses. In recent years however, many of those homes have been purchased by developers for redevelopment. Due to this trend and the area's proximity to the aforementioned uses, future development of this area should be flexible and responsive to those opportunities and constraints.

If deemed appropriate, higher residential densities in this area may respond to the future transit corridor while maintaining a safe and responsible distance from flight paths and noise attenuation zones.

In addition, future development of properties adjacent to the Limited Transition Area within the Section 10 Study Area should be complementary to that future business park and may include a range of residential or non-residential uses where appropriate.

# Chapter 8: Action Plan

*A key aspect of this Master Plan is how it will be carried out after it is adopted. To effectively implement the goals and policies of this Plan, it is necessary for the City to identify the types of actions required and determine the priority and timing of the actions so the appropriate resources may be allocated.*

## Types of Implementation Actions

There are three types of actions that are required to implement the city's Comprehensive Plan; regulatory revisions, ongoing policy actions, and programs. Each category is briefly described below.

### Regulatory Revisions

In order for the Master Plan to be realized, the city's development regulations will need to be consistent with the principles and policies contained in the Plan. The city will need to revise the development regulations and standards in several instances to achieve these goals and policies. This is addressed in greater detail within the Summary of Priority Actions outlined below.

### Policy Decisions

The Plan identifies a number of actions that will be carried out during day-to-day policy decisions made by city planning staff, Planning Commission, and the City Council. The city will continually make decisions regarding development proposals and plan amendments and should use the Plan to guide such policy decisions as they occur.

### Programs

The Master Plan establishes a foundation for programs necessary to carry out the goals of the Plan. For example, some policies involve continued participation in planning efforts with other jurisdictions, such as ongoing efforts of the Southern Nevada Regional Planning Coalition. Other programs may require new initiatives, such as efforts to promote the development of workforce housing, or the creation of a database of available land for primary employment uses.



## Priority Actions

The following is a list of priority actions that should be taken as soon as possible to ensure that future land use decisions are aligned with the policies contained in this Plan and with the classifications on the Land Use Map. Priority Actions should be reviewed and updated periodically to reflect the city's accomplishments, available resources, and potential shifts in policy direction. The following priority actions are recommended:

### **1. Monitor Supply of Primary Employment Land**

One of the Plan's key policies is to promote economic vitality of the city by targeting and reserving land that is suitable for industrial and office employment uses (e.g., primary jobs). In order to do so, the city should develop a database of sites that are suitable and update it on a regular basis.

### **2. Update the City's Development Code**

The city's Unified Development Code was comprehensively overhauled in 1998. This Plan contains a number of policies that will need to be implemented through revisions to the city's Development Code, including but not limited to an increased emphasis on mixed-use development; opportunities for transit-oriented development; and policies that encourage better street and pedestrian connections between and within neighborhoods.

### **3. Establish and Update Design Standards and Guidelines**

The Plan places a major emphasis on quality development in the city's neighborhoods, commercial and employment areas, and public spaces. Updated as well as new design standards and guidelines are needed as a means of achieving this goal. These standards and guidelines should be addressed as part of the process of updating the City's Development Code (see above).

### **4. Workforce Housing Initiative**

Increasing the supply of workforce housing is a key issue facing the city. The Plan recommends a number of strategies that should be reviewed as part of a comprehensive effort to bolster the supply of workforce housing in the city, including density bonuses and other incentives, streamlined review procedures, and inclusionary housing programs. It may be appropriate for the City Council to convene a Workforce Housing Task Force to review and recommend specific strategies.

# Appendix

## Incorporated Plans and Agreements

The following City of Henderson adopted Plans and Agreements are incorporated as a part of this Comprehensive Plan, by reference. They may be obtained from the City department noted for each document.

- 1) Open Space Plan – *Department of Community Development*
- 2) Economic and Demographic Overview - *Office of Budget and Strategic Management*
- 3) Affordable Housing Policy Plan – *Department of Neighborhood Services*
- 4) Affordable Rental Housing Inventory – *Department of Neighborhood Services*
- 5) US Department of Housing and Urban Development, City of Henderson Consolidated Plan – *Department of Neighborhood Services*
- 6) Emergency Operations Plan - *Office of Emergency Management*
- 7) Solid Waste Disposal Agreement – *Department of Utility Services*
- 8) Downtown Investment Strategy – *Department of Property Management and Redevelopment*
- 9) Henderson Redevelopment Plan – *Department of Property Management and Redevelopment*

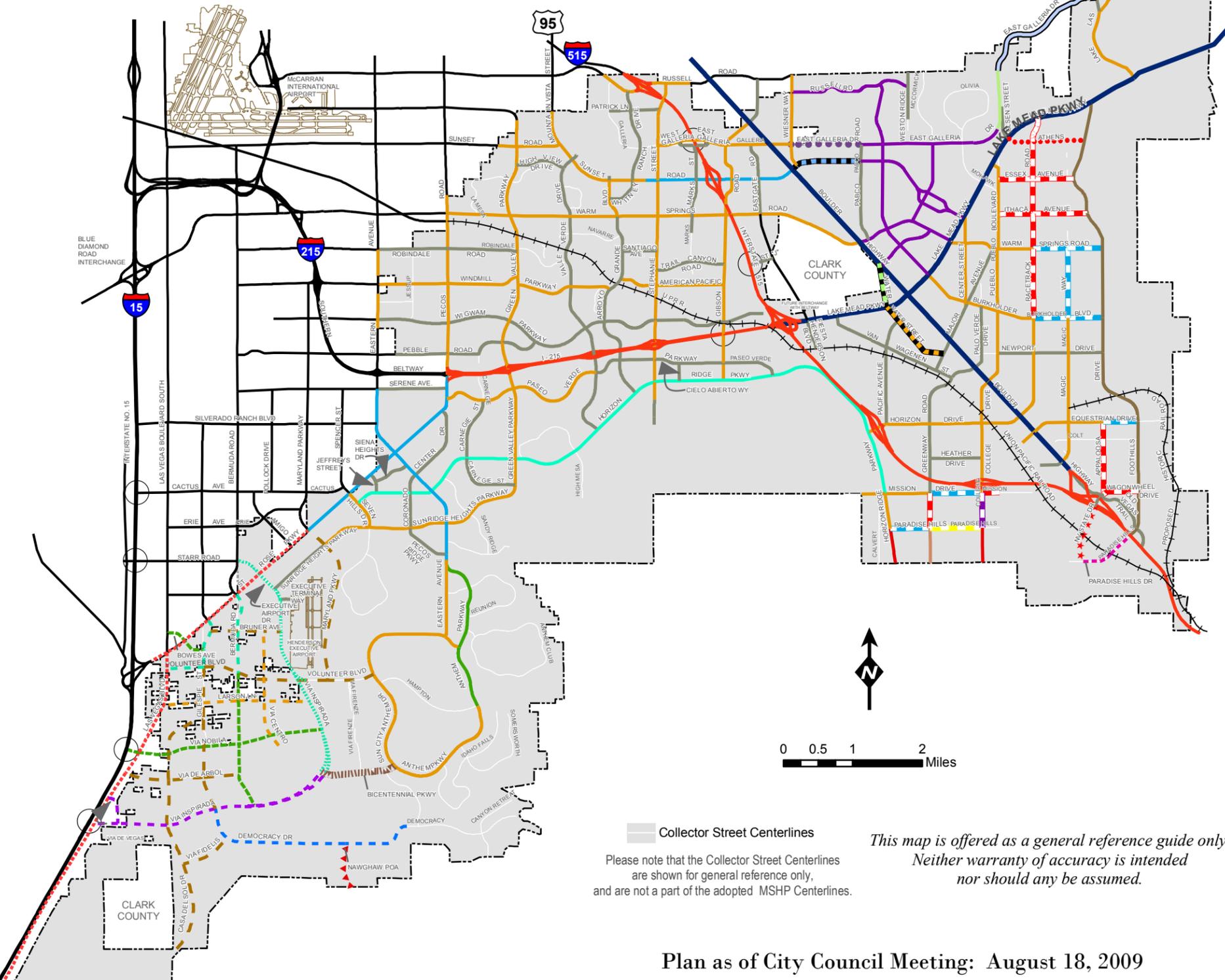
## Additional Maps

The following maps are included in the appendix to this Plan:

- 1) Master Streets and Highways
- 2) Public Facilities
- 3) Alternative Transportation
- 4) Parks and Trailways
- 5) Master Bicycle Plan
- 6) Topography and Drainage
- 7) Reclaimed Water, Sewer, and Water Services
- 8) Above-Ground Utility Corridor

# MASTER STREETS & HIGHWAYS PLAN

- Future Interchange
- Refer to Landwell Development Standards (MSH-07-580002)
- 300' Street (State Highway)
- ▲▲▲ 260' Street Section
- ++ 200' Railroad Right-of-Way
- ..... 194' Street (SW Henderson)
- - - 178' Street w/ Transit (SW Henderson)
- - - 166' Street No Transit (SW Henderson)
- ..... 166' Street w/ Transit (SW Henderson)
- \*\*\* 165' Street Section
- ..... 154' Major Arterial (SW Henderson)
- ..... 154' Street (SW Henderson)
- ..... 150' Street (SW Henderson)
- ..... 141' Street (Primary Arterial)
- ..... 136' Street (SW Henderson)
- 130' Ground-Level Freeway (Limited Access)
- 120' Street (Controlled Access)
- 120' Street (w/ Bike Lane)
- ..... 115' Street (Paradise Hills Drive Only)
- ..... 110' Minor Arterial
- ..... 110' Street w/ Trail
- 100' Roadway Corridor (See Cross Sections)
- 100' Street (Primary Arterial)
- 100' Street Primary Arterial (Special Condition)
- 100' Street Section (RNP Only)
- 100' Street (College Dr - See Cross Sections)
- 100' Street (Paradise Hills Dr - See Cross Sections)
- 100' Street (Sunset Rd - See Cross Sections)
- 100' Street w/ 20' Trail Corridor Easement
- 90' Street (Special Condition)
- ..... 80' Modified Street Section (Athens Ave Only)
- 80' Right-of-way
- 80' Street (Secondary Arterial)
- 80' Street Section (RNP Only)
- 50' Collector w/ 30' of Trails
- 50' Collector w/ 50' of Trails
- County Streets

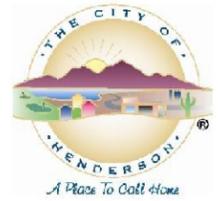


Collector Street Centerlines  
 Please note that the Collector Street Centerlines are shown for general reference only, and are not a part of the adopted MSHP Centerlines.

*This map is offered as a general reference guide only. Neither warranty of accuracy is intended nor should any be assumed.*

Plan as of City Council Meeting: August 18, 2009

City of Henderson  
 Community Development  
 Geographic Information Services  
 240 Water Street MSC 115  
 Henderson, NV 89015  
 702.267.1500  
 January 2010



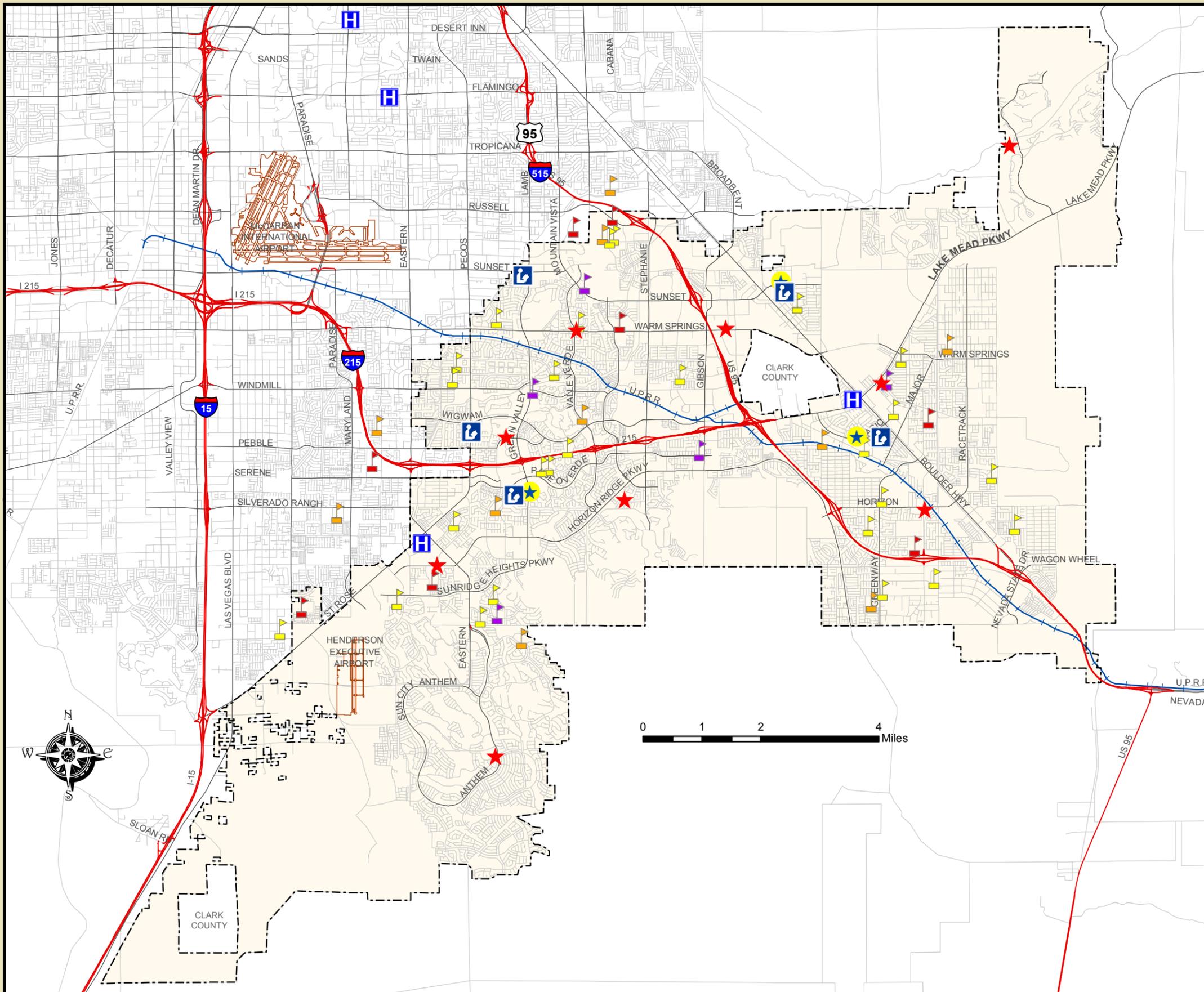
# PUBLIC FACILITIES

-  Henderson Fire Stations
-  Henderson Police Stations
-  Hospitals
-  Public Library
-  Elementary School
-  Junior / Middle School
-  High School
-  Private School
-  City Boundary
-  Interstate / Ramp
-  State Highway
-  Major Street
-  Railroad

SOURCES:  
 Henderson Police Dept.  
 Henderson Fire Dept.  
 Clark County GISMO  
 CC School District

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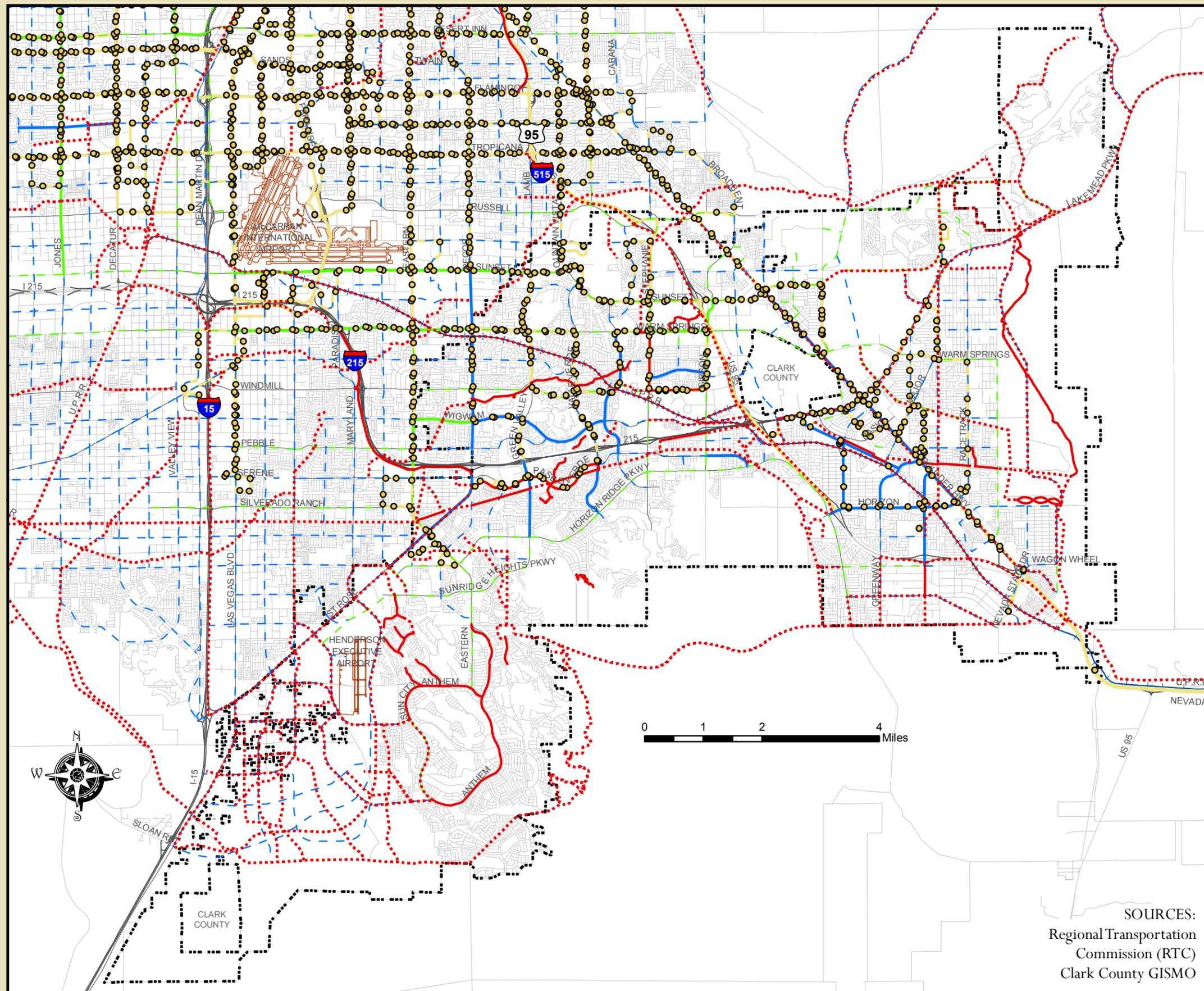
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 January 2010



# ALTERNATIVE TRANSPORTATION

*[Existing & Proposed]*

-  Bus Stop
-  Bus Route
-  Existing Shared Use Path
-  Proposed Shared Use Path
-  Existing Bike Lane
-  Proposed Bike Lane
-  Existing Bike Route
-  Proposed Bike Route
-  Incorporated Boundary
-  Interstate/State Highways
-  Major Streets
-  Railroads
-  Airports

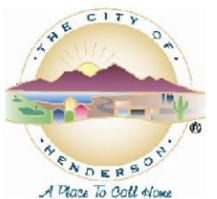


*Due to continuous development activity throughout the City, this information is for reference only.*

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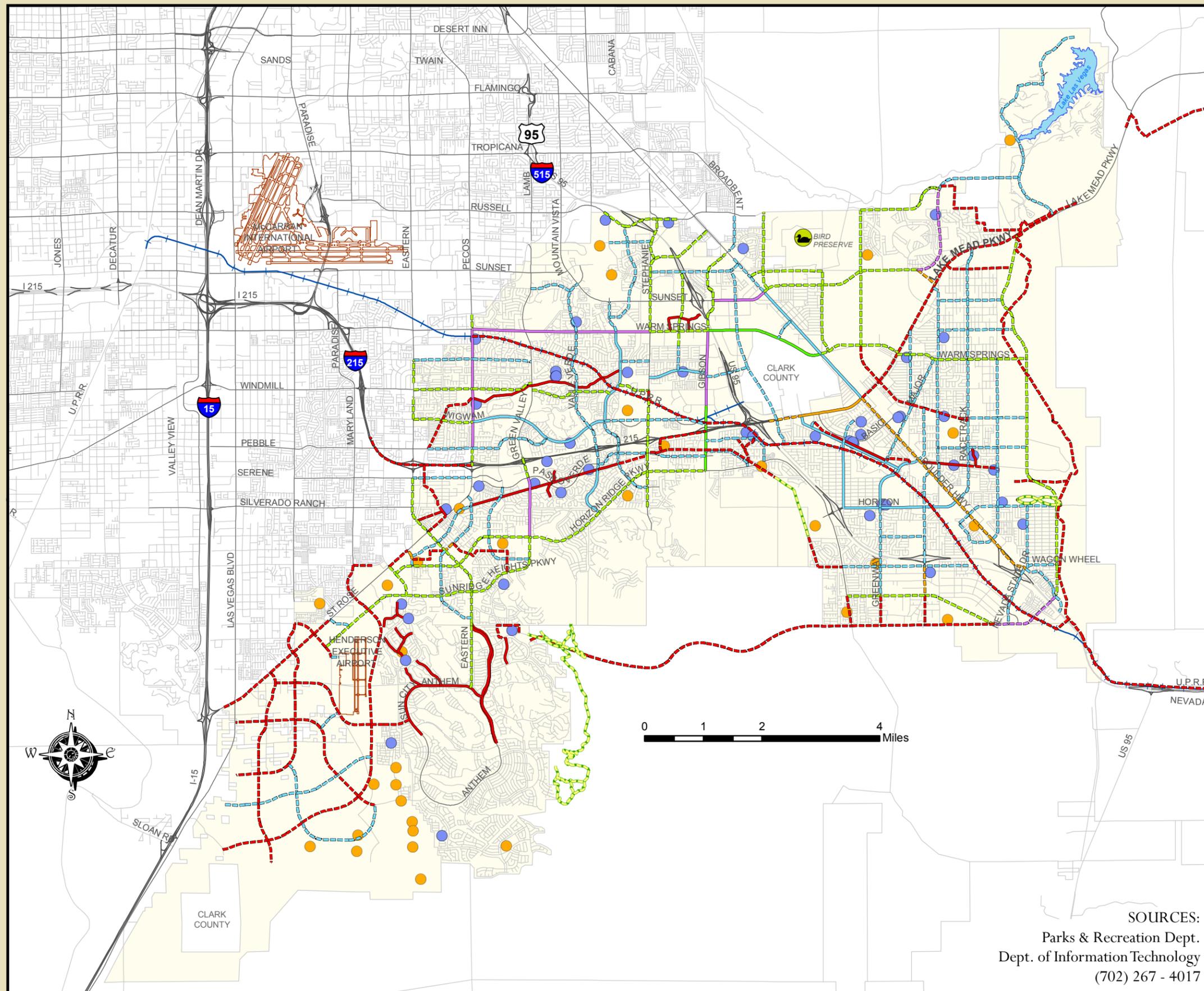
SOURCES:  
Regional Transportation  
Commission (RTC)  
Clark County GISMO

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Geographic Information Services  
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702.267.1500  
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# PARKS & TRAILWAYS

-  Existing Park
-  Proposed Park
-  Existing Shared Use Path
-  Proposed Shared Use Path
-  Existing Bike Lane
-  Proposed Bike Lane
-  Existing Bike Route
-  Proposed Bike Route
-  Existing Bike Route and Bike Path
-  Proposed Bike Route and Bike Path
-  Existing Bike Lane and Bike Path
-  Proposed Bike Lane and Bike Path
-  Proposed Recreational Trail
-  Incorporated Boundary
-  Interstate/State Highways
-  Major Streets
-  Railroads
-  Airports



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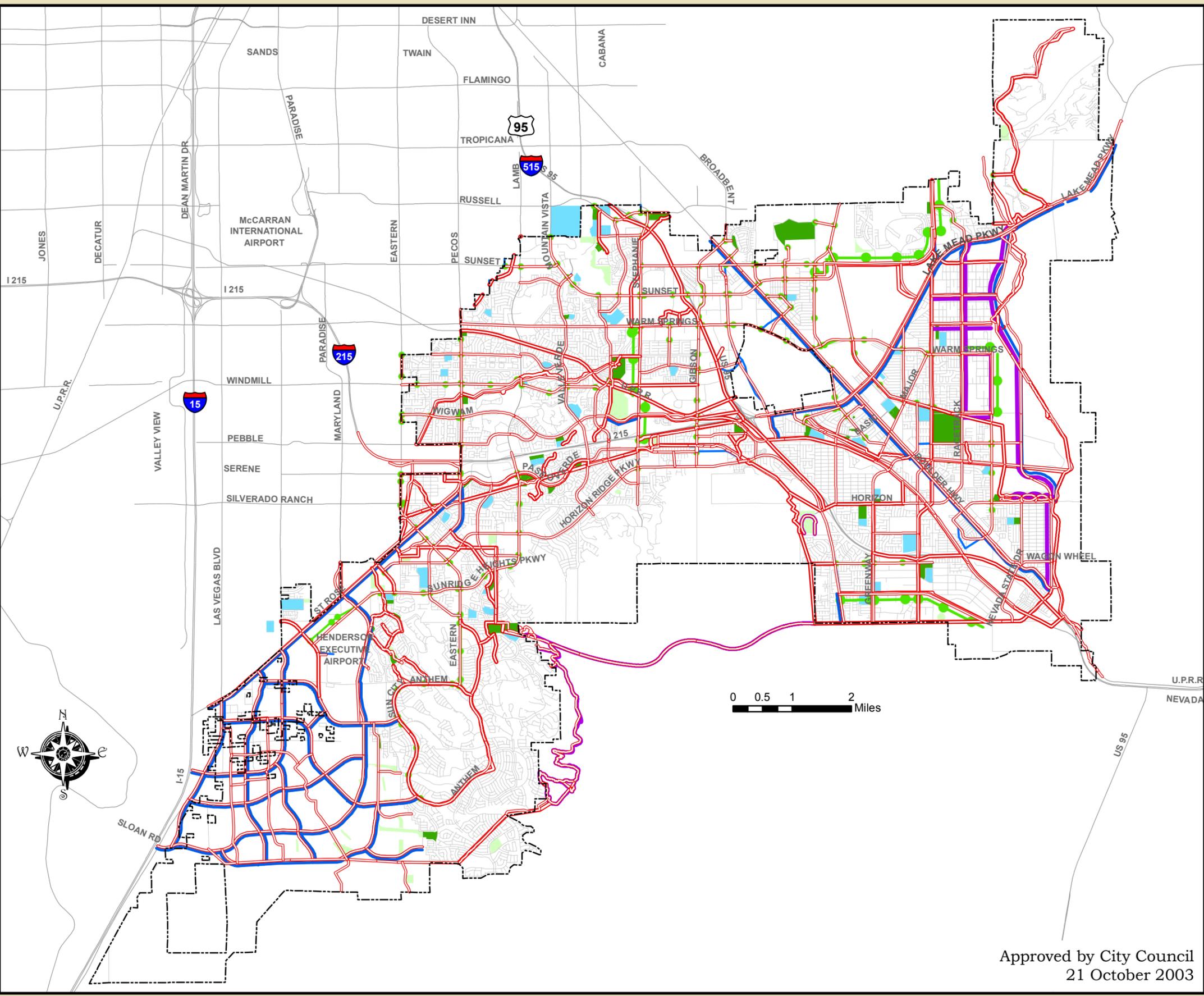
SOURCES:  
 Parks & Recreation Dept.  
 Dept. of Information Technology  
 (702) 267 - 4017

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# MASTER BICYCLE & TRAILS PLAN

-  Existing Park
-  Proposed Park
-  Existing Schools
-  Proposed Schools
-  Henderson City Limits
-  Shared Use Path and Route
-  Bike Route
-  Bike Lane
-  Rec Trail/Bike Route
-  Shared Use Path
-  Shared Use Path and Lane
-  Recreational Trails
-  Rec Trail/Bike Lane



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Approved by City Council  
 21 October 2003

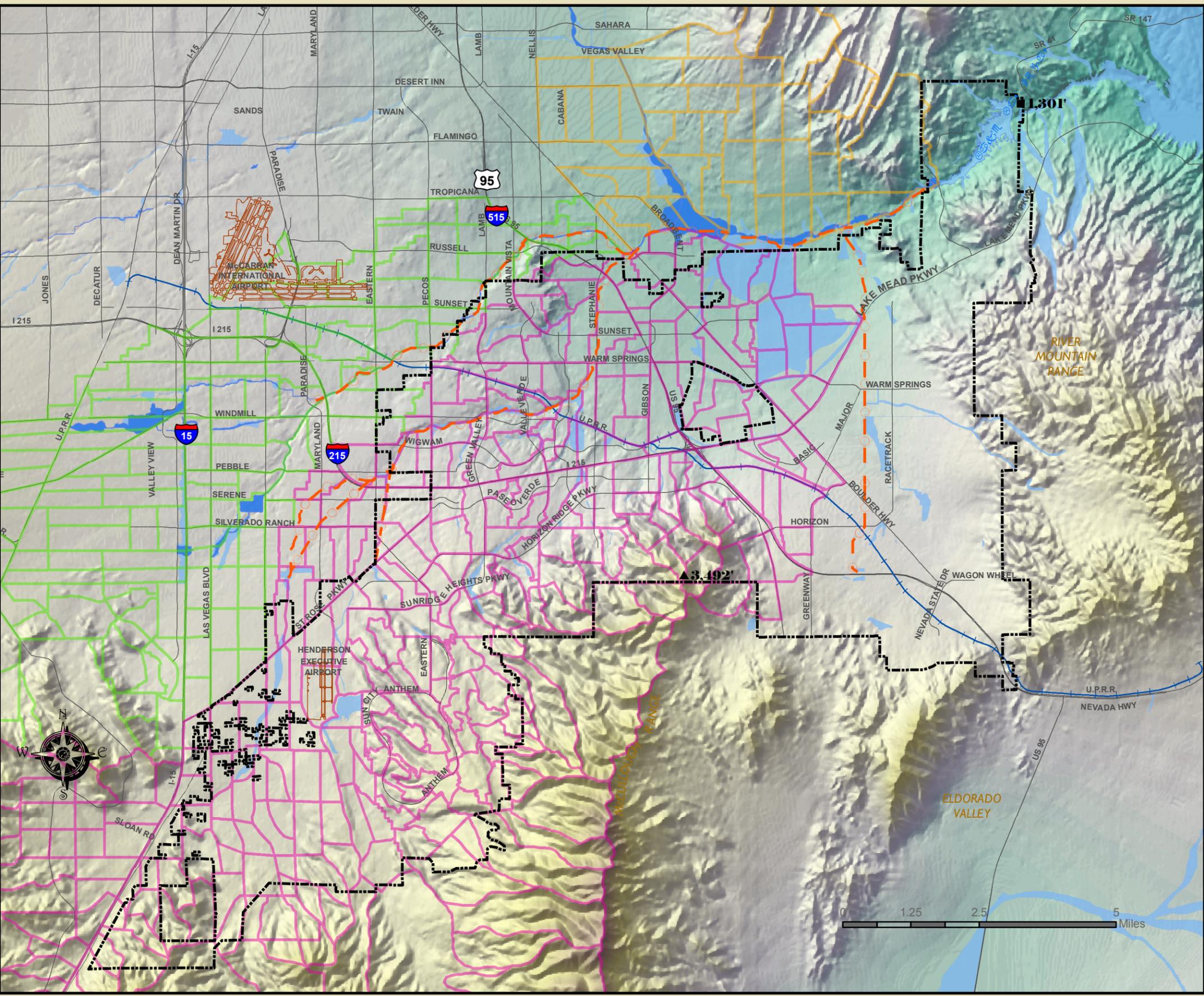
# HENDERSON AREA TOPOGRAPHY & HYDROLOGY

-  Highest Elevation in City (3,492')
-  Lowest Elevation in City (1,301')
- Elevation**
-  3,000' - 3,400' +
-  2,600' - 3,000'
-  1,700' - 2,600'
-  1,200' - 1,700'
-  Floodway
-  100-Year Floodplain
-  Major Wash Areas
-  Duck Creek Watershed
-  Lower Las Vegas Wash Watershed
-  Pittman-C1 Watershed
-  Incorporated Boundary
-  Interstate/State Highways
-  Major Streets
-  Railroads

Based on Projected Coordinate System:  
NAD83, StatePlane NV East FIPS 2701 Feet

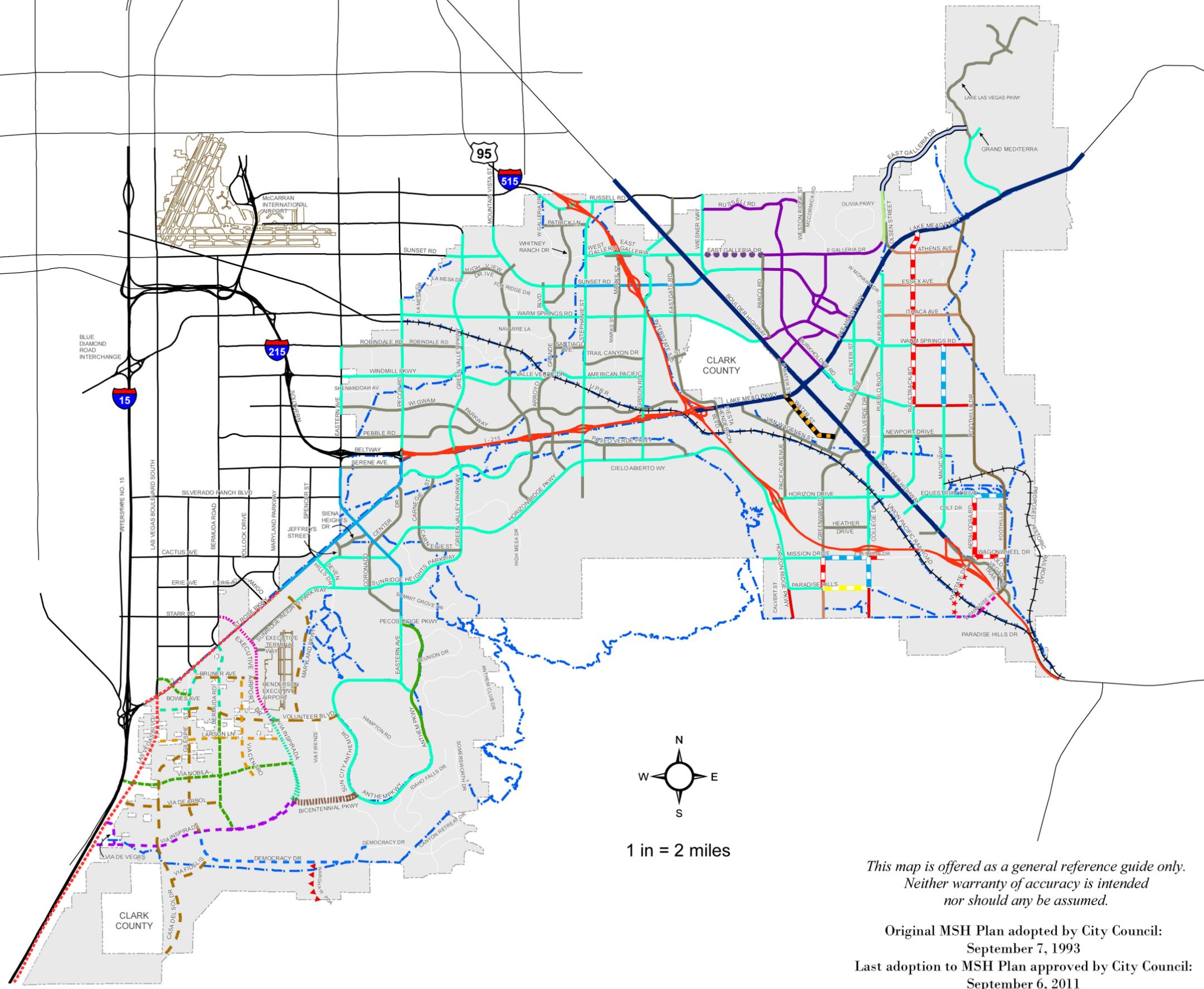
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# MASTER TRANSPORTATION PLAN

- Parks and Recreation Trails
- Refer to Landwell Development Standards (MSH-07-580002)
- 300' Street (State Highway)
- 260' Street Section
- 200' Railroad Right-of-Way
- 194' Street (SW Henderson)
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- 166' Street w/ Transit (SW Henderson)
- 166' Street w/ Transit - Executive Airport Dr. (SW Henderson)
- 165' Street Section
- 154' Major Arterial (SW Henderson)
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- 50' Collector w/ 30' of Path and Trail
- 50' Collector w/ 50' of Trail and Path
- County Streets
- Additional Streets (shown for reference only)



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nor should any be assumed.*

Original MSH Plan adopted by City Council:  
September 7, 1993  
Last adoption to MSH Plan approved by City Council:  
September 6, 2011

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702.267.1500  
www.cityofhenderson.com



# ABOVE GROUND UTILITY CORRIDOR

-  Transmission Lines (200KW or more)
-  USGS Washes
-  City Limits
-  Designated City of Henderson Corridor
-  Lake Las Vegas

Adoption per City Council: December 2, 2014

Revised: December 18, 2014

Source(s): City of Henderson Community Development & Services Department, Clark County Assessor's Office, and Clark County Geographic Information Systems Management Office, Clark County Comprehensive Planning, Bureau of Land Management - Nevada State Office GIS Division, Nevada State Office of Energy - RETAAC (Renewable Energy Transmission Access Advisory Committee)

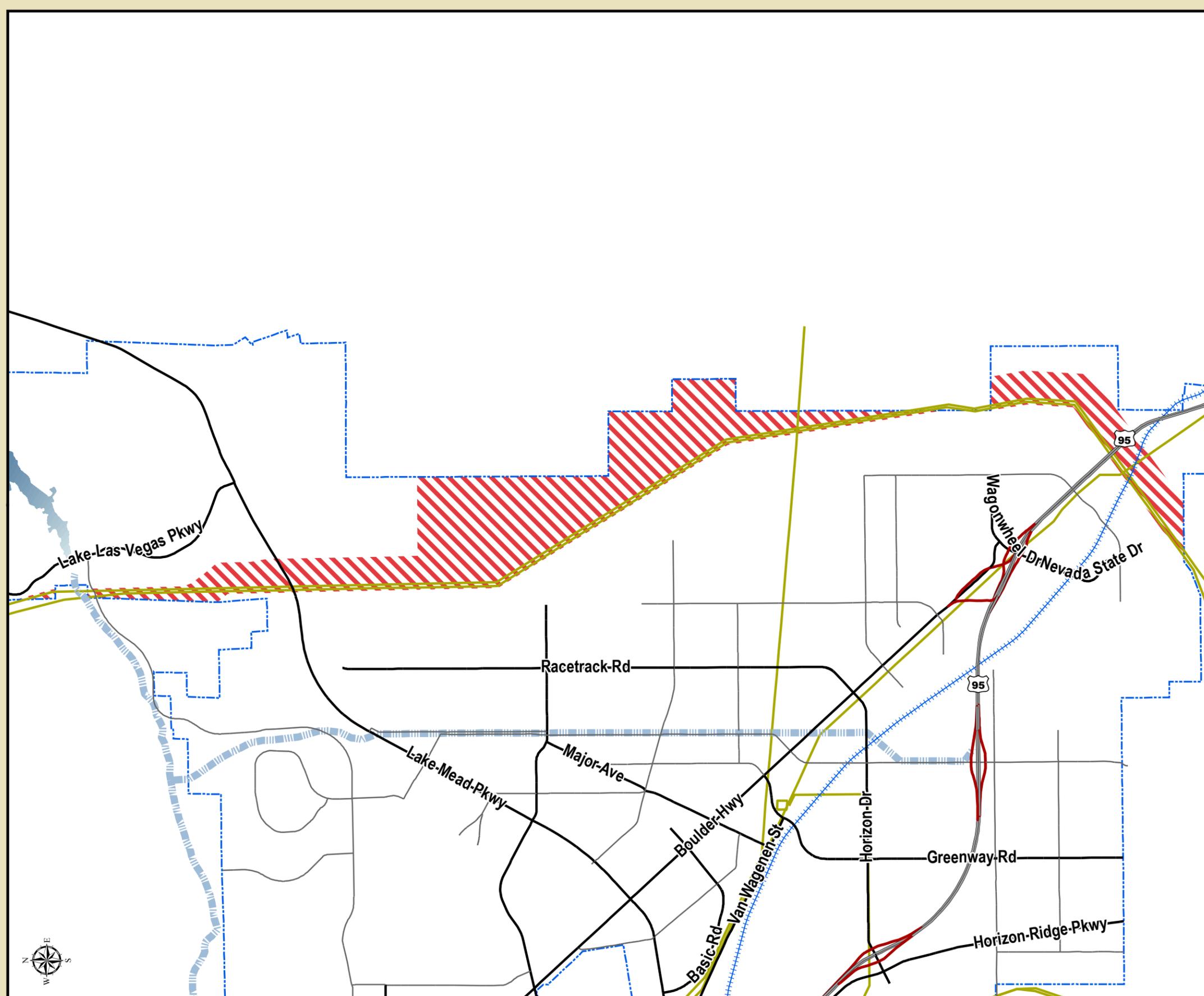
Based on Projected Coordinate System:  
NAD83, StatePlane NV East FIPS 2701 Feet

Note: This map is offered as a general reference guide only. Neither warranty of accuracy is intended nor should any be assumed.

**City of Henderson  
Community Development  
and Services Department**

240 Water Street, MSC 115  
Henderson, NV 89015  
www.cityofhenderson.com  
(702) 267-1500

December 2014



**For information regarding:**  
**RECLAIMED WATER SERVICES**  
**SEWER SERVICES**  
**WATER SERVICES**

**Please contact:**  
**City of Henderson's**  
**Department of Utility Services**  
**702 - 267 - 3670**

City of Henderson  
Community Development  
Geographic Information Services  
240 Water Street MSC 115  
Henderson, NV 89015  
702.267.1500  
January 2010

